

# **Board Report**

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE APRIL 20, 2022

SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR

PROJECT ENVIRONMENTAL IMPACT REPORT

**ACTION: APPROVE RECOMMENDATIONS** 

File #: 2021-0693, File Type: Project

### RECOMMENDATION

### CONSIDER:

- A. APPROVING the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (a new, 19-mile long, at-grade bus rapid transit line with twenty-two (22) stations);
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR);
- C. ADOPTING, in accordance with CEQA, the:
  - Findings of Fact, and
  - 2. Mitigation Monitoring and Reporting Program; and
- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

### **ISSUE**

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Proposed Project) would build a high-quality BRT line connecting the San Fernando and San Gabriel valleys, traveling east-west between the North Hollywood Metro B/G Line (Red/Orange) Station, the Memorial Park L Line (Gold) Station, and Pasadena City College (PCC). The Proposed Project is funded through Measure M and SB-1 funds with an anticipated opening date of 2024. It aims to meet the priorities set out in 'Metros Vision 2028 strategic plan <a href="http://media.metro.net/about\_us/vision-2028/report\_metro\_vision\_2028\_plan\_2018.pdf">http://media.metro.net/about\_us/vision-2028/report\_metro\_vision\_2028\_plan\_2018.pdf</a> to offer high-quality mobility options and outstanding trip experiences while enhancing the quality of life of the communities it serves.

Metro is the CEQA Lead Agency and has completed the steps required for the Final EIR to be

considered for certification by the Board. The Executive Summary of the Final EIR is included as Attachment A. Certification of the Final EIR also includes approval of the Findings of Fact (Attachment B) and the Mitigation Monitoring and Reporting Program (Attachment C).

# **BACKGROUND**

The Proposed Project is a 19-mile BRT corridor with 22 stations. The study area serves as a key regional connection between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena (Attachment D). Each community has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena.

Of the 700,000 daily trips in the study area, the majority of trips are destined to locations within the corridor, and only a third of these trips currently travel through the entire corridor from one end to the other. In addition, the overwhelming mode share is single occupant auto trips, as transit currently accounts for only 2% of trips despite the presence of Metro rail connections at both ends of the corridor. The key challenge for the corridor is to design a premium transit service that captures more of the travel market by offering competitive travel times, improved service reliability, better transit access and enhanced passenger comfort and convenience. Regional connectivity is also a key element of the Proposed Project, especially given that this is among the region's largest commuter sheds without a premium transit service and serves several Equity Focus Communities (EFCs).

Metro Line 501 currently connects North Hollywood and Pasadena primarily via the SR-134 but has struggled to attract riders (approximately 1,500 daily boardings pre-COVID) in large part because it bypasses several major destinations along the corridor. The Proposed Project will offer a premium transit service connecting to these destinations with an estimated end-to-end travel time of approximately 70 minutes. This compares with an existing travel time of approximately 2 hours using a combination of existing bus lines such as 180, 92,155, and 224. Additionally, the Proposed Project will greatly enhance service reliability by separating buses from the fluctuating traffic congestion, resulting in more consistent run times. The Proposed Project will also maintain its faster travel times and reliability even as traffic congestion continues to worsen over time. Further, the BRT will also include additional features that will enhance the customer experience. As a result, the Proposed Project is anticipated to attract approximately 30,000 daily riders when it opens

In May 2021, the Metro Board approved staff's recommendation to adopt a refined version of the Proposed Project presented in the Draft EIR, which included refinements in Burbank and Glendale and two separate design options for Colorado Boulevard in Eagle Rock. Staff was also instructed to conduct additional stakeholder outreach and to continue coordinating with the corridor cities, particularly Burbank and Los Angeles (Eagle Rock), prior to completing the Final EIR. As a result of these additional efforts, staff worked with stakeholders to develop further refinements to the Proposed Project in Burbank and Eagle Rock. Details on the recommended refinements are provided in the discussion section below.

### **DISCUSSION**

California Environmental Quality Act (CEQA)

As the CEQA Lead Agency and proponent for the Proposed Project, Metro has completed an EIR in

coordination with the cities of Los Angeles, Burbank, Glendale, and Pasadena. The EIR assessed the Proposed Project in addition to a No Project Alternative and an Improved Existing Bus Service Alternative. If the Metro Board certifies the Final EIR and approves the Proposed Project, thereby completing the CEQA environmental clearance, the Proposed Project will advance into preconstruction and construction activities.

Section 21086.6 of the California Public Resources Code requires that public agencies approving a project with an EIR adopt a Mitigation Monitoring and Reporting Program (MMRP). The purpose of the MMRP is to ensure that the measures identified in the Final EIR that mitigate the potentially significant environmental effects of the Proposed Project are implemented. Metro is responsible for assuring full compliance with the provisions of the MMRP. A full description of the mitigation measures is included in the MMRP.

Prior to Board approval of the refined Proposed Project in May 2021, Metro released the Draft EIR for a 64-day public review and comment period beginning on October 26, 2020 and ending on December 28, 2020. Metro also hosted two virtual Public Hearings. To increase public participation during restrictions on public gatherings and to prevent public health risks posed by COVID-19, the two hearings were held virtually via the Zoom online communication platform. During these two-hour meetings, staff presented information about the Proposed Project and allotted time for public members to provide both verbal and written comments.

An online virtual platform visited by 800 stakeholders was also available during the entire 64-day public review period to give the public as much opportunity to comment. The virtual platform allowed the public to view all meeting materials, including the meeting presentation, read more about the Proposed Project, access the Draft EIR, and leave written comments. Other means for the public to leave comments included a special hotline phone number, email, website, and via U.S. mail.

During the 64-day public comment period, nearly 450 comments were received through mail, email, voicemail, the website, and the two virtual public hearings. Approximately 280 of those comments were specific to Eagle Rock, including comments on a new community-developed proposal supported by many community members. The main comments received during the Draft EIR public review period are summarized as follows:

- Majority of comments supported and/or were not opposed to the Proposed Project;
- Most comments related to the different design options, particularly in Eagle Rock;
- Majority of Eagle Rock comments supported the Proposed Project with an overall preference for the new service to operate along Colorado Boulevard;
- There was significant support in Eagle Rock for the community-developed concept, which
  proposed reducing the number of general traffic lanes in order to accommodate the new
  dedicated bus lanes;
- Eagle Rock community emphasized the importance of consistency with the City of Los Angeles's Mobility Plan 2035; and
- Strong support for retaining existing bike infrastructure or introducing new bike infrastructure throughout the corridor, especially on Colorado Boulevard in Eagle Rock.

Responses to all comments received during the 64-day public review and comment period are contained in Chapter 4 of the Final EIR. Written responses were provided to all commenting agencies in accordance with CEQA Guidelines Section 15088(b).

# **Public Outreach**

In response to the comments received on the Draft EIR, staff made several refinements to the Proposed Project, which were presented to and approved by the Board in May 2021. Following Board action, staff started work on the Final EIR and began an extensive community outreach effort. The primary purpose of the outreach was to present and gather feedback on additional refinements in Burbank and Eagle Rock made in the months following the May 2021 Board meeting. These outreach efforts, conducted throughout 2021 and into early 2022, are described in detail in the Outreach Summary (Attachment E), and are summarized as follows:

- **Virtual community meetings** held on September 23, 2021, for the Eagle Rock community and October 7, 2021, for the Burbank community.
- Transit Application/Rider Intercept Surveys were conducted in September and October 2021 via Metro's Transit Application and in-person at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the B/G Line (Red/Orange) station in North Hollywood.
- **Door to door outreach to businesses** on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank was conducted in November and December 2021.

In addition, Metro received a significant number of comments through the Project's email address and phone number during Fall 2021. Most of these comments were related to the design options in Eagle Rock and emphasized the need to preserve median space, minimize parking loss and reduce traffic impacts. City of Los Angeles Council District 14 (CD14) in Eagle Rock also conducted an inperson open house in October 2021. Metro staff attended the meeting to help explain the Proposed Project and answer questions.

### **Proposed Project**

The Proposed Project described within the Final EIR is the result of further coordination with the cities and extensive community input, including recent refinements in Burbank and Eagle Rock. Staff's proposed refinements seek to strike a balance between many of the key elements from the community-developed proposal submitted during the Draft EIR public comment period and the many concerns and/or issues raised by the community of Eagle Rock as a whole. It also addresses the concerns raised in the City of Burbank. Conceptual renderings of the Proposed Project are contained in Attachment F.

The capital cost of the Proposed Project is currently estimated to be in the range of \$263 million to \$386 million, including contingencies and escalation. The estimated costs are based on a conceptual level of project design and will be further refined as design and engineering advances. The annual operating and maintenance cost is estimated to be approximately \$18.5 million. The attached Executive Summary to the Final EIR provides a detailed description of the proposed project.

The Proposed Project would generally include dedicated bus lanes on surface streets with adequate street width but will operate in general purpose traffic lanes on the freeway segments and in the City of Pasadena. Dedicated bus lanes are one of the most crucial components of BRT. In combination

with other BRT attributes such as transit signal priority, limited stops, all-door boarding, and enhanced stations, Bus lanes significantly improve bus speeds and service reliability by allowing for more consistent travel times and enhancing the customer experience. The implementation of these attributes ensures the BRT meets the project goals and objectives and maintains its high performance over time even as traffic congestion worsens.

The goals and objectives for the project are summarized as follows:

- Advance a premium transit service that is more competitive with private auto travel
- Improve accessibility for disadvantaged communities
- Improve transit access to major activity and employment centers
- Enhance connectivity to Metro and other regional transit services
- Provide improved passenger comfort and convenience
- Support community plans and transit-oriented community goals

A description of the Proposed Project by segment is provided below.

### North Hollywood

The route would operate eastbound from the North Hollywood station between Chandler Boulevard and Vineland Avenue in a side-running bus lane and westbound, sharing the general traffic lane. The route would then operate on Vineland Avenue between Chandler Boulevard and the SR-134 freeway interchange (primarily in center-running bus lanes, transitioning to or from a general-purpose traffic lane near the SR-134 freeway). Lastly, the route would continue east via the SR-134 freeway to Pass Avenue. Proposed stations would be located at North Hollywood Station, which offers connections to the Metro B Line (Red) and G Line (Orange), and on Vineland Avenue at Hesby Street in the North Hollywood Arts District.

### Burbank

The route would operate on the SR-134 freeway between Lankershim Boulevard and Olive Avenue. Eastbound service would be provided via Pass Avenue and westbound service would be provided along Hollywood Way to access the SR-134 freeway at Alameda Avenue. The route would then operate along Alameda Avenue and Buena Vista Street to/from Olive Avenue in a combination of curb and side-running bus lanes.

During the Draft EIR public review and comment period and during on-going coordination with the City, concerns were raised regarding the implementation of curb-running dedicated bus lanes on Olive Avenue, particularly between Buena Vista Street and Victory Boulevard. The City's primary concerns centered around the potential elimination of on-street parking and the narrowing of sidewalks needed to accommodate the bus lanes.

In response to the concerns, an additional side-running design option for Olive Avenue was introduced. This option converts one traffic lane in each direction to bus lanes between Buena Vista Street and Lake Street. Under this option, the existing parking and sidewalk widths would remain unchanged and have no significant effects on traffic. For these reasons and based on additional feedback received, the original curb-running option between Buena Vista Street and Lake Street was removed from further consideration and the side-running option was evaluated in the Final EIR.

Lastly, the route would then operate in general traffic over the Olive Ave bridge before transitioning to/from curb-running bus lanes in Downtown Burbank. Along Glenoaks Boulevard between Olive Avenue and Alameda Avenue the Project includes a combination of general-purpose traffic lanes and center-running bus lanes.

Proposed stations in Burbank would be located on Olive Avenue at Riverside Drive, Alameda Avenue at Naomi Street to serve the Burbank Media District, Olive Avenue at Verdugo Avenue, Olive Avenue at Lake Street to serve the Burbank - Downtown Metrolink Station, and Olive Avenue at San Fernando Boulevard to serve Downtown Burbank.

# Glendale

The route would operate via Glenoaks Boulevard in center-running bus lanes between Alameda Avenue and Central Avenue. Proposed stations along Glenoaks Boulevard would be at Alameda Avenue, Western Avenue, Grandview Avenue, and Pacific Avenue. The route would continue on Central Avenue between Glenoaks Boulevard and Broadway (combination of general-purpose traffic lanes and side-running bus lanes) and continue along Broadway between Central Avenue and Colorado Boulevard (combination of curb and side-running bus lanes). Proposed stations would be located along Central Avenue at Lexington Drive in Downtown Glendale, Broadway at Brand Boulevard (near the Americana and the Glendale Galleria), Broadway at Glendale Avenue and Broadway at Verdugo Road.

### Eagle Rock

In May 2021, the Board approved two median/center-running design options for Colorado Boulevard east of Eagle Rock Boulevard to the SR-134 at Linda Rosa Avenue. One option reduced the number of traffic lanes to one in each direction (based on the community-developed proposal) and the second option maintained two existing traffic lanes in each direction (based on the original Route Option F1 in the Draft EIR). Both design options were advanced through further design and evaluated at an equal level of detail in the Final EIR. Proposed stations would be located along Colorado Boulevard at Eagle Rock Plaza, Eagle Rock Boulevard, and Townsend Avenue.

Additional refinements to the Proposed Project were also incorporated into the Final EIR. These further refinements were a result of continued coordination with the City of Los Angeles and aimed to better accommodate the City's planned curb extensions as part of an Active Transportation Program; landscaped median space; parking preservation; enhanced bicycle lane infrastructure; traffic and pedestrian circulation; and additional traffic safety features. Based on further coordination with the City of Los Angeles and additional feedback from the community, staff recommends incorporating the design option of converting one travel lane in each direction to BRT lanes.

### Pasadena

The bus would operate via the SR-134 freeway between Colorado Boulevard in Eagle Rock and Fair Oaks Avenue in Pasadena before taking Walnut Street to Raymond Avenue. The route would then operate north/south on Raymond Avenue between Walnut Street and Colorado Boulevard and east/west along Colorado Boulevard between Raymond Avenue and Hill Avenue. All segments would operate in general-purpose traffic lanes. Proposed stations would be located on Raymond Avenue at

Holly Street to serve the Memorial Park L Line (Gold) Station and Old Pasadena, as well as on Colorado Boulevard at Los Robles Avenue serving the Paseo Colorado and Playhouse District, at Lake Avenue to serve the South Lake Avenue neighborhood, and on Hill Avenue at Pasadena City College (PCC).

# **Proposed Project Benefits**

As discussed above, the EIR also assessed a No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project.

While the No Project Alternative results in no new potential environmental impacts, not implementing the Proposed Project would eliminate its associated benefits. These include improved transportation access and connectivity to jobs, education, medical facilities, and the regional transit network. Other additional benefits include reduced regional vehicle miles traveled (VMT), improved air quality, and opportunities for Transit-Oriented Communities. The No Project Alternative also fails to serve the Equity Focus Communities (EFCs) along the Project corridor.

### Final EIR

The Proposed Project included in the FEIR was analyzed under all CEQA resources for both construction (temporary) and operation phases and was determined to have no significant and unavoidable impacts. There was a total of 16 potentially significant impacts related mostly to construction; however, these are temporary and can be reduced to less than significant with mitigations. If the Metro Board certifies the EIR and approves the Proposed Project, thereby completing the CEQA environmental clearance process, the Proposed Project will be eligible to commence construction activities. The full Final EIR is available online via the Metro website and can be accessed directly at:

<a href="https://www.dropbox.com/sh/s4loxkf0hqpvmf7/AABc2Fb3EIYycqVosm7dKC2Ca?dl=0">https://www.dropbox.com/sh/s4loxkf0hqpvmf7/AABc2Fb3EIYycqVosm7dKC2Ca?dl=0</a>.

### Public Release of Final EIR

The Final EIR was released on March 25, 2022, 34 days in advance of this Board meeting to allow the public sufficient time to review. The Project team developed a robust notification strategy to maximize awareness of the final planning phase of the Project, including electronic notification to the project stakeholder database with links to access the Final EIR electronically on the website. Requests for hardcopies can be submitted via email at RMC@metro.net or via the records request portal at <a href="https://records.metro.net/">https://records.metro.net/</a>.

### Filing of Notice of Determination

A Notice of Determination (NOD) is a notice filed with the County Clerk's Office and State Clearinghouse following Proposed Project approval, describing the Project and identifying any expected environmental impacts. Staff will be filing the NOD for the Proposed Project with the Los Angeles County Clerk and the State of California Clearinghouse following Board approval.

### **EQUITY PLATFORM**

This Board action will approve the Proposed Project, certify the FEIR, and advance the Project to the

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next design and construction activities phase.

The Proposed Project area includes several Equity Focus Communities (EFCs). The Proposed Project would provide the benefits of enhanced mobility and improved regional access for transit riders within the study area. The Proposed Project would also provide multiple access points for people living in EFCs along the corridor that would allow them to connect with the greater regional transportation network and key destinations. These access points include 10 planned stations located in EFCs. Improvements to bicycle and pedestrian facilities are also planned as part of the Proposed Project, including the upgraded bike lanes on Colorado Boulevard in Eagle Rock which were added to the Proposed Project in response to feedback received from the community. Additionally, any potential impacts to existing facilities within these communities would be addressed by a set of proposed mitigations during both construction and operation of the Proposed Project to ensure safe and easily navigable options. Such mitigation measures would include, for example, wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction and coordinating with the cities and communities along the corridor to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.

The outreach strategy for the Proposed Project was designed to engage with historically marginalized groups through the use of multilingual outreach materials (English, Spanish, Armenian, Tagalog), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings. The Proposed Project team provided robust stakeholder engagement and focused outreach activities to better engage transit riders and EFCs to inform the environmental review and the ultimate recommendations going before the Board.

### IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations in this report support the following goals outlined in the Metro Vision 2028 Strategic Plan:

- Strategic Goal #1: Provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #2: Deliver outstanding trip experiences for all users of the transportation system; and
- Strategic Goal #3: Enhance communities and lives through mobility and access to opportunity.

### **DETERMINATION OF SAFETY IMPACT**

Recommended actions will not have any impact on the safety of Metro customers and/or employees because this Proposed Project is in the planning phase and no capital or operational impacts result from this Board action.

# **FINANCIAL IMPACT**

Approval and adoption of the Proposed Project would have no financial impact to the agency.

# Impact to Budget

With Board approval of the Proposed Project and certification of the Final EIR, the CEQA process will be complete. Approval of the Proposed Project will allow the Proposed Project to move forward with on-going pre-construction and construction activities. The Proposed Project has capital funding programmed into the Metro financial forecast based on the cost estimate prepared for the Measure M Expenditure Plan of approximately \$267 million with an additional \$50 million in SB1 funds, for a total of \$317 million. These funds are within the midrange of the current capital cost estimates but below the high end of the range. As these funds are earmarked for the Proposed Project, they are not eligible for Metro bus and rail capital and operating expenditures.

The current FY 2022 budget includes \$2,039,643 in Cost Center 4240, Project 471401 (North Hollywood to Pasadena BRT Corridor). Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining Proposed Project budget.

# **ALTERNATIVES CONSIDERED**

The Board could defer or not approve the Proposed Project, certify the Final EIR, or adopt the Findings of Fact and MMRP. However, this action is not recommended as it would jeopardize the Proposed Project schedule. Delaying the Proposed Project would delay these efforts and could add cost.

# **NEXT STEPS**

Upon Board approval, staff will file the Notice of Determination for the Proposed Project with the Los Angeles County Clerk and State of California Clearinghouse. Following on-going Preliminary Engineering of the Project, it can then advance into Final Design and Construction. Metro staff will continue to coordinate with local jurisdictions on the implementation and necessary approvals of the Proposed Project.

# **ATTACHMENTS**

Attachment A - Executive Summary of Final EIR

Attachment B - Findings of Fact

Attachment C - Mitigation Monitoring and Reporting Program

Attachment D - Map of Proposed Project

Attachment E - Outreach Summary

Attachment F - Conceptual Renderings of Proposed Project

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# ES. Executive Summary

This Executive Summary is intended to provide the reader with a concise summary of the Los Angeles County Metropolitan Transportation Authority (Metro) North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Proposed Project or Project) and its potential environmental effects. The Proposed Project would provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. From west to east, the route traverses the communities of North Hollywood (in the City of Los Angeles), Burbank, Glendale, Eagle Rock (in the City of Los Angeles) and Pasadena. The Proposed Project would operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location. **Figure ES-1** shows the regional context of the Project corridor.

Key revisions to the Proposed Project since circulation of the Draft Environmental Impact Report (EIR) are summarized below. Additional details are provided below and in Chapter 2, Project Description.

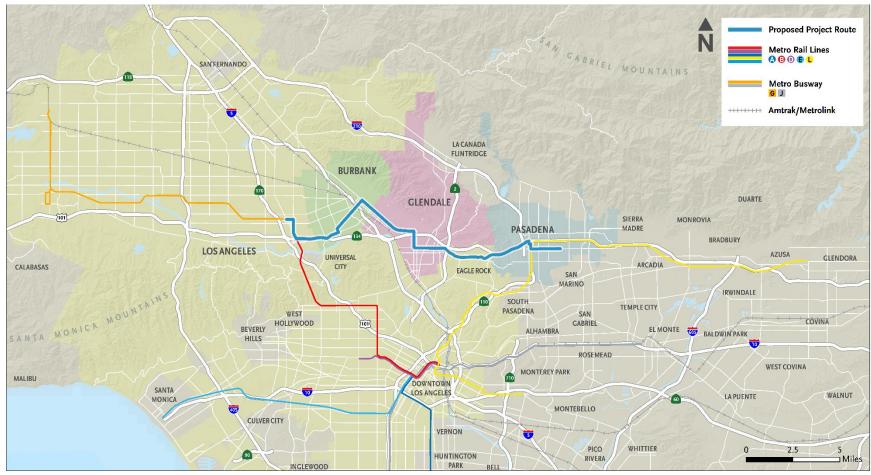
- The Metro Board of Directors selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1 as the Proposed Project.
- The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock.
- The Final EIR assesses configuration options in Eagle Rock that implement dedicated bus lanes while also preserving bicycle lanes, medians, and parking, including a travel lane reduction option.
- A station is proposed at Alameda Avenue and Naomi Street in Burbank in place of the two stations that were formerly proposed at Olive Avenue and Alameda Street along with Olive Avenue and Buena Vista Street.
- Curb-running bus lanes are no longer proposed along Olive Avenue between Buena Vista Street and Lake Street in Burbank. The Final EIR instead assesses a side-running bus lanes configuration for this stretch, including a travel lane reduction while preserving parking and retaining existing sidewalk widths.
- The proposed station on Olive Avenue and Lake Street in Burbank is no longer located on the Olive Avenue bridge.

# ES.1 PURPOSE OF THIS FINAL ENVIRONMENTAL IMPACT REPORT

Metro has prepared this Final EIR to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.). This Final EIR is intended to assist Metro in making decisions regarding the adoption of the Proposed Project.



Figure ES-1 – Regional Context of the Study Corridor



SOURCE: Terry A. Hayes Associates Inc., 2021.



It is required by Section 15132 of the CEQA Guidelines to include the Draft EIR or a revision of the draft; comments and recommendations received on the Draft EIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the Draft EIR; responses to significant environmental comments raised in the review and consultation process; and any other relevant information added by the lead agency.

Metro serves as the lead agency for the Proposed Project and has the principal responsibility for approving the Project. Lead agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In determining whether to approve a project that would result in significant adverse environmental effects, a lead agency has an obligation to balance the economic, social, technological, legal, and other benefits of a project against its significant unavoidable impacts on the environment.

# **ES.2 ENVIRONMENTAL REVIEW PROCESS**

In May 2019, an Alternatives Analysis Report, including its findings and recommendations, was presented to the Metro Board of Directors. The Metro Board directed staff to initiate a Draft EIR. In compliance with the CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was prepared and distributed on June 14, 2019, to the State Clearinghouse and June 17, 2019, to various other public agencies and the general public for a 45-day review and comment period. During the initial 45-day review period, Metro extended the scoping period for an additional 15 days – officially ending the scoping period on August 15, 2019. Five scoping meetings were held in July 2019 to facilitate public review and comment on the Proposed Project and the Draft EIR. Metro received a total of 2,584 comments during the public scoping period. Generally, comments received were a mix of both supportive and opposed sentiments toward the Proposed Project.

Following the public scoping review period and NOP release, Metro began developing the Draft EIR. Upon release of the Notice of Availability (NOA) on October 26, 2020, a 46-day review period was initiated for public review and comment on the Draft EIR findings. The NOA provided notice for responsible agencies to transmit their comments on the findings and content of the Draft EIR, focusing on specific information related to their own statutory responsibility. During the initial 46-day review period, Metro extended the public review period for an additional 18 days – officially ending the scoping period on December 28, 2020. The decision to extend the public review period was based on community interest in the Proposed Project and the current Los Angeles County COVID-19 Safer at Home orders to allow sufficient opportunities for the public to review and comment on the Draft EIR. Additionally, due to the holiday schedule, the public review period was extended beyond 60 days to allow for comments to be received after the holidays and without interruption.

Per CEQA, a public review period is required when issuing the availability and completion of a Draft EIR. Metro conducted two virtual public hearings and one virtual platform where the public was able to provide comments regarding the content and findings of the overall project plans. A virtual platform allows the public access to materials and project information similarly to an inperson setting. Additionally, a copy of the NOA was filed with the Los Angeles County Clerk and State Clearinghouse. Legal advertisement notices were published in 11 newspapers of general circulation in the Project area, and 15,000 flyers were delivered door-to-door to residents and businesses within the Eagle Rock community.



The virtual public hearings to take testimony on the Draft EIR was conducted on November 12, and 14, 2020. A total of 242 stakeholders attended the public hearings and over 800 stakeholders visited the online virtual platform. Metro received approximately 445 comments during the Draft EIR public review period.

Upon the completion of the Final EIR and other required documentation, the Metro Board of Directors certify the Final EIR and the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures and approve the Proposed Project. The public can comment on the contents of the Final EIR when the Metro Board considers the Proposed Project at the Board Meeting on March 24, 2022.

# **ES.3 PROJECT OBJECTIVES**

The Proposed Project would provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor. In addition to advancing the goals of Metro's Vision 2028 Strategic Plan, objectives of the Proposed Project include:

- Advance a premium transit service that is more competitive with auto travel
- Improve accessibility for disadvantaged communities
- Improve transit access to major activity and employment centers
- Enhance connectivity to Metro and other regional transit services
- Provide improved passenger comfort and convenience
- Support community plans and transit-oriented community goals

### **ES.4 PROJECT HISTORY**

The North Hollywood to Pasadena BRT Corridor was identified by Metro's 2013 Countywide Bus Rapid Transit and Street Design Improvement Study as one of the region's most heavily traveled corridors without a premium bus service. This led to the North Hollywood to Pasadena BRT Corridor Technical Study, completed in March 2017, which explored the feasibility and performance of implementing BRT, including dedicated bus lanes, enhanced stations, all-door boarding, and transit signal priority. The BRT Corridor Technical Study identified two initial BRT concepts (Primary Street and Primary Freeway), including multiple route options, as the most promising alternatives to address the transportation challenges within this corridor.

The North Hollywood to Pasadena BRT Corridor Planning and Environmental Study was initiated in August 2018 to further study BRT concepts. Metro launched an extensive public outreach effort to provide project updates and to solicit feedback on the two initial BRT concepts identified in the BRT Corridor Technical Study. This outreach effort included five community meetings in addition to approximately 40 individual briefings with the affected cities' elected officials and other community, business, and neighborhood groups. To broaden the outreach efforts to reach historically underserved communities, the Metro outreach team attended neighborhood events such as street fairs, farmers markets, and music festivals, and shared project information at the North Hollywood Metro B/G Line (Red/Orange) Station.

Field reviews were conducted to evaluate potential routing, station opportunities and constraints, and surrounding land uses. Concurrently, a comprehensive database of street cross sections,



existing transit service characteristics, and other data was assembled and evaluated to inform the screening and evaluation of alternatives in the North Hollywood to Pasadena Alternatives Analysis Report. The results of the initial screening analysis were synthesized into three distinctive refined routes to further study: street-running, freeway-running, and hybrid street/freeway-running. Each of these three routes extended from the Metro B/G Line (Red/Orange) terminus on Lankershim Boulevard and terminated at the Pasadena City College near Colorado Boulevard at Hill Avenue in Pasadena. It was determined that the street-running route best met the Project's Objectives and would achieve the highest number of overall benefits, including ridership potential, connectivity, transit-orientated community opportunities, equity, and environmental benefits. Promising route segments from the other two screened routes were also recommended to be carried forward, resulting in a refined street-running route with options.

The Alternatives Analysis Report describes routes that were eliminated from consideration. Combined with the feedback received from the various communities, several of the initial routing options were eliminated from further consideration: three from the Primary Street Concept and two from the Primary Freeway Concept. Routes that were eliminated from consideration included Chandler Boulevard (North Hollywood – Burbank), Magnolia Boulevard (North Hollywood – Burbank), Brand Boulevard (Glendale), Burbank Boulevard – Hollywood Way – Hollywood Burbank Airport – Interstate 5, and Fair Oaks Avenue/Raymond Avenue Couplet (Pasadena).

Following the release of the Draft EIR, two virtual public hearings were conducted in November 2020. In addition, Metro received a total of 349 public comment letters (including emails and transcribed voicemails) on the Draft EIR during the public comment period, for a total of approximately 445 comments including public hearings. Upon evaluating the comments received during the Draft EIR public review period, Metro made refinements to the Proposed Project, particularly in the Eagle Rock community along Colorado Boulevard and in the Burbank community. The refinements to the Proposed Project are described in Chapter 2, Project Description, of the Final EIR. Metro updated the community on the refinements to the Proposed Project through a series of briefings and presentations with elected officials, City staff, key stakeholder roundtable meetings, business roundtable meetings and a community meeting.

Throughout this public engagement effort, the Metro team gathered feedback about the technical aspects of the Proposed Project and refinements to the alignment along Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank. These communities have been engaged with Metro since the Proposed Project was initiated and presented to the public. This process included an opportunity for key groups and businesses in the Eagle Rock community to provide direct feedback to the project team on the Proposed Project and the Project refinements, and an opportunity for the communities in the corridor to provide feedback on that same information. These opportunities for feedback were designed to be transparent and inclusive, and allowed community members extended meeting times for the Project team to respond to the many questions and comments received. Due to the COVID-19 pandemic and Los Angeles County Safer at Home Orders, all meetings were held virtually to allow the public to attend from the safety of their homes. The community meetings were also recorded and made available on the Proposed Project website along with the meeting presentation materials.



Metro attended one-on-one meetings with individual agencies to provide an overview of the project, schedule, next steps and to solicit feedback on the project. Metro staff conducted outreach to key stakeholder groups within the Eagle Rock community to provide an update on the refinements to the Proposed Project prior to presenting to public. The stakeholder meetings included elected officials, neighborhood councils, community-based organizations, businesses and business groups, and school organizations.

The key stakeholder roundtable meetings were conducted virtually with key stakeholders in Eagle Rock on Tuesday, March 16, 2021, with two sessions provided at different times to allow for opportunities that fit their schedules. At the roundtable meetings, Metro provided an overview of the project, an update on the refinements of the project in Eagle Rock, the timeline, next steps and an opportunity for dialogue in breakout rooms with project staff. Each of the breakout rooms allowed meeting attendees to ask questions and provide feedback about the project and refinements. Key stakeholders were notified by email leading up to the roundtable meetings with a total of three email notices (e-blasts) in English and Spanish.

A business roundtable meeting was conducted virtually with businesses along Colorado Boulevard in Eagle Rock on Friday, March 26, 2021. At the roundtable meeting, Metro provided an overview of the project, an update on the refinements of the project in Eagle Rock, the timeline, next steps and an opportunity for dialogue with project staff. The meeting format allowed meeting attendees to ask questions and provide feedback about the project and refinements. Businesses were notified prior to the roundtable meeting with a total of five email notices (e-blasts). Additionally, flyers were distributed door-to-door to businesses along Colorado Boulevard leading up to the roundtable meeting notifying businesses of the meeting.

A virtual community meeting was held on April 1, 2021, to update the corridor communities on the refined alignments in Eagle Rock and Burbank and to solicit feedback from the public. Following the approval of the Proposed Project by the Board of Directors on May 27, 2021, an additional series of virtual community meetings were held on September 23, 2021, for the Eagle Rock community and October 7, 2021, for the Burbank community to gather feedback and answer questions about the proposed refinements in their respective communities. Each meeting consisted of a presentation of the refinements by Metro followed by a question and answer session. In addition to simultaneous Spanish interpretation, a copy of the PowerPoint presentation was made available in Spanish on the project website.

Transit rider intercept surveys were conducted in Burbank and Eagle Rock between October 1 and October 13, 2021, to inform transit users and capture feedback about the project. Surveys were conducted at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the Metro B/G Line (Red/Orange) Station in North Hollywood. Interviewees had the opportunity to provide either written responses or video comments.

Mobile phone surveys were also sent to transit riders within the project study area via Metro's Transit Application between September 27 and October 10, 2021. The goal of the surveys was to better understand the characteristics of transit riders and which elements of the Proposed Project they found most important. Two separate surveys were made available for targeted geographic audiences – one for Eagle Rock and one for Burbank – and were available in both English and Spanish.



Additionally, Metro staff conducted door-to-door outreach to businesses on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank between November 5 and December 4, 2021. The purpose was to further inform business owners and employees about the project and capture feedback on the design options being studied in both communities. Staff also distributed flyers providing background information, the design options being studied, and contact information.

After consideration of public comments and further public engagement following the circulation of the Draft EIR, a number of refinements were made to the Proposed Project. Among these refinements are two configuration options for the Colorado Boulevard segment in Eagle Rock. One configuration maintains existing general purpose travel lanes and the other configuration eliminates a general purpose travel lane in order to implement a dedicated bus lane while also preserving bicycle lanes, medians, and parking. As shown in Chapter 3, Corrections and Additions, of this Final EIR, the refinements to the Proposed Project and the configuration options would not alter the conclusions of the Draft EIR regarding the potentially significant impacts of the Proposed Project or result in any new significant environmental impact.

### ES.5 PROPOSED PROJECT

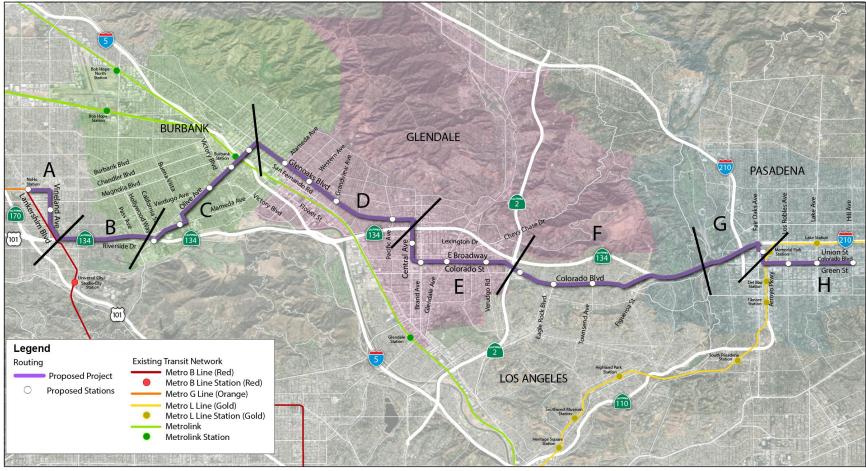
The Proposed Project extends approximately 19 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The BRT corridor generally parallels the Ventura Freeway (State Route [SR] 134) between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles as well as the Cities of Burbank, Glendale, and Pasadena. Potential connections with existing high-capacity transit services include the Metro B Line (Red) and G Line (Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena. The Project Area includes several dense residential areas as well as many cultural, entertainment, shopping and employment centers, including the North Hollywood Arts District, Burbank Media District, Downtown Burbank, Downtown Glendale, Eagle Rock, Old Pasadena and Pasadena City College.

The Proposed Project would generally include dedicated bus lanes where there is adequate existing street width while operating in mixed traffic within the City of Pasadena. BRT service would operate in various configurations depending upon the characteristics of the roadways. The Proposed Project that was presented in the Draft EIR included route options at various locations. Based on comments on the Draft EIR received from the public and stakeholders, as well as additional technical analysis, the various route options were eliminated from further consideration by the Metro Board of Directors on May 27, 2021. The Metro Board of Directors selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1 as the Proposed Project. In addition, the Proposed Project does include configuration options for the Colorado Boulevard segment in Eagle Rock, as presented subsequently in this section.

**Figure ES-2** shows the Proposed Project. **Table ES-1** provides the bus lane configurations for each route segment of the Proposed Project.



Figure ES-2 – Proposed Project



**SOURCE**: Kimley-Horn and Associates Inc., 2022.

Table ES-1 – Route Segments

Key	Segment	From	То	BRT Lane Configuration	Stations
Α	Lankershim Blvd.	N. Chandler Blvd.	Chandler Blvd.	Mixed-Flow	Western Terminus at North Hollywood Metro Station with connection to Metro B Line (Red) and Metro G Line (Orange)
	Chandler Blvd.	Lankershim Blvd.	Vineland Ave.	Side-Running <sup>1</sup> Mixed-Flow <sup>2</sup>	
	Vineland Ave.	Chandler Blvd.	Lankershim Blvd.	Center-Running	Hesby St.
	Lankershim Blvd.	Vineland Ave.	SR-134 Interchange	Center-Running Mixed-Flow <sup>3</sup>	
В	SR-134 Freeway	Lankershim Blvd.	Pass Ave. (EB) Hollywood Wy. (WB)	Mixed-Flow	
	Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB)	SR-134 Freeway	Olive Ave.	Mixed-Flow <sup>4</sup>	Riverside Dr.
	Olive Ave.	Riverside Dr.	Alameda Ave.	Curb-Running	
С	Alameda Ave.	Olive Ave.	Buena Vista St.	Mixed-Flow/Curb Running⁵	Naomi St.
	Buena Vista St.	Alameda Ave.	Olive Ave.	Mixed-Flow/Curb-Running <sup>6</sup>	
	Olive Ave.	Buena Vista St.	First St.	Side-Running <sup>7</sup> Mixed-Flow <sup>7</sup>	<ul><li>Verdugo Ave.</li><li>Lake St.</li></ul>
	Olive Ave.	First St.	Glenoaks Blvd.	Curb-Running	San Fernando Blvd.
	Glenoaks Blvd.	Olive Ave.	Providencia Ave.	Mixed-Flow	
D	Glenoaks Blvd.	Providencia Ave.	Central Ave.	Median-Running	<ul><li>Alameda Ave.</li><li>Western Ave.</li><li>Grandview Ave.</li><li>Pacific Ave.</li></ul>
E	Central Ave.	Glenoaks Blvd.	Broadway	Mixed-Flow Side-Running <sup>8</sup>	Lexington Dr.
	Broadway	Central Ave.	Colorado Blvd.	Side-Running	<ul><li>Brand Blvd.</li><li>Glendale Ave.</li><li>Verdugo Rd.</li></ul>



Key	Segment	From	То	BRT Lane Configuration	Stations
F	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running Center-/Median-Running <sup>9, 10</sup>	<ul> <li>Eagle Rock Plaza (at Broadway)</li> <li>Eagle Rock Blvd. (at Caspar Ave.)</li> <li>Townsend Ave.</li> </ul>
G	SR-134	Colorado Blvd.	Fair Oaks Ave. Interchange	Mixed-Flow	
	Fair Oaks Ave.	SR-134	Walnut St.	Mixed-Flow	
	Walnut St.	Fair Oaks Ave.	Raymond Ave.	Mixed-Flow	
	Raymond Ave.	Walnut St.	Colorado Blvd.	Mixed-Flow	Holly St Metro L Line (Gold)
н	Colorado Blvd.	Raymond Ave.	Hill Ave.	Mixed-Flow	<ul> <li>Los Robles Ave.</li> <li>Lake Ave.</li> <li>Eastern Terminus on Hill Ave. south of Colorado Blvd. (near (Pasadena City College)</li> </ul>

#### NOTES:

- 1. Eastbound side-running BRT lane between Fair Ave. and Vineland Ave.
- 2. Westbound mixed-flow BRT operations between Vineland Ave. and Lankershim Blvd.
- 3. Southbound mixed-flow BRT operations south of Kling St. and northbound mixed-flow BRT operations south of Hortense St.
- 4. The eastbound BRT on Riverside Dr. transitions from mixed-flow to a curb-running BRT lane to the east of Kenwood Ave.
- 5. Limited curb-running bus lanes could be implemented around stations.
- 6. Curb-running bus lanes would replace on-street parking approaching Olive Ave. in the northbound direction and approaching Alameda Avenue in the southbound direction.
- 7. Transitions to mixed-flow bus lanes between Lake St. and 1st St.
- 8. Transitions from mixed-flow operations to side-running BRT to the south of Sanchez Dr.
- 9. Side-running BRT lanes transition to center-running BRT lanes between Ellenwood Dr. and El Rio Ave.
- 10. Design options for the segment of Colorado Blvd. between Eagle Rock Blvd. and the SR-134 ramps at Linda Rosa Ave. include (1) two through travel lanes per direction (consistent with existing condition), or (2) one through travel lane per direction.



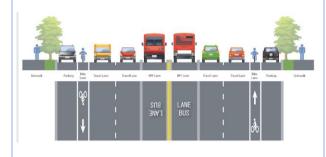
# **ES.6 LANE CONFIGURATIONS AND TREATMENTS**

The configuration of dedicated bus lanes could be curb-running, side-running alongside existing parking and/or bicycle facilities, and/or center/median-running in the center of the roadway or alongside existing roadway medians. The treatments for the Proposed Project, including the design options in Eagle Rock, are shown in **Table ES-2**.

Table ES-2 - Lane Configuration and Treatments

### **Center-Running**

Center-running bus lanes typically provide two lanes (one for each direction of travel) in the center of the roadway. Center-running bus lanes may be physically separated from adjacent traffic by short raised-curbs to provide an exclusive guideway for BRT vehicles or can simply be delineated with pavement markings. In order to preclude roadway traffic from turning across the bus lanes, a physical barrier such as a short raised-median barrier between the two bus lanes may be provided. Cross-street and turning traffic is usually limited to signalized intersections; pedestrian crossings are signal-controlled as well, using traffic signals or hybrid pedestrian beacons. Left-turns across the busway are usually signal-controlled with turns made from left-turn pockets outboard from the bus



### **Median-Running**

In median-running segments, the BRT service operates within dedicated lanes adjacent to a median (i.e., the left-most lane in the direction of travel). Stations can be placed within the median (for buses with left side doors). Alternatively, the median can be reconfigured in the station area to provide loading islands located outside of the bus lanes (for buses with standard right side doors). A median-running bus lane may also be physically separated from parallel roadway traffic in a defined guideway through the use of short raised-curbs or rumble strips. Similar to the center-running configuration, cross-street and turning traffic is usually limited to signalized intersections; pedestrian crossings are signal-controlled as well, using traffic signals or hybrid pedestrian beacons. Left-turns across the busway are usually signalcontrolled with turns made from left-turn pockets outboard from the bus lane.





lane.

### Side-Running

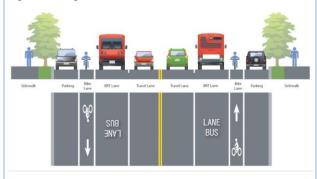
Side-running bus lanes dedicate the right-most travel lane to BRT vehicles. Side-running bus lanes are separated from the curb by bicycle lanes, parking lanes, or both, and may allow for right-turns to be made from the curb lane at intersections reducing conflicts with buses. Otherwise, right-turns are allowed to be made from the bus lane. Because station placement is adjacent to the sidewalk, stations are typically developed with bulb outs or curb extensions, enhancing walkability and the pedestrian environment. Station siting and design treatment should minimize conflicts with cyclists, parked vehicles, commercial loading zones/vehicles, and

Curb-running bus lanes place the dedicated bus lane immediately adjacent to the curb, which eliminates parking or restricts parking to time periods when the bus lane is not operational. Like the side-running bus lanes configuration, a curb extension may be provided; however, operation along the curb may preclude development of a bulb out. This type of runningway can experience friction or interaction with cyclists, parked vehicles, commercial loading zones/vehicles, and right-

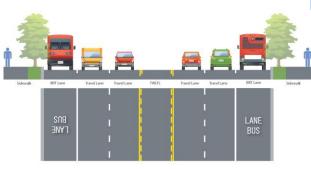
turning traffic, which typically merges into the bus

lane prior to turning.

**Curb-Running** 

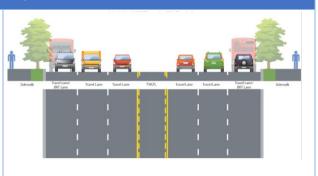


right-turning traffic.



### **Mixed-Flow**

Mixed-flow operation may be provided along the BRT route where buses need to transition from one busway configuration to another such as from center-running to side-running, where buses may need to weave into another lane to make a turn, or where traffic operational or geometric constraints make provision of a dedicated lane impractical. In mixed-flow sections, transit priority at intersections may still be provided to facilitate BRT operations.



Illustrations have been developed to visually show how the Proposed Project would be incorporated into the communities. These illustrations are shown in **Figure ES-3** through **Figure ES-13**.

Figure ES-3 – North Hollywood – Vineland Avenue and Lankershim Boulevard Pre-Project



Figure ES-4 – North Hollywood – Vineland Avenue and Lankershim Boulevard Post-Project



Figure ES-5 – Burbank – Olive Avenue Pre-Project

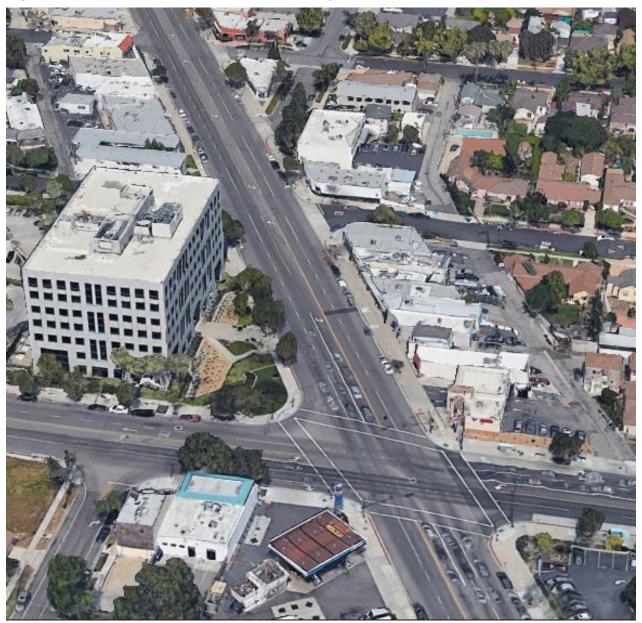


Figure ES-6 – Burbank – Olive Avenue Post-Project

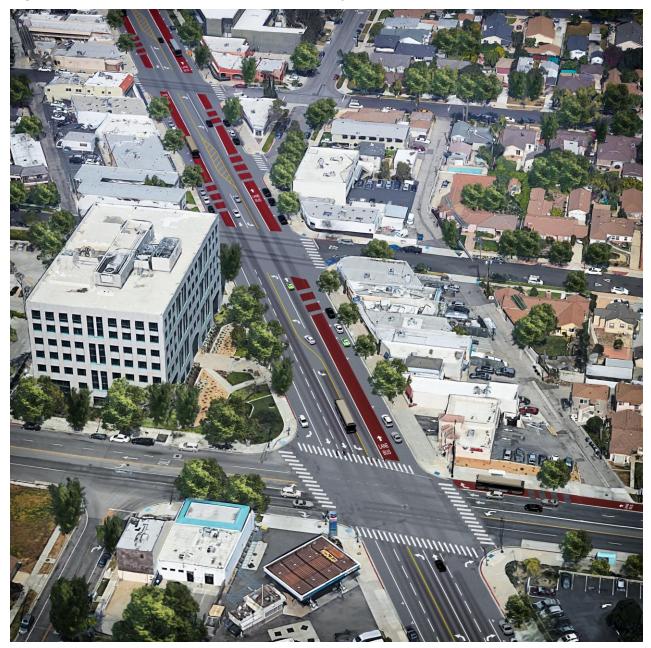


Figure ES-7 – Glendale – Glenoaks Boulevard Pre-Project



Figure ES-8 – Glendale – Glenoaks Boulevard Post-Project



Figure ES-9 – Glendale – Broadway and Colorado Street Pre-Project

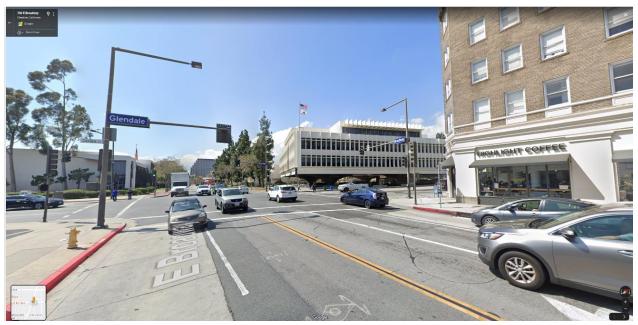


Figure ES-10 – Glendale – Broadway and Colorado Street Post-Project



Figure ES-11 – Eagle Rock – Colorado Boulevard Pre-Project

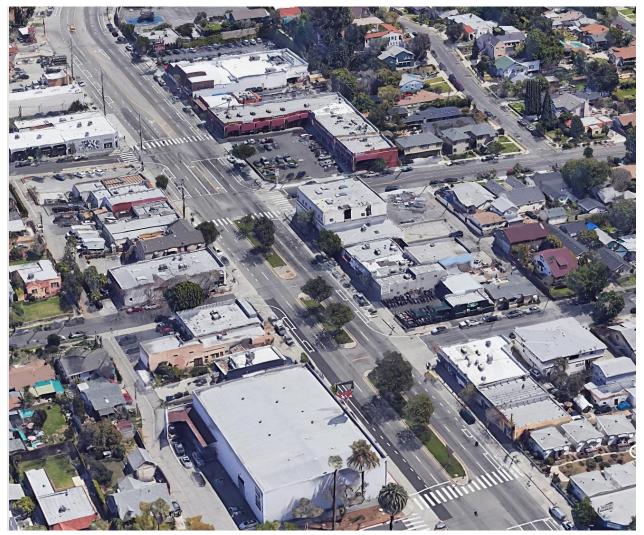


Figure ES-12 – Eagle Rock – Colorado Boulevard Post-Project (Design Option with Two Travel Lanes per Direction)

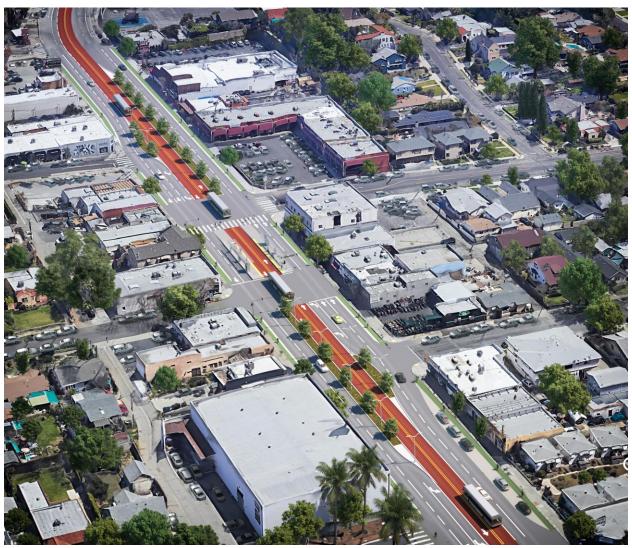
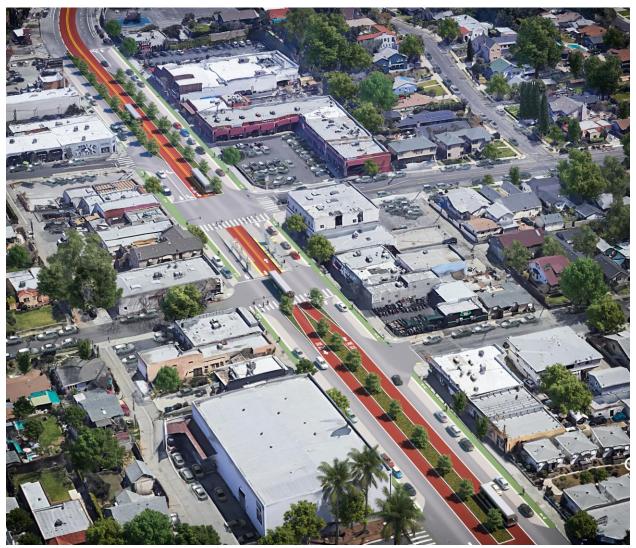


Figure ES-13 – Eagle Rock – Colorado Boulevard Post-Project (Design Option with One Travel Lane per Direction)



SOURCE: Kilograph, 2021

### **ES.7 TRANSIT SIGNAL PRIORITY**

Transit Signal Priority (TSP) expedites buses through signalized intersections and improves transit travel times. Transit priority is available areawide within the City of Los Angeles and on Colorado Boulevard in the City of Pasadena. It is expected to be available in all jurisdictions served by the time the Proposed Project is in service. Basic functions are described below:

- **Early Green**: When a bus is approaching a red signal, conflicting phases may be terminated early to obtain the green indication for the bus.
- **Extended Green**: When a bus is approaching the end of a green signal cycle, the green may be extended to allow bus passage before the green phase terminates.
- Transit Phase: A dedicated bus-only phase is activated before or after the green for
  parallel traffic to allow the bus to proceed through the intersection. For example, a queue
  jump may be implemented in which the bus departs from a dedicated bus lane or a
  station ahead of other traffic, so the bus can weave across lanes or make a turn.

### **ES.8 ENHANCED STATIONS**

The Proposed Project includes 22 stations, as indicated in **Table ES-3**. Metro BRT stations are designed to create a comfortable and safe environment for passengers, fulfilling both a functional and aesthetic need. The stations are distinguishable from competing street elements, yet complementary with the surrounding environments. Station amenities associated with the Proposed Project would be designed using a kit of parts approach, similar to Metro rail stations. The station elements as described below would be utilized to establish a minimum requirement of baseline amenities for station platforms. Station siting would provide safe and accessible paths of travel for transit riders including those accessing stations on foot, bike and other rolling modes.

It is anticipated that the stations servicing the Proposed Project may include the following elements:

- Canopy and wind screen
- Seating (benches)
- Illumination, security video and/or emergency call button
- Real-time bus arrival information
- Bike racks
- Monument sign and map displays

It is anticipated that BRT buses would support all door boarding with on-board validators in lieu of deployment of ticket vending machines at stations. The Proposed Project would be integrated with Metro's TAP card system, which improves the multimodal transit experience by allowing a singular payment option for bus and rail trips as well as other transit programs throughout Los Angeles County. Nearly all transit agencies in Los Angeles County accept use of a TAP card for payment. There is also a mobile application for TAP allowing payment from cellular phones.



**Table ES-3 – Station/Platform Locations** 

Location	Segment	Description				
NORTH HOLLYWOOD (CITY OF LOS ANGELES)						
North Hollywood Metro B/G Line (Red/Orange) Station	A (Project Terminus)	Existing off-street station would be replaced with a new transit center that would accommodate the Proposed Project. The new transit center would be constructed regardless of the Proposed Project as part of the separate and independent North Hollywood Station Joint Development Project (see <a href="https://www.metro.net/projects/jd-noho/s">https://www.metro.net/projects/jd-noho/s</a> ).				
Vineland Ave. at Hesby St.	Α	Median station with islands outboard of bus lanes (for right side loading) south of Hesby St. (eastbound far-side / westbound near-side) with new traffic signal and crosswalk for access.				
CITY OF BURBANK						
Olive Ave. at Riverside Drive and Hollywood Way	С	Sidewalk station with eastbound loading zone on curb extension on Riverside Dr. far-side from Hollywood Way; westbound loading zone on Olive Ave. far-side from Riverside Dr. and would be integrated with existing plaza.				
Alameda Ave. at Naomi St.	С	Sidewalk station with near-side eastbound and westbound loading zones.				
Olive Ave. at Verdugo Ave.	С	Sidewalk station with near-side eastbound loading zone and far-side westbound loading zone.  Curb extensions would be constructed for the loading zone.				
Olive Ave. at Lake St. (near Metrolink Station)	С	Near-side sidewalk stations with loading zones along curb extensions.				
Olive Ave. at San Fernando Blvd.	С	Sidewalk station with 120 to 140-foot-long far-side loading zones to accommodate the Project and local bus services. Station elements would be integrated with sidewalk and would avoid conflicts with existing mature street trees.				
CITY OF GLENDALE						
Glenoaks Blvd. at Alameda Ave.	D	Median station with far-side loading islands outboard of bus lanes (for right side loading) accessible by existing signalized crosswalk. The existing landscaped median-noses would be reconfigured to accommodate the stations and left-turn bays.				
Glenoaks Blvd. at Western Ave.	D	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.				
Glenoaks Blvd. at Grandview Ave.	D	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.				
Glenoaks Blvd. at Pacific Ave.	D	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.				
Central Ave. at Lexington Dr.	Е	Sidewalk station with far-side loading zones along curb extensions; includes bicycle pathway behind station.				



Location	Segment	Description			
Broadway at Brand Blvd.	E	Sidewalk station with far-side loading zones. Curb extension would be provided to widen sidewalk for eastbound station; westbound station would be integrated with sidewalk/plaza.			
Broadway at Glendale Ave.	Е	Sidewalk station with far-side loading zones. Stations would be integrated with sidewalk.			
Broadway at Verdugo Rd.	Е	Sidewalk station with far-side loading zones. Stations would utilize existing wide sidewalks.			
EAGLE ROCK DISTRICT (CIT	EAGLE ROCK DISTRICT (CITY OF LOS ANGELES)				
Colorado Blvd. at Eagle Rock Plaza	F	Sidewalk station with loading zones along curb extensions; includes bicycle pathway behind station. The stations are located on the east leg of the Broadway/Colorado Blvd. intersection with far-side eastbound and near-side westbound loading zones.			
Colorado Blvd. at Eagle Rock Blvd.	F	The stations would be located on the east leg of the Caspar Ave./Colorado Blvd. intersection with farside eastbound and near-side westbound loading zones. The stations would be located on raised islands outboard from the bus lanes, accessible from signalized crosswalks.			
Colorado Blvd. at Townsend Ave.	F	The stations would be located on the west leg of the Townsend Ave./Colorado Blvd. intersection with near-side eastbound and far-side westbound loading zones. The stations would be located on raised islands outboard from the bus lanes, accessible from signalized crosswalks.			
CITY OF PASADENA					
Raymond Ave. at Holly St.	G	Sidewalk station with curb extensions on Raymond Ave. north of Holly St. proximate to the Metro L Line (Gold). The eastbound loading zone would be near-side and the westbound loading zone would be far-side. Vertical elements would be integrated with the existing landscaping to avoid removal of large trees and would be kept clear of the facade of the historic Raymond Theatre building.			
Colorado Blvd. at Los Robles Ave.	Н	The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade "blue line" would retain a wide sidewalk walking zone for pedestrians behind the loading area.			
Colorado Blvd. at Lake Ave.	Н	The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade "blue line" would retain a wide sidewalk walking zone for pedestrians behind the loading area.			
Hill Ave. south of Colorado Blvd.	Н	The station would be located on Hill Ave. south of Colorado Blvd.; buses would be routed to Green St. approaching the terminus such that buses would likely utilize a combined station and layover zone located along the east curb of Hill Ave. south of Colorado Blvd., although it is possible that drop-off would be on Colorado Blvd. depending on the final design. If electric bus charging infrastructure is provided, vertical elements, potentially including a mast and electric bus charging boom, would be integrated with the station and a charging sub-station may displace a few parking stalls within the adjacent Pasadena City College surface parking lot. This would require coordination with Pasadena City College and possibly a property easement or acquisition.			



### **ES.9 DESCRIPTION OF CONSTRUCTION**

Construction of the Proposed Project would likely include a combination of the following elements dependent upon the chosen BRT configuration for the segment: restriping and signage, curb-and-gutter/sidewalk reconstruction, right-of-way (ROW) preparation, pavement improvements and/or markings, station/loading platform construction, landscaping, and lighting and traffic signal modifications. Generally, construction of dedicated bus lanes consists of pavement improvements including restriping, whereas ground-disturbing activities occur with station construction and other support structures. Existing utilities would be protected or relocated. Due to the shallow profile of construction, substantial utility conflicts are not anticipated, and relocation efforts should be brief. Construction equipment anticipated to be used consists of asphalt milling machines, asphalt paving machines, large and small excavators/backhoes, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks. Additional smaller equipment may also be used such as walk-behind compactors, compact excavators and tractors, and small hydraulic equipment.

The construction of the Proposed Project is expected to last approximately 24 to 30 months. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment. Construction activities would likely occur during daytime hours. Nighttime activities are not anticipated to be needed to construct the Proposed Project. However, at this stage of the planning process and without a construction contractor, it cannot be confirmed if nighttime construction would be necessary for specialized construction tasks. For these specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Work Area Traffic Control Handbook. Published under the authority of the WATCH Committee of Public Works Standards, Inc., the Handbook is a leading source of information for traffic control in low-speed/short-duration work areas. It provides quick reference traffic control guidelines for work activities for contractors, cities, counties, utilities and other agencies responsible for such work. Typical roadway construction traffic control methods would be followed including the use of signage and barricades.

It is anticipated that publicly owned ROW or land in proximity to the Proposed Project's alignment would be available for staging areas. Because the Proposed Project is anticipated to be constructed in a linear segment-by-segment method, there would not be a need for large construction staging areas in proximity to the alignment.

### **ES.10 DESCRIPTION OF OPERATIONS**

The Proposed Project would provide BRT service from 4:00 a.m. to 1:00 a.m. or 21 hours per day Sunday through Thursday, and longer service hours (4:00 a.m. to 3:00 a.m.) would be provided on Fridays and Saturdays. The proposed service span is consistent with the Metro B Line (Red). The BRT would operate with 10-minute frequency throughout the day on weekdays tapering to 15 to 20 minutes frequency during weekday evenings (after 7:00 p.m.), and with 15-minute frequency during the day on weekends tapering to 30 minutes on weekend evenings. Stations are being designed to accommodate 60-foot buses, although it is anticipated that the BRT service would be provided on 40-foot zero-emission electric buses with the capacity to serve up to 75 passengers, including 35-50 seated passengers and 30-40 standees, and a maximum of 16 buses are anticipated



to be in service along the route during peak operations. Charging infrastructure would be available at the North Hollywood Station and potentially at the Pasadena City College terminus, as well as at the Metro El Monte (Division 9) facility, which is where it is expected that buses would be stored.<sup>1</sup> The Proposed Project has an anticipated opening date in 2024.

When operations commence in 2024, it is possible that the fleet would consist of compressed natural gas (CNG) buses until zero-emission electric buses become available. The employment of CNG buses would be temporary and would not represent long-term operational conditions. The Metro Board in 2017 unanimously adopted a motion endorsing a comprehensive plan to transition the agency to a 100 percent zero emission bus fleet by 2030.

# **ES.11 RIDERSHIP**

The Proposed Project is expected to attract new transit riders thus encouraging a shift from automobile use to public transit as well as improved regional connectivity and local transit access to corridor destinations in the near term as well as long term. The Proposed Project is forecast to attract 34,950 boardings in 2042. Regional vehicle miles traveled with the Proposed Project would decrease by approximately 87,000 miles compared to without the Proposed Project.

# **ES.12 PROJECT COST AND FUNDING**

The Proposed Project is funded by Measure M (\$267 million) and Senate Bill 1 (\$50 million), which provide a total of \$317 million in funding.

# **Capital Costs**

Capital costs for the Proposed Project were estimated based on the Concept Plans. The approach for developing the capital cost estimate used the Standard Cost Category format developed by the Federal Transit Administration, which captures both the "hard" infrastructure construction costs of a project and the "soft" costs like professional services, right-of-way acquisition, contingency, and inflation. An individual estimate was prepared for each route segment (and design option) to capture and identify the costs associated with each segment, and to assist in the evaluation of the design options. There are several project costs that are not attributable to an individual segment, therefore an estimate was prepared for "overall" project items, including the bus vehicles and spare parts allowance.

The results of the conceptual capital cost estimates for the Proposed Project indicate a range of approximately \$263 million to \$386 million, including contingencies and escalation. The level of detail of the capital cost estimates corresponds with the current level of definition, engineering,

<sup>&</sup>lt;sup>1</sup> Charging infrastructure is currently being designed for installation at North Hollywood Station for the Metro G Line (Orange) and additional bus service that accesses this station. Charging infrastructure could potentially be accommodated at Pasadena City College, with mast arms extending to the identified layover-loading zone along Hill Avenue. At the El Monte Division 9 facility, Metro would be installing charging infrastructure in conjunction with the systemwide conversion to electric bus operations.



and environmental analysis that has been completed for the Project. The level of estimating detail would increase as the project design and engineering advances.

# Operations and Maintenance (O&M) Costs

An O&M cost model was developed to estimate the annual cost to operate, maintain and administer the Proposed Project. O&M costs are expressed as the annual total of employee wages and salaries, fringe benefits, contract services, materials and supplies, utilities and other day-to-day expenses incurred in the operation and maintenance of a transit system. O&M costs include costs directly related to the provision of transit service (e.g., bus operators and mechanics), and an allocation of administrative functions to each mode of service that is related to the provision of transit service (e.g., customer service, finance and accounting).

The BRT O&M cost model uses the following service supply characteristics as inputs for estimating annual O&M costs:

- Annual Revenue Bus-Hours
- Annual Revenue Bus-Miles
- Peak Buses
- BRT Station Platforms
- BRT Directional Lane Miles
- BRT Maintenance Facilities (Garages)

The estimated annual cost of operating and maintaining the Proposed Project's BRT service ranges from \$16.6 million to \$18.5 million.

### **ES.13 SIGNIFICANT AND UNAVOIDABLE IMPACTS**

No significant and unavoidable impacts have been identified for the Proposed Project.

# ES.14 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

A Draft EIR was prepared by Metro to analyze the potential significant environmental impacts of the Proposed Project and to identify mitigation measures capable of avoiding or substantially reducing significant impacts. Revisions to the Proposed Project have not resulted in new impacts that were not identified in the Draft EIR. Potential impacts of the proposed project have been divided into three categories: significant unavoidable impacts, significant impacts that can be mitigated to less-than-significant levels and impacts that are less than significant or non-existent. **Table ES-4** provides a summary of the potential environmental impacts. **Table ES-5** provides recommended mitigation measures and the level of significance after mitigation.

**Table ES-4 – Summary of Impacts** 

Pro	posed Project	/Alternative				E	nvironmental	Resource				
	District	Segment	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
Proposed Project	North Hollywood	А	LTS	LTS	LTSM BIO-1	LTSM <b>CUL-2</b>	LTS	LTSM <b>GEO-1</b>	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
	North Hollywood/ Burbank	В	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
	Burbank	С	LTSM VIS-1 VIS-2	LTS	LTSM BIO-1	LTSM <b>CUL-2</b>	LTS	LTSM <b>GEO-1</b>	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
Pro	Glendale	D/E	LTSM <b>CUL-1</b>	LTS	LTSM BIO-1	LTSM CUL-1 CUL-2	LTS	LTSM <b>GEO-1</b>	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
	Eagle Rock	F (One Travel Lane)	LTSM VIS-1 VIS-2	LTS	LTSM BIO-1	LTSM <b>CUL-2</b>	LTS	LTSM <b>GEO-1</b>	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-5 TRA-6	LTSM CUL-2



Pro	posed Project	/Alternative				E	nvironmental	Resource				
	District	Segment	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
		F (Two Travel Lanes)	LTSM VIS-1 VIS-2	LTS	LTSM <b>BIO-1</b>	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-5 TRA-6	LTSM CUL-2
	Pasadena	G	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
	Pasadena	Н	LTS	LTS	LTSM <b>BIO-1</b>	LTSM <b>CUL-2</b>	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
	No Project Alternative		NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
	Alternativ		NI	LTS	LTS	LTS	LTS	NI	NI	LTS	LTS	NI

**Notes:** NI – No impact, LTS – Less-than-significant impact, LTSM – Less-than-significant impact with Mitigation **SOURCE**: Terry A. Hayes Associates, Inc., 2022.



Table ES-5 – Summary of Impacts and Mitigation Measures

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
AESTHETICS		
The Proposed Project would result in removal of historic streetlights considered important visual resources along Central Avenue and Broadway in Glendale, a potentially significant impact.	CUL-1: Project design related to potentially historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area shall be reviewed by a qualified architectural historian (individual who meets the Secretary of the Interior's Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) to determine consistency with the rehabilitation treatment under the Secretary of the Interior's Standards for the Treatment of Historic Properties and confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review. This review shall be completed prior to the preparation of final construction documents.	Less Than Significant
The Proposed Project would result in the removal of street trees considered to be important visual resources, a potentially significant impact	<ul> <li>VIS-1: Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:</li> <li>Street trees shall be replaced in accordance with the regulations established by each affected jurisdiction's Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk.</li> <li>Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction's Bureau of Street Services.</li> <li>A Landscape Replacement Study shall be prepared by a licensed landscape architect during final design. The study shall identify the location, species, and landscape design elements for all replacement landscaping associated with the Proposed Project and subject to local jurisdiction review.</li> <li>VIS-2: Replacement median, barriers, or other divider shall be enhanced with patterns or decorative features in accordance with the local jurisdiction's streetscape design guidelines and approved by local jurisdiction Street Services bureau or similar entity.</li> </ul>	Less Than Significant



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
BIOLOGICAL RESOURCES		
Construction of the Proposed Project would result in the removal of street trees used by migratory birds and bats for nesting, a potentially significant impact.	<ul> <li>BIO-1: To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures:</li> <li>Construction during bird nesting season (typically February 1 to September 1) would be avoided to the extent feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.</li> <li>If construction is required during the nesting season, vegetation removal would be conducted outside of the nesting season (typically February 1 to September 1), wherever feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.</li> <li>If construction, trimming, or removal of vegetation and trees are scheduled to begin during nesting bird season, nesting bird surveys would be completed by a qualified biologist no more than 72 hours prior to construction, or as determined by the qualified biologist, to determine if nesting birds or active nests are present within the construction area. Surveys would be conducted within 150 feet for songbirds and 500 feet for raptors, or as otherwise determined by the qualified biologist. Surveys would be repeated if construction, trimming, or removal of vegetation and trees are suspended for five days or more.</li> <li>If nesting birds/raptors are found within 500 feet of the construction area, appropriate buffers consisting of orange flagging/fencing or similar (typically 150 feet for songbirds, and 500 feet for raptors, or as directed by a qualified biologist) would be installed and maintained until nesting activity has ended, as determined in coordination with the qualified biologist and regulatory agencies, as appropriate.</li> <li>To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures:</li> <li>Where feasible, tree removal would be conducted in October, which is outside of the maternal and non-active seasons for bats.</li> <li>During th</li></ul>	Less Than Significant



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	<ul> <li>area. Visual and acoustic surveys would be conducted for at least two nights during appropriate weather conditions to assess the presence of roosting bats. If presence is detected, a count and species analysis would be completed to help assess the type of colony and usage.</li> <li>No fewer than 30 days prior to construction, and during the non-breeding and active season (typically October), bats would be safely evicted from any roosts to be directly impacted by the Project under the direction of a qualified biologist. Once bats have been safely evicted, exclusionary devices designed by the qualified biologist would be installed to prevent bats from returning and roosting in these areas prior to removal. Roosts not directly impacted by the Project would be left undisturbed.</li> <li>No fewer than two weeks prior to construction, all excluded areas would be surveyed to determine whether exclusion measures were successful and to identify any outstanding concerns. Exclusionary measures would be monitored throughout construction to ensure they are functioning correctly and would be removed following construction.</li> <li>If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during removal or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left</li> </ul>	
	the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval is given by a qualified biologist.  In the event that a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not to be parked nor operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).	



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
CULTURAL RESOURCES		
The Proposed Project would result in removal of historic streetlights in along Central Avenue and Broadway in Glendale, a potentially significant impact.	CUL-1: A qualified architectural historian (individual who meets the Secretary of the Interior's Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) shall review all project design documents related to historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area to determine consistency with the rehabilitation treatment under the Secretary of the Interior's Standards for the Treatment of Historic Properties to confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review, and Metro shall incorporate any design recommendations that would address potential substantial adverse changes in the significance of a historical resource into project design documents prior to the preparation of final construction documents.	Less Than Significant
Ground disturbing activities during construction of the Proposed Project has the potential to encounter previously undiscovered and undocumented archaeological resources, a potentially significant impact.	CUL-2: A Qualified Archaeologist, meeting the Secretary of the Interior's Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.  If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.	Less Than Significant



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.	
GEOLOGY AND SOILS		
The Proposed Project poses risks of loss, injury, or death related to seismic conditions including ground shaking, liquefaction, slope failure and landslide, a potentially significant impact.	GEO-1: The Proposed Project shall be designed based on the latest versions of local and State building codes and regulations in order to construct seismically-resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, as a minimum, to the depths required by local and State jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into final design (e.g., deep foundations, ground improvement, remove and replace, among others) for those areas where liquefaction potential may be experienced. The investigation shall include stability analyses of slopes located within earthquake-induced landslides areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others). The geotechnical investigations and design solutions shall follow the "Guidelines for Evaluating and Mitigating Seismic Hazards in California" Special Publication 117A of the California Geologic Service, as well as Metro's Design Criteria and the latest federal and State seismic and environmental requirements.	Less Than Significant



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
NOISE		
	NOI-1: Where construction cannot be performed in accordance with the FTA 1-hour L <sub>eq</sub> construction noise standards, elevates existing ambient noise levels by 5 dBA L <sub>eq</sub> or more at a noise sensitive use, or exceeds other applicable noise thresholds of significance, the construction contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro prior to initiating localized construction activities.	
Construction of the Proposed Project has the potential to generate noise that could increase ambient noise levels by 5 dBA L <sub>eq</sub> or more which would exceed local significance thresholds within one or more jurisdictions along the BRT alignment, a potentially significant impact.	<ul> <li>The Noise Control Plan shall require weekly noise monitoring at land used adjacent to construction activities. Noise reducing measures shall be required should the following performance standards be exceeded within the following jurisdictions:</li> <li>City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA Leq within one hour for construction lasting more than one day, 5 dBA Leq for construction lasting more than 10 days in a three-month period, and any exceedance of 5 dBA during the hours of 9:00 p.m. to 7:00 a.m. Monday through Friday and between 6:00 p.m. to 8:00 a.m. on Saturday or any time Sunday.</li> <li>City of Burbank: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA Leq for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA Leq at a noise sensitive use between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.</li> <li>City of Glendale: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA Leq for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient</li> </ul>	Less Than Significant



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	exterior noise levels by 5 dBA $L_{\rm eq}$ at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday.	
	<ul> <li>City of Pasadena: Construction noise levels that exceed 85 dBA L<sub>eq</sub> at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA L<sub>eq</sub> at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.</li> </ul>	
	Noise-reducing methods that may be implemented include:	
	<ul> <li>Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers shall be used.</li> </ul>	
	Limit unnecessary idling of equipment.	
	<ul> <li>Install temporary noise barriers or noise-control curtains, where feasible and desirable.</li> </ul>	
	<ul> <li>Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.</li> </ul>	
	<ul> <li>Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.</li> </ul>	
Construction of the Proposed Project includes use of heavy equipment that could produce vibration that would exceed the FTA's recommended limit of 0.2 in/sec PPV for any non-engineered timber and masonry buildings within 25 feet of construction activity, a potentially significant impact.	<ul> <li>NOI-2: Where equipment such as a vibratory roller, that produces high levels of vibration is used within 25 feet of buildings or typical equipment such as a large bulldozer is used within 15 feet of buildings, or where the 0.2 PPV inches per second vibration damage risk threshold would be exceeded, the construction contractor shall develop and implement a Vibration Control Plan to avoid exceeding FTA thresholds for significant vibration impacts at land uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures shall, at a minimum, include:</li> <li>The contractor shall minimize the use of tracked vehicles.</li> <li>The contractor shall avoid vibratory compaction within 25 feet of buildings.</li> </ul>	Less Than Significant



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	<ul> <li>The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.</li> </ul>	
Construction of the Proposed Project could produce vibration from bulldozers and similar equipment that could annoy those in institutional uses (e.g., schools, churches) during the day, and residents at any time during the day or evening. Equipment such as large bulldozers could generate 87 VdB of vibration at 25 feet, which would exceed the 75 VdB significance threshold for occasional events impacting residences and the 78 VdB threshold for institutional daytime land uses, a potentially significant impact.	<ul> <li>NOI-3: Where equipment such as a vibratory roller that produces high levels of vibration is used within 105 feet of residences or institutional daytime land uses or equipment such as large bulldozers are used within 65 feet of such uses, the 75 VdB vibration threshold for human annoyance could be exceeded at residences or the 75 VdB threshold at institutional uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:</li> <li>The contractor shall minimize the use of tracked vehicles and vibratory equipment.</li> <li>The contractor shall avoid vibratory compaction.</li> <li>The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.</li> </ul>	Less Than Significant
TRANSPORTATION		
Construction of the Proposed Project may result in temporary relocation of existing bus stops and temporary delays to transit travel time due to lane closures, a potentially significant impact.	TRA-1: Prior to the initiation of localized construction activities, a Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. Metro shall develop detours as appropriate and communicate any changes to bus service to local transit agencies in advance. Stops shall be relocated in a manner which is least disruptive to transit. If bus stops need to be relocated, warning signs shall be posted in advance of closure along with alternative stop notifications and information regarding the duration of the closure.	Less Than Significant



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
Construction of the Proposed Project may result in traffic delays and inconvenience due to temporary lane closures, a potentially significant impact.	TRA-2: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. The Traffic and/or Construction Management Plan shall include provisions such as: approval of work hours and lane closures, designation of construction lay-down zones, provisions to maintain roadway access to adjoining land uses, use of warning signs, temporary traffic control devices and/or flagging to manage traffic conflicts, and designation of detour routes where appropriate.	Less Than Significant
Construction of the Proposed Project may require temporary closure of sidewalks affecting pedestrian circulation, a potentially significant impact.	TRA-3: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with affected jurisdictions. The plan shall include provisions for wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences and alternative walkways). Metro shall also work with local municipalities and public works departments to confirm that only one side of the street would be closed at a time. If crosswalks are temporarily closed, pedestrians shall be directed to use nearby pedestrian facilities. Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used such as detour routes and temporary pedestrian shelters. Access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.	Less Than Significant



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
Construction of the Proposed Project would result in temporary roadway lane closures which may affect existing and planned bicycle facilities, a potentially significant impact	TRA-4: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with the affected jurisdictions. The plan shall identify on-street bicycle detour routes and signage. Metro shall also work with local municipalities and public works departments to accommodate bicycle circulation during construction. Bicycle access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.	Less Than Significant
The Proposed Project would reconfigure existing bicycle facilities, a potentially significant impact.	TRA-5: Prior to completion of Final Design, Metro shall convene a design working group with LADOT to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities, consistent with Policy 2.6 and Policy 2.9 of the Mobility Plan 2035. The design working group shall include representatives from the LADOT Active Transportation Division, the Los Angeles Bureau of Engineering, and a representative of the Los Angeles County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase.  In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and	Less Than Significant
	Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.	
Construction of the Proposed Project would result in lane closures and traffic detours, and designated truck routes associated with construction could temporarily result in decreased access and delayed response times for emergency services, a potentially significant impact.	TRA-6: The construction contractor shall provide early notification of traffic disruption to emergency service providers. Work plans and traffic control measures shall be coordinated with emergency responders to prevent impacts to emergency response times. A Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed and implemented to minimize impacts on emergency access.	Less Than Significant



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
TRIBAL CULTURAL RESOURCES		
Ground disturbing activities during construction of the Proposed Project has the potential to impact previously undiscovered buried tribal cultural resources of historical significance, a potentially significant impact.	CUL-2: A Qualified Archeologist, meeting the Secretary of the Interior's Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.  If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.  The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique archaeological resource, shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely man	Less Than Significant

**SOURCE**: Terry A. Hayes Associates Inc., 2022.



### **ES.15 COMPARISON OF ALTERNATIVES**

CEQA requires an analysis of alternatives to the Proposed Project to reduce or eliminate significant impacts associated with project development. Two alternatives have been identified to the Proposed Project. Alternative 1 is the No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6(e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable.

Alternative 2 would implement improved bus service instead of BRT. The improved bus service would have some BRT characteristics. The service may be as frequent as that proposed for BRT, though its ability to attract as much ridership may be less due to less travel time savings and amenities, meaning a slightly less frequent service would be operated compared to that proposed for the BRT Project. Buses would operate in mixed-flow traffic with TSP. Stops would be more frequent than the BRT line, but less frequent than local bus lines (typically every 0.6 miles on average). Travel times would be faster than for local service but slower than the travel times expected from the BRT Project. Stops would occur at existing bus stations and there would be no modifications to the roadway configuration. Physical improvements would be limited to new signs at bus stops as well as shelter with solar lighting, bench and trash receptacle as a minimum level of bus stop amenities. Alternative 2 would not include curb extensions, elimination of parking, or changes to bicycle lanes. This alternative would not require a Maintenance and Storage Facility, as buses would be maintained at existing Metro facilities. Similar to BRT buses, buses would have low-floor design to allow for faster and easier boarding and alighting. The fleet would be equipped for all door boarding.

CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be identified among the alternatives that are evaluated in the Draft EIR. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. A summary of the impacts of the No Project Alternative (Alternative 1) and Alternative 2 relative to the Proposed Project is shown Table ES-5. The No Project Alternative is considered the environmentally superior alternative because there would be no physical changes to the existing environment resulting in construction or operational impacts. Other transit projects would be constructed within the Project corridor to enhance the regional network, although transit improvements would be limited compared to the Proposed Project. The No Project Alternative would include the North San Fernando Valley (SFV) BRT Project and the NextGen Bus Plan, in addition to other transportation and land use projects listed in Chapter 5 Cumulative Impact Analysis. The North SFV BRT Improvements Project would provide a new, high-quality bus service between the communities of Chatsworth to the west and North Hollywood to the east. Not constructing and operating the Proposed Project would eliminate the potentially significant impacts associated with the Proposed Project related to transportation (construction), aesthetics (operations), biological resources (construction), cultural resources (construction and operations), geology and soils (operations), noise (construction), and tribal cultural resources (construction).



However, the regional transit network within the Project corridor would not be substantially enhanced by the other transit projects.

If the No Project Alternative is identified as the environmentally superior alternative, CEQA requires identification of the environmentally superior alternative other than the No Project Alternative from among the Proposed Project and the other alternatives evaluated in the Draft EIR. Alternative 2 is the environmentally superior alternative in this case because, as compared to the Proposed Project, it avoids or reduces all construction impacts related to transportation, biological resources, cultural resources, noise, and tribal cultural resources. It also avoids or reduces operational impacts related to transportation, aesthetics, cultural resources, and geology and soils.



## ATTACHMENT B

# Findings of Fact

# Pursuant to CEQA Guidelines Section 15091 and Public Resources Code Section 21081

# North Hollywood to Pasadena Bus Rapid Transit Corridor Project

February 2022



# In Association with:

Kimley-Horn
Terry A. Hayes Associates Inc.
Connetics Transportation Group
GPA Consulting
Paleo Solutions, Inc.

Impact Sciences, Inc.
PARIKH Consultants, Inc.
Resource Systems Group
The Robert Group
Translink Consulting, LLC

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## ABBREVIATIONS/ACRONYMS

AQMP..... Air Quality Management Plan

BRT ..... Bus Rapid Transit

CEQA ...... California Environmental Quality Act

CO ...... Carbon Monoxide

EIR..... Environmental Impact Report FTA..... Federal Transit Administration

GHG ...... Greenhouse Gases

LADOT ..... Los Angeles Department of Transportation

Leg ..... Equivalent Noise Level

Metro ...... Los Angeles County Metropolitan Transportation Authority

MMRP...... Mitigation Monitoring and Reporting Program NPDES ...... National Pollutant Discharge Elimination System

PPV ...... Peak Particle Velocity
PRC ...... Public Resources Code

RTP/SCS ...... Regional Transportation Plan/Sustainable Communities Strategy

SCAQMD...... South Coast Air Quality Management District

SCAB...... South Coast Air Basin

SCAG ...... Southern California Association of Governments

SFV..... San Fernando Valley

SR..... State Route

SUSMP...... Standard Urban Stormwater Mitigation Plan

SWPPP..... Stormwater Pollution Prevention Plan

VdB...... Vibration Decibels
TAC ...... Toxic Air Contaminants
VMT...... Vehicle Miles Traveled

WEAP ...... Worker Environmental Awareness Protection



## 1. INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) followed a prescribed process, in accordance with California Environmental Quality Act (CEQA) and the CEQA regulations, to identify the issues to be analyzed, including the solicitation of input from the public, stakeholders, elected officials, and other affected parties. Implementation of the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project (Proposed Project) would not result in significant unavoidable impacts with the incorporation of mitigation measures as part of the Proposed Project's approval. In accordance with CEQA, Metro, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP). Metro finds that the MMRP, which is included in Chapter 5 of the Final Environmental Impact Report (EIR) and is provided as a part of these findings as Attachment B to the March Metro Board Report, meets the requirements of Public Resources Code (PRC) Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant effects of the Proposed Project.

In accordance with the CEQA Guidelines, Metro adopts these findings as part of the approval of the Proposed Project. Pursuant to PRC Section 21082.1(c)(3) and CEQA Guidelines Section 15090, Metro certifies that the Final EIR:

- 1) Has been completed in compliance with the CEQA;
- The Final EIR was presented to the Board of Directors and that the Board reviewed and considered the information contained in the Final EIR prior to approving the Proposed Project; and
- 3) The Final EIR reflects Metro's independent judgment and analysis.

### 2. ORGANIZATION

The Findings of Fact and Statement is comprised of the following sections after the Introduction:

- Section 3. A brief description of the Proposed Project and its objectives
- Section 4. Statutory requirements of the findings and a record of proceedings
- Section 5. Significant impacts of the Proposed Project that cannot be mitigated to a lessthan-significant level even with the identification and incorporation of all feasible mitigation measures
- Section 6. Potentially significant impacts of the Proposed Project that can be mitigated to a less-than-significant level
- Section 7. Environmental impacts that are less than significant
- Section 8. Environmental resources to which the Proposed Project would have no impact
- Section 9. Potential cumulative impacts
- Section 10. Alternatives analyzed in the evaluation of the Proposed Project and findings on mitigation measures



## 3. PROJECT DESCRIPTION AND OBJECTIVES

The Proposed Project would provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor. In addition to advancing the goals of Metro's Vision 2028 Strategic Plan, objectives of the Proposed Project include:

- Advance a premium transit service that is more competitive with auto travel
- Improve accessibility for disadvantaged communities
- Improve transit access to major activity and employment centers
- Enhance connectivity to Metro and other regional transit services
- Provide improved passenger comfort and convenience
- Support community plans and transit-oriented community goals

The Proposed Project is a BRT line that would extend approximately 19 miles from North Hollywood to the City of Pasadena. From west to east, the Proposed Project would travel through and serve the North Hollywood community of the City of Los Angeles, the City of Burbank, the City of Glendale, the Eagle Rock community of the City of Los Angeles, and the City of Pasadena. BRT is intended to move large numbers of people quickly and efficiently to their destinations. BRT service is comparable to light rail, but on rubber tires and at a lower cost.

To achieve the envisioned quick and efficient service, the BRT is proposed to operate in dedicated bus lanes through a majority of the route with portions of the route operating on freeways and in mixed flow. The configuration of dedicated bus lanes could be curb-running, side-running alongside existing parking and/or bicycle facilities, and/or center/median-running in the center of the roadway or alongside existing roadway medians. The configuration of each project segment is described as follows:

- **Segment A (North Hollywood)**: From the western terminus at the North Hollywood Metro Station, the BRT would operate along Chandler Boulevard in a side-running bus lane in the eastbound direction and in mixed-flow traffic going westbound before transitioning to a center-running configuration along Vineland Avenue and Lankershim Boulevard.
- Segment B (North Hollywood to Burbank): The BRT would operate in mixed flow along the State Route (SR)-134 freeway.
- Segment C (Burbank): The BRT would generally operate in mixed-flow traffic between the SR-134 freeway and Olive Avenue before transitioning to a curb-running configuration along Olive Avenue approaching Alameda Avenue. Curb-running bus lanes would be provided by removing some on-street parking along Riverside Drive east of Kenwood Street and along Olive Avenue approaching Alameda Avenue. The route turns from Olive Avenue to Alameda Avenue and proceeds to Buena Vista Street along Alameda Avenue generally in mixed-flow operations to access a station near Naomi Street, with dedicated curb-running bus lanes in both directions within the block of the proposed station at Naomi Street. The route then returns to Olive Avenue via Buena Vista Street partially operating in mixed-flow traffic, with a dedicated curb-running bus lane in the southbound direction approaching Alameda Avenue



and a dedicated curb-running bus lane in the northbound direction approaching Olive Avenue. Between Buena Vista Street and Lake Street, Olive Avenue would be reconfigured to provide side-running dedicated bus lanes (accomplished by conversion of the outside travel lanes). Mixed-flow BRT operations would occur at constrained locations including across the Olive Avenue bridge. Within Downtown Burbank, the BRT would operate in curbrunning bus lanes between 1st Street and Glenoaks Boulevard.

- **Segment D (Burbank/Glendale)**: The Proposed Project would operate along Glenoaks Boulevard in mixed-flow traffic between Olive Avenue and Providencia Avenue and then transition to a median-running bus lanes configuration to Central Avenue.
- **Segment E (Glendale)**: The Proposed Project would operate in mixed-flow traffic along Central Avenue through the SR-134 interchange area, then operate in a side-running bus lanes configuration along Central Avenue, and then turn down Broadway where the Project would continue primarily in a side-running bus lanes configuration.
- Segment F (Eagle Rock): From Broadway, the Proposed Project would turn onto Colorado Boulevard. Side-running bus lanes would be provided between Broadway and Ellenwood Drive. East of El Rio Avenue, the Proposed Project would operate in a center-running configuration in one of two design options between Eagle Rock Boulevard and the SR-134 on-ramp achieved by reducing the existing median and street parking or converting a travel lane in each direction to provide dedicated BRT lanes.
- Segment G (Eagle Rock to Pasadena): The Proposed Project would operate in mixed-flow traffic along the SR-134 freeway and exit at Fair Oaks Avenue before traveling to Colorado Boulevard via Walnut Street and Raymond Avenue also in mixed-flow traffic.
- Segment H (Pasadena): The Proposed Project would operate in mixed-flow traffic along Colorado Boulevard to the Project's eastern terminus at Pasadena City College on Hill Avenue.

The Proposed Project includes 22 stations. The typical station footprint would be approximately 100 feet long and 10 feet wide; however, station loading zones as short as 70 feet in length may be required due to site constraints. The BRT service would be provided on 40-foot zero-emission electric buses<sup>1</sup> with the capacity to serve up to 75 passengers. A maximum of 16 buses are anticipated to be in service along the route during peak operations. A typical 40-foot bus seats approximately 40 passengers and can carry up to 35 additional standees in the aisle circulation space, although this maximum capacity lowers the passengers' comfort and perception of quality of service and is not recommended for standard operations.

<sup>&</sup>lt;sup>1</sup> As noted in the Draft and Final EIR, when operations commence in 2024, it is possible that the fleet would operate compressed natural gas (CNG) buses in its service until ZEV buses become available. The employment of CNG buses would be temporary and would not represent long-term operational conditions.



Page 3

The Proposed Project would provide BRT service from 4:00 a.m. to 1:00 a.m. or 21 hours per day Sunday through Thursday, and longer service hours (4:00 a.m. to 3:00 a.m.) would be provided on Fridays and Saturdays. The proposed service span is consistent with the Metro B Line (Red). The BRT would operate with 10-minute frequency throughout most of the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during most of the day on weekends tapering to 30 minutes in the evenings. The Proposed Project is more fully described in Chapter 2.0, Project Description, of the Final EIR.

### 4. STATUTORY REQUIREMENTS

CEQA (PRC Section 21081), and particularly the CEQA Guidelines (Title 14 California Code Regulations Section 15091) require that:

- (a) No public agency shall approve or carry out a project for which a certified EIR identifies one or more significant environmental effects of the Proposed Project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
  - 1. Changes or alterations have been required in, or incorporated into, the Proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. [CEQA Finding 1]
  - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. [CEQA Finding 2]
  - 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. [CEQA Finding 3]
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.



(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the Proposed Project.<sup>2</sup>

For those significant impacts that cannot be mitigated to less-than-significant levels, the lead agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the Proposed Project outweigh the significant impacts on the environment.<sup>3</sup> CEQA Guidelines Section 15093(a) states that, "If the specific economic, legal, social, technological, or other benefits of a Proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" If the adverse environmental effects are considered acceptable the lead agency is required to prepare a Statement of Overriding Considerations. Here, for the reasons presented in the Final EIR, and based on the administrative record as a whole, the Metro Board finds that the Project would not result in any significant and unavoidable impacts. Therefore, a Statement of Overriding Considerations is not necessary for the Proposed Project.

### 4.1 RECORD OF PROCEEDINGS

For purposes of CEQA and the findings set forth herein, the record of proceedings for Metro's decision on the Proposed Project consists of: (a) matters of common knowledge to Metro, including, but not limited to, federal, State, and local laws and regulations; and (b) the following documents which are in the custody of Metro, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Notice of Preparation and other public notices issued by Metro in conjunction with the Proposed Project;
- The Draft EIR dated October 2020, including all associated appendices and documents that were incorporated by reference;
- All testimony, documentary evidence, and all correspondence submitted in response to the Proposed Project during the scoping meetings or by agencies or members of the public during the public comment period on the Draft EIR, and responses to those comments (Chapter 4 Responses to Comments of the Final EIR);
- The Final EIR dated February 2022, including all associated appendices and documents that were incorporated by reference;
- The MMRP (Chapter 5 of the Final EIR);
- All findings and resolutions adopted by Metro in connection with the Proposed Project, and all documents cited or referred to therein;

<sup>&</sup>lt;sup>3</sup> Public Resources Code Section 21081 (b).



-

<sup>&</sup>lt;sup>2</sup> CEQA Guidelines Section 15091 (a) and (b).

- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all
  planning documents prepared by Metro or the consultants relating to the Proposed Project;
- All documents submitted to Metro by agencies or members of the public in connection with development of the Proposed Project;
- All actions of Metro with respect to the Proposed Project; and
- Any other materials required by PRC Section 21167.6(e) to be in the record of proceedings.

# 5. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT WITH MITIGATION

Metro finds that, based upon substantial evidence in the record, none of the impacts associated with the Proposed Project would be significant or have the potential to remain significant after the implementation of Project mitigation measures.

# 6. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Proposed Project are significant, but can be reduced to less-than-significant levels through the proposed mitigation measures listed below and in the MMRP. The following Findings summarize the analysis in the EIR, but do not purport to provide the full analysis of each environmental impact contained in the EIR. A full explanation of these environmental findings and conclusions can be found in the Draft EIR and Final EIR and these Findings hereby incorporate by reference the discussion and analysis in those documents supporting the Final EIR's determinations regarding mitigation measures and the Projects' impacts and mitigation measures designed to address those impacts. As identified in the EIR, the Metro Board finds that changes or alterations which avoid or substantially lessen the significant environmental effects have been required in, or incorporated into, the Proposed Project.

#### 6.1 TRANSPORTATION

As discussed in Section 3.1 of the EIR, the Proposed Project would result in a potentially significant transportation impact with respect to the following significance thresholds:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (Impact 3.1-1); and
- Result in inadequate emergency access (Impact 3.1-4 (construction only)).

**Impacts**. *Impact 3.1-1:* As discussed more fully in Section 3.1 of the EIR, the Proposed Project would result in construction effects like those experienced for a typical roadway project. These construction effects could include inconveniences associated with temporary disruptions to existing travel patterns and temporary access limitations. Construction activities would result in significant impacts due to the potential need for temporary closures of roadway lanes, sidewalks, and bicycle lanes; the traffic generated by construction workers and truck haul trips;



and the temporary relocation of existing bus stops. Such closures would be temporary, and the degree of interruption would depend on factors including the size of the construction site and duration of each construction phase. To minimize this construction transportation impact to a less-than-significant level, Mitigation Measures **TRA-1**, **TRA-2**, **TRA-3**, and **TRA-4**, set forth below, would be implemented.

Operational activities would primarily enhance bicycle facilities by providing bypass lanes around BRT stations and by allowing bicycles to access dedicated bus lanes. However, there are design elements that require mitigation measures to ensure public safety. For example, along Colorado Boulevard in Eagle Rock (Segment F), the existing Class II bicycle lanes would be shifted to the curb and a continuous bikeway would be delineated with green pavement markings; on-street parking, where present, would be located between the bicycle lane and the adjacent mixed-flow travel lane or bus lane. The bike lanes would be routed behind the loading zones at the Eagle Rock Plaza Station and at local bus stops. To minimize this operational transportation impact to a less-than-significant level, Mitigation Measure **TRA-5**, set forth below, would be implemented.

*Impact 3.1-4:* Lane closures, traffic detours, and designated truck routes associated with construction could temporarily result in decreased access and delayed response times for emergency services. To minimize this construction transportation impact to a less-than-significant level, Mitigation Measure **TRA-6**, set forth below, would be implemented.

**Reference**. Section 3.1, Transportation, of the Draft EIR, pages 3.1-24 through 3.1-30. Chapter 3, Corrections and Additions, of the Final EIR, page 3-13.

#### **Mitigation Measures**

- TRA-1: Prior to the initiation of localized construction activities, a Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. Metro shall develop detours as appropriate and communicate any changes to bus service to local transit agencies in advance. Stops shall be relocated in a manner which is least disruptive to transit. If bus stops need to be relocated, warning signs shall be posted in advance of closure along with alternative stop notifications and information regarding the duration of the closure.
- TRA-2: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. The Traffic and/or Construction Management Plan shall include provisions such as: approval of work hours and lane closures, designation of construction lay-down zones, provisions to maintain roadway access to adjoining land uses, use of



warning signs, temporary traffic control devices and/or flagging to manage traffic conflicts, and designation of detour routes where appropriate.

- TRA-3: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with affected jurisdictions. The plan shall include provisions for wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences and alternative walkways). Metro shall also work with local municipalities and public works departments to confirm that only one side of the street would be closed at a time. If crosswalks are temporarily closed, pedestrians shall be directed to use nearby pedestrian facilities. Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used such as detour routes and temporary pedestrian shelters. Access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.
- TRA-4: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with the affected jurisdictions. The plan shall identify on-street bicycle detour routes and signage. Metro shall also work with local municipalities and public works departments to accommodate bicycle circulation during construction. Bicycle access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.
- TRA-5: Prior to completion of Final Design, Metro shall convene a design working group with the Los Angeles Department of Transportation (LADOT) to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities, consistent with Policy 2.6 and Policy 2.9 of the Mobility Plan 2035. The design working group shall include representatives from the LADOT Active Transportation Division, the Los Angeles Bureau of Engineering, and a representative of the Los Angeles County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase. In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.
- TRA-6: The construction contractor shall provide early notification of traffic disruption to emergency service providers. Work plans and traffic control measures shall be coordinated with emergency responders to prevent impacts to emergency response times. A Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control



Handbook and local ordinances, as applicable, shall be developed and implemented to minimize impacts on emergency access.

**Findings**. Each of the potentially significant transportation impacts (Impacts 3.1-1 and 3.1-4) would be mitigated through the development of Traffic Management Plans and requiring coordination with affected jurisdictions. Metro finds that, through implementation of Mitigation Measures **TRA-1** through **TRA-6**, these impacts related to transportation would be reduced to a less-than-significant level. Thus, with respect to Impacts 3.1-1 and 3.1-4 identified in the EIR, Metro adopts CEQA Finding 1, as set forth in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

### 6.2 **AESTHETICS**

As discussed in Section 3.2 of the EIR, the Proposed Project would create a potentially significant impact related to aesthetics with respect to the following significance threshold:

• Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (Impact 3.2-2 (operations only)).

**Impacts**. *Impact* 3.2-2: As discussed more fully in Section 3.2.4 of the EIR, the Proposed Project would result in the removal of potentially historic streetlights considered important visual resources, three along Central Avenue and three along Broadway in Glendale. In addition, the Proposed Project would impact several existing medians along the Proposed Project route that are valued by local communities for aesthetics.

**Reference**. Section 3.2, Aesthetics, of the Draft EIR, pages 3.1-14 through 3.1-17, and Section 3.5, Cultural Resources, of the Draft EIR, pages 3.5-13 through 3.5-19.

### **Mitigation Measures**

**VIS-1**: Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:

- Tree replacement shall be completed in accordance with permitting and regulatory requirements associated with each affected jurisdiction's Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk.
- Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction's Bureau of Street Services.
- A Landscape Replacement Study shall be prepared by a licensed landscape architect during final design. The study shall identify the location, species, and landscape design elements for all replacement landscaping associated with the Proposed Project and subject to local jurisdiction review.



- VIS-2: Replacement median, barriers, or other divider shall be enhanced with patterns or decorative features in accordance with the local jurisdiction's streetscape design guidelines and approved by local jurisdiction Street Services bureau or similar entity.
- CUL-1: Project design related to potentially historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area shall be reviewed by a qualified architectural historian (individual who meets the Secretary of the Interior's Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) to determine consistency with the rehabilitation treatment under the Secretary of the Interior's Standards for the Treatment of Historic Properties and confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review. This review shall be completed prior to the preparation of final construction documents.

**Finding**. The potential operational impacts to scenic resources (Impact 3.2-2) would be mitigated by ensuring that medians and landscaping removed as part of the Proposed Project would be replaced according to the local jurisdiction's guidelines and ordinances and requiring a qualified architectural historian to determine consistency with the rehabilitation treatment under the Secretary of the Interior's Standards for the Treatment of Historic Properties. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measures **VIS-1**, **VIS-2**, and **CUL-1**, this impact related to aesthetics would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

### 6.3 BIOLOGICAL RESOURCES

As discussed in Section 3.4 of the EIR, the Proposed Project would result in a potentially significant impact related to biological resources with respect to the following significance thresholds:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (Impact 3.4-1 (construction only)); and
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Impact 3.4-4 (construction only)).

**Impacts**. *Impact 3.4-1:* As discussed more fully in Section 3.4.4 of the EIR, the Proposed Project has the potential to impact 13 special-status species through vegetation removal and construction activities. To minimize this impact to a less-than-significant level, Mitigation Measure **BIO-1**, set forth below, would be implemented.

Impact 3.4-4: As discussed more fully in Section 3.4.4 of the EIR, tree removal could interfere with bird nesting and bat roosting. To minimize this impact to a less-than-significant level, Mitigation Measure **BIO-1**, set forth below, would be implemented.



**Reference**. Section 3.4, Biological Resources, of the Draft EIR, pages 3.4-7 through 3.4-10.

### **Mitigation Measures**

**BIO-1**: To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures:

- Construction during bird nesting season (typically February 1 to September 1)
  would be avoided to the extent feasible. Feasible means capable of being
  accomplished in a successful manner taking into consideration costs and
  schedule.
- If construction is required during the nesting season, vegetation removal would be conducted outside of the nesting season (typically February 1 to September 1), wherever feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.
- If construction, trimming, or removal of vegetation and trees are scheduled to begin during nesting bird season, nesting bird surveys would be completed by a qualified biologist no more than 72 hours prior to construction, or as determined by the qualified biologist, to determine if nesting birds or active nests are present within the construction area. Surveys would be conducted within 150 feet for songbirds and 500 feet for raptors, or as otherwise determined by the qualified biologist. Surveys would be repeated if construction, trimming, or removal of vegetation and trees are suspended for five days or more.
- If nesting birds/raptors are found within 500 feet of the construction area, appropriate buffers consisting of orange flagging/fencing or similar (typically 150 feet for songbirds, and 500 feet for raptors, or as directed by a qualified biologist) would be installed and maintained until nesting activity has ended, as determined in coordination with the qualified biologist and regulatory agencies, as appropriate.

To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures:

- Where feasible, tree removal would be conducted in October, which is outside of the maternal and non-active seasons for bats.
- During the summer months (June to August) in the year prior to construction, a
  thorough bat roosting habitat assessment would be conducted of all trees and
  structures within 100 feet of the construction area. Visual and acoustic surveys
  would be conducted for at least two nights during appropriate weather conditions
  to assess the presence of roosting bats. If presence is detected, a count and
  species analysis would be completed to help assess the type of colony and
  usage.
- No fewer than 30 days prior to construction, and during the non-breeding and active season (typically October), bats would be safely evicted from any roosts to be directly impacted by the Project under the direction of a qualified biologist. Once bats have been safely evicted, exclusionary devices designed by the



qualified biologist would be installed to prevent bats from returning and roosting in these areas prior to removal. Roosts not directly impacted by the Project would be left undisturbed.

- No fewer than two weeks prior to construction, all excluded areas would be surveyed to determine whether exclusion measures were successful and to identify any outstanding concerns. Exclusionary measures would be monitored throughout construction to ensure they are functioning correctly and would be removed following construction.
- If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during removal or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval is given by a qualified biologist.
- In the event that a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not to be parked nor operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).

**Findings**. The potentially significant biological impacts (Impacts 3.4-1 and 3.4-2) would be mitigated by requiring qualified biologists to conduct site surveys prior to construction, restrict vegetation removal activities to outside of bird nesting and bat roosting seasons, and establish appropriate buffers around nesting birds/raptors. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **BIO-1**, Impacts 3.4-1 and 3.4-2 related to biological resources would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

### 6.4 CULTURAL RESOURCES

As discussed in Section 3.5 of the EIR, the Proposed Project would result in a potentially significant impact related to cultural resources with respect to the following significance thresholds:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 (Impact 3.5-1); and
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 (Impact 3.5-2 (construction only)).



**Impacts**. *Impact 3.5-1:* As discussed more fully in Section 3.5.4 of the EIR, construction of the proposed station platforms in the City of Glendale has the potential to result in the removal or relocation of potentially significant historic streetlights currently within the existing sidewalk (three on Central Avenue and three on Broadway). Regarding project operations, project components, such as stations, electric charging infrastructure, and signs, have the potential to visually affect historic resources. To reduce this impact (Impact 3.5-1) to a less-than significant level, Mitigation Measures **CUL-1**, set forth below, would be implemented.

Impact 3.5-2: As discussed more fully in Section 3.5.4 of the EIR, no archeological resources have been identified in the Project Area, and resources that may have existed have likely been displaced or destroyed as a result of previous development activities. Excavation activities upon previously disturbed soils would be limited to 2 to 3 feet below ground surface. Vertical element relocation activities, such as trees, signs, parking meters and streetlights, may extend to a depth of 12 feet below ground surface, below the currently disturbed soils. It is therefore possible that previously undiscovered and undocumented archaeological resources could be encountered during construction activities. To reduce this impact to a less-than-significant level, Mitigation Measure **CUL-2**, set forth below, would be implemented.

**Reference**. Section 3.5, Cultural Resources, of the Draft EIR, pages 3.5-13 through 3.5-19.

### **Mitigation Measures**

- CUL-1: A qualified architectural historian (individual who meets the Secretary of the Interior's Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) shall review all project design documents related to historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area to determine consistency with the rehabilitation treatment under the Secretary of the Interior's Standards for the Treatment of Historic Properties to confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review, and Metro shall incorporate any design recommendations that would address potential substantial adverse changes in the significance of a historical resource into project design documents prior to the preparation of final construction documents.
- CUL-2: A Qualified Archaeologist, meeting the Secretary of the Interior's Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint



presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.

If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.

The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.

**Findings**. The potential impacts (Impacts 3.5-1 and 3.5-2) would be mitigated by requiring a qualified architectural historian and a qualified archeologist to oversee construction activities. Metro finds that, through implementation of Mitigation Measures **CUL-1** through **CUL-2**, Impacts 3.5-1 and 3.5-2 related to cultural resources would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

### 6.5 GEOLOGY AND SOILS

As discussed in Section 3.7 of the EIR, the Proposed Project would create a potentially significant impact related to geology and soils with respect to the following significance thresholds:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: strong seismic ground shaking; seismic-related ground failure, including liquefaction; and/or landslides (Impact 3.7-3 (operations only).
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide (operations only).

**Impacts**. *Impact* 3.7-1: As discussed more fully in Section 3.7.4 of the EIR, the Proposed Project is located within the seismically active Southern California region. Hence, seismic activity as a result of earthquakes generated from nearby faults is anticipated. Seismic activity during operation activities could result in significant impacts related to seismic ground shaking, liquefaction, and landslides. Liquefaction may only occur at isolated areas within the Eagle Rock



Valley along the Project Route. To minimize this impact to a less-than-significant level, Mitigation Measure **GEO-1**, set forth below, would be implemented.

Impact 3.7-3: As discussed more fully in Section 3.7.4 of the EIR, seismically-induced settlements (dry settlements) are a potential hazard due to mostly granular soil deposits, deep groundwater, and expected high peak ground acceleration in the Project Area. The eastern Glendale, Eagle Rock, and western Pasadena portions of the Project Area are the most susceptible to shallow landslides and debris flows. To minimize this impact to a less-than-significant level, Mitigation Measure **GEO-1**, set forth below, would be implemented.

Reference. Section 3.7, Geology and Soils, of the Draft EIR, page 3.7-12 through 3.7-16.

### **Mitigation Measures**

GEO-1: The Proposed Project shall be designed based on the latest versions of local and State building codes and regulations in order to construct seismically-resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, as a minimum, to the depths required by local and State jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into final design (e.g., deep foundations, ground improvement, remove and replace, among others) for those areas where liquefaction potential may be experienced. The investigation shall include stability analyses of slopes located within earthquake-induced landslides areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others). The geotechnical investigations and design solutions shall follow the "Guidelines for Evaluating and Mitigating Seismic Hazards in California" Special Publication 117A of the California Geologic Service, as well as Metro's Design Criteria and the latest federal and State seismic and environmental requirements.

**Findings**. The potential impacts would be mitigated by ensuring that impacts related to strong seismic ground shaking, liquefaction, and landslides by designing the Project elements according to State and local building codes. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **GEO-1**, this impact related to geology and soils would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.



### 6.6 NOISE

As discussed in Section 3.9 of the EIR, the Proposed Project could result in a significant impact related to noise with respect to the following significance thresholds:

- The generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Impact 3.9-1 (construction only)); and
- Result in generation of excessive groundborne vibration or groundborne noise levels (Impact 3.9-2 (construction only)).

**Impacts**. *Impact* 3.9-1: As discussed more fully in Section 3.9.4 of the EIR, construction activities would require the use of heavy equipment, pneumatic tools, generators, concrete pumps, and similar equipment. Construction activities are likely to generate noise impacts that could increase ambient noise levels that would exceed local significance thresholds within one or more jurisdictions along the BRT alignment in terms of equivalent noise levels (L<sub>eq</sub>). Nighttime activities are not anticipated to be needed to construct the Proposed Project. However, at this stage of the planning process and without a construction contractor, it cannot be confirmed if nighttime construction would be necessary for specialized construction tasks. Nighttime activities could result in a significant impact should those activities involve heavy equipment or pneumatic tools. To minimize this impact to a less-than-significant level, Mitigation Measure **NOI-1**, set forth below, would be implemented.

Impact 3.9-2: As discussed more fully in Section 3.9.4 of the EIR, the use of vibratory rollers or more impactful equipment could exceed the Federal Transit Administration (FTA) recommended vibration limits for building damage in peak particle velocity (PPV) and general annoyance in terms of vibration decibels (VdB). To minimize this impact to a less-than-significant level, Mitigation Measures NOI-2 and NOI-3, set forth below, would be implemented.

**Reference**. Section 3.9, Noise and Vibration, of the Draft EIR, page 3.9-15 through 3.9-31.

### **Mitigation Measures**

NOI-1: Where construction cannot be performed in accordance with the FTA 1-hour L<sub>eq</sub> construction noise standards, elevates existing ambient noise levels by 5 dBA L<sub>eq</sub> or more at a noise sensitive use, or exceeds other applicable noise thresholds of significance, the construction contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro prior to initiating localized construction activities.



The Noise Control Plan shall require weekly noise monitoring at land uses adjacent to construction activities. Noise reducing measures shall be required should the following performance standards be exceeded within the following jurisdictions:

- City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA L<sub>eq</sub> within one hour for construction lasting more than one day, 5 dBA L<sub>eq</sub> for construction lasting more than 10 days in a three-month period, and any exceedance of 5 dBA during the hours of 9:00 p.m. to 7:00 a.m. Monday through Friday and between 6:00 p.m. to 8:00 a.m. on Saturday or any time Sunday.
- City of Burbank: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA L<sub>eq</sub> for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA L<sub>eq</sub> at a noise sensitive use between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.
- City of Glendale: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA L<sub>eq</sub> for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA L<sub>eq</sub> at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday.
- City of Pasadena: Construction noise levels that exceed 85 dBA L<sub>eq</sub> at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA L<sub>eq</sub> at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.

Noise-reducing methods that may be implemented include:

- Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers shall be used.
- Limit unnecessary idling of equipment.
- Install temporary noise barriers or noise-control curtains, where feasible and desirable.
- Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.
- Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.



- NOI-2: Where equipment such as a vibratory roller that produces high levels of vibration is used within 25 feet of buildings or typical equipment such as large bulldozer is used within 15 feet of buildings, or where the 0.2 PPV inches per second vibration damage risk threshold would be exceeded, the construction contractor shall develop and implement a Vibration Control Plan to avoid exceeding FTA thresholds for significant vibration impacts at land uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures shall, at a minimum, include:
  - The contractor shall minimize the use of tracked vehicles.
  - The contractor shall avoid vibratory compaction within 25 feet of buildings.
  - The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.
- NOI-3: Where equipment such as a vibratory roller that produces high levels of vibration is used within 105 feet of residences or institutional daytime land uses or equipment such as large bulldozers are used within 65 feet of such uses, the 75 VdB vibration threshold for human annoyance could be exceeded at residences or the 75 VdB threshold at institutional uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:
  - The contractor shall minimize the use of tracked vehicles and vibratory equipment.
  - The contractor shall avoid vibratory compaction.
  - The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.

**Findings**. Impact 3.9-1 would be mitigated by ensuring that the construction contractor develops a Noise Control Plan designed to follow Metro requirements, including construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). Impact 3.9-2 would be mitigated by requiring the construction contractor to develop a Construction Vibration Control Plan to mitigate vibrational impacts. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **NOI-1**, **NOI-2**, and **NOI-3**, Impacts 3.9-1 and 3.9-2 related to construction noise and vibration would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.



#### 6.7 TRIBAL CULTURAL RESOURCES

As discussed in Section 3.10 of the EIR, the Proposed Project would result in a potentially significant impact related to tribal cultural resources based on the following significance thresholds:

- Cause a substantial adverse change in the significance of a tribal cultural resource, listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) (Impact 3.10-1 (construction only)); and
- Cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (Impact 3.10-2 (construction only)).

**Impacts**. *Impact* 3.10-1: As discussed more fully in Section 3.10.4 of the EIR, the Kizh Nation, Fernandeno Tataviam, and Gabrieleno/Tongva San Gabriel Band of Mission Indians tribal representatives identified areas of high sensitivity within the Project Area; however, no known tribal cultural resources have been identified through the Assembly Bill 52 consultation process. There is, however, the possibility that ground-disturbing activities could impact previously undiscovered buried tribal cultural resources of historical significance. To minimize this potential impact to a less-than-significant level, Mitigation Measure **CUL-2**, set forth below, would be implemented.

Impact 3.10-2: As discussed more fully in Section 3.10.4 of the EIR, construction activities of the Project would be limited to minor roadway construction or widening, excavation limited to two to three feet below ground surface, station platform placement, and the relocation of vertical elements. The Project Area is highly developed and the possibility of uncovering previously undiscovered and undocumented tribal cultural resources is low. Nonetheless, it is possible that construction activities would reveal a new resource. To minimize this potential impact to a less-than-significant level, Mitigation Measure **CUL-2**, set forth below, would be implemented.

**Reference**. Section 3.8, Tribal Cultural Resources, of the Draft EIR, pages 3.10-13 through 3.10-19.

#### **Mitigation Measures**

CUL-2: A Qualified Archeologist, meeting the Secretary of the Interior's Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural



resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.

If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.

The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.

**Finding**. The potential impacts (Impacts 3.10-1 and 3.10-2) would be mitigated by ensuring that any tribal cultural resources discovered during construction of the Proposed Project would be properly assessed and preserved. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **CUL-2**, Impacts 3.10-1 and 3.10-2 related to tribal cultural resources would be reduced to a less-than-significant level. For each of these impacts, Metro adopts CEQA Finding 1 as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

## 7. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Proposed Project are less than significant, and no mitigation is required.



#### 7.1 TRANSPORTATION

As discussed in Section 3.1 of the EIR, the Proposed Project would result in a less-thansignificant impact related to transportation with respect to the following significance thresholds:

- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) (Impact 3.1-2 (construction only));
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Impact 3.1-3 (operations only)); and
- Result in inadequate emergency access (Impact 3.1-4 (operations only)).

**Impacts**. *Impact 3.1-2:* As discussed more fully in Section 3.1.3.3 of the EIR, the additional construction-related vehicle miles traveled (VMT) would be typical of a roadway construction project consisting of approximately 25 trips per day with an assumed average trip length of approximately 15 miles. Consistent with CEQA Guidelines Section 15064.3, once constructed, the Proposed Project is anticipated to reduce VMT regionally.

Impact 3.1-3: As discussed more fully in Section 3.1.3.3 of the EIR, the Proposed Project would be designed per applicable State, Metro, and city design criteria and standards. For segments with median-running bus lanes, stations are usually provided on islands at intersections and are accessible from the signalized crosswalk. The safety measures include signal-protected pedestrian movements, channelization, barriers to protect and route pedestrians, Americans with Disabilities Act-compliant curb ramps, along with warning signs to provide for convenient and safe access to boarding areas. Further, the BRT service would include queue jumps at selected locations at which a traffic signal with special bus indications would display a bus-only phase, which would allow buses to enter an intersection before a green indication is given to other traffic in order to allow the bus to maneuver across mixed-flow lanes ahead of conflicting traffic. Therefore, during operations, the Proposed Project would result in a less-than-significant impact related to increased hazards due to geometric design features or incompatible uses.

Impact 3.1-4: As discussed more fully in Section 3.1.3.3 of the EIR, during operations, emergency vehicles would be permitted to use the dedicated bus lanes, like mixed-flow vehicular travel lanes. Since the dedicated bus lanes would be free of most vehicular traffic and emergency vehicles would be permitted to use the dedicated bus lanes, emergency response time would be no worse than under current conditions and would likely be improved. In addition, Metro would consult the local emergency response departments to confirm emergency access is adequately maintained at locations with restricted left turns. For example, the Proposed Project would provide a westbound left-turn bay on Colorado Boulevard at Maywood Avenue immediately to the west of the Los Angeles Fire Department Station 42, which would facilitate response in either direction from the fire station driveway. Metro will evaluate options to facilitate fire department access and circulation during subsequent design phases. While center-running and median-running BRT configurations would result in some left-turn restrictions, left-turn opportunities throughout the Project Area would be provided at major signalized intersections. In addition, Proposed Project facilities would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria.



**Reference**. Section 3.1, Transportation, of the Draft EIR, pages 3.1-28 through 3.1-30.

**Mitigation Measures**. These impacts would be less than significant and do not require mitigation measures.

**Finding**. For the reasons stated above and as set forth in the EIR, Metro finds that these impacts related to transportation would be less than significant.

#### 7.2 **AESTHETICS**

The Proposed Project would result in a significant impact related to aesthetics with respect to the following significance thresholds:

- Have a substantial adverse effect on a scenic vista (Impact 3.2-1);
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (Impact 3.2-2 (construction only));
- Conflict with applicable zoning and other regulations governing scenic quality (Impact 3.2-3 (operations only)).

**Impacts**. *Impact 3.2-1:* There are no formal scenic vistas in the Project Area and views of surrounding landscapes and topography are available but generally low quality. Construction activities would introduce heavy equipment to the area (i.e., bulldozers, scrapers, and trucks), security fencing, barricade materials, stockpiled building materials, and safety and directional signage into the Project Area, which would result in some obstructed views of visual elements in the foreground such as buildings and landscape elements; however, views of surrounding mountains and landscapes would remain unaffected from view corridors of public streets, sidewalks, and properties.

Regarding operations, the addition of buses in any of the proposed configurations would not be expected to substantially affect existing views in the Project Area. Stations would include canopies, potential monument signs, and other vertical features which could limit views for viewers directly adjacent to or underneath the canopies; however, views in the Project Area as a whole would not be substantially affected by the Proposed Project.

Impact 3.2-2: Construction activities are not anticipated to result in damage to any scenic resources. Certain construction activities associated with modifications to the medians along Glenoaks Boulevard and Colorado Boulevard as well as placing stations along sidewalks may require trimming of existing street trees and temporary removal of streetscape features (i.e., decorative street lights and paving), but such resources would be replaced or maintained where feasible.

Impact 3.2-3: While each jurisdiction in the Project Area has a zoning ordinance that regulates the scenic quality of development projects, the zoning ordinances do not directly regulate the design of transportation infrastructure elements including bus facilities such as stations. The Proposed Project elements would primarily be located within the street right-of-way such that no



changes to existing land uses are anticipated. As such, the Proposed Project would be consistent with zoning requirements. The Proposed Project would follow Metro's Transit Service Policies & Standards, Public Art Policy, Systemwide Station Design Standards, and Standard/Directive Drawings which provide a consistent, streamlined systemwide design approach for Metro stations that include sustainable design features and sustainable landscaping. In locations where there are specific design guidelines or ordinances, including the North Hollywood Redevelopment Project Commercial Core Urban Design Guidelines, Glendale Downtown Specific Plan, Glendale Town Center Specific Plan, Glendale Comprehensive Design Guidelines, Pasadena Citywide Design Principles and Design Guidelines, or Pasadena Central District Specific Plan, the Project would comply with applicable design requirements including undergoing mandated design review. The aesthetic design of stations and related transit facilities will promote a sense of place and minimize adverse visual impacts on surrounding neighborhoods. Therefore, the Proposed Project would result in a less-thansignificant impact related to operational activities.

**Reference**. Section 3.2, Aesthetics, of the Draft EIR, pages 3.2-13 through 3.2-25.

**Mitigation Measures**. These impacts would be less than significant and do not require mitigation measures.

**Finding**. For the reasons stated above and as set forth in the EIR, Metro finds that these impacts related to aesthetics would be less than significant.

#### 7.3 AIR QUALITY

As discussed in Section 3.3 of the EIR, the Proposed Project would result in a less-thansignificant impact related to air quality with respect to the following significance thresholds:

- Conflict with or obstruct implementation of the applicable air quality plan (Impact 3.3-1);
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (Impact 3.3-2);
- Expose sensitive receptors to substantial pollutant concentrations (Impact 3.3-3); and
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (Impact 3.3-4).

#### Impacts.

Impact 3.3-1: As discussed in Section 3.3.4 of the EIR, the Proposed Project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving the California Ambient Air Quality Standards and National Ambient Air Quality Standards. The Proposed Project would not exceed the short-term



construction standards or long-term operational standards and, as a result, would not violate any air quality standards. In addition, the 2016 AQMP contains air pollutant reduction strategies based on the Southern California Association of Governments (SCAG) latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Implementation of the Proposed Project would not introduce new growth in population, housing, or employment to Los Angeles County or the greater SCAG region. Therefore, the Proposed Project would not induce growth exceeding the assumptions within the AQMP. The Proposed Project would expand the transit network within the County of Los Angeles and would encourage mode shift from single-passenger vehicles to transit. As a result, the Proposed Project is consistent with the 2016 AQMP as well as the goals set out in the Cities of Los Angeles, Burbank, Glendale, and Pasadena's General Plans.

Impact 3.3-2: As discussed in Section 3.3.4 of the EIR, the SCAB region is in nonattainment for ozone and particulate matter 2.5 microns or less in diameter. Construction activities would result in the short-term generation of criteria pollutant emissions. Emissions would include (1) fugitive dust generated from curb/pavement demolition, site work, and other construction activities; (2) hydrocarbon emissions related to the application of architectural coatings; (3) exhaust emissions from powered construction equipment; and (4) motor vehicle emissions associated with debris hauling trips, material delivery trips, and worker trips. Detailed emissions modeling demonstrated that the Proposed Project construction emissions would not exceed the SCAQMD regional construction thresholds for any criteria air pollutant. Regarding operations, the Proposed Project would result in indirect criteria air pollutant emissions from, brake and tire wear from transit buses, and the reduction of motor vehicle use throughout the surrounding region as motorists shift from vehicles to public transit. Detailed emissions modeling demonstrated that the Proposed Project would reduce regional operational emissions due to the reduction in emissions associated with passenger vehicles.

Impact 3.3-3: As discussed in Section 3.3.4 of the EIR, construction and operational activities were assessed for exposure to toxic air contaminants (TACs) and localized criteria pollutants. Regarding construction TACs, the greatest potential for TAC emissions would be related to diesel particulate matter emissions associated with heavy equipment operations. Construction activities associated with the Proposed Project would be sporadic and short-term in nature. Metro has committed to using equipment outfitted with engines meeting Tier 4 emissions standards that would substantially reduce diesel PM emissions and associated exposures. Construction would travel along the route and would not be in any one location over those 30months. The assessment of cancer risk is typically based on a 70-year exposure period; however, the Proposed Project's construction is anticipated to have a duration of approximately 30 months. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction activities would not result in an elevated cancer risk to exposed persons. The SCAQMD has developed a set of mass emissions rate look-up tables than can be used to evaluate localized impacts that may result from criteria air pollutants. Detailed emissions modeling demonstrated that the Proposed Project construction emissions would not exceed the SCAQMD localized construction thresholds for any criteria air pollutants.



Operational activities would not include localized emissions. The only potential source of localized emissions associated with bus operations would be pollutants from bus idling. The Proposed Project would include zero emission vehicles and there would be no exhaust emissions. There is no potential for localized emissions to exceed the SCAQMD significance thresholds.

The SCAQMD recommends the evaluation of potential carbon monoxide (CO) hot spots that may occur from traffic congestion resulting from implementation of projects with substantial trip generation or modifications to roadway networks. Based on ambient air monitoring data collected by SCAQMD, SCAB has continually met State and federal ambient air quality standards for CO since 2003. As such, SCAB was reclassified to attainment/maintenance status from serious nonattainment, effective June 11, 2007. While the Final 2016 AQMP is the most recent AQMP, no additional regional or hot-spot CO modeling has been conducted to demonstrate attainment of the 8-hour average CO standard since the analysis provided in the 2003 AQMP. Maximum intersection approach volumes under the Proposed Project would be over 40 percent less than the maximum intersection approach volume used for the 2003 AQMP attainment demonstration. Volumes would be less in the Existing plus Project condition without the ambient growth attributed to future years. Furthermore, the background concentration of 8-hour CO has significantly reduced as compared to the 2003 AQMP. As such, there would be no potential for CO emissions at any intersection location to result in an exceedance of either the CAAQS or NAAQS for CO.

The Proposed Project includes a lane reduction on Olive Avenue in Burbank between Buena Vista Street and Lake Street and may include a lane reduction on Colorado Boulevard in Eagle Rock. The lane reductions would slow existing traffic speeds and increase congestion. This would result in increased localized pollutant concentrations along these roadway segments. For example, according to the California Air Resources Board EMFAC model, a passenger vehicle traveling at 5 miles per hour generates 1.85 grams of CO per mile while a passenger vehicle traveling at 35 miles per hour generates 1.06 grams of CO per mile. However, as discussed above, maximum volumes would be over 40 percent less than the maximum volume used for the 2003 AQMP attainment demonstration. In addition, transportation modeling completed for the Proposed Project found that traffic volumes on Colorado Boulevard would be reduced by approximately 20 percent as drivers search for other routes in the area. Similar reductions would occur on Olive Avenue. Given the relatively low traffic volumes and the low emission rates associated with the existing vehicle fleet, there is no potential for the lane reduction to result in significant localized pollutant concentrations.

Operation of the proposed BRT service would utilize zero-emission buses that do not combust fuel that could create TAC emissions from diesel or other fuels. Further, the enhancement of public transit service over this approximately 19-mile corridor would generally reduce use of passenger vehicles and trucks for travel, as people shift increasingly to public transit. As such, the long-term operation of BRT service would reduce TAC emissions from motor vehicles.

Impact 3.3-4: As discussed in Section 3.3.4 of the EIR, construction activities associated with the Proposed Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and



cease upon project completion. In addition, the Proposed Project would be required to comply with the California Code of Regulations, Title 13, Section 2449(d)(3), which applies to off-road diesel vehicles with a break horsepower (bhp) greater than 50, and Section 2485, which minimizes the idling time of on-road diesel-fueled construction equipment with a gross vehicle weight rating greater than 10,000 pounds either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. The Proposed Project would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from reactive organic gases emissions during architectural coating. Regarding operations, the SCAQMD identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Stations would include waste bins that would be maintained on a regular basis and would not typically generate significant odors.

**Reference**. Section 3.3, Air Quality, of the Draft EIR, pages 3.3-17 through 3.3-26. Chapter 3 of the Final EIR, page 3-22.

**Mitigation Measures**. These impacts would be less than significant and do not require mitigation measures.

**Finding**. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to air quality would be less than significant.

#### 7.4 BIOLOGICAL RESOURCES

As discussed in Section 3.4 of the EIR, the Proposed Project would result in a less-thansignificant impact related to biological resources with respect to the following significance threshold:

• Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (Impact 3.4-5 (construction only)).

**Impact**. As discussed in Section 3.4.4 of the EIR, there is potential for the Proposed Project to remove trees or vegetation to accommodate station platforms within the Cities of Los Angeles, Glendale, Burbank, and Pasadena. Each of these jurisdictions have ordinances governing the removal and replacement of trees as a result of construction activities, which would reduce the potential for significant impacts.

**Reference**. Section 3.4, Biological Resources, of the Draft EIR, page 3.4-12.

**Mitigation Measures**. This impact would be less than significant and does not require mitigation measures.

**Finding**. For the reasons stated above, Metro finds that this impact related to biological resources would be less than significant.



#### 7.5 CULTURAL RESOURCES

As discussed in Section 3.5 of the EIR, the Proposed Project would result in a less-thansignificant impact related to cultural resources with respect to the following significance threshold:

 Disturb any human remains, including those interred outside of dedicated cemeteries (Impact 3.5-3 (construction only)).

**Impact**. As discussed in Section 3.5.4 of the EIR, record searches indicated that no human remains have been recorded within the Project Area or within a 0.25-mile radius. The Project Area is highly developed and the likelihood of uncovering previously undiscovered human remains is low. Nevertheless, the results of previous studies do not preclude the existence of buried remains which may be encountered during the construction phase. Therefore, Metro would follow the procedures and protocols set forth in CEQA Guidelines Section 15064.5(e)(1); Health and Safety Code Section 7050.5, subdivision (c); and PRC Section 5097.98 (as amended by Assembly Bill 2641) if human remains are encountered during construction.

Reference. Section 3.5, Cultural Resources, of the Draft EIR, page 3.5-19.

**Mitigation Measures**. This impact would be less than significant with the incorporation of applicable laws and regulations and does not require mitigation measures.

**Finding**. For the reasons stated above, Metro finds that this impact related to cultural resources would be less than significant.

#### 7.6 ENERGY

As discussed in Section 3.6.1 of the EIR, the Proposed Project would result in a less-thansignificant impact related to energy with respect to the following significance thresholds:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (Impact 3.6-1); and
- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (Impact 3.6-2 (construction only)).

**Impacts**. *Impact* 3.6-1: As discussed in Section 3.6.4 of the EIR, construction activities would use energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, construction worker travel, delivery truck travel, and haul truck travel. Construction would result in a one-time expenditure of approximately 1,095,225 gallons of diesel fuel and 14,331 gallons of gasoline. Average annual fuel consumption would be approximately 438,090 gallons of diesel fuel and 5,733 gallons of gasoline. Construction would not place an undue burden on available petroleum-based fuel resources. The one-time expenditure of gasoline would be offset by operations within one year and the one-time expenditure of diesel fuel would be offset within five years of operation through transportation mode shift. The temporary additional transportation fuels consumption does not require



additional capacity provided at the local or regional level. In addition, lighting equipment required for construction staging would consume a marginal level of electricity relative to regional consumption levels. Construction of the Proposed Project would be required to divert at least 50 percent of the construction generated debris to recycling facilities. By 2024, the net annual energy effects of Proposed Project operations would be an equivalent reduction of approximately 114,229,190 mega joules. The Proposed Project would result in the reduction of regional on-road vehicle miles traveled and annual transportation fuels consumption. Therefore, construction and operations of the Proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources.

Impact 3.6-2: As discussed in Section 3.6.4 of the EIR, implementation of Metro's Green Construction Policy, the CALGreen Code, and Title 24 would ensure that construction would be consistent with State and local energy plans and policies to reduce energy consumption. The Green Construction Policy commits Metro contractors to using less-polluting construction equipment and vehicles and implementing best practices to reduce harmful diesel emissions. Best practices include Tier 4 emission standards for off-road diesel-powered construction equipment with greater than 50 horsepower and restricting idling to a maximum of five minutes. The CALGreen Code requires reduction, disposal, and recycling of at least 50 percent of nonhazardous construction materials and requires demolition debris to be recycled and/or salvaged. This would ensure that the Proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Reference. Section 3.6, Energy, of the Draft EIR, pages, 3.6-17 through 3.6-24.

**Mitigation Measures**. These impacts would be less than significant and do not require mitigation measures.

**Finding**. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to Energy would be less than significant.

#### 7.7 GEOLOGY AND SOILS

As discussed in Section 3.7 of the EIR, the Proposed Project would result in a less-thansignificant impact related to geology and soils with respect to the following significance thresholds:

- Be located on a geologic unit or soil that is unstable, or that would become unstable as a
  result of the Project, and potentially result in lateral spreading, liquefaction, or collapsible
  soils (Impact 3.7-3 (operations only)); and
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Impact 3.7-6 (construction only)).

**Impacts**. *Impact* 3.7-3: As discussed in Section 3.7.4 of the EIR, during operations, the Proposed Project is not expected to experience lateral spreading since liquefaction is not likely to occur in the Project Area. Furthermore, the liquefied area must be relatively near a free face, a vertical or sloping face such as a road cut or stream/riverbank, which is unlikely to occur (or



may be limited to very specific areas) in the Project Area. The potential for liquefaction is related to water-saturated soils. Deep groundwater is expected in the Project Area with isolated cases of shallower groundwater depth within the Eagle Rock Valley. Shallow groundwater is not expected in the Project Area. The Proposed Project would be located on exiting roadways that do not have a history of collapsible soils. The relatively deep groundwater conditions substantially reduce the potential for collapse.

Impact 3.7-6: As discussed in Section 3.7.4 of the EIR, the Project Area is underlain with sediments of high paleontological potential Pleistocene-age older sedimentary deposits or Miocene-age Topanga Formation. While the Project Area is heavily developed and construction activities would only require shallow excavation, it is possible that previously undiscovered paleontological resources or unique geological features would be uncovered during construction in the upper three feet of the site. In the unanticipated event that fossil resources are discovered during construction, they should be protected from further excavation, destruction, or removal as required by the California PRC.

**Reference**. Section 3.7, Geology and Soils, of the Draft EIR, page 3.7-15 through 3.7-18.

**Mitigation Measures**. These impacts would be less than significant with the incorporation of applicable laws and regulations and do not require mitigation measures.

**Finding**. For the reasons stated above, Metro finds that the above-referenced impacts related to geology and soils would be less than significant.

#### 7.8 HAZARDS AND HAZARDOUS MATERIALS

As discussed in Section 4.1.2 of the EIR, the Proposed Project would result in a less-thansignificant impact related to hazards and hazardous materials with respect to the following significance thresholds:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Hazards Impact "a");
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (Hazards Impact "b");
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Hazards Impact "c");
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Hazards Impact "d");
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Hazards Impact "f"); and
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (Hazards Impact "g").



Impacts. Hazards Impact a: As discussed in Section 4.1.2 of the EIR, construction activities would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids for on-site construction equipment. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. For example, the SCAQMD regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities. The SCAQMD also regulates volatile organic compound emissions from contaminated soil through Rule 1166. Regarding operations, vehicle maintenance activities would require the use of detergents and cleansers. The potential for exposure to these hazards and hazardous materials would be limited to the existing Metro facilities. Metro facilities are staffed with personnel trained in hazardous materials emergencies. Metro staff is available 24-hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. There would be no hazardous emissions associated with operations of the Proposed Project.

Hazards Impact b: As discussed in Section 4.1.2 of the EIR, Construction activities would not involve the use of significantly hazardous materials. Excavation work associated with utility relocations and station platform construction would be unlikely to result in the accidental release of methane, oil, gas, or other subsurface hazardous materials. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. Construction vehicles would use diesel fuel, although the accidental release of construction fuel would not significantly endanger the public or the environment through reasonably foreseeable upset or accident conditions.

Regarding operations, Project activities would not involve the use of significantly hazardous materials. Vehicle maintenance activities would require the use of detergents and cleansers. These are not hazardous materials that could endanger the public or the environment through reasonably foreseeable upset and accident conditions.

Hazards Impact c: As discussed in Section 4.1.2 of the EIR, there are many schools located within one-quarter mile of the approximately 19-mile alignment. Construction activities would involve minimal ground disturbance and excavation. Construction would be unlikely to result in the accidental release of methane, oil, gas, or other subsurface hazardous materials. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. For example, the SCAQMD regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities. The SCAQMD also regulates volatile organic compound emissions from contaminated soil through Rule 1166. During operations, the potential for exposure to hazards and hazardous materials would be limited to the existing Metro facilities. Metro facilities are staffed with personnel trained in hazardous materials emergencies. Metro staff is available 24hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. Therefore, it is not reasonably anticipated that the Proposed Project would emit hazardous air emissions, or handle an extremely hazardous substance or a mixture containing an extremely hazardous substance within one-quarter mile of a school.



Hazards Impact d: As discussed in Section 4.1.2 of the EIR, database searches revealed 469 environmental concern sites within one mile of the Proposed Project route, including 115 permitted underground storage tanks, 331 cleanup sites, and 23 sites of historical concerns. This includes two sites in the Cortese database of hazardous sites maintained by the Department of Toxic Substances Control. Construction activities could result in the discovery of unanticipated contamination at known release sites, potential environmental concern sites, or historical environmental concern sites. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. The Proposed Project would operate in repurposed existing travel lanes and would not operate on an existing hazardous materials site pursuant to pursuant to Government Code Section 65962.5.

Hazards Impact f: As discussed in Section 4.1.2 of the EIR, the Proposed Project would be constructed along or near several emergency/disaster routes, including the SR-134 freeway, Colorado Boulevard, Glenoaks Boulevard, Olive Avenue, and Lankershim Boulevard. Los Angeles County and each of the cities affected by the Proposed Project have developed emergency response plans. Temporary lane closures may be required, and emergency routes may be temporarily disrupted during construction activities. The Project Area is a fully built roadway network with parallel streets in every direction. Detour routes, of which there are multiple options, would be established in consultation with emergency service providers. Construction activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. The Proposed Project would operate on existing roadways and would not affect the ability of emergency routes to serve the Project Area in the event of an emergency or disaster. Bus-only lanes would be open to emergency vehicles, which could improve response plans. During emergencies, the bus-only lanes would be open to all evacuating vehicles. Operational activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan.

Hazards Impact g: As discussed in Section 4.1.2 of the EIR, the Cities of Los Angeles, Burbank, Glendale, and Pasadena are Very High Fire Hazard Severity Zone according to the California Department of Forestry and Fire Protection database. However, the Project Area is also highly urbanized and well protected by existing emergency response. In the event of a wildland fire outbreak during the construction phase of the Proposed Project, the construction manager would comply with the emergency response procedures of the local fire and police departments to ensure the safe evacuation of on-site workers and to ensure that construction staging would not interfere with emergency services. While the stations and roadway modifications would be constructed in areas prone to wildfires, these structures would not result in impacts to wildland fires, nor would they exacerbate risk of loss, injury, or death involving wildland fires. The Proposed Project would operate on existing roadways and in a highly developed urbanized area that is adequately served by fire emergency services. In the event of a wildland fire outbreak during operation of the Proposed Project, bus operators would comply with local fire and police department emergency procedures to ensure that riders and operators are safely evacuated.



**Reference**. Chapter 4.0, Other Environmental Considerations, of the Draft EIR, pages 4-4 through 4-8.

**Mitigation Measures**. These impacts would be less than significant and do not require mitigation measures.

**Finding**. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to hazards and hazardous materials would be less than significant.

#### 7.9 HYDROLOGY AND WATER QUALITY

As discussed in Section 4.1.3 of the EIR, the Proposed Project would result in a less-thansignificant impact related to hydrology and water quality with respect to the following significance thresholds:

 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Impacts. As discussed in Section 4.1.3 of the EIR, construction would include paving, striping, and reconstruction of sidewalks, which would result in an increase in surface water pollutants such as sediment, oil and grease, and miscellaneous wastes. Water quality would be temporarily affected if disturbed sediments were discharged via existing stormwater collection systems. Increased turbidity and other pollutants resulting from construction-related discharges can ultimately introduce compounds toxic to aquatic organisms, increase water temperature, and stimulate the growth of algae. Construction activities would disturb more than one acre and would require the construction contractor to prepare and implement one Storm Water Pollution Prevention Plan (SWPPP) applicable to each of the affected Cities in accordance with the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction Activity (Order No. 2009-0009-DWQ, NPDES No. CAR000002) (Construction General Permit). Implementation of the SWPPP during construction would ensure that water quality objectives, standards, and wastewater discharge thresholds would not be violated.

Regarding operational activities, the Proposed Project would result in a negligible change in impervious area and there would be no major sources of new pollutants. Because the Project Area is currently a transportation corridor, the water runoff from roadway surfaces would contain the same types of pollutants as expected under existing conditions. However, enhanced bus frequencies could result in small increases in potential pollutants from bus operations. Because the Proposed Project would replace 5,000 square feet or more of impervious surface area on an already developed site, per the County's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, as part of the stormwater program, SUSMP and Site-Specific Stormwater Mitigation Plans must be incorporated into the Project. Compliance with these regulations would require the inclusion of post-construction stormwater measures and low-impact development measures designed to minimize runoff flows and water quality degradation.

Reference. Chapter 4, Other Environmental Considerations, of the Draft EIR, pages 4-9 to 4-10.



**Mitigation Measures**. This impact would be less than significant with the incorporation of applicable laws and regulations and does not require mitigation measures.

**Finding**. For the reasons stated above, Metro finds that these impacts related to hydrology and water quality would be less than significant with regulatory compliance.

#### 7.10 LAND USE AND PLANNING

As discussed in Section 4.1.4 of the EIR, the Proposed Project would result in a less-thansignificant impact related to land use and planning with respect to the following significance thresholds:

- Physically divide an established community (Land Use Impact "a"); and
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect (Land Use Impact "b").

**Impacts**. Land Use Impact a: As discussed in Section 4.1.4 of the EIR, construction activities would require temporary road, lane, and sidewalk closures, which would reduce pedestrian and vehicle mobility and access within and between local communities throughout the Project Area. The Proposed Project would operate entirely within existing transportation corridors and would not cause a change in land uses. Although there would be some turn restrictions and pedestrian crossing restrictions depending on the bus lane configuration, the Proposed Project would not physically divide an established community.

Land Use Impact b: Construction activities would be conducted in compliance with local land use plans and codes. It is anticipated that construction activities would take place between the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. and 6:00 p.m. on Saturdays within the City of Los Angeles, in accordance with the Los Angeles Municipal Code. Within the City of Burbank, City of Glendale, and City of Pasadena, in accordance with the City Codes construction would typically occur between 7:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. Nighttime activities are not anticipated to be needed to construct the Proposed Project. However, at this stage of the planning process and without a construction contractor, it cannot be confirmed if nighttime construction would be necessary for specialized construction tasks. (Refer to the Section 3.9 Noise of the Draft EIR for the nighttime construction noise analysis.) Should nighttime construction be necessary, the construction contractor would be required to coordinate with the jurisdictions to obtain necessary permits, such as a variance to the Noise Ordinance in the City of Los Angeles. For these reasons, construction of the Proposed Project would not conflict with local land use plans.

Regarding operations, the Proposed Project corridor is an existing transportation route with ongoing bus service, and therefore, the Proposed Project operations would be compatible with existing land uses. This Proposed Project would be consistent with SCAG regional goals which focus upon land use and growth patterns that encourage transit and non-motorized transportation use by focusing growth along major transportation corridors in the region. The local land use plans for the jurisdictions along the project corridor include several goals and



policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. The Proposed Project would be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor. The Proposed Project would not conflict with local land use plans.

**Reference**. Chapter 4.0, Other Environmental Considerations, of the Draft EIR, page 4-14 through 4-16.

**Mitigation Measures**. These impacts would be less than significant and do not require mitigation measures.

**Finding**. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to land use and planning would be less than significant.

#### **7.11 NOISE**

As discussed in Section 3.9 of the EIR, the Proposed Project would result in a less-thansignificant impact related to noise and vibration with respect to the following significance thresholds:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Impact 3.9-1 (operations only)); and
- Generate excessive groundborne vibration or groundborne noise levels (Impact 3.9-2 (operations only)).

Impacts. Impact 3.9-1: As discussed in Section 3.9.4 of the EIR, operation of the Proposed Project would impact the noise environment along the corridor in two key ways. First, it would increase the number of buses traveling in the Project Area, with 90,200 annual revenue hours and 1,348,500 annual revenue miles in 2042. However, Metro bus service in the Project Area may be reduced in frequency or consolidated as part of the NextGen Bus Plan and/or in conjunction with the opening of the Project. These potential changes have not been implemented and are therefore not accounted for in the EIR noise analysis. The result is a more conservative analysis with louder background noise levels related to existing bus service. Second, the service would shift drivers from personal vehicles to BRT services, reducing 86,659 daily vehicle miles of travel throughout the region by 2042, of which 13,339 miles would be entirely reduced within the Project Area and 68,278 miles would be reduced from trips that start or end in the Project Area. The detailed analysis prepared for the Draft EIR demonstrates that operation of the Proposed Project would not significantly increase permanent noise levels.

*Impact 3.9-2:* As discussed in Section 3.9.4 of the EIR, operational vibration impacts would be attributed to the rubber tires on the buses. Under the Federal Transit Administration's Transit Noise and Vibration Assessment Manual, the use of rubber tires would not result in a significant



vibration-related impact because the Proposed Project does not include substantial infrastructure irregularities like expansion joints, speed bumps, or other design features that create unevenness in the road surface.

**Reference**. Section 3.9, Noise, of the Draft EIR, page 3.9-15 through 3.9-31.

**Mitigation Measures**. These impacts would be less than significant and do not require mitigation measures.

**Finding**. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to operational noise would be less than significant.

## 8. ENVIRONMENTAL RESOURCES FOUND TO NOT BE IMPACTED

One or more aspects of the following environmental resources would not be impacted by the Proposed Project:

- Transportation (CEQA Guidelines Section 15064.3, subdivision (b) during operations; hazards due to a geometric design feature during construction)
- Aesthetics (Conflict with applicable zoning and other regulations governing scenic quality during construction; substantial light or glare)
- Agriculture and Forestry Resources (farmland conversion; existing zoning for agricultural use; forest lands)
- Biological Resources (Adverse effect on special-status plant species, special-status wildlife species (operations); adverse effect on riparian or other sensitive natural community, adverse effect on federally protected wetlands; interfere with wildlife movement (operations); conflict with local policies or ordinances protecting biological resources (operations))
- Cultural Resources (archaeological resources during operations; human remains during operations)
- Geology and Soils (seismic activities and landslides during construction; surface fault rupture during operations; soil erosion; unstable soil during construction; subsidence during operations; expansive soil; alternative wastewater disposal systems; paleontological resource or site or unique geologic feature during operations)
- Greenhouse Gas Emissions (GHG) (generation of GHG emissions; conflicts with GHG reduction plans, policies, or regulations)
- Hazards and Hazardous Materials (proximity to private airstrips and public-use airports)
- Hydrology and Water Quality (groundwater supplies and management plans; drainage; water inundation; water quality control plans)
- Mineral Resources (loss of a known mineral resource; loss of a locally important mineral resource)
- Noise (exposure of persons to noise from private airstrips or public-use airports)
- Population and Housing (induce substantial population growth; substantial displacement of people or housing)
- Public Services (fire protection, police protection, schools, parks, or other public facilities)



- Recreation (parks and recreational facilities)
- Tribal Cultural Resources (impacts to California Native American Tribal Cultural Resources during operations)
- Utilities and Service Systems (relocation or construction of new or expanded water, wastewater treatment or storm water drainage; electric power, natural gas, or telecommunications facilities; water supplies; wastewater; solid waste)
- Wildfire (emergency response or evacuation plans; exacerbate wildfire risk and associated mitigating infrastructure; risk from post-fire slope instability or drainage changes)

**Impact**. No impacts would occur.

**Reference**. Section 3.1, Transportation, pages 3.1-28 through 3.1-29; Section 3.2, Aesthetics, pages 3.2-26; Section 3.4, Biological Resources, pages 3.4-10 through 3.4-13; Section 3.5, Cultural Resources, pages 3.5-18 through 3.5-19; Section 3.6, Energy Resources, page 3.6-23; Section 3.7, Geology and Soils, page 3.7-12 through 3.7-18; Section 3.8, Greenhouse Gas Emissions, pages 3.8-14 through 3.8-17; Section 3.9, Noise, page 3.9-31; Section 3.10, Tribal Cultural Resources, pages 3.10-5 through 3.10-7; and Chapter 4, Other Environmental Draft Considerations, pages 4-1 through 4-31 of the Draft EIR.

Mitigation Measures. No impact would occur and mitigation measures are not required.

**Findings**. Metro finds that the Proposed Project would not result in impacts to one or more aspects of the following resources, as described above:

- Transportation
- Agriculture and Forestry Resources
- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials

- Hydrology and Water Quality
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

### 9. **CUMULATIVE IMPACTS**

The cumulative impact analysis in the EIR considers the combined effect of the Proposed Project and Related Projects. Related Projects that are considered in the cumulative impact analysis are those projects that may occur in the Project vicinity within the same timeframe as the Proposed Project. In this context, Related Projects includes past, present, and reasonably probable future projects. Refer to Chapter 5, Cumulative Impacts, of the Draft EIR and Chapter 3 of the Final EIR for a comprehensive list of projects considered in the cumulative analysis.



As stated in CEQA Guidelines Section 15130(a)(1), the cumulative impacts discussion in an EIR need not discuss impacts that do not result in part from a proposed project. Metro finds that there is no potential for a cumulative impact related to Agricultural and Forestry Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, or Wildfire.

#### 9.1 TRANSPORTATION

Conflict with Programs, Plans, Ordinances, or Policies. Construction activities could interfere with circulation system, including transit, roadway, bicycle and pedestrian facilities through temporary lane closures, equipment activity, staging areas, and truck activity. Mitigation Measures TRA-1 through TRA-4 would ensure that the Proposed Project would not interfere with transit, traffic circulation and access, pedestrian operations and circulation, or bicycle operations and circulation during construction. Mitigation Measure TRA-6 would reduce potential construction impacts on emergency vehicle access by requiring early notification and coordination with emergency service providers as part of the Traffic Management Plan. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to transportation is not cumulatively considerable during construction.

Regarding operational activities, the Proposed Project would generally include a combination of dedicated bus lanes (running along the center, median, side or curb lane) and mixed traffic operations. It is not expected that the cumulative projects would substantially diminish pedestrian circulation along the corridor and/or result in hazards due to a geometric design feature or incompatible uses. The related projects, independent of the Proposed Project, are not expected to result in the removal of bicycle lanes or any other operational adverse cumulative impacts on bicycle lanes. Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with local policies, including the City of Los Angeles Mobility Plan 2035, avoiding potential conflicts between the Proposed Project operations and bicycles. Emergency vehicles will be permitted to use the dedicated bus lanes along the Proposed Project corridor, and therefore emergency response time under cumulative conditions would be no worse than under current conditions. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to transportation is not cumulatively considerable during operations.

**CEQA Guidelines Section 15064.3, subdivision (b)**. The Proposed Project is expected to decrease VMT and is also aligned with long-term environmental goals and relevant plans for the region and municipalities. The Proposed Project has a finding of less-than-significant for VMT, which results in a less-than-significant cumulative impact for VMT. For this reason, Metro finds that the contribution of the Proposed Project's activities to the significant cumulative impact associated with VMT is not cumulatively considerable.



#### 9.2 **AESTHETICS**

**Scenic Vistas**. There are no formal or designated scenic vistas within the Project Area. Scenic viewing areas are available at higher elevations in the San Gabriel Mountains and Santa Monica Mountains. Views from these vista points would be unaffected by the Proposed Project. For this reason, Metro finds that there is no potential for the Proposed Project to combine with past, present, and reasonably foreseeable future projects to create a cumulative impact related to scenic vistas.

**Scenic Resources within State Scenic Highway Corridors**. The Project Area and its surroundings are not within the viewshed of any scenic highway. For this reason, Metro finds that there is no potential for the Proposed Project to combine with past, present, and reasonably foreseeable future projects to create a cumulative impact related to scenic resources within State scenic highway corridors.

Visual Character or Quality. The Proposed Project would result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians at the locations of station platforms. Mitigation Measures VIS-1 and VIS-2 would reduce potential visual impacts by requiring site-specific public art and streetscape beautification. The Proposed Project would follow Metro's Transit Service Policies & Standards, Public Art Policy, Systemwide Station Design Standards, and Standard/Directive Drawings. For this reason, Metro finds that the contribution of the Proposed Project's activities to the significant cumulative impact associated with visual character or quality is not cumulatively considerable.

**Light and Glare**. Because the Proposed Project is located in a developed, urban area, there is a substantial amount of existing lighting and glare from streetlights, buildings, vehicles, and other sources. The primary elements of the Proposed Project that could result in lighting, glare, and shading are the station upgrades and additional buses. These elements would not be expected to result in a substantial change in existing lighting, glare, or shading. For this reason, Metro finds that the contribution of the Proposed Project's activities to the significant cumulative impact associated with light and glare is not cumulatively considerable.

#### 9.3 AIR QUALITY

Consistency with Air Quality Plans. Implementation of the Proposed Project would not introduce new growth in population, housing, or employment to Los Angeles County or the greater SCAG region. In addition, emissions modeling demonstrated that that the Proposed Project would not generate significant construction or operational emissions. Therefore, the Proposed Project would not induce growth exceeding the assumptions within the SCAQMD AQMP. In addition, the Proposed Project would reduce VMT and associated transportation criteria air pollutant emissions in the Project Area as automobile trips would be replaced with zero emissions, electric buses. For these reasons, Metro finds that the impact related to the Proposed Project's consistency with the AQMP would not be cumulatively considerable.



Cumulatively Considerable Net Increase of Criteria Pollutant for which the Region is Non-Attainment. The SCAQMD has promulgated guidance that if daily emissions generated by construction or operation of a project remain below the regional mass daily thresholds, those emissions would not result in a significant air quality impact under regionally cumulative considerations. Emissions modeling demonstrated that that the Proposed Project would not generate significant construction or operational emissions. Therefore, the Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. For this reason, Metro finds that the Proposed Project's incremental contribution to the significant cumulative impact associated with violations of air quality standards and substantial pollutant concentrations is not cumulatively considerable.

**Substantial Pollutant Concentrations**. Construction and operational activities were assessed for exposure to TACs and localized criteria pollutants. Regarding construction TACs, the greatest potential for TAC emissions would be related to diesel particulate matter emissions associated with heavy equipment operations. Construction activities associated with the Proposed Project would be sporadic and short-term in nature. Metro has committed to using equipment outfitted with engines meeting Tier 4 emissions standards that would substantially reduce diesel PM emissions and associated exposures.

Operational activities would not include localized emissions. The only potential source of localized emissions associated with bus operations would be pollutants from bus idling. The Proposed Project would include zero emission vehicles and there would be no exhaust emissions. Further, the enhancement of public transit service over this approximately 19-mile corridor would reduce use of passenger vehicles and trucks for travel, as people shift increasingly to public transit. As such, the long-term operation of BRT service would reduce TAC emissions from motor vehicles.

For these reasons, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to the substantial pollutant concentrations would not be cumulatively considerable.

#### 9.4 BIOLOGICAL RESOURCES

Wildlife Species, Habitats, and Wetlands. Construction activities would include creating bus stops, restriping existing roadway, and other roadway modifications (i.e., removal of existing medians) and would not contribute to development in the Project Area. The Proposed Project could result in temporary impacts on plants, bats, and bird species through the removal of street trees to construct stations. Mitigation Measure BIO-1 would mitigate inadvertent impacts to biological resources during construction activities by ensuring compliance with the Migratory Bird Treaty Act and California Fish and Game Code (Sections 2126, 3503, 3513, and 3800).

Operational activities would not affect the Coastal Sage Scrub community along SR-134. In addition, there is already a high level of human activity, night lighting, and noise and the Proposed Project would not increase levels of human activity, night lighting, or noise. Therefore, operation of the Proposed Project would not result in impacts on any species identified as a candidate, sensitive, or special-status. Once construction is complete, no additional removal of



trees would be required; therefore, project operation would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to wildlife species, habitats, and wetlands would not be cumulatively considerable.

#### 9.5 CULTURAL RESOURCES

Historical Resources. Within the cumulative setting, there are a total of 23 designated properties (listed in the National, California, and/or local register), including 16 contributors to historic districts, and 29 properties previously surveyed and evaluated as potentially eligible (for listing in the National, California, and/or local Register), including eight that are contributors to a potential historic district. An additional six potentially significant properties were identified through site reconnaissance efforts conducted for the Proposed Project. During construction and operational activities, the Proposed Project has the potential to affect historic streetlights on Central Avenue and Broadway in the City of Glendale that are within proposed station platform footprints and historic buildings in the Cities of Los Angeles, Burbank, Glendale, and Pasadena that are immediately adjacent to proposed station platform footprints. Mitigation Measure CUL-1 would mitigate impacts to historic resources by ensuring that the Proposed Project design would be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties Rehabilitation Standards. Effects to historic resources would not be significant with mitigation. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to historic resources would not be cumulatively considerable.

Archaeological Resources. Although much of the Project Area is developed and paved, there is a potential for buried archaeological deposits to exist. The potential for an individual project to impact significant archaeological resources is unknown but it is possible that cumulative growth and development in the Project Area could have impacts on significant archaeological and paleontological resources. Mitigation Measure CUL-2 would mitigate inadvertent impacts to potential subsurface archaeological deposits during construction activities. There is no potential for the Proposed Project to encounter sub-surface archaeological resources during operations. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to archaeological resources would not be cumulatively considerable.

#### 9.6 ENERGY RESOURCES

Wasteful, Inefficient, or Unnecessary Energy Consumption. Relative to existing petroleum-based transportation fuels consumption in Los Angeles County, construction of the Project would temporarily increase annual diesel fuel consumption within the County by approximately 0.17 percent and would temporarily increase annual gasoline fuel consumption by approximately 0.0002 percent. The Proposed Project would adhere to the provisions of the



Metro Green Construction Policy to control and minimize energy use. Energy demand would be within the existing and planned electricity and natural gas capacities.

Operational activities would result in changes (net benefits) to energy resources consumption through direct electricity demand for zero emission vehicle bus propulsion and indirect, reduction of transportation fuels combustion from passenger vehicles on the regional roadway network. Based on 2019 Metro usage, operations would increase systemwide electricity consumption by 1.1 percent. In addition to direct energy consumption, implementation of the Proposed Project would reduce on-road regional VMT. Implementation of the Proposed Project would reduce annual VMT by over 30 million, and would decrease regional gasoline and diesel fuels consumption by 755,140 gallons and 168,608 gallons, respectively. The effects of Proposed Project operations would reduce regional petroleum-based energy consumption and would improve regional transportation energy efficiency.

For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to energy resources would not be cumulatively considerable.

Obstruction or Conflict with Energy Plan. All equipment and vehicles that would be used in construction activities would comply with applicable California Air Resources Board regulations. the Pavley and Low Carbon Fuel Standards, and the Corporate Average Fuel Economy Standards. The Proposed Project does not conflict with Metro design criteria or California Code of Regulations Title 24 (including Part 1 - California Building Standards Administrative Code, Part 2 - California Building Code, Part 6 - California Energy Code, Part 11 - California Green Building Standards Code (CAL Green Code), and Part 12 - California Reference Standards Code). The Proposed Project would adhere to the provisions of the Metro Green Construction Policy to control and minimize emissions to the maximum extent feasible. The BRT system would reduce auto passenger vehicle trips and reduce reliance on petroleum-based transportation fuels. The benefits of the Proposed Project are consistent with the goals, objectives, and policies of SCAG and the Cities of Los Angeles, Burbank, Glendale, and Pasadena outlined in the local regulatory framework above. As the renewable energy portfolios of Metro and the Los Angeles Department of Water and Power expand over time, natural resources consumption to provide the electricity required for BRT operations would become more energy efficient. The Proposed Project would not conflict with any adopted plan or regulation to enhance energy efficiency or reduce transportation fuels consumption. In addition, the Proposed Project would not interfere with renewable portfolio targets and would not result in a wasteful or inefficient expenditure of energy resources. The Proposed Project would positively contribute to statewide, regional, and local efforts to create a more efficient and sustainable transportation infrastructure network.

For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to energy resources would not be cumulatively considerable.



#### 9.7 GEOLOGY AND SOILS

Earth Movement. Construction activities would not involve substantial earthmoving along slopes, such that existing landslide risks would be worsened or exacerbated. Therefore, no construction impact would occur related to seismic activities, including landslides. The Proposed Project would be designed based on the latest versions of local and State building codes and regulations in order to counteract erosion. There is no potential for the surface-running BRT to result in substantial soil erosion or the loss of topsoil or risk from expansive soils. Regarding operational activities, the Proposed Project would be located in a seismically active region. There is potential for operational activities to be influenced by earthquakes and related effects, such as ground shaking and liquefaction. Mitigation Measure GEO-1 would mitigate inadvertent impacts to geology and soils during construction activities by ensuring the Proposed Project is designed to limit potential seismic impacts. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to earth movement would not be cumulatively considerable.

Paleontological Resource or Unique Geologic Feature. Paleontological resources have been recorded from the subsurface of the Project Area and Project Vicinity. However, due to the minimal amount of deep excavation with the potential to encounter native sediments with high paleontological potential (i.e., Pleistocene-age older sedimentary deposits and Miocene-age Topanga Formation), the Proposed Project would not significantly impact paleontological resources. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to paleontological resources or unique geologic features would not be cumulatively considerable.

#### 9.8 GREENHOUSE GAS EMISSIONS

There is an existing cumulative impact in the Project Area related to GHG emissions. The cumulative setting is both regional and statewide. The State of California, through AB 32 and SB 32, has acknowledged that GHG emissions are a statewide impact. Emissions generated by the Proposed Project combined with past, present, and reasonably probable future projects could contribute to this impact. The CEQA Guidelines emphasize that the effects of GHG emissions are cumulative in nature and should be analyzed in the context of CEQA's existing cumulative impacts analysis. The OPR acknowledges that although climate change is cumulative in nature, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment.

Per guidance from the SCAQMD, construction amortized annually and operational emissions are considered together over a 30-year period. The Proposed Project would reduce VMT and associated transportation GHG emissions in the Project Area. CO<sub>2</sub>e emissions would be reduced by approximately 54 million metric tons per year. Automobile trips would be replaced with zero-emissions, electric buses. The Proposed Project would be consistent with the goals and policies of applicable GHG reduction plans in the Plan Area including SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), CARB's 2017 Scoping Plan, Metro Climate Action and Adaptation Plan 2019, Los Angeles Green New Deal, City of



Burbank GGRP, Greener Glendale Plan, and the City of Pasadena CAP. Each of these plans is, in and of itself, a GHG reduction plan aimed to reduce cumulative GHG emissions at the local level and beyond. Therefore, the Proposed Project would not have a cumulatively considerable contribution to the existing cumulative impact.

#### 9.9 HAZARDS AND HAZARDOUS MATERIALS

Significant Hazard to the Public or Environment. Construction activities would involve minimal ground disturbance and excavation. Construction activities could result in the discovery of unanticipated contamination at known release sites, potential environmental concern sites, or historical environmental concern sites. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. As previously discussed, the SCAQMD regulates disposal of asbestos (Rule 1403) and contaminated soils (Rule 1166). There would be no hazardous emissions associated with operations of the Proposed Project. For these reasons, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to significant hazards to the public or environment would not be cumulatively considerable.

Release of Hazardous Materials from Upset or Accident Conditions. As discussed above, the handling, transport, and disposal of all hazardous materials during construction would be done according to the applicable regulations to reduce the risk of accidental release into the environment. Regarding operations, vehicle maintenance activities would require the use of detergents and cleansers. The potential for exposure to these hazards and hazardous materials would be limited to the existing Metro facilities. Metro facilities are staffed with personnel trained in hazardous materials emergencies. Metro staff is available 24-hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. There would be no hazardous emissions associated with operations of the Proposed Project. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to the release of hazardous materials from upset or accident conditions would not be cumulatively considerable.

**Hazardous Conditions at Schools.** There are multiple schools located within a quarter-mile of the Proposed Project alignment. However, the Proposed Project and Related Projects would comply with strict regulations administered by local, State, and federal agencies, ensuring that their impacts to schools would be less than significant. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to hazardous materials at schools would not be cumulatively considerable.

Hazardous Materials Sites. There is an existing cumulative impact in the Project Area related to known hazardous sites, including 469 environmental concern sites, and associated remediation efforts. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to this existing cumulative impact. Construction activities would involve minimal ground disturbance and excavation, though could result in the discovery of unanticipated contamination at known release sites, potential environmental concern sites, or historical environmental concern sites. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal,



State, and local regulations. Therefore, the Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact. The Proposed Project operational activities would also not have a cumulatively considerable contribution to the existing cumulative impact regarding hazardous materials sites.

**Safety Hazard Near Public Airports or Private Airstrips.** The Project Site and its surroundings are not located near public airports or private airstrips. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would have no impact related to safety hazards near public airports or private airstrips.

**Exposure of People or Structures to Risk Involving Wildland Fires**. Neither the Project Site nor its surroundings are susceptible to wildland fires. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would have no impact related to wildland fires.

Physical Interference of Emergency Plans and Emergency Evacuation Plans. The Proposed Project and the Related Projects would not require the permanent closure of emergency/disaster routes or impede emergency vehicle access to the Project Site and its surrounding area. Per state and local regulations, emergency vehicle access would be maintained at all times during construction and operation of the Proposed Project and Related Projects. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to adopted emergency response plans or emergency evacuation plans would not be cumulatively considerable.

#### 9.10 LAND USE AND PLANNING

**Physically Divide an Established Community.** The Proposed Project would not physically divide an established community. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would have no impact related to physically divide an established community.

Conflict with Applicable Land Use Plans or Policies. The Proposed Project would be compatible with the land use plans, goals, and policies adopted by the regional and local jurisdictions within the Project Area. While it is anticipated that land uses in the Project Area will change over time to address growing population and regional demands for infrastructure and services, individual City jurisdictions and metropolitan planning organizations such as SCAG are responsible for planning such development. Land uses surrounding the Proposed Project stations may intensify due to transit orientated development pressures and zoning initiatives that have been planned and encouraged by the Project Area cities including the Cities of Los Angeles, Glendale, Burbank, and Pasadena. This growth pattern would be consistent with regional planning efforts to focus future growth in areas served by transit to address environmental concerns related to climate change and availability of services and infrastructure to meet future demand. Accordingly, the Proposed Project would be consistent with regional and local plans aimed at improving regional mobility and focusing growth in areas well served by transit. For the reasons stated above, Metro finds that the Proposed Project's incremental



contribution to the potentially significant cumulative impact related to land use plans would not be cumulatively considerable.

#### **9.11 NOISE**

**Exposure to Excessive Noise Levels**. The Proposed Project's construction activities could increase ambient noise levels by approximately 15 dBA  $L_{eq}$  near any of the potential 22 station construction sites along the alignment, generating significant increases before mitigation measures are applied. Mitigation Measure **NOI-1** would reduce the impact to less than significant by requiring noise monitoring and control measures when levels exceed allowable standards. Therefore, Metro finds that the Proposed Project's contribution to the potentially significant cumulative construction noise impact would not be cumulatively considerable.

The Proposed Project would reduce VMT and associated transportation noise from operation of motor vehicles in the Project Area as people shift to public transit. As a result, even with the addition of BRT service, permanent increases in noise would be minimal and not significant. Therefore, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative operational noise impact would not be cumulatively considerable.

**Exposure to Excessive Groundborne Vibration**. There is no cumulative vibration impact in the Project Area and the Proposed Project would not result in a significant vibration impact with implementation of Mitigation Measure **NOI-2** for construction activities. Therefore, Metro finds that the Proposed Project's contribution to the potentially significant cumulative construction vibration impact would not be cumulatively considerable.

**Exposure to Excessive Noise Levels Associated with Public Airports or Private Airstrips**. The Proposed Project and Related Projects are not within the proximity of a public airport. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would not create a cumulative impact related to excessive noise associated with public airports or private airstrips.

#### 9.12 TRIBAL CULTURAL RESOURCES

There is an existing cumulative impact in the Project Area related to tribal cultural resources. The cumulative setting is the areas of potential disturbance. The Kizh Nation, Fernandeno Tataviam, and Gabrieleno/Tongva San Gabriel Band of Mission Indians tribal representatives identified areas of high sensitivity within the Project Area; however, no known tribal cultural resources were identified through the Assembly Bill 52 consultation process. Most of the Related Projects are development or transportation projects, whose construction could include excavation that could disturb buried tribal cultural resources, if extant. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Although much of the Project Area is developed and paved, there is a potential for buried tribal cultural resources deposits to exist during earthwork activities. The potential for an individual project to impact significant tribal cultural resources is unknown but it is possible that cumulative



growth and development in the Project Area could have impacts on significant tribal cultural resources. Mitigation Measure **CUL-1** would mitigate inadvertent impacts to potential subsurface tribal cultural resources during construction activities by ensuring proper treatments. Effects to tribal cultural resources would not be significant with mitigation. There is no potential for the surface-running BRT to encounter tribal cultural resources. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would not create a cumulative impact related to tribal cultural resources.

# 10. ROUTE OPTIONS, DESIGN CONFIGURATION OPTIONS, ALTERNATIVES, AND MITIGATION MEASURES

CEQA provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" (PRC, § 21002.) However, "in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof." (*Ibid.*)

As defined by CEQA, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. (PRC, § 21061.1; CEQA Guidelines, § 15126.6(f)(1).) The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (Sequoyah Hills Homeowners Assn. v. City of Oakland (1993), 23 Cal.App.4th 704, 715.) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 417; California Native Plant Society v. City of Santa Cruz (2009) 177 Cal.App.4th 957.)

#### 10.1 ROUTE OPTIONS AND ALTERNATIVES

Pursuant to CEQA Guidelines Section 15126.6(a), the Draft EIR described and evaluated the relative merits of a range of reasonable alternatives to the Proposed Project that would avoid or create substantially lesser impacts than the significant impacts of the Proposed Project.

The Draft EIR assessed route options for the BRT. This was necessary due to public feedback during the completion of the Alternatives Analysis and EIR scoping period. It was not possible to reach a consensus on one route preferred by Metro, the cities, stakeholders, and general public. Metro determined that stakeholders and decision-makers would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple route alignments. Two CEQA alternatives were also assessed in the Draft EIR: a No Project (Alternative 1) and an Improved Bus Service Alternative (Alternative 2).



The following describes the Route Options assessed but not included as part of the Proposed Project in the Final EIR.

**Route Option A2 in North Hollywood**. This route would follow Lankershim Boulevard between the North Hollywood Station and the SR-134 freeway interchange, utilizing a combination of side and curb-running bus lanes. A proposed station would be located on Lankershim Boulevard at Hesby Street.

Route Option E2 in Glendale. This route would operate on Central Avenue between Glenoaks Boulevard and Colorado Street (combination of general-purpose traffic lanes and side-running bus lanes), then on Colorado Street/Boulevard between Central Avenue and Broadway (primarily side-running bus lanes). Proposed stations would be located on Central Avenue at Lexington Drive and Americana Way. Proposed stations would also be located along Colorado Street/Boulevard at Brand Boulevard, Glendale Avenue and Verdugo Road.

**Route Option E3 in Glendale**. This route would operate in general-purpose traffic lanes between Glenoaks Boulevard and the SR-134 freeway via Central Avenue. Eastbound service would be provided via Sanchez Drive and westbound service would be provided along Goode Avenue to access the SR-134 freeway at Brand Boulevard. Lastly, the segment would then run along SR-134 between Brand Boulevard and Harvey Drive using general-purpose traffic lanes. Proposed stations would be located on Goode/Sanchez near Brand Boulevard and at Harvey Drive.

Route Option F2 in Eagle Rock. This route would operate on Colorado Boulevard between Broadway and Linda Rosa Avenue (SR-134 freeway interchange) in side-running bus lanes. There would be three stations serving Eagle Rock – Eagle Rock Plaza (near Sierra Villa Drive), Eagle Rock Boulevard, and Townsend Avenue. Under this configuration, the existing buffered bike lanes would be converted to 11- or 12-foot shared bus-and-bicycle lanes. Bicycles would be allowed to operate within the bus lane. Buses would maneuver into the mixed-flow lanes to pass cyclists as-needed. A bicycle bypass lane would be provided behind the stations to avoid bus-bicycle conflicts in the loading zone.

**Route Option F3 in Eagle Rock**. This route would run along SR-134 between Harvey Drive and Figueroa Street, Figueroa Street between SR-134 and Colorado Boulevard, and on Colorado Boulevard between Figueroa Street and SR-134 via the N. San Rafael Avenue Interchange. All segments utilize general purpose traffic lanes with a station pair on the intersection of Figueroa Street and Colorado Boulevard.

**Route Option G2 in Pasadena**. This route would operate via the SR-134 freeway between Colorado Boulevard in Eagle Rock and the Colorado Boulevard exit in Pasadena. A proposed station would be located at Arroyo Parkway near the Metro L Line (Gold).

Route Option H2 in Pasadena. This route would operate in a general-purpose traffic lane along Union Street in the westbound direction (one-way street) and along Green Street in the eastbound direction (one-way street) between Raymond Avenue and Hill Avenue. Proposed



stations would be located at Los Robles Avenue, Lake Avenue and at the Eastern Terminus at Hill Avenue adjacent to PCC.

The No Project Alternative, or Alternative 1, is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable.

The Improved Existing Bus Service Alternative, or Alternative 2, would implement improved existing bus service instead of BRT. The bus line would be a local express service with some BRT characteristics. The service may be as frequent as that proposed for BRT, though its ability to attract as much ridership may be less due to less travel time savings and amenities, meaning a slightly less frequent service would be operated compared to that proposed for the BRT Project. The buses would operate in mixed-flow traffic with transit signal priority systems. Stops would be more frequent than the BRT line but less frequent than local bus lines (typically every 0.6 miles on average). Travel times would be faster than for local service but slower than the travel times expected from the BRT Project. Stops would occur at existing bus stations and there would be no median-running, center-running, or side-running configuration. Physical improvements would be limited to new signs at bus stops as well as shelters with solar lighting, bench and trash receptacle as a minimum level of bus stop amenity. Alternative 2 would not include curb extensions, elimination of parking, or changes to bicycle lanes. Like the Proposed Project, this alternative would not require a Maintenance and Storage Facility, as buses would be maintained at existing Metro facilities. Similar to BRT buses, buses would have low-floor design to allow for faster and easier boarding and alighting. The fleet would be equipped for all door boarding.

#### 10.2 FINDINGS FOR ROUTE OPTIONS

Route Option A2 in North Hollywood would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, there is limited right-of-way on Lankershim Boulevard for Project components. This route option has increased effects to on-street parking, sidewalk widths, and requires converting mixed-flow travel lanes to dedicated bus lanes along a constrained portion of Lankershim Boulevard. There was also community preference for Route Option A1 in North Hollywood. For these reasons, Metro finds that Route Option A2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option E2 in Glendale would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, there is limited right-of-way on Colorado Street for Project components. Additionally, this option was demonstrated to result in less ridership than the Proposed Project route. Route Option E2 would not improve regional transit ridership to the same degree that the Proposed Project would. For



these reasons, Metro finds that Route Option E2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option E3 in Glendale would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, because this Route Option would require buses to operate entirely in mixed-flow traffic in a congested traffic area, Metro would not be able to completely meet the Proposed Project's objectives of advancing a premium transit service that improves service reliability and is more competitive with auto travel. In addition, this route option does not achieve the project objective of improving transit access to local and regional activity and employment centers, as the alignment bypasses the core of Glendale. For these reasons, Metro finds that Route Option E3 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option F2 in Eagle Rock would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, there was a lack of community support for this Route Option. Additionally, this option conflicted with City of Los Angeles goals and policies for bicycle facilities. For these reasons, Metro finds that Route Option F2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option F3 in Eagle Rock would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, because this Route Option would require buses to operate entirely in mixed-flow traffic in a congested traffic area, Metro would not be able to completely meet the Proposed Project's objectives of advancing a premium transit service that is more competitive with auto travel. Additionally, Route Option F3 would not improve service reliability and regional transit ridership to the same degree as the Proposed Project, due to slower service as a result of travel in mixed-flow traffic lanes. This Route Option also decreases accessibility to the route for the Eagle Rock community. For these reasons, Metro finds that Route Option F3 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option G2 in Pasadena would contribute to some of the Proposed Project's objectives. However, this Route Option would not provide as direct a connection to the Metro L Line (Gold) as the Proposed Project, thus not enhancing connectivity to Metro and other regional transit services as effectively as the Proposed Project. For this reason, Metro finds that Route Option G2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option H2 in Pasadena would contribute to some of the Proposed Project's objectives, including improving transit access to major activity centers such as Pasadena City College. However, this Route Option does not provide as direct access to the core of the activity and employment center in the Pasadena commercial district as the Proposed Project. For this reason, Metro finds that Route Option H2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.



#### 10.3 FINDINGS FOR THE NO PROJECT ALTERNATIVE

Although pursuing the No Project Alternative would avoid the Proposed Project's significant impacts, Metro finds that specific economic, legal, social, technological, and other considerations render the No Project Alternative identified in the Draft EIR infeasible (CEQA Guidelines Section 15091(a)(3)). By pursuing the No Project Alternative, Metro would not improve accessibility for disadvantaged communities; improve transit access to major activity and employment centers; enhance connectivity to Metro and other regional transit services; provide improved passenger comfort and convenience; or support community plans and transit-oriented community goals. Most importantly, Metro would not be able to meet the Proposed Project's objectives of advancing a premium transit service that is more competitive with auto travel. For these reasons, Metro finds that the No Project Alternative is not feasible.

#### 10.4 FINDINGS FOR ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be identified among the alternatives that are evaluated in the EIR. As described in the Draft EIR, the No Project Alternative is considered the environmentally superior alternative because there would be no physical changes to the existing environment resulting in construction or operational impacts. If the No Project Alternative is identified as the environmentally superior, CEQA requires identification of the environmentally superior alternative other than the No Project Alternative from among the Proposed Project and the other alternatives evaluated in the Draft EIR. The Improved Existing Bus Service Alternative is the environmentally superior alternative because it avoids or reduces all construction impacts related to transportation, biological resources, cultural resources, noise, and tribal cultural resources. It also avoids or reduces operational impacts related to transportation, aesthetics, cultural resources, and geology and soils.

The Improved Existing Bus Service Alternative would meet some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, because Alternative 2 would require buses to operate in mixed-flow traffic for the entirety of the route, Metro would not be able to meet the Proposed Project's objectives of advancing a premium transit service that is more competitive with auto travel. Additionally, Alternative 2 would not improve service reliability and regional transit ridership to the same degree that the Proposed Project would, due to slower service as a result of travel in mixed traffic lanes and more frequent stops. For these reasons, Metro finds that the environmentally superior alternative, Alternative 2, inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

#### 10.5 FINDINGS FOR MITIGATION MEASURES

The Metro Board has considered every mitigation measure recommended in the EIR. Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when Metro adopts a resolution approving the Proposed



Project. The mitigation measures are referenced in the MMRP adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the Proposed Project.

Some comments on the Draft EIR suggested additional mitigation measures and/or modifications to the measures recommended in the Draft EIR. As shown in the Final EIR, Metro modified some of the mitigation measures in response to such comments. In response to other such comments, Metro explained why the suggested mitigation measures were not feasible and/or not superior to the mitigation measures identified in the Draft EIR. The Metro Board commends staff for its careful consideration of these comments and agrees with the Final EIR in those instances when staff did not accept proposed language, and hereby ratifies, adopts, and incorporates the Final EIR's reasoning on these issues. As discussed in Section 6 of these Findings, with implementation of the mitigation measures set forth in the MMRP, the Proposed Project would not result in any significant and unavoidable impacts.

### Mitigation Monitoring and Reporting Program

#### 5.1 INTRODUCTION

Section 21081.6 of the PRC requires a lead agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). As lead agency for the Proposed Project, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The decisionmakers must define specific monitoring requirements to be enforced during project implementation prior to final approval of the Proposed Project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

#### 5.2. PURPOSE

**Table 5-1** has been prepared to ensure compliance with all mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from implementation of the Proposed Project. Each mitigation measure is identified in **Table 5-1** and is categorized by environmental topic and corresponding number, with identification of:

- Monitoring Action: The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- Responsible Party for Implementing Mitigation: The entity accountable for the action.
- Enforcement Agency and Monitoring Phase: The agencies responsible for overseeing the implementation of mitigation and when the implementation is verified.



Table 5-1 – Mitigation Monitoring and Reporting Program

AESTH	Mitigation Measures	Monitoring Action	Responsible Party	Enforcement     Agency     Monitoring     Phase
	Project design related to potentially historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area shall be reviewed by a qualified architectural historian (individual who meets the Secretary of the Interior's Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) to determine consistency with the rehabilitation treatment under the Secretary of the Interior's Standards for the Treatment of Historic Properties and confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review. This review shall be completed prior to the preparation of final construction documents.	Conduct review of historic resources identified in the Historical Resources Project Area to determine Project's consistency with the Secretary of the Interior's Standards for the Treatment of Historic Properties.	Lead Engineer and Architectural Historian	Metro     Final Design
VIS-1:	<ul> <li>Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:</li> <li>Street trees shall be replaced in accordance with the regulations established by each affected jurisdiction's Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk.</li> <li>Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction's Bureau of Street Services.</li> <li>A Landscape Replacement Study shall be prepared by a licensed landscape architect during final design. The study shall identify the location, species, and landscape design elements for all replacement landscaping associated with the Proposed Project and subject to local jurisdiction review.</li> </ul>	Prepare a Landscape Replacement Study; Replace plant material from center medians and sidewalks according to jurisdictional requirements.	Lead Engineer/Landscape Architect	Metro     Final Design     through     Construction



	Mitigation Measures	Monitoring Action	Responsible Party		Enforcement Agency Monitoring Phase
VIS-2:	Replacement median, barriers, or other divider shall be enhanced with patterns or decorative features in accordance with the local jurisdiction's streetscape design guidelines and approved by local jurisdiction Street Services bureau or similar entity.	After conducting a Landscape Replacement Study, design median, barriers, or other dividers with patterns or decorative features in accordance with local streetscape design guidelines.	Lead Engineer/ Landscape Architect	1. 2.	Metro Final Design through Construction
BIOLO	OGICAL RESOURCES				
BIO-1	<ul> <li>To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures:</li> <li>Construction during bird nesting season (typically February 1 to September 1) would be avoided to the extent feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.</li> <li>If construction is required during the nesting season, vegetation removal would be conducted outside of the nesting season (typically February 1 to September 1), wherever feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.</li> <li>If construction, trimming, or removal of vegetation and trees are scheduled to begin during nesting bird season, nesting bird surveys would be completed by a qualified biologist no more than 72 hours prior to construction, or as determined by the qualified biologist, to determine if nesting birds or active nests are present within the construction area. Surveys would be conducted within 150 feet for songbirds and 500 feet for raptors, or as otherwise determined by the qualified biologist. Surveys would be repeated if construction, trimming, or removal of vegetation and trees are suspended for five days or more.</li> <li>If nesting birds/raptors are found within 500 feet of the construction area, appropriate buffers consisting of orange flagging/fencing or similar (typically 150 feet for songbirds, and 500 feet for raptors, or as directed by a</li> </ul>	Limit construction to outside the bird nesting season and outside the maternal and non-active bat season. Should vegetation be removed during these times, proper mitigation for habitat loss, vegetation replacement, and species protection shall be conducted.	Construction Contractor	1. 2.	Metro Pre-Construction/ Construction



Mitigation Measures	Monitoring Action	Responsible Party	Enforcement     Agency     Monitoring     Phase
qualified biologist) would be installed and maintained until nesting activity has ended, as determined in coordination with the qualified biologist and regulatory agencies, as appropriate.			
To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures:			
<ul> <li>Where feasible, tree removal would be conducted in October, which is outside of the maternal and non- active seasons for bats.</li> </ul>			
<ul> <li>During the summer months (June to August) in the year prior to construction, a thorough bat roosting habitat assessment would be conducted of all trees and structures within 100 feet of the construction area. Visual and acoustic surveys would be conducted for at least two nights during appropriate weather conditions to assess the presence of roosting bats. If presence is detected, a count and species analysis would be completed to help assess the type of colony and usage.</li> <li>No fewer than 30 days prior to construction, and during the non-breeding and active season (typically October), bats would be safely evicted from any roosts to be directly impacted by the Project under the direction of a qualified biologist. Once bats have been safely evicted, exclusionary devices designed by the qualified biologist would be installed to prevent bats from returning and roosting in these areas prior to removal. Roosts not directly impacted by the Project would be left undisturbed.</li> </ul>			
<ul> <li>No fewer than two weeks prior to construction, all excluded areas would be surveyed to determine whether exclusion measures were successful and to identify any outstanding concerns. Exclusionary measures would be monitored throughout construction to ensure they are functioning correctly and would be removed following construction.</li> </ul>			



Mitigation Measures	Monitoring Action	Responsible Party	Enforcement     Agency     Monitoring     Phase
<ul> <li>If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during removal or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval is given by a qualified biologist.</li> <li>In the event that a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not to be parked nor operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).</li> </ul>			
CULTURAL RESOURCES			
Refer to CUL-1	Refer to CUL-1	Refer to CUL-1	Refer to CUL-1
CUL-2: A Qualified Archaeologist, meeting the Secretary of the Interior's Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the	A qualified archaeologist shall remain on call for all ground-disturbing activities to ensure Contractor is properly trained in WEAP. Unanticipated archaeological resources discovered shall be handled, removed, and preserved according to the applicable requirements of PRC Section 21083.2.	Construction Contractor/Archaeological Monitor	Metro     Construction



Mitigation Measures	Monitoring Action	Responsible Party	Enforcement     Agency     Monitoring     Phase
protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.			
If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.			
The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment			
of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, infield documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results			
within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.			



	Mitigation Measures	Monitoring Action	Responsible Party	Enforcement     Agency     Monitoring     Phase
	The Proposed Project shall be designed based on the latest versions of local and State building codes and regulations in order to construct seismically-resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, as a minimum, to the depths required by local and State jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into final design (e.g., deep foundations, ground improvement, remove and replace, among others) for those areas where liquefaction potential may be experienced. The investigation shall include stability analyses of slopes located within earthquake-induced landslides areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others). The geotechnical investigations and design solutions shall follow the "Guidelines for Evaluating and Mitigating Seismic Hazards in California" Special Publication 117A of the California Geologic Service, as well as Metro's Design Criteria and the latest federal and State seismic and environmental requirements.	Design Proposed Project according to applicable regulations; conduct geotechnical investigations prior to construction to determine risks associated with liquefaction.	Lead Engineer/ Geotechnical Consultant	Metro     Final Design
NOISE				I
NOI-1:	Where construction cannot be performed in accordance with the FTA 1-hour $L_{\text{eq}}$ construction noise standards, elevates existing ambient noise levels by 5 dBA $L_{\text{eq}}$ or more at a noise sensitive use, or exceeds other applicable noise thresholds of significance, the construction contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during	Prepare Noise Control and Monitoring Plan and Submit to Metro	Construction Contractor	Metro     During     Construction



Mitigation Measures	Monitoring Action	Responsible Party	Enforcement     Agency     Monitoring     Phase
construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro prior to initiating localized construction activities.			
The Noise Control Plan shall require weekly noise monitoring at land used adjacent to construction activities. Noise reducing measures shall be required should the following performance standards be exceeded within the following jurisdictions:			
<ul> <li>City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA Leq within one hour for construction lasting more than one day, 5 dBA Leq for construction lasting more than 10 days in a three-month period, and any exceedance of 5 dBA during the hours of 9:00 p.m. to 7:00 a.m. Monday through Friday and between 6:00 p.m. to 8:00 a.m. on Saturday or any time Sunday.</li> </ul>			
<ul> <li>City of Burbank: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA L<sub>eq</sub> for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA L<sub>eq</sub> at a noise sensitive use between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.</li> </ul>			
<ul> <li>City of Glendale: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA Leq for construction lasting more than 10 days in a three- month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by</li> </ul>			



en 7:00 p.m. or at any time evels that ce or any cisting ambient noise sensitive flonday through m. on			
nented include: ensitive land d engines, high- e-control c away from e receivers. equipment and ere feasible.			
clude mitigation ing bration	epare Vibration Control Plan	Construction Contractor	Metro     Construction
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	Mitigation Measures	Monitoring Action	Responsible Party	Enforcement     Agency     Monitoring     Phase
	<ul> <li>The contractor shall avoid vibratory compaction within 25 feet of buildings.</li> <li>The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.</li> </ul>			
NOI-3:	Where equipment such as a vibratory roller that produces high levels of vibration is used within 105 feet of residences or institutional daytime land uses or equipment such as large bulldozers are used within 65 feet of such uses, the 75 VdB vibration threshold for human annoyance could be exceeded at residences or the 75 VdB threshold at institutional uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:  The contractor shall minimize the use of tracked vehicles and vibratory equipment.  The contractor shall avoid vibratory compaction.  The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.	Prepare Vibration Control Plan	Construction Contractor	Metro     Construction
TRANS	PORTATION			
TRA-1:	Prior to the initiation of localized construction activities, a Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. Metro shall develop detours as appropriate and communicate any changes to bus service to local transit agencies in advance. Stops shall be relocated in a manner which is least disruptive to transit. If	Prepare a Traffic Management Plan	Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	Metro     Pre-Construction



	Mitigation Measures	Monitoring Action	Responsible Party	Enforcement     Agency     Monitoring     Phase
	bus stops need to be relocated, warning signs shall be posted in advance of closure along with alternative stop notifications and information regarding the duration of the closure.			
TRA-2:	Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. The Traffic and/or Construction Management Plan shall include provisions such as: approval of work hours and lane closures, designation of construction lay-down zones, provisions to maintain roadway access to adjoining land uses, use of warning signs, temporary traffic control devices and/or flagging to manage traffic conflicts, and designation of detour routes where appropriate.	Prepare a Traffic Management Plan and submit to Metro	Construction Contractor/Metro/ City of Los Angles, City of Burbank, City of Glendale, City of Pasadena	Metro     Pre-Construction
TRA-3:	Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with affected jurisdictions. The plan shall include provisions for wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences and alternative walkways). Metro shall also work with local municipalities and public works departments to confirm that only one side of the street would be closed at a time. If crosswalks are temporarily closed, pedestrians shall be directed to use nearby pedestrian facilities. Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used such as	Prepare a Traffic Management Plan and submit to Metro	Construction Contractor/Metro/ City of Los Angles, City of Burbank, City of Glendale, City of Pasadena	Metro     Pre-Construction



	Mitigation Measures	Monitoring Action	Responsible Party	Enforcement     Agency     Monitoring     Phase
	detour routes and temporary pedestrian shelters. Access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.			
TRA-4:	Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with the affected jurisdictions. The plan shall identify on-street bicycle detour routes and signage. Metro shall also work with local municipalities and public works departments to accommodate bicycle circulation during construction. Bicycle access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.	Prepare a Traffic Management Plan and submit to Metro	Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	Metro     Pre-Construction
TRA-5:	Prior to completion of Final Design, Metro shall convene a design working group with LADOT to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities, consistent with Policy 2.6 and Policy 2.9 of the Mobility Plan 2035. The design working group shall include representatives from the LADOT Active Transportation Division, the Los Angeles Bureau of Engineering, and a representative of the Los Angeles County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase.  In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.	Design Proposed Project to safely integrate bicycle and automobile lanes	Lead Engineer/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	Metro     Final Design



	Mitigation Measures	Monitoring Action	Responsible Party	Enforcement     Agency     Monitoring     Phase
TRA-6:	The construction contractor shall provide early notification of traffic disruption to emergency service providers. Work plans and traffic control measures shall be coordinated with emergency responders to prevent impacts to emergency response times. A Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed and implemented to minimize impacts on emergency access.	Prepare a Traffic Management Plan and submit to Metro	Construction Contractor/Metro/City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	Metro     Pre-Construction
TRIBAL CULTURAL RESOURCES				
	Refer to CUL-2	Refer to CUL-2	Refer to CUL-2	Refer to CUL-2

SOURCE: Terry A. Hayes Associates Inc., 2022.



# ATTACHMENT D

# North Hollywood to Pasadena Transit Corridor





# PUBLIC AND AGENCY OUTREACH

Beginning in February 2021, Metro began an additional round of public outreach to update the communities along the North Hollywood to Pasadena Bus Rapid Transit Corridor on revisions made to the project alternatives presented in the Draft Environmental Impact Report (EIR). These revisions were made in response to the nearly 450 comments received during the Draft EIR public review period and what the project team heard at the two virtual Public Hearings conducted in November 2020. Upon further evaluation of the comments, the project team made several refinements to the Proposed Project, particularly in Burbank and along Colorado Boulevard in Eagle Rock. In order to present these refinements to the community, the project team held several elected official briefings/presentations, attended coordination meetings with key City staff, and conducted several key stakeholder and business roundtable meetings, as well as several virtual community meetings.

Throughout this public engagement effort, the project team gathered feedback on any technical aspects of the Proposed Project and any refinements proposed to the alignment along Colorado Boulevard in Eagle Rock or Olive Avenue in Burbank. This effort provided multiple opportunities for key groups and businesses, as well as the communities of Eagle Rock and Burbank, to provide feedback on any new refinements made to the project since the release of the Draft EIR. These additional opportunities for comment were designed to be transparent and inclusive, and allowed community members optional and/or extended meeting times to have all of their many questions and comments adequately responded to. Due to the COVID-19 pandemic and LA County Safer at Home orders, all meetings were held virtually to allow the public to attend from the safety of their homes. In addition, the meetings were recorded and made available on the project website along with the meeting presentation materials.

This report documents the additional outreach activities completed from February 2021 through January 2022. The initial outreach efforts from February through May 2021, focused primarily on the earlier refinements made to the project prior to its approval by the Metro Board at its May 2021 meeting. Although the Board approved the project alignment and proposed design options, staff was also directed to continue working with the corridor cities on the exact bus lane configurations, particularly in Eagle Rock and Burbank. As a result, a number of additional refinements, including a new side-running concept for a segment of Olive Avenue in Burbank, were subsequently developed. From September through January 2022, the outreach efforts then focused on providing additional updates on these newer project refinements and on soliciting and receiving the community's feedback. The community input received will help inform the Final EIR and the final Project to be considered for certification and approval by the Metro Board in early 2022.

# **ENGAGEMENT ACTIVITIES: SPRING 2021 (FEBRUARY – MAY)**

# **ELECTED OFFICIALS, CITY STAFF AND KEY STAKEHOLDER BRIEFINGS**

Metro attended several one-on-one meetings with individual agencies and presented to a few key stakeholder groups to provide an overview of the project, project timeline, next steps and to hear their feedback. Additionally, Metro briefed City staff, Metro Board staff and other key elected offices regularly throughout the duration of the Spring 2021 outreach process.

As shown in **Table 1**, the briefings and presentations included the following agencies and key stakeholders:

**Meeting Date Agencies** February 12, 2021 Burbank Councilmember Anthony and Schultz Metro Board Staff March 11, 2021 Office of Assemblymember Wendy Carillo; Office of Los Angeles County March 26, 2021 Supervisor Hilda Solis; Office of Los Angeles City Mayor Eric Garcetti March 30, 2021 **Burbank City Council** April 1, 2021 Arroyo Verdugo Communities Joint Powers Authority April 7, 2021 San Fernando Valley Service Council April 12, 2021 San Gabriel Valley Service Council May 6, 2021 Los Angeles Department of Transportation; Bureau of Street Services; Office of Los Angeles County Supervisor Hilda Solis; Office of Los Angeles City Mayor Eric Garcetti; Office of Los Angeles City Council Kevin de Leon May 17, 2021 City of Burbank technical staff and Office of Glendale City Councilmember Najarian Office of Los Angeles City Councilmember Kevin de Leon May 18, 2021 City of Los Angeles technical staff, Office of Los Angeles City May 25, 2021 Councilmember Kevin de Leon, Offices of Mayor Eric Garcetti and Office of Los Angeles County Supervisor Hilda Solis

Table 1. Elected Officials and City Staff Briefings

#### STAKEHOLDER AND BUSINESS ROUNDTABLE MEETINGS

In March 2021, Metro staff conducted outreach to key stakeholder groups within the Eagle Rock community to provide an update on the refinements to the Proposed Project prior to presenting them to the public. The stakeholder meetings included elected officials, neighborhood councils, community-based organizations, businesses and business groups, and school and university organizations.

#### **Key Stakeholder Roundtable Meetings**

Two virtual key stakeholder roundtable meetings were conducted for Eagle Rock stakeholders on Tuesday, March 16, 2021. These two meetings were held at alternate times in order to accommodate the many stakeholders' schedules. At each roundtable meeting, Metro provided an update on the additional refinements being proposed for Eagle Rock, an updated project timeline, next steps and an opportunity for dialogue and discussion in breakout rooms with project staff. Each of the breakout rooms allowed meeting attendees to ask questions and provide feedback on the project and/or project refinements.

Key stakeholders were notified by email leading up to the roundtable meetings with a total of three email notices (e-blasts) in both English and Spanish, with an email open rate of approximately 41% out of the total who received the e-blasts. **Table 2** provides a list of these meetings.

•	•
Meeting Date	# of Attendees
Tuesday, March 16, 11 AM – 12:30 PM	33
Tuesday, March 16, 5:30 PM – 7:00 PM	36
Total	69

**Table 2. Key Stakeholder Roundtable Meetings** 

The following key takeaways were received from the key stakeholder roundtable meetings:

- Strong support for the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period which included, among other design features, one travel lane in each direction. Participants would like to see the community-driven proposal for Colorado Boulevard executed to the maximum extent possible—especially with the sidewalk-level bike lanes.
- General support across breakout rooms for the proposed refinements to Route Option F1 from the Draft EIR, including a travel lane reduction on Colorado Boulevard east of Eagle Rock Boulevard.
- Many participants want to see the Eagle Rock Boulevard station pushed east to Caspar and Maywood because it's more pedestrian-friendly.
- Strong desire among many participants for native and drought-tolerant plants and shade included with the project, and concerns about ensuring business signs are not blocked by landscaping.
- Concerns throughout breakout rooms regarding construction impacts and whether a Business Interruption Fund could be implemented.
- Strong desire to preserve as much parking as possible along Colorado Boulevard.
- Want to make sure the concept is safe for pedestrians and bikes by implementing traffic calming measures, widening sidewalks, implementing sidewalk-level bike lanes

and providing higher visibility for bike lanes and crosswalks. No shared bus and bike lanes.

- Several requests for traffic calming measures to be put in place on side streets near Colorado Boulevard.
- General concerns about the transition from side- to center-running bus lanes; some
  preferences for a single lane all along Colorado Boulevard to avoid traffic delays from
  interactions with buses and vehicles crossing over from side-running to centerrunning.
- Some willingness to sacrifice some bike lane buffering if it increases transit reliability and speed.
- Request for Zone 1 station to be closer to Sierra Villa Drive.
- Safety needs to be prioritized because of the schools in the project area.

#### **Business Roundtable Meeting**

A virtual roundtable meeting was conducted with businesses along Colorado Boulevard in Eagle Rock on Friday, March 26, 2021. At the meeting, Metro provided an overview of the project, an update on the project refinements proposed for Eagle Rock, the project timeline, next steps, and an opportunity for dialogue and discussion with the project team. The meeting format allowed attendees to ask questions and provide feedback on the project and/or proposed refinements.

Businesses were notified prior to the roundtable meeting with a total of five email notices (e-blasts), with an open rate of approximately 34% out of the total who received the e-blasts. Additionally, flyers notifying businesses of the meeting were distributed door-to-door to businesses along Colorado Boulevard leading up to the roundtable meeting. **Table 3** provides the date of the Business Roundtable meeting and the number of attendees.

**Table 3. Business Roundtable Meeting** 

Meeting Date	# of Attendees
Friday, March 26, 11 AM – 12:30 PM	12

The following key takeaways were received from the business roundtable meeting:

- Several concerns about the effects of reducing travel lanes on traffic, especially when someone is parallel parking, and potential bottlenecking of traffic.
- Concerns about where left turns and U-turns will be eliminated in the one-lane zones.
- Questions about parking safety with car doors potentially opening directly into traffic and bike lanes.
- Questions about loading zones remaining open for deliveries.
- Desire for parking structures to be added.
- Questions about the potential availability of a Business Interruption Fund.

- Some support for refined Route Option F1, which included a travel lane reduction on Colorado Boulevard, east of Eagle Rock Boulevard.
- Questions about signal timings and their implementation with the Proposed Project.

#### **SPRING 2021 COMMUNITY MEETING**

A virtual community meeting was held on April 1, 2021, to update the corridor communities on the refined changes and/or alignments in Eagle Rock and Burbank and to seek their feedback.

### **Community Meeting Notices**

A targeted outreach effort to inform project stakeholders of the upcoming community meeting was conducted in a number of ways, including emails (e-blasts), door-to-door flyers, press releases, and notifications on Metro's "The Source" website. Additionally, local news media sources displayed the notices on digital platforms. A total of five e-blasts were sent with an average email open rate of approximately 30% out of the total who received the e-blasts. An additional e-blast was sent after the community meeting thanking those who participated and providing guidance on where to find the meeting information presented, how to access the meeting recording and next steps. All e-blast notifications were distributed in English, Spanish, Tagalog and Armenian. A total of 15,000 flyers in both English and Spanish were also distributed within the community of Eagle Rock prior to the meeting.

**Table 4. Community Meeting** 

Meeting Date/Time	# of Attendees	# of Speaker Comments	# of Written Comments
April 1, 2021, 5:30 – 9:30 PM	369	50	28
Total Comments		7	8

#### **Community Meeting Format and Materials**

The format of the virtual community meeting consisted of a PowerPoint presentation given by Metro staff followed by a facilitated question and answer period. During the PowerPoint presentation, Metro staff provided an overview of the Proposed Project, including refinements made since the Draft EIR, and discussed next steps. Due to the number of attendees who requested to ask questions and/or provide comments, the meeting time was extended by an additional two hours. Similar to an in-person open house, no time limits were placed on public speakers to allow for all questions and comments to be heard. In addition to simultaneous Spanish interpretation during the virtual meeting, a copy of the PowerPoint presentation was made available in Spanish on the project website.

#### **Community Meeting Comments**

The majority of the attendees that provided feedback at the community meeting generally supported the project and the need for improved transit service. Additionally, the majority of feedback received during the meeting related to the Eagle Rock portion of the study area. Attendees also provided comments on their preference between the two Colorado Boulevard design options that were presented by Metro during the prior month's Eagle Rock stakeholder roundtable meetings.

The following key takeaways were received from the community meeting:

- **Bike Lanes:** Some stakeholders voiced the need for incorporating bicycle lanes into the project and advocated for additional safety measures, including protected lanes, raised lanes and lanes separated from traffic.
- **Businesses:** Some stakeholders expressed concerns that implementation of the project could negatively affect businesses along Colorado Boulevard. Stakeholders also expressed concerns that removal of parking would negatively affect businesses and that the removal of a traffic lane would increase traffic and discourage patrons from accessing businesses along Colorado Boulevard. A few stakeholders commented that the project would benefit businesses along Colorado Boulevard and allow for transit users to access them.
- **Construction:** Comments and questions were raised regarding impacts during the construction of the project and if businesses would receive compensation and/or if a Business Interruption Fund would be available during construction.
- Design Option Preference: Many stakeholders expressed an overall preference for the
  community-driven proposal for Colorado Boulevard submitted during the Draft EIR
  comment period to be included as part of the project. Many stakeholders voiced a
  preference for the Refined F1 alignment presented during the meeting. A few
  comments mentioned a preference for the original F1 alignment in the Draft EIR, or a
  preference for the SR-134 Freeway alignment.
- Landscape/Greenspace: Many concerns were expressed about loss of landscape and/or trees along the median on Colorado Boulevard in Eagle Rock. Additionally, some stakeholders expressed the need for landscape improvements and/or trees and vegetation with the project.
- **Outreach:** A few stakeholders stated the need for more outreach and/or expressed lack of outreach conducted for the project. Additionally, some stakeholders expressed concern that opportunities for stakeholders to participate in the process, especially

businesses and those unable to access virtual meetings, were limited due to the COVID-19 pandemic.

- Parking: Stakeholders expressed concerns about the loss of parking, the replacement
  of parking and safety concerns of parking (such as car doors opening into traffic
  and/or bicycle lanes) with only one travel lane in some segments on Colorado
  Boulevard in Eagle Rock.
- **Safety/Security:** Many stakeholders voiced concerns about pedestrian and overall safety, especially near crossings on Colorado Boulevard in Eagle Rock, and the need for increased pedestrian safety measures with the project. Some stakeholders advocated for more general safety measures for pedestrians, cyclists, and vehicles with the Proposed Project.
- Traffic/Lane Removal: Many comments expressed concern of an increase in traffic from the removal of a travel lane on Colorado Boulevard in Eagle Rock. Some concerns were voiced that an increase in traffic congestion would negatively affect safety and the environment from increased pollution from vehicle emissions idling in traffic. There were also some concerns about left-turn lanes and U-turns being eliminated with the lane removal and how that could affect access to businesses on Colorado Boulevard and access to neighborhood streets in Eagle Rock.

# **Community Feedback During Spring Outreach**

During the community outreach process from February 2021 leading up to the Metro Board meeting in May, where the Draft EIR was presented along with recommended refinements to the project, additional comments were received via email and voicemail. The majority of comments received during that timeframe generally supported the project with preferences for design options and comments related to impacts. Additionally, the majority of comments were in reference to the Eagle Rock community or Eagle Rock design options.

Key takeaways included:

- **Bike Lanes:** Many comments voiced the need for including bicycle lanes in the project and advocated for additional safety measures, including protected lanes, raised lanes and separated lanes from traffic.
- **Businesses:** Many comments mentioned the need to preserve parking for businesses and voiced concerns that implementation of the project could negatively affect businesses along Colorado Boulevard.
- Design Option Preference: Many comments expressed the need for a study and inclusion of design elements from the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period, and included, among

other design features, one travel lane in each direction. Many comments voiced a preference for the Refined F1 alignment presented to stakeholder groups in March. Some comments mentioned a preference for a SR-134 Freeway alignment.

- Landscape/Greenspace: Many comments expressed the need for preserving trees and landscaped medians and increasing the number of trees and landscape in Eagle Rock. Some concerns were expressed about loss of landscape and/or trees with the project in Eagle Rock.
- **Parking:** Stakeholders expressed concerns about the loss of parking and preference to ensure businesses have access to parking on Colorado Boulevard in Eagle Rock.
- Traffic/Lane Removal: Some comments voiced concern of an increase in traffic from the removal of a travel lane on Colorado Boulevard in Eagle Rock with some concerns of spillover traffic onto neighborhood streets. There were also some concerns and questions about the project's effect on existing left-turn lanes and U-turns with the lane removal and how access on Colorado Boulevard in Eagle Rock could be affected.

# **ENGAGEMENT ACTIVITIES: SUMMER – FALL 2021 (JUNE – DECEMBER)**

# **ELECTED OFFICIALS, CITY STAFF AND KEY STAKEHOLDER BRIEFINGS**

Metro attended several one-on-one meetings with individual agencies and presented to a few key stakeholder groups to provide an overview of the project, project timeline, next steps and to hear their feedback. Additionally, Metro briefed City staff, Metro Board staff and other key elected offices regularly throughout the duration of the Summer/Fall 2021 outreach process.

As shown in **Table 5**, the briefings and presentations included the following agencies and key stakeholders:

Table 5. Elected Officials and City Staff Briefings

Meeting Date	Agencies
June 2, 2021	North County Cities
June 17, 2021	City of Burbank technical staff, Offices of Glendale City Councilmember Najarian and Office of Los Angeles County Supervisor Barger
July 8, 2021	Burbank Vice Mayor Talamantes and City Councilmember Anthony
July 15, 2021	Metro Technical Advisory Committee Streets and Freeways Subcommittee
July 21, 2021	Glendale City Councilmember Najarian, Office of Los Angeles County Supervisor Barger
August 3, 2021	City of Los Angeles technical staff, Office of Los Angeles City Councilmember Kevin de Leon

August 31, 2021	Office of Los Angeles City Councilmember Kevin de Leon	
September 15, 2021	City of Los Angeles technical staff, Office of Los Angeles City	
	Councilmember Kevin de Leon	
September 16, 2021	Metro Board Staff	
September 29, 2021	North County Cities	
October 7, 2021	Arroyo Verdugo Communities Joint Powers Authority	
October 11, 2021	Metro San Gabriel Valley Service Council	
October 14, 2021	City of Pasadena and Pasadena City College technical staff	
October 15, 2021	Office of Los Angeles City Councilmember Kevin de Leon	
October 21, 2021	San Fernando Valley Council of Governments Board	
November 3, 2021	San Fernando Valley Service Council	
November 18, 2021	Burbank City Councilmembers Springer and Schultz, Vice Mayor Anthony	
December 2, 2021	Arroyo Verdugo Communities Joint Powers Authority	
December 14, 2021	City of Glendale technical staff	
January 10, 2022	Burbank Mayor Talamantes	
January 21, 2022	Burbank City Councilmember Frutos	

#### TRANSIT RIDER APP AND INTERCEPT INTERVIEWS

Outreach efforts to existing transit riders were also conducted to help ensure that transit users within the project area and the adjacent corridor communities such as Burbank, Eagle Rock and North Hollywood were aware of the project. This outreach effort was also intended to get their feedback on the project and/or project refinements on Colorado Boulevard in Eagle Rock and on Olive Avenue in Burbank. In order to accomplish this, transit rider intercept interviews were conducted at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the NoHo B/G Line (Red/Orange) station in North Hollywood.

Additionally, a survey was sent out to transit riders within the project study area via Metro's Transit App. The survey was designed to better understand the characteristics of transit riders in the project study area and to understand what elements of the Proposed Project in Eagle Rock and Burbank they find most important. Two surveys were made available on the Transit App: one with a targeted geographic audience in Eagle Rock and one with a targeted geographic audience in Burbank. Both surveys were available from September 27, 2021 – October 10, 2021 and were available in Spanish, as well.

**Table 6. Transit Rider Intercepts** 

Meeting Date/Time	Bus Stop Location	# of Intercept Comments
Friday, October 1, 2021 7:00 – 8:00 AM	Eagle Rock: Colorado Bl & Sierra Villa Dr	10
Friday, October 1, 2021 8:10 – 9:10 AM	Eagle Rock: Colorado Bl & Eagle Rock Bl	13
Friday, October 1, 2021 4:00 – 6:00 PM	Eagle Rock: Colorado Bl & Eagle Rock Bl	19
Wednesday, October 8, 2021, 7:15 – 8:00 AM, 8:20 – 9:20 AM	Burbank: Downtown Burbank Station, Front St	12
Wednesday, October 8, 2021, 4:00 – 6:00 PM	Burbank: Downtown Burbank Station, Front St	19
Wednesday, October 13, 2021, 6:45 – 8:45 AM	North Hollywood: NoHo Station, Lankershim Bl	22
	95	

The following key takeaways were received from the transit rider intercept interviews:

- Majority of riders interviewed did not know about the project but were generally supportive.
- Many comments voiced the need for more frequency and better reliability for the project when comparing to existing services.
- Some comments expressed minimizing traffic congestion as a priority.
- Some comments expressed a need or preference for bus only lanes.
- A slight preference for the two-lane design option on Colorado Boulevard in Eagle Rock.
- A slight preference for the side-running design option on Olive Avenue in Burbank.
- Some safety concerns were expressed, specifically at crosswalks, boarding areas and on the buses.

Figure 1. Transit Rider Intercepts





Eagle Rock: Colorado Bl & Eagle Rock Bl





North Hollywood: NoHo Station

**Table 7. Transit App Surveys** 

Transit App Survey Targeted Audience	# of Completed Surveys	
Eagle Rock Survey (English)	185	
Eagle Rock Survey (Spanish)	36	
Burbank Survey (English)	131	
Burbank Survey (Spanish)	34	
Total Completed Surveys	386	

The following key takeaways were received from the Transit App surveys:

- The top priorities for the project in Eagle Rock are improving crosswalks for pedestrians and minimizing traffic congestion
- The top priority for the project in Burbank is improving transit speed and reliability

#### FALL 2021 COMMUNITY MEETINGS

A total of four virtual community meetings were held to provide an update on the Proposed Project as well as project refinements being considered in Eagle Rock and Burbank. One of these refinements included the introduction of a new side-running option along a segment of Olive Avenue in Burbank. The first two virtual meetings were held on September 23, 2021 and focused on the two design options being considered for Colorado Boulevard in Eagle Rock. The second two virtual meetings were held on October 7, 2021 and focused on the project refinements being considered in Burbank, including the new side-running concept. The intent of these meetings was not only to provide updates to the community on the Proposed Project and refinements, but to continue to solicit public feedback and respond to any of the questions and/or concerns. Both meeting dates provided an opportunity for the public to attend either a lunchtime or evening meeting in order to accommodate the community's varying schedules. All meetings were held virtually with Spanish interpretation provided.

#### **Community Meeting Notices**

Noticing of the community meetings to project stakeholders was accomplished via emails (e-blasts), door-to-door flyers, car cards on Metro buses, a notification on Metro's "The Source" website and through local and City news media. A total of seven e-blasts were sent notifying the public about the community meetings with an average email open rate of approximately 32% out of the total who received the e-blasts. Additionally, an e-blast was sent following all of the community meetings thanking those who participated and providing guidance on where to find the meeting materials presented, how to access the meeting recordings and a discussion on next steps. All e-blast notifications were distributed in English, Spanish, Tagalog and Armenian. A total of 15,000 flyers in English, Spanish and Tagalog were also distributed within the community of Eagle Rock leading up to the community meetings. Additionally, flyers were distributed door-to-door to businesses along Colorado Boulevard to

specifically notify them of the upcoming meetings. A total of 20,000 flyers in English, Spanish and Armenian were also distributed within the community of Burbank leading up to the community meetings.

**Table 8. Eagle Rock Community Meetings** 

Meeting Date/Time	# of Attendees	# of Written Questions and Comments
September 23, 2021, 11:00 AM – 1:00 PM	130	233
September 23, 2021, 5:00 – 7:00 PM	85	120
Total Comments	353	

**Table 8. Burbank Community Meetings** 

Meeting Date/Time	# of Attendees	# of Written Questions and Comments
October 7, 2021, 11:00 AM – 1:00 PM	72	86
October 7, 2021, 5:00 – 7:00 PM	49	54
Total Comments		140

#### **Community Meeting Format and Materials**

The format of both the Eagle Rock and Burbank virtual community meetings consisted of a PowerPoint presentation given by Metro staff followed by a moderated question and answer session right after. To allow for sufficient time to respond to the community's questions and/or concerns, questions and comments were only received via the Zoom Q&A function or via a dedicated text message line. All comments and questions were accepted during the meeting, but only responded to following the presentation. During the PowerPoint presentations for the two Eagle Rock meetings and two Burbank meetings, Metro provided an overview of the two design options being considered for Colorado Boulevard and Olive Avenue, respectively. In addition to simultaneous Spanish interpretation during the virtual meetings, a copy of the PowerPoint presentation was made available in Spanish on the project website.

# **Eagle Rock Community Meeting Comments**

The majority of the comments and questions received at the Eagle Rock community meetings expressed concerns with or asked clarifying questions regarding the Proposed Project and refinements presented for Colorado Boulevard in Eagle Rock.

The following key takeaways were received from the community meetings:

- Businesses: Some concerns were expressed that implementation of the project could negatively affect businesses along Colorado Boulevard. Stakeholders expressed concerns that removal of parking would negatively affect businesses and access to businesses. A few questions and concerns were received about impacts to outdoor dining and sidewalks in front of businesses.
- **Design Option Preference:** Some comments voiced a preference for the two-lane design option on Colorado Boulevard in Eagle Rock. Some comments mentioned a preference for a SR-134 Freeway alignment.
- Landscape/Greenspace: Some questions and concerns were received about loss of landscaping and/or trees along the median on Colorado Boulevard in Eagle Rock. Additionally, questions were received about how tree types and landscaping will be replaced.
- Parking: Many comments and questions expressed concerns about the loss of parking and the replacement of parking on Colorado Boulevard in Eagle Rock, and spillover parking in neighborhood streets. Some questions were raised about use of loading zones and pick-up/drop-off on Colorado Boulevard in Eagle Rock.
- **Safety/Security:** Some comments and questions were raised about pedestrian and vehicle safety, especially near crossings on neighborhood streets from spillover traffic and on Colorado Boulevard in Eagle Rock, and the need for increased pedestrian safety measures with the project.
- Traffic/Lane Removal: Many comments expressed concern of an increase in traffic on Colorado Boulevard in Eagle Rock from implementation of the project. Some questions and concerns were raised about the traffic simulation video and if it takes into consideration other factors, such as accidents, neighborhood street traffic and cars parking. There were also some concerns about left-turn lanes being eliminated with the lane removal and how it could affect access to businesses, like Trader Joe's on Colorado Boulevard in Eagle Rock.

# **Burbank Community Meeting Comments**

The majority of comments received at the Burbank community meetings expressed concerns, such as parking, impacts to businesses and traffic related to the Proposed Project and refinements presented for Olive Avenue in Burbank.

The following key takeaways were received from the community meetings:

• **Bike Lanes:** Some questions and comments raised concerns about bike access and bike lane removal on streets in Burbank and throughout the Proposed Project. Some

stakeholders raised questions about use of current bike lanes in Burbank and how they might be affected by the Proposed Project.

- Businesses: Some concerns were expressed that implementation of the project could negatively affect businesses along Olive Avenue in Burbank. Some concerns mentioned that removal of parking would negatively affect businesses.
- **Design Option Preference:** Some comments voiced a preference for the side running design option on Olive Avenue in Burbank. Some stakeholders raised questions about existing bus lines, ridership, type of buses being implemented, number of stops and frequency related to the Proposed Project on Olive Avenue in Burbank.
- **Parking:** Many comments and questions expressed concerns about the loss of parking and the replacement of parking on Olive Avenue in Burbank, and spillover parking on neighborhood streets. Some questions were raised about use of loading zones and pick-up/drop-off on Olive Avenue in Burbank.
- **Safety/Security:** Some comments and questions were raised about pedestrian safety on Olive Avenue with implementation of the project, especially near crossings at major intersections on Olive Avenue in Burbank.
- **Traffic/Lane Removal:** Some comments and questions expressed concern of an increase in traffic from implementation of the project on Olive Avenue in Burbank.

#### **Community Feedback During Fall Outreach**

During the community outreach process from early-September 2021 through mid-October 2021, including the Eagle Rock and Burbank community meetings held in late September and early October where updates to the Proposed Project and refinements were presented, additional comments were received via email and voicemail. The comments mostly supported the project with a preference for specific design options and/or pertained to potential impacts relating to the alignments on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank. The majority of comments referred to the project design in Eagle Rock, and some comments referenced the project design in Burbank.

Key takeaways included:

• **Bike Lanes:** Many comments voiced the need for including bicycle lanes in the project and advocated for additional safety measures, including protected lanes, raised lanes and separated lanes from traffic on Colorado Boulevard in Eagle Rock.

- Businesses: Many comments mentioned the need to preserve parking for businesses
  and expressed concerns that implementation of the project could negatively affect
  businesses along Colorado Boulevard. Many comments voiced concern with
  preserving outdoor dining and access to businesses along Colorado Boulevard in
  Eagle Rock, especially during COVID-19 restrictions.
- Design Option Preference: Many comments expressed the need for a study and inclusion of design elements from the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period, and included, among other design features, one travel lane in each direction. Some comments mentioned a preference for the study of other alignments or design options, including the SR-134 Freeway or operating the BRT in mixed-flow traffic on Colorado Boulevard through Eagle Rock.
- Landscape/Greenspace: Many comments expressed the need for preserving trees and landscaped medians and increasing the number of trees and landscaping on Colorado Boulevard in Eagle Rock.
- Parking: Many comments expressed concerns about the loss of parking and preference to ensure businesses have access to parking on Colorado Boulevard in Eagle Rock.
   Some stakeholders mentioned the need to preserve parking on Olive Avenue in Burbank, especially for businesses.
- **Safety/Security:** Some comments were raised about pedestrian, transit rider and overall safety, especially near crosswalks in Eagle Rock and Burbank.
- **Traffic/Lane Removal:** Some comments voiced concern of an increase in traffic from the removal of a travel lane and implementation of the project on Colorado Boulevard in Eagle Rock. Some concerns were expressed regarding spillover traffic onto neighborhood streets from implementation of this project on Colorado Boulevard in Eagle Rock. There were also some concerns and questions about the project's effects on left-turn lanes and U-turns and overall access in Eagle Rock.

# **Council District 14 Hosted Open House**

Council District 14 and Councilmember Kevin de Leon hosted an in-person open house meeting in Eagle Rock on Saturday, October 2 from 10 AM – 5 PM. Community members were asked to RSVP to the community meeting in advance in order to ensure that COVID-19 public health guidelines and social distancing could be maintained. Metro project team members were in attendance during the meeting to answer questions and provide information on the design options being considered for Colorado Boulevard in Eagle Rock. Informational boards and survey forms developed by Council District 14 were provided at the

meeting to receive feedback on the project in Eagle Rock. More than 200 community members attended the open house and Council District 14 received approximately 176 survey responses to their distributed surveys.

The following key takeaways are from the 176 surveys received and developed by Council District 14 and presented to the project team. All takeaways below are in reference to the project study area in Eagle Rock:

- Nearly half of the responses expressed a preference for the one lane design option on Colorado Boulevard in Eagle Rock. Some comments expressed the need for alternative design options on Colorado Boulevard in Eagle Rock, including mixed flow traffic and the 134-Freeway.
- When asked to rank design elements by importance, the number one response was pedestrian safety followed by air quality and sustainability. The third highest response was convenience for drivers.
- All respondents identified as living, working, playing, learning, shopping, eating or some form of travel through Eagle Rock.
- Many comments expressed the need for some form of support for businesses during construction, such as a Business Interruption Fund.
- Many comments expressed the need for additional landscaping elements as a project mitigation measure.
- Many comments voiced concerns for loss of parking and an increase in traffic with implementation of the project.

#### **BUSINESS DOOR-TO-DOOR OUTREACH**

Outreach to businesses on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank was conducted to help further inform business owners and employees in the project area about the project and capture their feedback on the design options being studied on Colorado Boulevard and Olive Avenue. Door-to-door outreach was conducted on Colorado Boulevard between El Verano Avenue and Holbrook Street in Eagle Rock and on Olive Avenue between Buena Vista Street and Lake Street in Burbank. Flyers providing project background information, the design options being studied and contact information were distributed to these businesses.

Table 9. Business Door-to-Door Outreach

Date/Time	Location	# of Businesses Contacted*
Friday, November 5, 2021 9:00 AM – 12:30 PM	Eagle Rock: Colorado Bl	42
Friday, November 12, 2021 8:30 AM – 2:00 PM	Burbank: Olive Av	54
Friday, November 12, 2021 10:00 AM – 2:00 PM & 3:00 – 5:00 PM	Eagle Rock: Colorado Bl	63
Saturday, November 13, 2021 10:00 AM – 2:00 PM	Eagle Rock: Colorado Bl	23
Thursday, December 2, 2021 10:00 AM – 2:00 PM	Eagle Rock: Colorado Bl	24
Friday, December 3, 2021 10:00 AM – 2:00 PM	Eagle Rock: Colorado Bl	31
Saturday, December 4, 2021 10:00 AM – 12:00 PM	Eagle Rock: Colorado Bl	9
Total Busine	246	

<sup>\*</sup>Open businesses that were contacted by project team members and provided project information.

The following key takeaways were received from the door-to-door business outreach conducted on Colorado Boulevard in Eagle Rock:

- Majority of businesses contacted knew about the project but were generally not supportive of it.
- Loss of parking was the most frequently raised concern with the project.
- Some businesses expressed concern about increased traffic with implementation of the project.

The following key takeaways were received from the door-to-door business outreach conducted on Olive Avenue in Burbank:

- Many of the businesses contacted knew about the project and were generally in support of a design option that keeps the existing parking on Olive Avenue. Many businesses did not know there were two design options being studied and initially were not in support of the project due to assumptions that there would be loss of parking.
- Many concerns were raised about the loss of parking.
- Some comments expressed a preference for the side running option on Olive Avenue.
- Some concerns about increased traffic with implementation of the project were expressed.

# **Next Steps**

During the next phase of the environmental review process, the Metro Board of Directors will consider certifying a Final Environmental Impact Report (FEIR) presented by Metro staff. The Final EIR is anticipated to be released in early 2022 for public review. The Final EIR will be available for review prior to the Metro Board meeting, and the public will have the opportunity to comment on the Final EIR at the Metro Board meeting.

# **ATTACHMENT F**

# **Conceptual Renderings of Proposed Project**



Figure 1: Center-running BRT on Vineland Avenue and Lankershim Boulevard in North Hollywood



Figure 2: Side-running BRT on Olive Avenue between Buena Vista Street and Lake Street in Burbank



Figure 3: Center-running BRT on Glenoaks Boulevard in Glendale



Figure 4: Side-running BRT on Broadway in Glendale



Figure 5: Side-running BRT on Colorado Boulevard at College View Avenue in Eagle Rock (west of Eagle Rock Boulevard)

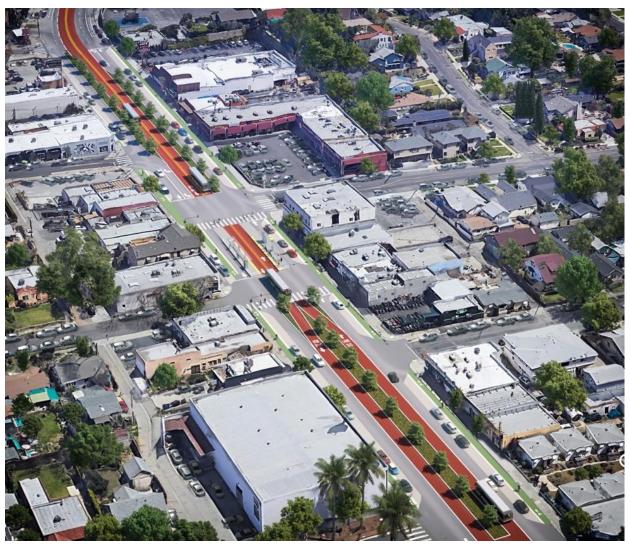


Figure 6: Center-running BRT on Colorado Boulevard in Eagle Rock (east of Eagle Rock Boulevard) – design option with single travel lane (Staff recommendation)



Figure 7: Center-running BRT on Colorado Boulevard at Maywood Avenue in Eagle Rock (design option with single travel lane)



Figure 8: Center-running BRT on Colorado Boulevard at Linda Rosa Avenue in Eagle Rock (design option with single travel lane)

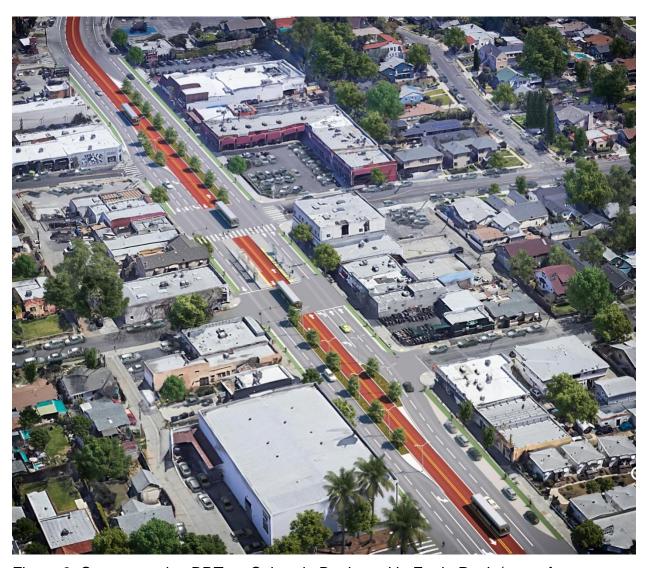
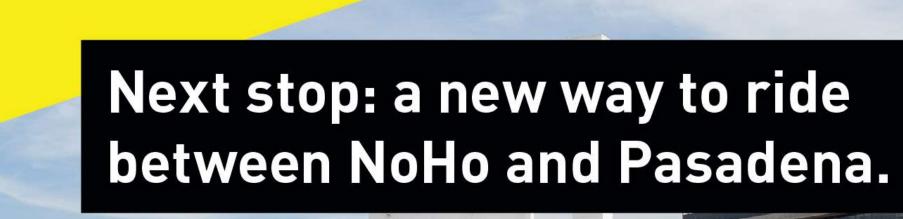


Figure 9: Center-running BRT on Colorado Boulevard in Eagle Rock (east of Eagle Rock Boulevard) – design option maintaining all travel lanes









Planning & Programming Committee April 20, 2022

#### **Recommended Board Actions**

#### Consider:

- A. APPROVING the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (a new, 19-mile long, at-grade bus rapid transit line with twenty-two (22) stations);
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR);
- C. ADOPTING, in accordance with CEQA, the:
  - 1. Findings of Fact, and
  - 2. Mitigation Monitoring and Reporting Program; and
- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse

#### **Purpose and Need**

- > Corridor currently has 700,000 daily trips but no premium transit service
  - Currently served by Metro Lines 501, 180, and other bus lines
  - 10 of 22 planned stations within ½ mile of Equity Focus Community (EFC)
- > Project Goals and Objectives:
  - Provide a new, premium transit option to retain existing riders and attract new riders
  - Provide quick and convenient access to major local and regional activity/employment centers
  - Enhance connectivity to the regional transit network
  - Provide improved passenger comfort and convenience
  - Improve air quality and create healthier communities
  - Support community plans

# **Project Background**

- > November 2016: Approved in Measure M
- > June 2019: Scoping on primarily street-running BRT with route options
  - Received over 2,500 comments
  - Feedback resulted in new SR-134 Route Option in Eagle Rock
- > October 2020: Draft EIR released for public review
  - Nearly 450 comments received, majority supported the project
  - Several comments supported a community-developed concept in Eagle Rock
- May 2021: Board approved project with some refinements, including two design options in Eagle Rock (both included in Final EIR)
  - Staff directed to work with Burbank and Eagle Rock to address remaining concerns

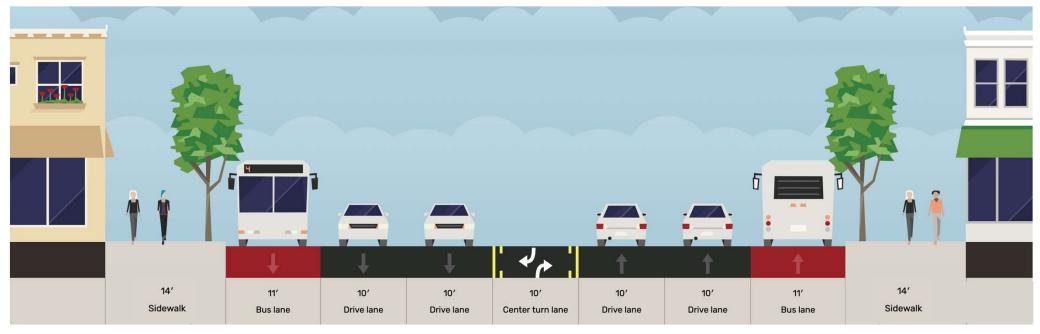
# **Proposed Project**



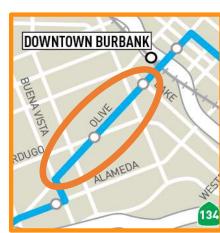
- > Approximately 19-mile corridor with 22 enhanced stations
- > Improves service reliability and customer experience; total peak travel time savings of 34-44%
- > Additional study during FEIR focused on Burbank and Eagle Rock

#### **Concerns Heard in Burbank**

> DEIR studied curb-running bus lanes in Burbank

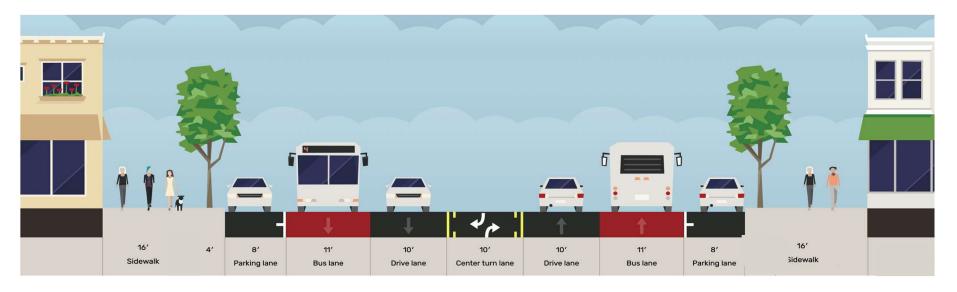


- > City expressed concerns with 1.3 mile stretch of Olive Ave between Buena Vista St and Lake St due to:
  - Loss of all on-street parking
  - Conflicts with loading zones
  - Narrowing of sidewalks/street widening



# Additional Study of Olive Ave Buena Vista St to Lake St

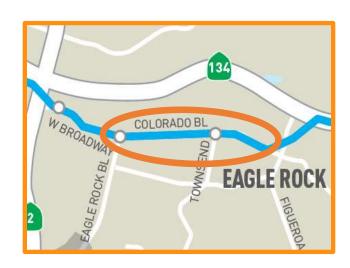
> In response to City's concerns, a new side-running bus lane option was proposed and studied in FEIR



- > Preserves on-street parking and existing loading zones
- > Requires no sidewalk narrowing/street widening
- > Minimal traffic impacts; traffic diverts to other major streets with sufficient capacity
- > Minimal trip diversion anticipated onto residential streets

# What We Heard in Eagle Rock

- > Proposed Project includes side-running bus lanes west of Eagle Rock Blvd
  - Segment approved by Board in May 2021; community is generally supportive
- > East of Eagle Rock Blvd, community expressed several preferences:
  - Operate BRT in median-running configuration
  - Preserve/enhance bike lanes
  - Preserve parking and median space
  - Prioritize safety on Colorado Blvd
  - Minimize traffic effects, including diversion into residential neighborhoods



#### **Additional Study of Colorado Blvd Eagle Rock Blvd to Linda Rosa Ave**

- > Two center-running design options evaluated in FEIR for Colorado Blvd east of Eagle Rock Blvd
  - Option 1 Retains two travel lanes in each direction, but significantly reduces parking and landscaped medians
  - Option 2 Converts one travel lane in each direction to bus lanes
  - Both equivalent in BRT performance
  - Both options include safety improvements and buffered bike lanes



Option 1



#### **Recommended Design Option**

- > Option 2 recommended by staff
  - Compatible with City's ATP plans
  - Stronger public support
  - Improves safety for all street users
  - Minimal traffic diversion to neighborhood streets





Colorado/Eagle Rock
Transition to one travel lane

#### **Staff Recommendation**

- Eagle Rock: Approve the design option which adds one dedicated bus lane in each direction on Colorado Boulevard, reduces the number of mixed-flow traffic lanes to one in each direction east of Eagle Rock Boulevard, preserves more on-street parking, and provides additional landscaped medians.
- > <u>Burbank</u>: Approve the side running bus lane configuration on Olive Avenue between Buena Vista and Lake Streets which adds one dedicated bus lane in each direction, reduces the number of mixed-flow traffic lanes to one in each direction and preserves existing curbside parking and left turn lanes.

### **Outreach During Final EIR**

- Conducted extensive outreach during development of the Final EIR, including:
  - Four virtual public meetings to present design options in Eagle Rock (9/23/21) and Burbank (10/7/21) with 336 total attendees
  - Walked the corridor in both Burbank and Eagle Rock to directly engage with businesses in November and December 2021
  - 386 Transit App rider surveys were completed (9/27 to 10/10/21)
  - Project briefings to various key stakeholders (COGs, Service Councils, studios, Chambers of Commerce, etc.)
  - In-person open house in Eagle Rock attracted more than 200 attendees who completed 176 surveys

#### **Next Steps**

- > File Notice of Determination (NOD) for FEIR
- > Continue to work with cities on project design, including:
  - Dedicated bus lanes
  - Stations
  - Transit Signal Priority
  - Pedestrian and bicycle enhancements, including crosswalk safety improvements, sidewalk lighting and landscaping near stations, improved buffered bike lanes
- > Work with cities on approvals needed for Final Design and Construction
  - Necessary permitting for improvements