Initial Study / Environmental Assessment

Mitigated Negative Declaration / Finding of No Significant Impact

Interstate 5 / Empire Avenue Interchange
City of Burbank, Los Angeles County

Caltrans

FHWA
U.S. Department of Transportation

June 2002

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SCH No. (2001121092)
Dist-7-LA-005
KP 47.65/49.97
133500

MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Description

The California Department of Transportation, District 7 and the City of Burbank are proposing to construct a new interchange on Interstate 5 at Empire Avenue in the City of Burbank, Los Angeles County. The project limits extend roughly from Burbank Boulevard to Buena Vista Street in the City of Burbank. The proposed interchange construction will include constructing a full diamond interchange configuration on Interstate 5 at Empire Avenue.

Determination

The California Department of Transportation has prepared an Initial Study/Environmental Assessment. On the basis of this study it is determined that after mitigation the proposed action will not have a significant effect upon the environment for the following reasons:

1. There will be no adverse effects on businesses, residences, schools or public facilities, neighborhoods, employment, or the area economy.

2. There will be no adverse effects on unique or significant natural features, including, but not limited to, plant life, animal life, or animal habitat or movement.

3. There will be no adverse impacts on archaeological, cultural or historic, parkland, recreational, or scenic areas.

4. Construction of the proposed project will occur in proximity to noise sensitive businesses. Through implementation of the identified measures to minimize harm, there will be no significant impacts on noise, air quality, or water quality.

5. There will be no effects on wetland, floodplain, or agricultural areas.

6. There will be no impacts on scenic resources.

7. There will be no adverse impacts on local traffic.

Ronald Kosinski

Ronald J. Kosinski
Deputy District Director, Division of Environmental Planning
California Department of Transportation
District 7

June 21, 2002
Date

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
Interstate 5 @ Empire Avenue Interchange
From Burbank Boulevard to Buena Vista Street in the
City of Burbank, Los Angeles County, California

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact is based on the attached Environmental Assessment (EA), which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project and appropriate measures to minimize harm. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA assumes full responsibility for the accuracy, scope, and content of the attached EA.

Cesar E. Perez
Senior Transportation Engineer
Federal Highway Administration

6/21/02
Date

The California Department of Transportation (Caltrans) is proposing to construct a new interchange on Interstate 5 (I-5) at Empire Avenue in the City of Burbank. The project limits extend roughly from Walnut Avenue (Kilometer Post 47.65) to Church Street (Kilometer Post 49.97) in Los Angeles County.

Initial Study/Environmental Assessment

State of California Department of Transportation

And

U.S. Department of Transportation
Federal Highway Administration

Pursuant to: 42 U.S.C. 4332(2)(C)

Ronald Kosinski — May 1, 2001

Ronald J. Kosinski
Deputy District Director
California Department of Transportation

Date

Cesar E Perez — 6/13/01

Michael G. Ritchie
Division Administrator
Federal Highway Administration

Date

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SUMMARY

This Initial Study/Environmental Assessment (IS/EA) addresses the potential environmental impacts resulting from the construction of a new interchange at Empire Avenue and Interstate 5 (I-5) in the City of Burbank, Los Angeles County. (figure 1).

The analyses found in this IS/EA show that the proposed project will not significantly affect the quality of the environment. This study has resulted in a determination that a Negative Declaration/Finding of No Significant Impact (ND/FONSI) is the appropriate finding for the proposed project. This IS/EA has been prepared in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

I. PURPOSE AND NEED FOR PROJECT

1.1 Introduction

This proposed project consists of constructing a new interchange on Interstate 5 (I-5) at Empire Avenue in Los Angeles County. The I-5 is a major north/south freeway corridor extending from San Diego, California at the Mexican border to Blaine, Washington at the Canadian Border. The freeway at the proposed project location consists of four (4), 3.6m (12 ft) lanes with a 3.05m (10 ft) wide shoulder in each direction separated by a concrete median barrier. The proposed interchange will be located between the Burbank Boulevard and Buena Vista Street interchanges on I-5.

Currently on I-5, there is heavy congestion in the dominant direction of flow during peak periods. These traffic conditions are forecasted to further deteriorate in future years due to a projected increase in traffic demand. To improve mobility and achieve acceptable levels of traffic operation, the California Department of Transportation (Caltrans), in collaboration with the Federal Highway Administration (FHWA) and the City of Burbank, initiated studies to evaluate the feasibility of constructing a new I-5 interchange at Empire Avenue.

1.2 Changes Since Circulation of Draft Document

Public and Agency comments received during the circulation of the Draft IS/EA, the public hearing process, and subsequent agency consultations have resulted in project modifications which have been incorporated in this final document. A vertical line in the left margin or underlined text indicates changes made since Draft IS/EA circulation.

1.3 Background

In 1991, the need for improved access and egress to the I-5 freeway at Empire Avenue was first identified by the City of Burbank during the development of the Golden State Framework Plan and Environmental Impact Report, conducted for an area of about 485 hectares (1.200 acres) in the city's northwest corner. Subsequently, the Burbank-Glendale-Pasadena Airport Authority

identified the need for improved access to I-5 at Empire Avenue through the EIR/EIS for a proposed new airport passenger terminal. This proposed project is included in the City of Burbank's Capital Improvement Program and Draft Transportation Element Update.

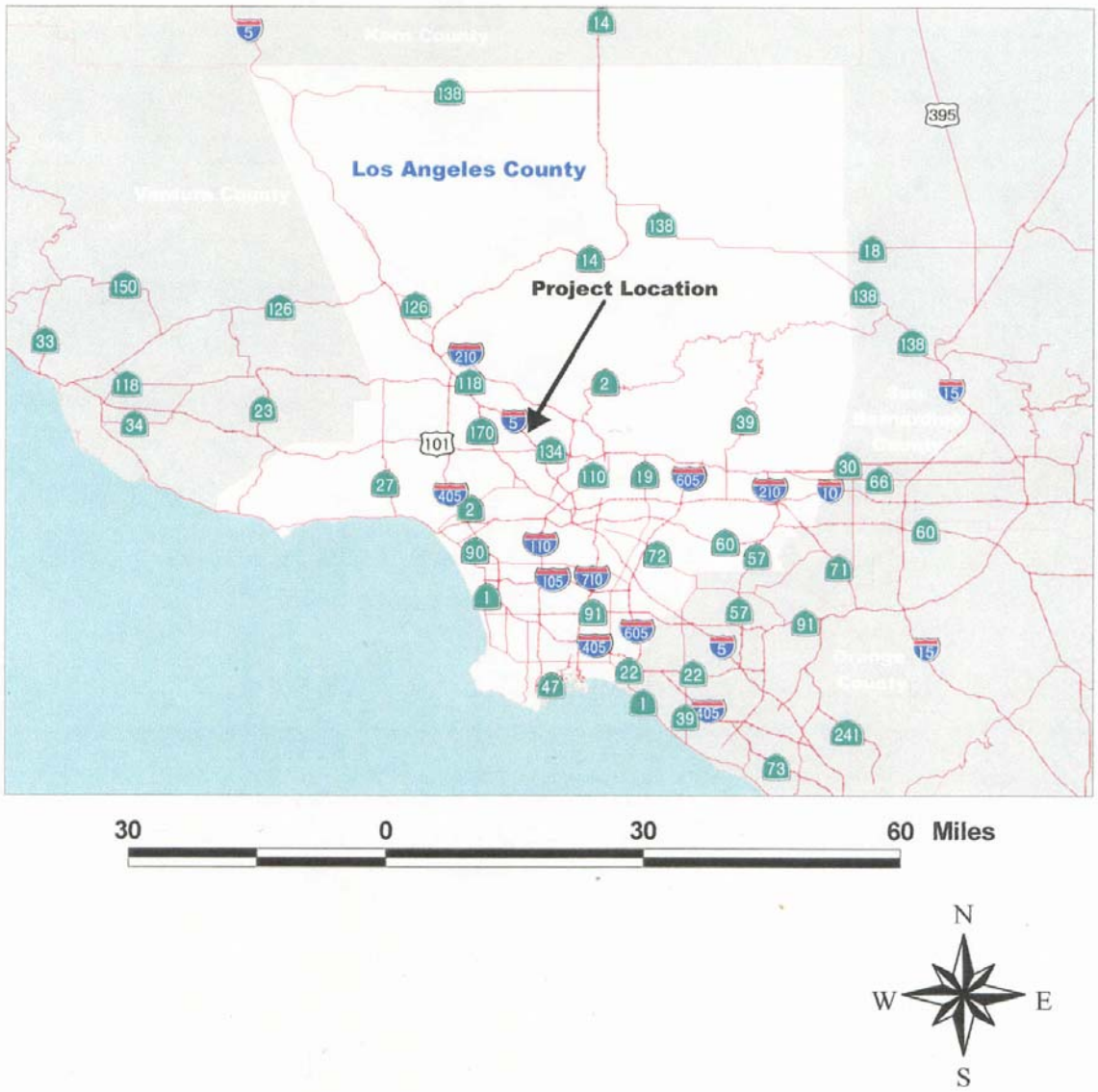
This project was initiated by the City of Burbank to improve traffic access and circulation in the project area and to facilitate future traffic increases associated with the planned redevelopment of the former Lockheed B-1 Sites (the redevelopment known as the "Burbank Empire Center Project" is currently under construction, see figure 2). The Burbank-Glendale-Pasadena Airport, a regional air traffic hub, demands a direct and convenient connection to the regional surface transportation network to improve economic growth of the city and the region led by the Media and Entertainment Industry. In addition, the I-5 Freeway and the Southern California Regional Rail Authority (SCRRA)/Metrolink tracks currently bisect the City of Burbank, limiting the access between the west, where the airport and the proposed redevelopment are located and to the east, where the city central business district is located.

This project is supported by the Burbank-Glendale-Pasadena Airport, since the project would provide improved access to their facility. The developers at the former Lockheed site support this project as a direct beneficiary of the project. The Burbank residential communities in the area will benefit from the project because of the traffic circulation improvement in the local street network, which would significantly reduce out-of-direction travels and thus reducing the negative impacts related to such travels in community disruption, air quality and noise.

Related to this project is a proposal to construct High Occupancy Lanes (HOV) on I-5 between State Route 134 (SR 134) and State Route 118 (SR 118). This HOV project proposes the addition of two HOV lanes, one in each direction, within the median of I-5. To accommodate the addition of HOV lanes in the median, the median would be reconstructed and restriped. This proposed I-5 HOV project is identified in the Southern California Association of Governments (SCAG) 1998/99-2004/05 Regional Transportation Improvement Plan (RTIP), and the 2001 Regional Transportation Plan (RTP). The project is consistent with the goals and objectives contained in the 1993 Congestion Management Program (CMP) and Capital Improvement Program (CIP) for Los Angeles County. Construction is currently proposed to begin in the 2003-04 fiscal year.

This Empire Avenue Interchange project has been developed in accordance with Federal, State and regional project development policies and requirements. This project conforms to the 2020 Concept Facility for I-5 as defined in the Alternative Concept No. 2 in the Transportation Concept Report (TCR) of November 1998 (The Transportation Concept Report (TCR) is a Caltrans long-term planning document that evaluates the conditions of a given state transportation corridor, and establishes a twenty year planning concept).

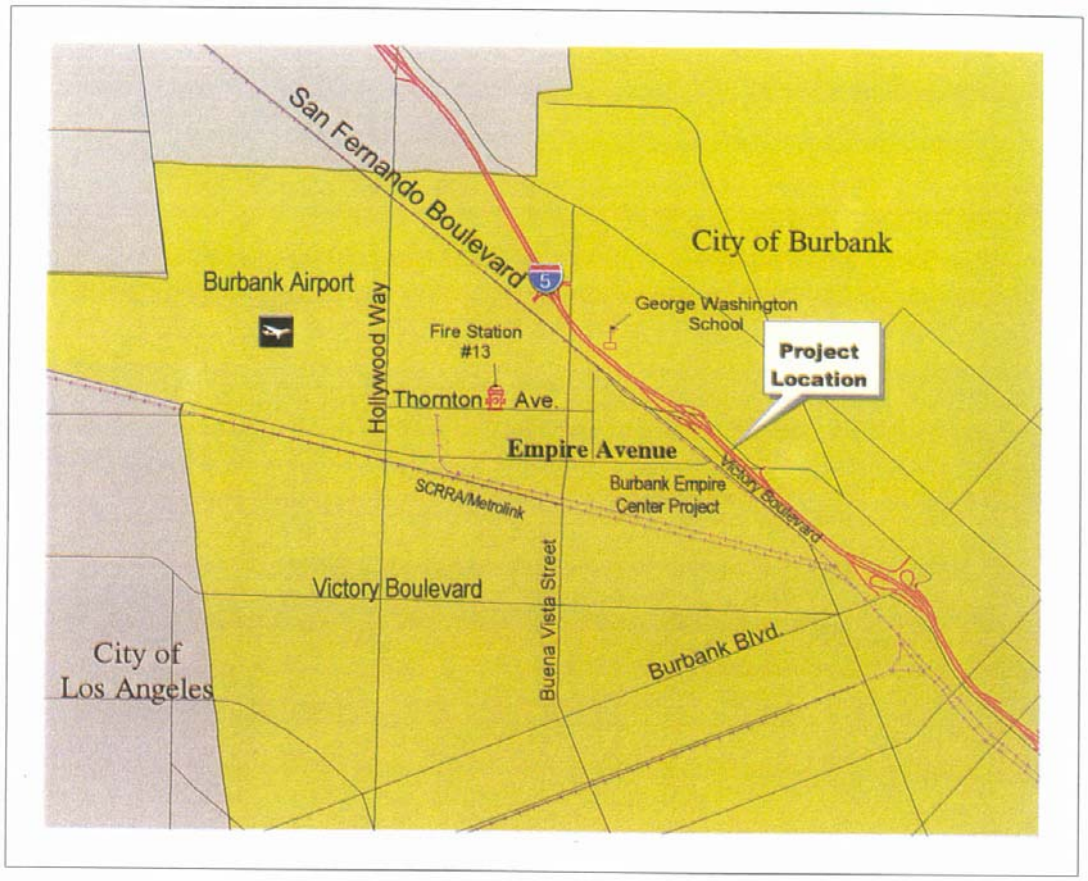
FIGURE 1: REGIONAL LOCATION MAP



Regional Location Map
Interstate 5 / Empire Avenue
Interchange

Figure 1

FIGURE 2: PROJECT LOCATION MAP



1 0 1 2 Miles

N
W E
S

Project Location Map
I-5 Empire Interchange

Figure 2

Purpose and Need

The increasing use of the Burbank-Glendale-Pasadena Airport and the current redevelopment of the former Lockheed B-1 Site (Burbank Empire Center Project) will impact the regional and local transportation network and require measures to improve access, efficiency and integration of multi-modal transportation network systems in the project area. Traffic forecasts and analysis indicated the effectiveness of the proposed project in improving area wide traffic operations mostly by reducing out-of-direction travels.

Building a Multi-modal Transportation System

The Burbank-Glendale-Pasadena Airport serves a large regional population and its efficiency hinges on an integrated and efficient inter-modal transportation system, of which the proposed Empire Avenue Interchange is an identified link. The existing Burbank-Glendale-Pasadena Airport access route to and from Glendale and Pasadena via freeway goes through Lincoln Street and Thornton Avenue, both two-lane minor streets that lack capacity and directness. This existing route cuts through a residential neighborhood, disrupting the community, interfering with emergency access for Fire Department Station 13 and potentially impacting the safety of the children playing at the Lundigan Park. This current access route crosses southbound San Fernando Boulevard at an obtuse angle, which is easy to miss and often causes severe traffic delays. In comparison, Empire Avenue is a four-lane roadway through an industrial/commercial area. The proposed interchange, can make the freeway access direct, more efficient and reduce impacts on local residential neighborhoods.

Supporting Regional Economic Growth

The Burbank Empire Center Project, planned for two million square feet of floor area, is envisioned as a large-scale economic development on a vacant site within a fully built-out urban area. The redevelopment intends to draw strength of the already established entertainment industry in the area to further enhance the region's position as the global leader in this fast growing and highly competitive economic sector. The success of the Burbank Empire Center Project will help bring continued economic growth to the Cities of Burbank and Glendale and provide greater regional benefit for Southern California and the State.

Direct access to and from I-5 is necessary to support the proposed redevelopment at the former Lockheed B-1 site. Empire Avenue currently terminates at Victory Place with no direct access to I-5 or the Burbank Central Business District (CBD). Without the proposed project, traffic from this proposed redevelopment must use West Burbank Boulevard to the south or Buena Vista Street to the north for access and circulation which will make the location less desirable and cause significant delays to existing trips by forcing utilization of the already congested local streets.

1.4 Traffic Studies

The traffic forecast model for the Project Study Report (PSR) prepared for this project was derived from the Burbank Golden State Framework Transportation Study, which was based on the Southern California Association of Governments (SCAG) Regional Transportation Model. The results of the model were reviewed and approved by Caltrans for use in the preparation of the PSR. Among the funded roadway improvements as mentioned in Traffic Operations Analysis (Barton-Aschman Associates Inc., March 3, 1999), widening of Hollywood Way between Winona Avenue and Empire Avenue has been implemented while rest remain on the city's Infrastructure Blueprint to be implemented by year 2015.

The traffic analysis (Referenced in appendix I) for the future baseline case, i.e. without project, revealed severe deficiency in the roadway network in serving the traffic demand. Several key intersections in the project area will operate at an unacceptable level of service, including Empire Avenue/Victory Place, Burbank Boulevard/I-5 southbound and Victory Place/Victory Boulevard/Burbank Boulevard. This area-wide congestion will impede access to and from I-5, causing traffic circulation breakdown on the local street network, disrupting the access to the Burbank-Glendale-Pasadena Airport and the viability of the regional economic growth potential as represented by the Burbank Empire Center Project.

The improvements proposed in this project will provide improved local traffic circulation and freeway access and therefore offer an opportunity to reduce out-of-direction travel and alleviate local traffic congestion. The Level of Service (LOS) calculations for the 2020 Build Alternatives indicate that the overall operations on the local street intersections will meaningfully improve from the baseline, while the overall operations on the freeway mainline and ramps in the area will also improve.

Table 1.4-1: Levels of Service Description

LOS (Level of Service)	***Volume to capacity ratio***	***Interpretation***
A	0.00 - 0.30	Free flow - excellent operation.
B	0.31 - 0.48	Stable flow - very good operation.
C	0.49 - 0.64	Stable flow - good operation.
D	0.65 - 0.80	Approaching unstable flow - fair operation.
E	0.81 - 0.90	Unstable flow - poor operation.
F-0	0.91-1.05	Traffic congested for 15 minutes to 1 hour.
F-1	1.06-1.20	Traffic congestion for 1 to 2 hours.
F-2	1.21-1.34	Traffic congestion for 2 to 3 hours.
F-3	1.35 or more	Traffic congestion for more than 3 hours.

Table 1.4-1 describes how "Level of Service" (LOS) is defined, LOS "A" representing free flowing traffic operations and LOS "F" representing the most congested traffic conditions.

Table 1.4-2: Interstate 5 Ramp Levels of Service Existing, 2020 Baseline and 2020 with Project						
Location	Level of Service					
	Existing		Year 2020 / No Project		Year 2020 / With Project	
Northbound I-5	AM	PM	AM	PM	AM	PM
Olive off ramp	A	A	F	A	A	A
Olive on ramp	A	B	A	B	A	A
Burbank (EB) off ramp	A	A	A	B	A	A
Burbank (WB) off ramp	A	A	C	A	A	A
Burbank/Scott on ramp	A	A	A	C	A	A
San Fernando Rd./Scott/Empire off ramp	A	A	A	A	B	A
San Fernando Rd./Lincoln off ramp	A	A	D	A	D	A
San Fernando Rd./Scott/Empire on ramp	A	A	A	A	A	E
Buena Vista off ramp	A	A	D	C	A	A
Buena Vista on ramp	A	A	A	E	A	E
Southbound I-5						
Burbank off ramp	A	A	F	A	E	A
Buena Vista on ramp	A	A	A	E	A	A
San Fernando Rd./Scott/Empire off ramp	A	A	E	A	C	A
(old) San Fernando Rd./Lincoln on ramp	A	A	A	D	-	-
(New) Empire on ramp	-	-	-	-	A	C
Burbank off ramp	A	A	A	A	C	C
Burbank (WB) on ramp	A	A	A	A	A	C
Burbank (EB) on ramp	A	A	A	B	A	A
Source: Barton-Aschman Associates, Inc., "Traffic Operations Analysis, Empire Avenue Interchange Improvements", March 3, 1999.						

Table 1.4-2 represents the Levels of Service for the on and off-ramps around the project area.

Table 1.4-3: Intersection Levels of Service (peak hours)						
Intersection	**Existing Traffic**		**2020 Baseline**		**2020 w/project**	
	AM	PM	AM	PM	AM	PM
San Fernando Rd. (N)/I-5 SB (on, off)	A	A	F	F	E	E
Buena Vista/I-5 NB (on, off)	D	E	F	F	F	F
San Fernando Blvd. (S)/Buena Vista	C	B	F	F	-	-
San Fernando Blvd. / Lincoln / Victory Pl.	C	E	C	C	A	A
Empire Ave. / Victory Pl.	A	A	F	F	-	-
Empire Ave/San Fernando Blvd. (new)	-	-	-	-	B	D
Empire Ave./I-5 (on, off)/SB San Fernando Blvd. (new)	-	-	-	-	D	D
Empire Ave. / San Fernando Blvd. / NB I-5 (off) (new)*	-	-	-	-	D	C
Burbank / I-5 SB	C	C	E	F	D	D
Burbank/Victory Pl./Victory Blvd.**	C	D	E	F	B	D

*The intersection of Empire Avenue / San Fernando Boulevard / NB I-5 off (new) was analyzed using the 1994 Highway Capacity Manual Operations Analysis methodology. The intersection delay was 33.6 seconds per vehicle in the AM peak hour and 17.4 seconds per vehicle in the PM peak hour
**The intersection of Burbank/Victory Pl./Victory Blvd. has since been reconfigured to remove Victory Blvd. by "T-ing" it into Burbank west of the intersection.

Table 1.4-3 represents the Levels of Service for the intersections around the project area. As noted in tables 1.4-2 and 1.4-3, the traffic data represented are based on traffic analysis prepared in 1999.

Table 1.4-4: Traffic Accident Data Summary Interstate 5 corridor between Post Mile 27.08 to 36.36							
Direction	Total Number of Accidents	Project Site Actual Rate (per million vehicle miles)			State Average Rate (per million vehicle miles)		
		Fatalities	F+I*	Total	Fatalities	F+I*	Total
Northbound	555	0.004	0.25	0.67	0.006	0.32	0.94
Southbound	633	0.007	0.27	0.76	0.006	0.32	0.94

Source: Traffic Accident Surveillance and Analysis System (TASAS) records for the three–year period from 7/1/94 to 6/30/97
* Fatalities plus Injuries

Table 1.4-4 represents accident data summary for the one mile stretch along Interstate 5 crossing Empire Avenue. The rates under "per million vehicle miles" represent the number of recorded accidents per million vehicles on the one mile stretch of I-5 indicated by post mile 27.08 to 36.36.

II. ALTERNATIVES

2.1 Introduction

Four Alternatives have been identified for further study as a result of the project study process. Three of the alternatives are considered "Build" and are modifications to a diamond interchange configuration. The fourth alternative evaluated as a part of this study was the "No-Build" scenario.

Alternative A

Compact Diamond Interchange (Figure 3)

This alternative consists of extending and widening Empire Avenue, which currently terminates at Victory Place west of the Southern California Regional Rail Authority/Metropolitan Transit Authority (SCRRA/MTA) railroad right-of-way immediately adjacent to the I-5 westerly right-of-way line, from Victory Place to northbound San Fernando Boulevard, which is immediately adjacent to the easterly I-5 right-of-way (see figure 3). The extended Empire Avenue roadway would include two signalized intersections, one at the junction with southbound San Fernando Boulevard and the relocated on-ramp and the other at the junction with existing northbound San Fernando Boulevard. San Fernando Boulevard south of the latter intersection to the northbound I-5 Scott Road off-ramp would be widened to change the existing two lane one-way northbound to a five-lane two-way road section. The widening would be constructed along the existing San Fernando Boulevard alignment westerly into I-5 right-of-way. To provide compatibility with the future I-5 corridors implementation of Ultimate Concept configuration, as defined in the Transportation Concept Report (TCR), it will also be necessary to widen a portion of San Fernando Boulevard to the east and reduce the existing parkway/sidewalk width from approximately 3 to 1.5 meters. Pedestrian access will still be available adjacent to the east curb line of the roadbed. The existing local street intersection of Rogers Place/Keeler Avenue will be closed off to prevent trips from these streets to the new Empire/San Fernando Boulevard intersection. As a result of the proposed realignment and extension of Empire Avenue, two new undercrossings will be constructed at Victory Place and I-5. An underpass will also be constructed to grade separate the Metrolink tracks and the future Empire Avenue.

Access to the IHOP Restaurant on the southwest corner of San Fernando Boulevard and Walnut Avenue will be accommodated through striping of the existing northbound left turn pocket on San Fernando Boulevard. The northbound Scott Road exit ramp would be widened from a one lane to two lanes in support of the auxiliary lane.

Acquisition of a portion of the SCRRA/MTA right-of-way, approximately 145 square meters, will be necessary to accommodate the auxiliary lane and realigned entrance ramp. This acquisition has been discussed with Metrolink and it is their preliminary opinion that the proposed Alternative A is generally acceptable with respect to the existing or future use of their facilities and warranted for future detailed discussion.

In summary, the key features of Alternative A are as follows:

- Modified Diamond Configuration Interchange;
- Depress and widen Empire Avenue east of Victory Place;
- Construct new undercrossing structures at I-5 and Victory Place;
- New underpass at the SCRRA/MTA railroad tracks;
- Construct auxiliary lanes along I-5 in both the northbound and southbound directions between Burbank Boulevard and Empire Avenue;
- Signalized intersections at the reconfigured ramp termini at Empire Avenue; and
- Construct combination soundwall/retaining walls in their ultimate locations along easterly I-5 for compatibility with the TCR of November 1998.

The estimated right-of-way and construction cost for Alternative A is $36 million.

Alternative B

Split Diamond Interchange (figure 4)

Alternative B varies from Alternative A in that the alignment of Empire Avenue would follow the existing San Fernando Boulevard south roadbed as it crosses under I-5 and would meet the existing San Fernando Boulevard just east of the San Fernando Boulevard north intersection. (See figure 4). The existing undercrossing would be replaced with a new structure to accommodate the increased roadway width of Empire Avenue. Currently San Fernando Boulevard South is two lanes, thus the existing undercrossing at I-5 is not capable of providing for the capacity improvements of Empire Avenue. Empire Avenue would be depressed and grade separated from Victory Place.

To address FHWA and Caltrans concerns on the operational characteristics of the weave distance between the proposed realigned Empire Boulevard southbound on-ramp and the Burbank Boulevard southbound off-ramp, Alternative B eliminates the proposed auxiliary lane between the two and creates a braided ramp configuration by pulling the Burbank Boulevard exit ramp northerly of the proposed Empire Avenue undercrossing and crosses over the Empire Avenue southbound entrance ramp.

Under Alternative B, the realignment of the Burbank Boulevard exit ramp would encroach significantly into the SCRAA/MTA right-of-way. This encroachment would eliminate the existing Metrolink double-track operation. SCRRA/Metrolink staff has reviewed Alternative B specifically and has voiced objections to the proposed placement of the Burbank Boulevard off-ramp over their existing and future track operations. There is serious concern on the part of the SCRRA, which Alternative B would permanently interfere with the existing and future use of the right-of-way.

Alternative B would provide the requisite capacity and operation characteristics comparable to that of Alternative A. However, these proposed improvements do incur additional cost for engineered solutions to mitigate the encroachment into the adjacent SCRRA/MTA right-of-way. Given the California High Speed Rail Authority's potential implementation of high-speed rail technology within this corridor, the realignment of the Burbank Boulevard exit ramp would limit

the ability of this new technology's implementation. There are also safety concerns with respect to potential train derailments damaging columns supporting the proposed elevated roadbed.

In summary, the key features of Alternative B are as follows:

- Modified Split-Diamond Configuration Interchange;
- Depress and widen Empire Avenue east of Victory Place;
- Construct new undercrossing Structures at I-5 and Victory Place;
- New underpass at SCRRA/MTA trackage and proposed Empire Avenue;
- Construct auxiliary lanes along I-5 in the northbound direction between Burbank Boulevard and Empire Avenue;
- Relocate and elevate the southbound Burbank Boulevard exit ramp via a 1,160 meter haunched structure braided over the proposed Empire Avenue southbound entrance ramp;
- Signalized intersections at the reconfigured ramp termini at Empire; and
- Construct combination sound wall / retaining walls in their ultimate locations along easterly I-5 for compatibility with the Draft Transportation Concept Report.

The estimated right-of-way and construction cost for Alternative B is $64 million.

Alternative C *[preferred alternative]*

Full Diamond Interchange (Ultimate) (figure 5)

Figure 5 shows the layout of Alternative C, which is similar to Alternative B however the two alternatives differ in the amount and configuration of encroachment into SCRRA/Metrolink right-of-way and Alternative C involves use of the Los Angeles Flood Control District's (LAFCD) flood channel approximately between San Fernando Road and the intersection of Broadway and Leland Way. Alternative C would not utilize the braided ramp design as described in Alternative B, thus Alternative C would not inhibit future development of High Speed Rail within this corridor. Further, in conjunction with the I-5 HOV project described in Section 1.2 (between Route 134 to Route 118), Alternative C would involve adding two HOV lanes, one in each direction, within the median of I-5 between Burbank Boulevard and Buena Vista Street. To accommodate the addition of HOV lanes, the median would be reconstructed and restriped and the southbound (S/B) on and off ramps at Buena Vista Street would have to be realigned.

In summary, the key features of Alternative C are as follows:

- Depress and widen Empire Avenue;
- Construct new undercrossing Structures at Victory Place and the SCRRA/MTA trackage;
- Provides standard HOV lane and shoulder; constructs standard auxiliary lane between the proposed Empire Avenue on-ramp to south bound I-5 and the off-ramp to Burbank Blvd.;
- Encroaches approximately 7000 square meters (1.7298 acres) into the former Lockheed B-1 site (to maintain access to the properties on the north side of Empire Avenue). This right-of-way will be deeded to the City of Burbank by the Empire Center Redevelopment at no cost to this project;
- Approximately 550m (1800ft) of Sprint fiber optics would need to be relocated;

- Empire Avenue on-ramp to southbound (SB) I-5 would be realigned towards the south to accommodate additional lane on the southbound freeway;
- Encroaches into SCRRA/Metrolink right-of-way. Approximately 1 km (0.62 mi)of the SCRRA/Metrolink siding track would need to be realigned;
- Covering of the FAFCD's flood channel approximately from Scott Road to San Fernando Boulevard to accommodate an additional northbound auxiliary lane;
- A railroad separation structure (at Buena Vista Street) (Underpass) would need to be built at Buena Vista due to the siding track being pushed northerly (currently an "at grade" railroad crossing exists at Buena Vista Street);
- The SB off-ramp to Burbank Boulevard would need to be realigned and widened to accommodate anticipated greater traffic;
- The 20" Pacific Pipeline with fiber optic duct would need to be relocated;
- Realign the centerline of Interstate 5 toward the southerly end to widen Buena Vista Street undercrossing to accommodate full standard HOV lanes;*
- Realignment of both S/B off and on ramps at Buena Vista Street to accommodate the widening of Interstate 5 at Buena Vista Street; *
- Buena Vista Street under the new SCRRA/Metrolink underpass will be depressed;*
- Realigned the siding track would necessitate a new SCRRA/Metrolink underpass at Buena Vista Street because the realignment would extend the siding track to the north of Buena Vista Street. As a result of the requirement by Metrolink, the grade has to be raised starting from Burbank Boulevard to Buena Vista Street to minimize the profile change;
- San Fernando Boulevard undercrossing at the SCRRA/Metrolink trackage will need to be reconstructed to accommodate the new higher railroad profile;
- Widen Buena Vista Street bridge on the high side (southbound I-5) to accommodate HOV lanes;*
- Realign and widen southbound I-5 at Buena Vista Street to provide full standard lane width on the mainline. As a result, the San Fernando Boulevard on and off ramps on the southbound I-5 would need to be modified; * and
- San Fernando Boulevard undercrossing at the SCRRRA/Metrolink trackage would need to be reconstructed to accommodate the new higher railroad profile.

* Due to current funding restrictions, the ramp/structure alterations at Buena Vista Street may not be constructed as part of this project. Depending on the availability of future funding, the alterations at Buena Vista Street may be constructed as part of the I-5 HOV project described in Section 1.2 (between Route 134 to Route 118).

The estimated right-of-way and construction cost for Alternative C is $93 million.

Alternative C has been identified as the preferred alternative. This final alternative selection has been made after the consideration of impacts, design effectiveness and public comments received during the public circulation period.

Alternative D

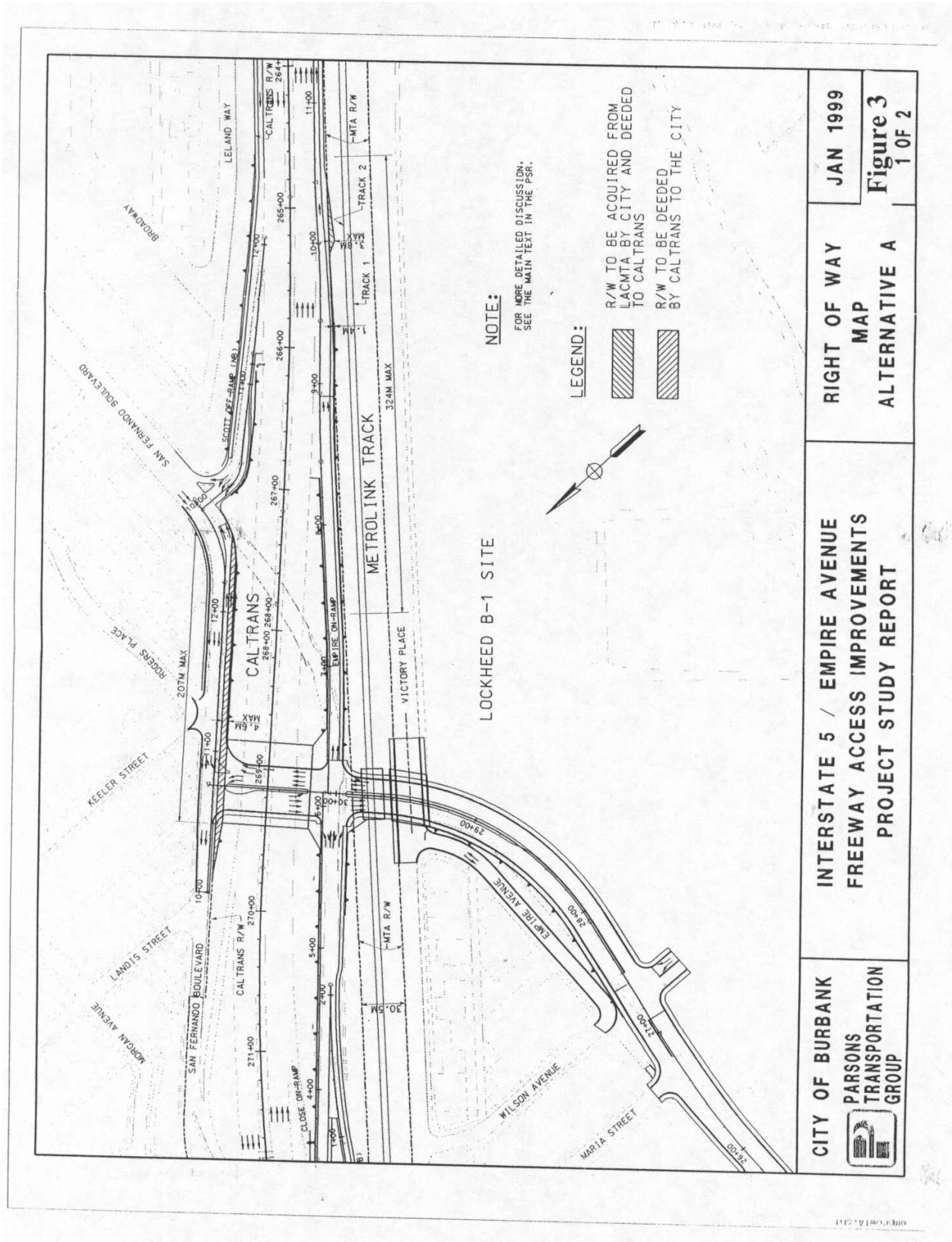
No Build

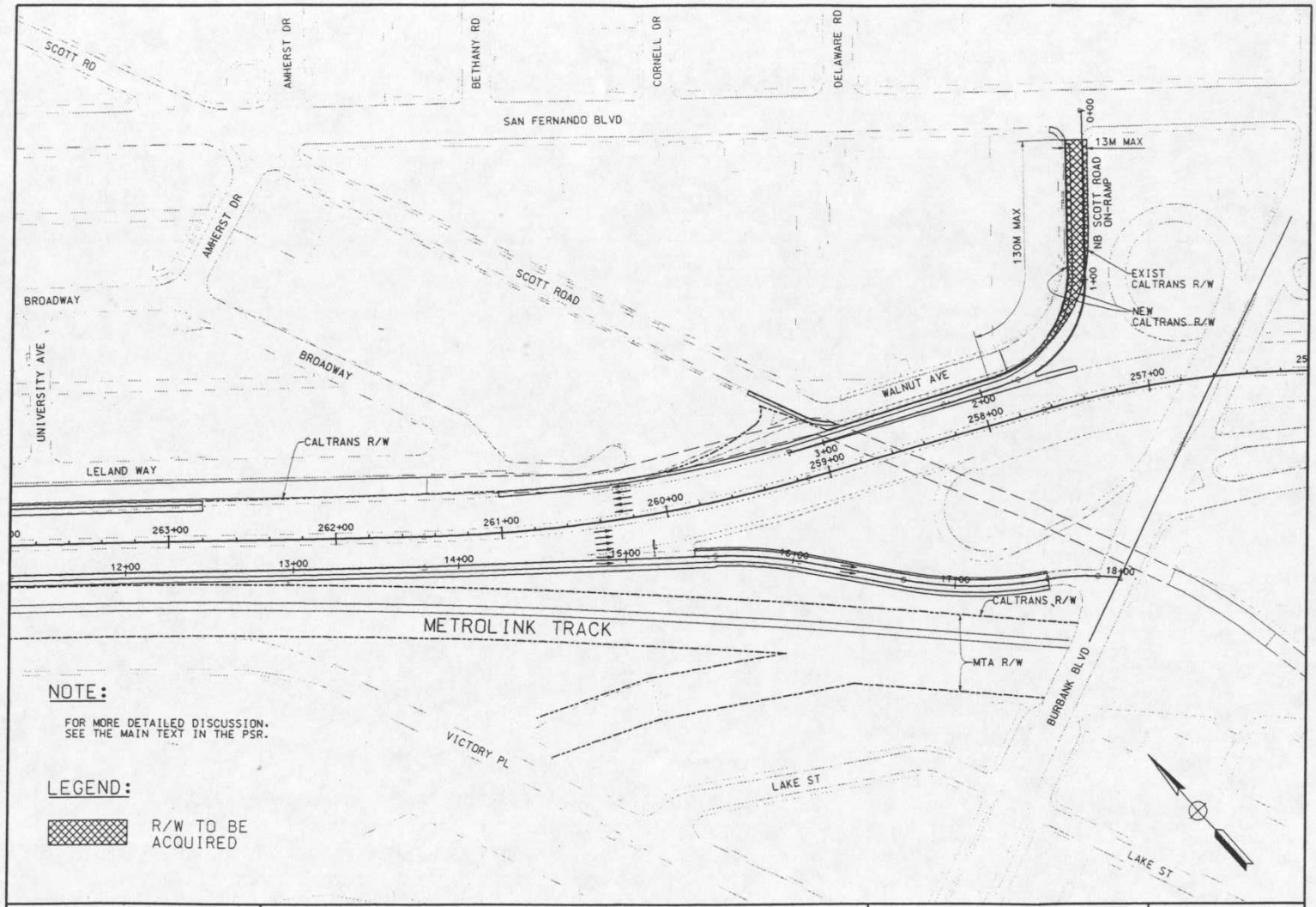
The No Build Alternative would not provide capacity or operational improvements along I-5 or the existing local street network. The continued growth and demand for access along I-5 is expected to become constrained and inadequate. Additionally, access to the Burbank-Glendale-Pasadena Airport combined with the anticipated demand for access to the Empire Redevelopment area (labeled "Proposed Re-development" in figure 2) are expected to worsen the delay experienced at the intersection of Victory Place and Empire Avenue.

Alternatives Withdrawn from Consideration

During the project study phase, the No Build Alternative also addressed the possibility of improving other alternative routes between I-5 and the Airport in absence of this proposed project. Several possible improvements that were considered but dropped included: (1) extending Winona Avenue and improving the I-5/Buena Vista/Winona Interchange: (2) widening Thornton Avenue and reconfiguring intersections and ramps at Lincoln Street; and (3) an entirely new roadway between I-5 and the airport north of Thornton Avenue. These city sponsored studies concluded that the Empire Avenue crossing at I-5 combined with the freeway access improvements (this proposed project) were the most cost effective solution to satisfying transportation demand in the immediate project region. Possible transit-based alternatives (including an alternative similar to the Federal Transit Administration's (FTA) Rapid Transit Demonstration Program) have gone unsupported and were also withdrawn from consideration. Such transit-based alternatives would limit both the range of mobility and avenues of access to and from I-5, therefore not meeting the project's purpose and need of improving access to the I-5/Empire Avenue area of the City of Burbank.

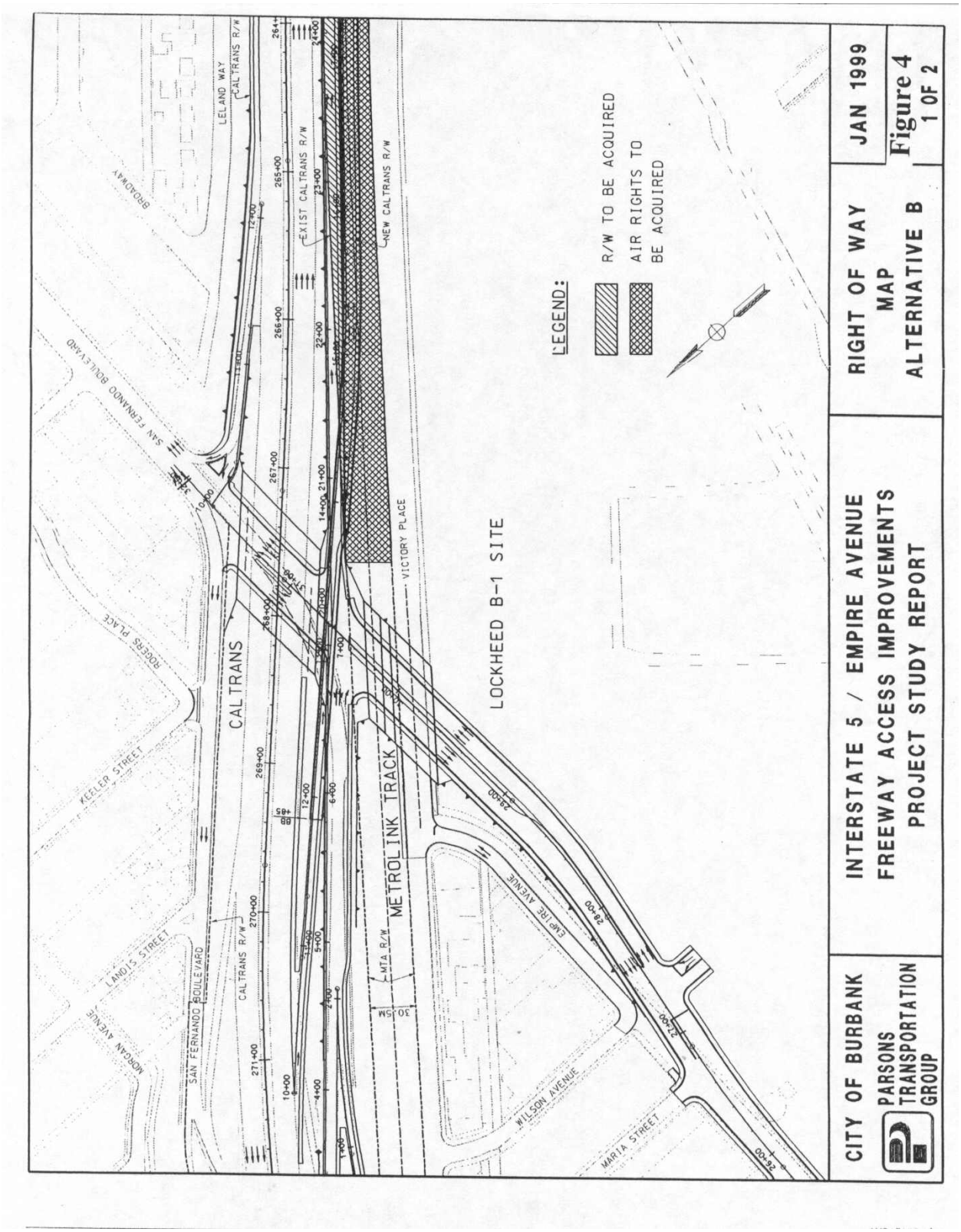
FIGURE 3: ALTERNATIVE A

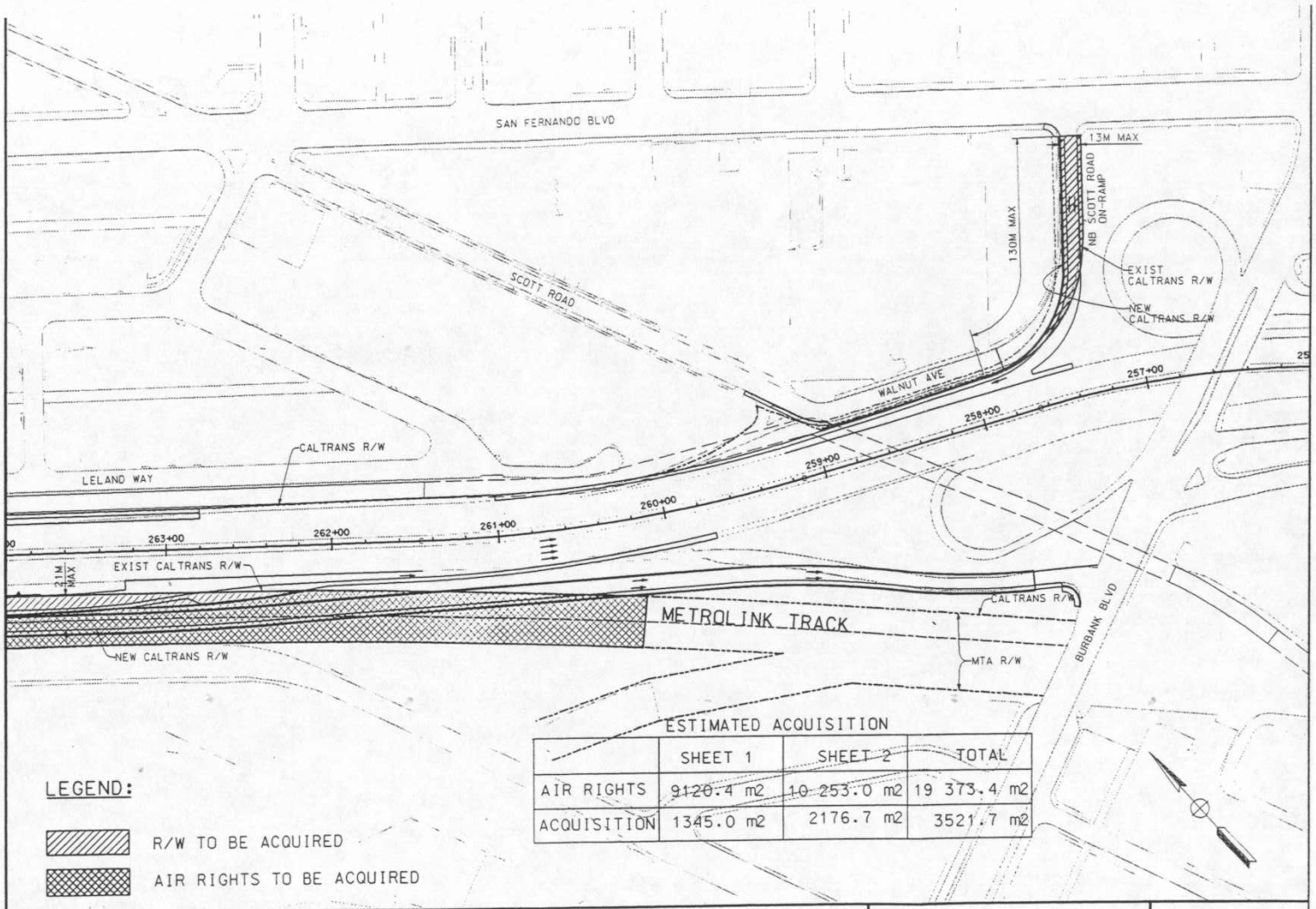




CITY OF BURBANK PARSONS TRANSPORTATION GROUP	INTERSTATE 5 / EMPIRE AVENUE FREEWAY ACCESS IMPROVEMENTS PROJECT STUDY REPORT	RIGHT OF WAY MAP ALTERNATIVE A	JAN 1999 Figure 3 2 OF 2

FIGURE 4: ALTERNATIVE B





ESTIMATED ACQUISITION

	SHEET 1	SHEET 2	TOTAL
AIR RIGHTS	9120.4 m2	10 253.0 m2	19 373.4 m2
ACQUISITION	1345.0 m2	2176.7 m2	3521.7 m2

LEGEND:

R/W TO BE ACQUIRED

AIR RIGHTS TO BE ACQUIRED

CITY OF BURBANK PARSONS TRANSPORTATION GROUP	INTERSTATE 5 / EMPIRE AVENUE FREEWAY ACCESS IMPROVEMENTS PROJECT STUDY REPORT	RIGHT OF WAY MAP ALTERNATIVE B	JAN 1999 Figure 4 2 OF 2

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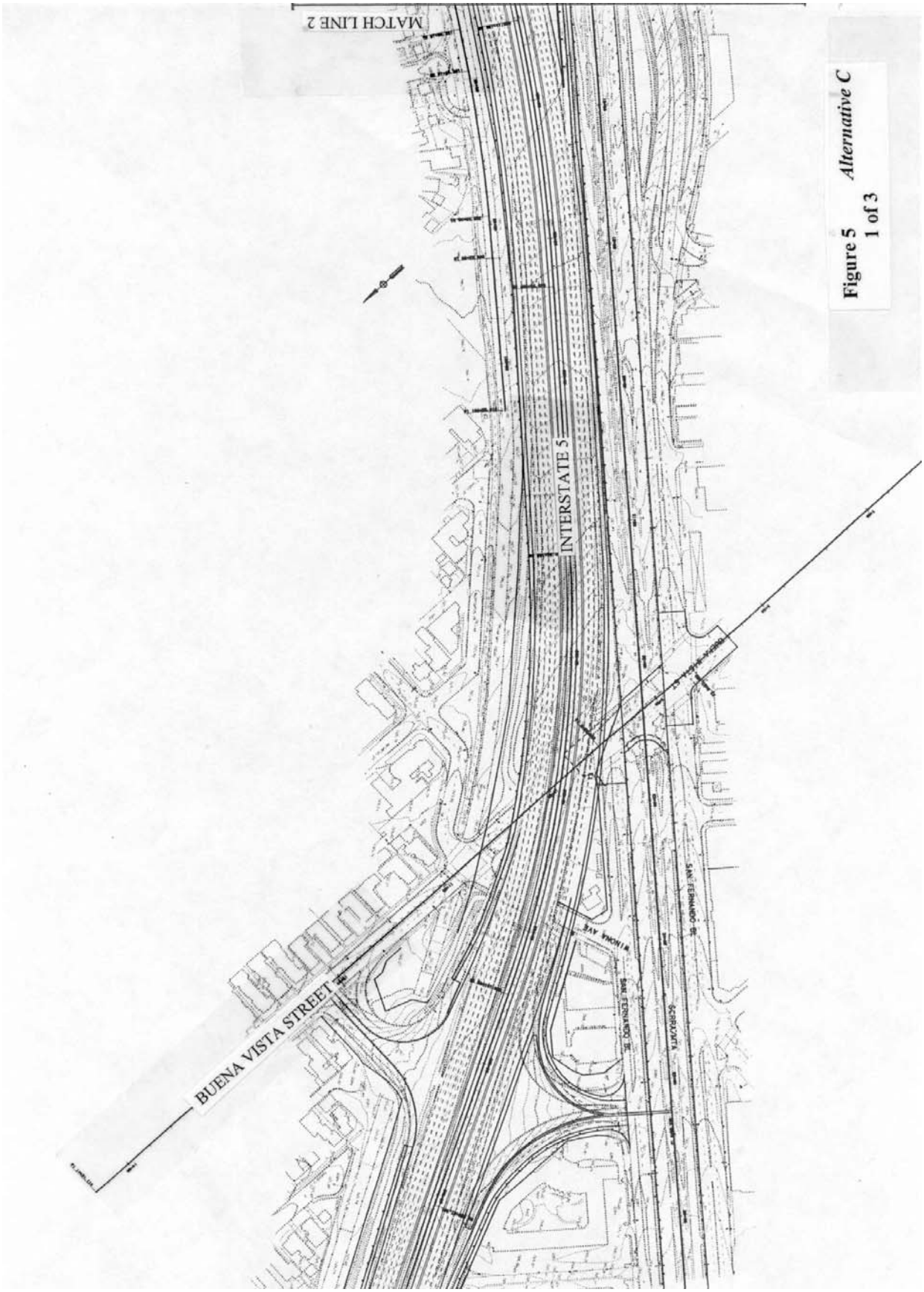
FIGURE 5: ALTERNATIVE C



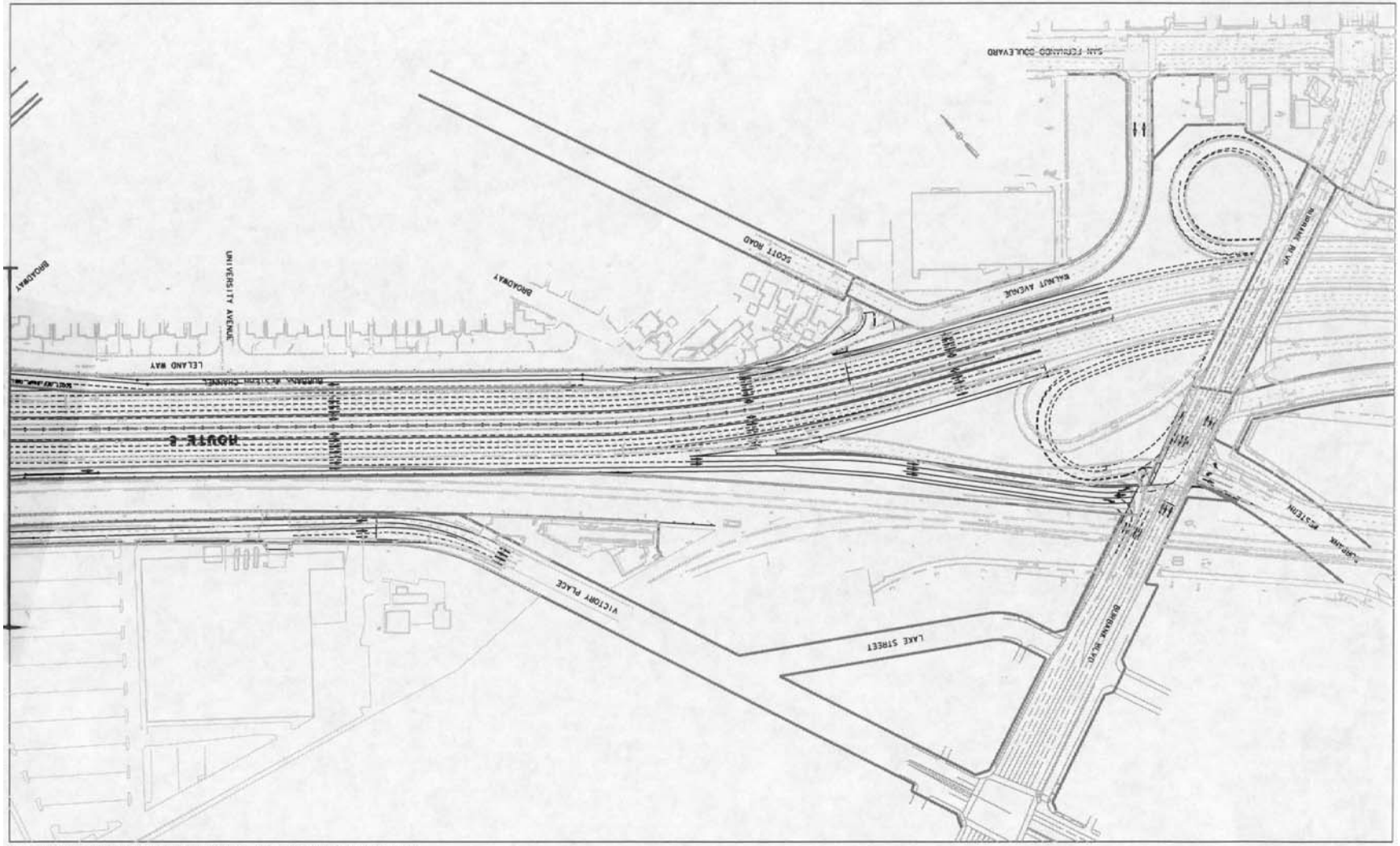


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Figure 5 ***Alternative C***
3 of 3

III. AFFECTED ENVIRONMENT

3.1 Introduction

This section describes the relevant project area resources that would affect or that would be affected by the alternatives if they were implemented. In conjunction with the description of the alternatives in Section 2 and the anticipated effects in Section 4, this section presents the baseline conditions against which the decision-makers and the public will use in reviewing the effects of each alternative.

The project area is located on Interstate 5 (I-5), an important link running northerly from the Mexican Border all the way to the Canadian border. The general project vicinity is located between State Route 134 (SR-134) and the junction with State Route 170 (SR-170). The project area is located in the City of Burbank, which is urbanized with a mix of residential and commercial land use.

3.2 Geologic Setting

Geology

Regionally, the project site is located within the Los Angeles Basin which is situated at the juncture of the Transverse and Peninsular Ranges Provinces. The Los Angeles Basin is divided into four distinct structural blocks separated by major faults or flexures. The existing I-5 freeway is located at the Northwestern block which includes portions of the east-west trending San Fernando Valley. Structurally, this block is the only portion of the present-day basin located within the east-west trending Transverse Ranges Province.

Locally, the project area is situated roughly parallel to the foot of the Verdugo Mountains and was constructed entirely over alluvium (deposited by running water) sediments, consisting of gravel, sand, silt and clay.

Seismicity

The project area is located in a seismically active area. The geologic processes which have caused earthquakes in the past can be expected to continue. Seismic events which are likely to produce the greatest bedrock accelerations could be a moderate event on the Mission Hills (San Fernando) fault zone and/or a large event on a distant active fault.

A fault is considered by the State of California to be active if geologic evidence indicates that movement on the fault has occurred in the last 11,000 years, and potentially active if movement is demonstrated to have occurred in the last two million years.

There is no geological information that indicates an earthquake (active) fault in the project area. Within the project limits, the existing freeway is not located under the confines of the Alquist-

Priolo Earthquake Fault Zoning Act (AP-Act) and is not located over a previous well-defined fault trace. The nearest known earthquake fault (under the AP-Act) is the Tujunga Segment of the San Fernando Fault Zone and is located 8.45 km (5.25 mi) to the northeast of the site (figure 6)

A 1999 Seismic Hazard Zone Map – Burbank Quadrangle issued by the Department of Conservation – California Geological Services (former Division of Mines & Geology) shows that there is a potential for liquefaction at the project site. However, during the last two major earthquakes in this area (1971 San Fernando – Mm = 6.62 and the Northridge – Mm = 6.7) liquefaction did not occur within this area.

3.3 Hydrology / Water

Hydrogeologic Conditions

The water bearing zones in the basin are primarily in the recent and older alluvium. The eastern one-third portion of the Valley contains two-thirds of the groundwater storage capacity due to geologic variations. The regional groundwater flow generally trends southeast, however, this flow direction can be locally affected by precipitation, groundwater pumping, faults, and other geologic features. The groundwater in the project area is approximately 150 feet below the ground surface.

3.4 Air Quality

The City of Burbank is located in the South Coast Air Quality Management District's (SCAQMD) jurisdictional boundaries.

Air Quality Regulations and Planning

Air quality has been regulated at the federal level under the federal Clean Air Act (CAA) since 1970. This act authorizes the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for air pollutants of nationwide concern. The act also requires each state to submit a State Implementation Plan (SIP) detailing the state's strategy for achieving the national standards. The California Clean Air Act (CCAA) requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. These standards encompass the most common varieties of airborne materials, which can pose a health hazard to the most sensitive individuals in the population.

The project area is located in the South Coast Air Basin (SCAB), which is designated as nonattainment area for Ozone (O_3), Carbon Monoxide (CO) and particulate matter (PM_{10}) at the state as well as the federal level.

The EPA has identified six air pollutants as being of nationwide concern: carbon monoxide (CO), sulfur oxides (SO_x), nitrogen oxides (NO_x), ozone (O_3), particulate matter (PM-10), and lead (Pb). These pollutants are collectively referred to as criteria pollutants. The pollutant sources, effects on human health, and final deposition into the atmosphere vary considerably.

For this proposed project, PM-10 would be of concern during the project's construction phase. CO is a colorless and an odorless gas, which in high concentrations can incapacitate the red blood cells and interfere with their ability to carry oxygen to body tissues. Particulate matter includes both liquid and solid particles of a wide range of sizes and composition. The principal health effect of the airborne particulate matter is on the respiratory system, although PM-10 has been associated with carcinogenic effects. Particulate matter in the form of fugitive dust mainly results from demolition, excavating/grading, and the operation of earth moving equipment. The following sections provide a brief discussion of federal/state CAA amendments and SCAQMD's air quality management strategy. In addition, Table 3.4-1 shows the local air quality levels measured at the Burbank-West Palm Ambient Air Monitoring Station and Table 3.4-2 shows both Federal and State ambient air quality standards.

Table 3.4-1: Local Air Quality Levels

LOCAL AIR QUALITY LEVELS MEASURED AT THE
BURBANK-WEST PALM AMBIENT AIR MONITORING STATION

Pollutant	California Standard	Federal Primary Standard	Year	Maximum[1] Concentration	Days (Samples) Sate/Federal Std. Exceeded
CO	20 ppm for 1 hour	35 ppm for 1 hour	1997	9	0/0
			1998	8	0/0
			1999	9	0/0
	9.0 ppm for 8 hours	9 ppm for 8 hours	1997	7.4	0/0
			1998	7.5	0/0
			1999	9.0	0/0
Ozone	0.09 ppm for 1 hour	0.12 ppm for 1 hour	1997	.13	15/2
			1998	.18	34/7
			1999	.12	13/3
NO_2	0.25 ppm for 1 hour	0.053 ppm annual average	1997	.20/.0424	0/0
			1998	.14/.0416	0/0
			1999	.18/.0456	0/0
PM10[2]	50 ug/m^3 for 24 hours	150 ug/m^3 for 24 hours	1997	92*	30/0
			1998	75	15/0
			1999	82	21/0

Notes: 1. Maximum concentration is measured over the same period as the California Standard.
2. Based on 56 samples in 1997 59 samples in 1998 and 60 samples in 1999.
NS = No standard set NM = Not measured
ug/m^3= microgram per cubic meter ppm = parts per million
* Less than 12 full months of data. May not be representative

Source: Annual Summaries California Air Resources Board.

Federal Clean Air Act Planning Requirements

In November 1990, Congress enacted a series of amendments to the CAA intended to intensify air pollution reduction efforts across the nation. One of the primary goals of the 1990 CAA amendments was an overhaul of the planning provisions for those areas not currently meeting the NAAQS. The CAA identifies specific emission reduction goals, requires both a demonstration of reasonable further progress and an attainment demonstration, and incorporates more stringent sanctions for failure to attain or to meet interim milestones. The CAA requires air districts throughout the country to develop: (1) a Federal Implementation Plan for PM-10 as required by Section 189(b)(2), and (2) a post-1966 Rate-of-Progress Plan as required in Section 182(2)(B).

California Clean Air Act Planning Requirements

The California Clean Air Act (CAL-CAA) was signed into law on September 30, 1988, became effective on January 1, 1989, and was amended in 1992. The CAL-CAA initiated its own ambient air quality standards, which are far more stringent than the NAAQS. The CAL-CAA requires, beginning on December 31, 1994 and every three years thereafter, that each air quality district in the state demonstrate the overall effectiveness of its Air Quality Management Plan (AQMP) to achieve a reduction in basin-wide air pollutant emissions of five percent or more per year (15 percent or more in a three-year period) for non-attainment pollutants or their precursors.

3.5 Noise

Noise levels were measured at ten (10) sites along the northbound side of I-5 between the hours of 9:00 AM and 3:00 PM. At this time of the day, freeway vehicle speed typically increases causing noise levels to rise. Existing noise levels were measured and recorded at the most representative sensitive receptor sites within the project limits. These levels were measured and recorded during a ten-minute period along the northbound and southbound sides of the freeway, during the morning and afternoon hours. Traffic was free-flow level of service C. These existing noise levels or measurements ranged from 65 dBA to 70 dBA (Leq). All of the noise sensitive areas already have existing soundwalls.

Noise sensitive receptors are usually identified as residences, motels, hotels, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas and parks. The location of the noise sensitive areas (indicated as “noise measurement sites”) within the project limits are shown in Figures 9A-9C.

The unit of measurement for sound intensity is the decibel (dBA) as measured on the “A” scale of the standard Sound Level Meter. The ‘A’ scale most nearly approximates the response of the human ear sound. All noise levels in the Noise Study Report are expressed as Leq, which in a given period of time contains the same acoustic energy as the time varying sound levels during the same period. The noise measurement and predictions shown in this report are in compliance with the Code of Federal Regulations (23 CFR 772).

Community background (ambient) noise was measured and recorded at about 350 meters (1148.28 feet) from the northbound side of the freeway, at the intersection of Keeler Street and

Elliot Drive the noise level was 52 dBA (Leq). The location of each site and the corresponding noise level is shown in Table 5.2-1.

There is one school, the George Washington Elementary School, within the study limits. It is located on the northbound side of the freeway, at the very northern end of the project. The existing noise levels ranged from 65 dBA exterior to 47 dBA interior at classrooms closest to the freeway. The closest area used for outside activity was measured at 60 dBA. The future noise level at the school, with the proposed soundwall, is predicted to remain unchanged from current levels.

Noise Standards

Traffic noise abatement requirements of the Federal Highway Administration (FHWA) are based on Title 23, Code of Federal Regulations, Part 772 (23 CFR, Part 772), "Procedures for Abatement of Highway Traffic and Construction Noise." The FHWA standards have mitigation requirements when noise effects will substantially increase the ambient noise levels of adjacent areas. Also, under CEQA, a substantial increase in noise will constitute a significant effect and must be mitigated or justification provided for not providing the mitigation. Under FHWA regulations, a traffic noise impact must be mitigated when the predicted noise levels "approach or exceed" the Noise Abatement Criteria (NAC) or when the predicted noise levels substantially exceed existing noise levels and it is reasonable and feasible to mitigate such exceedances. FHWA requirements are applicable to the proposed project.

Caltrans Noise Policy

Caltrans noise policy (developed to carry out FHWA noise abatement objectives) requires a determination to be made whether the proposed project will substantially increase the ambient (existing) noise levels in adjacent areas. If so, it is considered a significant environmental impact, and must be mitigated or justification provided for not mitigating the impact. If noise abatement is found to be reasonable and feasible (in accordance with established criteria), sound barriers will be constructed, even when the changes in existing noise levels are not found to result in a significant impact. For purposes of noise analysis, when the predicted noise level reaches 1dBA less than the NAC, it is considered to be approaching the NAC of all land use categories.

If traffic noise impacts have been identified, noise abatement must be considered and all reasonable and feasible noise abatements must be included in the project. When a sound barrier is proposed as a noise abatement measure it must achieve a minimum noise reduction of 5 dBA.

Table 3.4-2: State and Federal Ambient Air Quality Standards			
		California Standards	**Federal Standards**
Pollutant	**Averaging Time**	**Concentration**	**Concentration**
Oxidant Ozone	8 hour 1 hour	-- 0.09ppm*	0.08 ppm 0.12 ppm
Carbon Monoxide	8 hour 1 hour	9.0 ppm 20 ppm	9 ppm 35 ppm
Nitrogen Dioxide	Annual Average 1 hour	-- 0.25 ppm	0.053 ppm --
Sulfur Dioxide	Annual Average 24 hour 3 hour 1 hour	-- 0.04 ppm -- 0.25 ppm	0.030 ppm 0.14 ppm 0.5 ppm***
Respirable Particulate Matter (PM10)	Annual Geometric Mean 24 hour Annual Arithmetic Mean	30 ug/m^3** 50 ug/m^3 --	-- 150 ug/m^3 50 ug/m^3
Fine Particulate Matter (PM2.5)	Hour Annual Arithmetic Mean	-- --	65 ug/m^3 15 ug/m^3
Suspended Particulate Matter	Annual Geometric Mean 24 hour	-- --	75 ug/m^3 260 ug/m^3
Sulfates	24 hour	25 ug/m^3	--
Lead	30 Day Average Calendar Quarter	1.5 ug/m^3 --	-- 1.5 ug/m^3
Hydrogen Sulfide	1 hour	0.03 ppm	--
Visibility Reducing Particles	8 hour (10am to 6 pm, PST)	Visibility < 10 miles with relative humidity <70%	--

1. Excerpted from the California Air Quality Data – Annual Summary Vol. XVIII, 1998

2. California standards are values that are not equaled or exceeded except for carbon monoxide, sulfur dioxide and particulate matter, which are not to be exceeded.

3. National standards, other than those based on annual averages or geometric means, are not to be exceeded more than once per year.

* Part per million; e.g., 1 part pollutant per 1,000,000 parts air.

** Micrograms per cubic meter

*** National Secondary Standard: The level of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

FIGURE 6: FAULT LOCATIONS MAP

3.6 Visual Setting

The project site is located in a highly urbanized landscape. This urbanization of the landscape has altered the area's natural visual setting. As of January 2000, the visual setting (to the west of I-5) is expected to change due to the construction of the Burbank Empire Center project (figure 2) on the former Lockheed site. The I-5 has a total of eight lanes in the project area. The freeway was constructed in the late 1950's and has a well-worn appearance due to its age and heavy use. Traffic on Interstate 5 is continual, often congested and includes large numbers of commuters and freight trucks.

3.7 Biological Resources

A Natural Environment Study Report (NESR) (December 2000) was completed for this proposed project. The result of the NESR led to a finding that no sensitive natural resources are known to, or likely to occur within the project limits. This finding was based on field surveys, a review of the proposed right-of-way "footprint", aerial photographs, the California Department of Fish and Game's Natural Diversity Data Base (NDDB) and examination of the United States Geological Survey (U.S.G.S.) quad map.

The Burbank Western Channel, located immediately adjacent to the northbound lanes of Interstate 5, is concrete lined and free of sediment and vegetation. Aerial photographs of the project area show that this channel is currently covered upstream and downstream of the project area.

3.8 Land Use

The proposed I-5 Empire Avenue interchange is located in the City of Burbank between the cities of Los Angeles and Glendale (Figure 2 shows the project area in relation to the two cities). To the west of I-5, the **land use** pattern is principally general manufacturing. To the east of I-5, the **land use** pattern consists of single and multiple family low density and limited commercial land use.

Other than planned development **zoning** (PD 97-3) in the project area (figure 8), the east side of the I-5 consists of a mix of manufacturing and single family low density. To the west of I-5, **zoning** consists of residential and commercial zoning.

3.9 Social and Economic

The areas within and adjacent to the project area are predominantly middle to upper middle income compared with the average for the City of Burbank estimates (Table 3.9.2).

FIGURE 7: CENSUS TRACTS IN THE PROJECT AREA

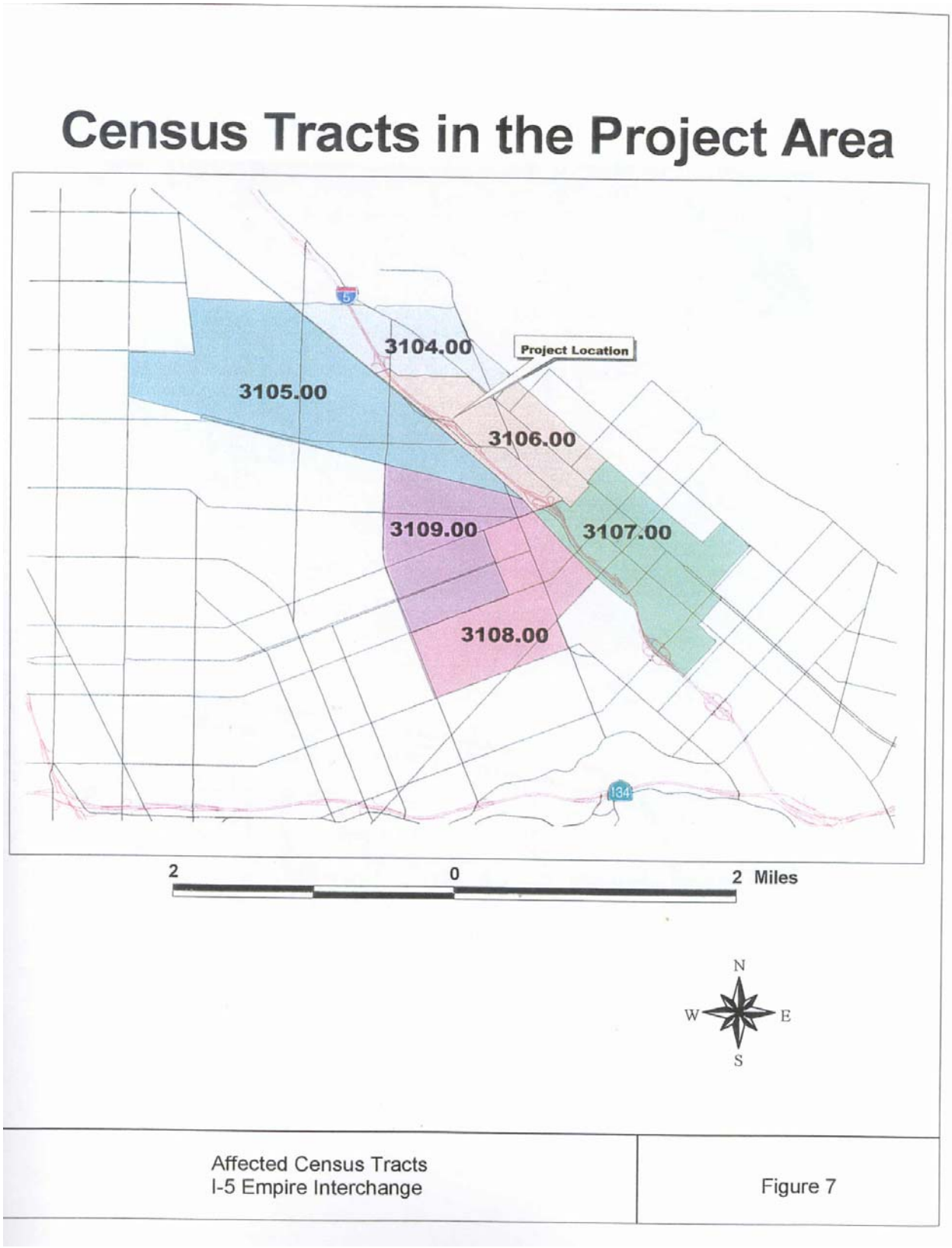
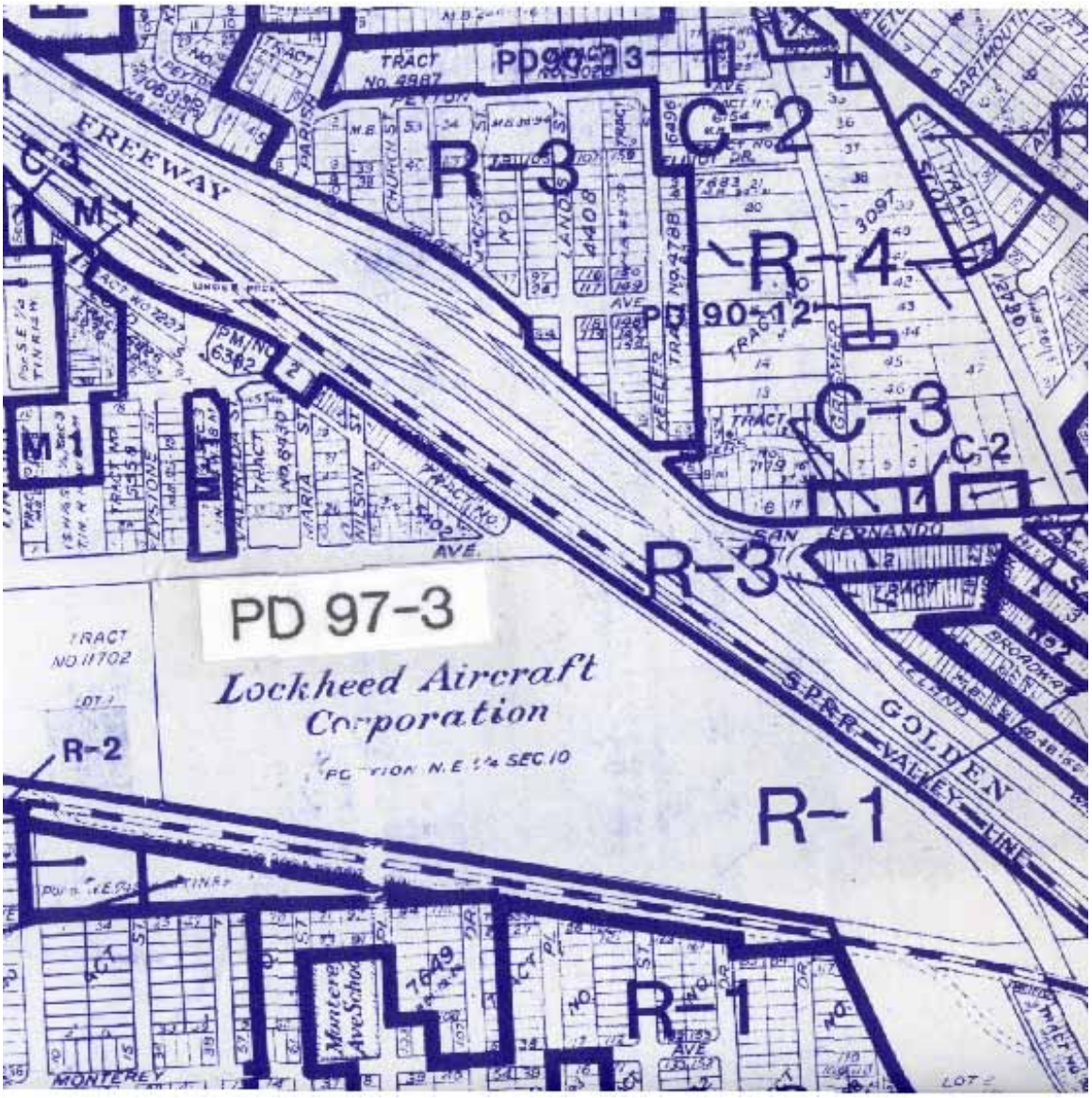


FIGURE 8: CITY ZONING IN PROJECT AREA*



*City of Burbank Zoning Map, revised 06/10/96

Refer to Census Tract Map (figure 7)

Table: 3.9-1: Study Area Ethnic Composition							
Jurisdiction (City)	**Census Tract #**	White %	Black %	Native American %	Asian %	Other %	Hispanic %
Burbank	**3104.00**	89	.18	.5	5.9	4.2	17.3
	3105.00	64.4	2.5	.44	3.6	29	65.5
	3106.00	77	3.5	.97	9	9.7	23.5
	3107.00	76	2.9	1.2	8.6	11.2	27
	3108.00	84.2	.39	.69	5.9	8.9	22.6
	3109.00	83	.45	.66	7.2	8.9	23.3
Burbank City Average		**83**	**1.6**	**0.5**	**6.8**	**8.2**	**22**
Notes: Percentages do not add up to 100% because the "Hispanic" category overlaps with other categories. Source: U.S. Census Bureau, 1990							

Table 3.9-1 represents the ethnic composition of the seven census tracts surrounding the project area including the averages for the entire City of Burbank (last row of Table 3.9-2).

Refer to Census Tract Map (figure 7)

Table: 3.9-2: Study Area Demographic Variables					
Jurisdiction (city)	**Census Tract #**	Population	Median Household Income $	Below Poverty Level %	Disabled %
Burbank	**3104.00**	3,235	35,679	1.9	14.5
	3105.00	3,147	26,333	6.6	2.9
	3106.00	7,602	32,241	3.3	7.1
	3107.00	11,691	30,525	4.0	6.4
	3108.00	4,519	37,411	.06	5.8
	3109.00	6,366	39,531	1.8	8.6
Burbank City Average		**93,643 (total)**	**$35,959**	**2.9**	**6.3**
Source: U.S. Census Bureau, 1990					

Table 3.9-2 gives a general idea of the demographics in the project area. In the 1990 Census data presented in Tables 3.9-1 and 3.9-2, low-income population is defined as $13,395 for a family of four [yr. 1990] (The poverty level for a family of four in 2000 was $17,761). The 1990 Census was used because the current available 2000 census data is only obtainable for an entire city area and is not yet distinguishable by census tracts. The 1990 Census is the most reliable, accurate demographic and income data distinguished geographically by census tracts.

The poverty thresholds used by the U.S. Census Bureau are not affected by geographic location, the thresholds are updated every year for inflation using the Consumer Price Index. The term “household” in Table 3.9-2 is defined as all the people who occupy a housing unit. A house, an apartment or other group of rooms, or a single room, is regarded as a housing unit when it is occupied or intended for occupancy as separate living quarters. More information on how the Census Bureau measures demographics and ethnicity can be found at their website http://www.census.gov/hhes/poverty/povdef.html.

3.10 Cultural Resources

The Historic Property Survey Report (HPSR) for this proposed project was completed by Caltrans in January 2001. The HPSR was forwarded to the State Historic Preservation Officer (SHPO) on March 5, 2001. On April 13, 2001, the findings of the HPSR were concurred by SHPO (copy of SHPO concurrence letter is in Appendix III). The purpose of the HPSR is to inventory extant buildings and structures in the project's Area of Potential Effect (APE) and to evaluate these structures according to National Register of Historical Places eligibility criteria. The HPSR also identifies any potential prehistoric or historic archaeological sites in the APE.

To identify historic and archaeological resources, the APE was established as the maximum right-of-way line required for all alternatives. At some locations, where partial or full takings of adjacent properties would be required, the APE was extended to include the affected property and one property beyond to account for potential indirect effects, including noise, light, glare and alteration of the existing setting. For this proposed project, the historic architectural survey formally evaluated twelve properties in the APE. None of the properties appear to meet National Register eligibility criteria. There are no buildings previously determined eligible for inclusion in the National Register of Historic Places within the project area. No properties have been given formal local designations of historical significance. There appears to be no potential for a historic district or cultural landscape within all or part of the APE.

No recorded prehistoric or historic sites were identified within the APE.

3.11 Hazardous Waste

An Initial Site Assessment (ISA) was conducted (prepared by Parsons Engineering Science, Inc., January 1999) to identify potential contaminant sources that may adversely affect the project area. The primary purpose of the ISA is to identify potential areas of soil and groundwater contamination that may be encountered during construction activities. Potential contaminant sources were identified by:

- Visual inspection of the project site and the immediate vicinity to identify potential sources of environmental contamination or impairment;
- Review of pertinent federal, state, and local government documents and databases to identify known and potential contamination sites on and adjacent to the project site;
- Review of historic aerial photographs and historic topographic maps of the project vicinity;
- Interviews with state and local agency personnel.

The National Priorities List (NPL) is the United States Environmental Protection Agency (USEPA) listing of uncontrolled or abandoned hazardous waste sites identified for priority remedial action under the Superfund program (established by the Congress on December 11, 1980 the Comprehensive Environmental Response, Compensation, and Liability Act CERCLA, is also known as the Superfund program). The Calsites database contains both potential and confirmed hazardous substance release properties and is compiled by the California Environmental Protection Agency, Department of Toxic Substances Control (CAL-EPA DTSC).

Two NPL Superfund sites and two Calsites were identified in the database search conducted for the ISA.

The project area is located within the boundaries of the North Hollywood NPL Superfund Site. Groundwater containing the chlorinated solvents TCE and PCE was discovered in the water supply wells in Burbank, California in the 1980's. This Superfund site was placed on the NPL in June 1986 for area wide groundwater contamination. Since this discovery, various remedial work has been done all across the San Fernando Valley.

The second NPL site listed within the project area is the Crystal Springs NPL Superfund site. Groundwater containing the chlorinated solvents TCE and PCE was also discovered in the water supply wells in Burbank, California in the 1980's. The Crystal Springs NPL Superfund site was placed on the NPL in June 1986 for area wide groundwater contamination. Since this discovery, various remedial work has been done all across the San Fernando Valley.

The two Calsites identified within the database search are the above mentioned North Hollywood NPL Superfund site and Western Pacific Circuits located at 2033 N. Lincoln Street in Burbank, California. Western Pacific Circuits is listed as a known large quantity hazardous waste generator and has undergone a preliminary site assessment conducted in 1985. In 1994 this site was referred to another agency. The Western Pacific Circuits site should not interfere with the project area construction due to the relative distance from construction activity and the associated depth to groundwater.

The United States Environmental Protection Agency (USEPA) Resource Conservation and Recovery Act (RCRA) database includes selected information on sites that generate, store, treat, and dispose of hazardous waste as defined by the act. A review of the RCRIS-TDS list indicates there are two sites within approximately one mile of the project area. The first site is identified as the Lockheed Martin Corporation located at 1705 Victory Place. This site has been identified as a large quantity generator and a hazardous waste treatment, storage and disposal facility (TDSF). The Lockheed site has since undergone remedial activity and is currently being redeveloped. The second site is identified as Alumtreat Inc. located approximately one mile from the project location at 2905 Winona Avenue Alumtreat Inc. is listed as a large quantity hazardous waste generator and a TDSF. Due to the relative distance of Alumtreat Inc. to the proposed construction activity and the associated depth to groundwater, this site should not interfere with the project area construction.

3.12 Public Services and Facilities

Public Services and facilities include schools, a fire station, an animal shelter and parks. The public services and facilities located in the project area include:

- Robert E. Gross Park, 2800 W. Empire Avenue
- Lundigan Park, 2701 Thornton Avenue
- Fire station #13, 2713 Thornton Avene
- George Washington School, 2322 North Lincoln Street
- Permanent Charity Earthwalk Park, 1922 Grismer Street

- McCambridge Park, 1515 North Glenoaks Boulevard
- Burbank High School, 902 North Third Street
- Monterey High School, 915 Monterey Avenue
- Vickroy Park, 2300 Monterey Place
- City of Burbank Animal Shelter, 1150 North Victory Place

IV. ENVIRONMENTAL EVALUATION

4.1 Introduction

The Environmental Significance Checklist on the following pages was used to identify physical, biological, social and economic factors that might be affected by the proposed project. A "no" answer in the first column of the checklist documents a no effect determination. A "yes" answer in the first column of the checklist documents the potential for effect. A narrative discussion for all the checklist questions can be found in Section V, "Discussion of Environmental Evaluation". Background technical studies were performed in connection with this project to document the anticipated effects of the alternatives, the results of which are summarized in this IS/EA.

Table 4 Environmental Significance Checklist			
		YES or NO	If YES, is it significant ? YES or NO
PHYSICAL. Will the proposal (either directly or indirectly):			
1.	Appreciably change the topography or ground surface relief features?	Yes	No
2.	Destroy, cover, or modify any unique geologic or physical features?	No	
3.	Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	No	
4.	Result in or be affected by soil erosion or siltation (whether by water or wind)?	No	
5.	Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	No	
6.	Result in an increase in the rate of use of any natural resource?	No	
7.	Result in the substantial depletion of any nonrenewable resource?	No	
8.	Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control?	No	
9.	Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	No	
10.	Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	No	
11.	Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	No	
12.	Result in the use of water in large amounts or in a wasteful manner?	No	
13.	Affect wetlands or riparian vegetation?	No	
14.	Violate or be inconsistent with Federal, State or local water quality standards?	No	
15.	Result in changes in air movement, moisture, or temperature, or any climatic conditions?	No	
16.	Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	No	
17.	Results in the creation of objectionable odors?	No	

		YES or NO	If YES, is it significant ? YES or NO
18.	Violate or be inconsistent with Federal, State, or local air standards or control plans?	No	
19.	Result in an increase in noise levels or vibration for adjoining areas?	Yes	No
20.	Result in any Federal, State, or local noise criteria being equal or exceeded?	Yes	No
21.	Produce new light, glare, or shadows?	No	
BIOLOGICAL. Will the proposal (either directly or indirectly):			
22.	Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora, and aquatic plants)?	Yes	No
23.	Reduction of the numbers of or encroachment upon the critical habitat or any unique, threatened or endangered species of plants?	No	
24.	Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	No	
25.	Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique, or other farmland of State or local importance?	No	
26.	Removal or deterioration of existing fish or wildlife habitat?	No	
27.	Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	No	
28.	Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?	No	
29.	Introduction of new species of animals into an area, or result in a barrier to the migration of movement of animals?	No	
SOCIAL AND ECONOMIC. Will the proposal (directly or indirectly):			
30.	Cause disruption of orderly planned development?	No	
31.	Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?	No	
32.	Be inconsistent with a Coastal Zone Management Plan?	No	
33.	Affect the location, distribution, density, or growth rate of the human population of an area?	Yes	No
34.	Affect life-styles, or neighborhood character or stability?	Yes	No
35.	Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	No	
36.	Divide or disrupt an established community?	No	
37.	Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	No	Yes
38.	Affect employment, industry or commerce, or require the displacement of businesses or farms?	No	
39.	Affect property values or the local tax base?	Yes	No

		YES or NO	If YES, is it significant ? YES or NO
40.	Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	No	
41.	Affect public utilities, or police, fire, emergency or other public services?	Yes	No
42.	Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?	Yes	No
43.	Generate additional traffic?	No	
44.	Affect or be affected by existing parking facilities or result in demand of new parking?	Yes	No
45.	Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	No	
46.	Result in alterations to waterborne, rail or air traffic?	No	
47.	Support large commercial or residential development?	No	
48.	Affect a significant archaeological or historic site, structure object, or building?	No	
49.	Affect wild or scenic rivers or natural landmarks?	No	
50.	Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	No	
51.	Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	Yes	No
52.	Result in the use of any publicly-owned land from a park, recreation area, or wildlife and waterfowl refuge?	No	
MANDATORY FINDINGS OF SIGNIFICANCE			
53.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of, restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No	
54.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	No	
55.	Does the project have environmental effects which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects probable future projects. It includes the effects of other projects which interact with this project and, together, are considerable.	No	
56.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No	

V. DISCUSSION OF ENVIRONMENTAL EVALUATION

5.1 Introduction

The discussions in this section are based on several technical studies and reports conducted throughout the project's history. These studies are available for review at Caltrans District 7 Office, 120 South Spring Street, Los Angeles, California. These studies include:

- Traffic Analysis Report, March 1999.
- Initial Site Assessment, January 1999.
- Geotechnical Investigation, April 1999.
- Noise Study Report, March 2001.
- Natural Environment Study Report, December 2000.
- Project Study Report, March 1999
- Physical Environmental Report, December 2000.
- Historical Property Survey Report, January 2001.
- Noise and Vibration Study for Liberman Broadcasting, Inc.

5.2 Physical

Topography (Questions 1 and 2)

All of the Empire Avenue Interchange project alternatives involve depressing Empire Avenue beneath Victory Place and the SCRRA/Metrolink tracks to connect with a modified San Fernando Boulevard/I-5 undercrossing. These alterations would result in minor changes to the topography in the immediate project area. No unique or geologic or physical features are present in the project area.

***MEASURES TO MINIMIZE HARM*:** None required; standard engineering practices will be used.

Geologic/Seismic Hazards (Question 3)

In southern California, seismic events of damaging magnitude could happen at any time. There is no geological information that indicates an *active* earthquake fault in the project area. Within the project limits, the existing freeway *is not* located under the confines of the Alquist-Priolo Earthquake Fault Zoning Act and is not located over a previous well-defined fault trace. The nearest known earthquake fault (under the AP-Act) is the Tujunga Segment of the San Fernando Fault Zone and is located 8.45 km to the northeast of the site. There are no geological or geotechnical conditions that would preclude the construction of this project.

MEASURES TO MINIMIZE HARM: Pending a selected alternative, design and construction for this proposed interchange will require a detailed subsurface exploration for specific parameters.

Erosion Effects (Question 4)

There will be no change in the existing rate of erosion as a result of this project

MEASURES TO MINIMIZE HARM: None required

Use of Energy/Natural Resources (Questions 5,6 and 7)

Construction of any build alternative would entail a one-time energy expenditure to manufacture building materials, prepare the surface and construct the roadway and facilities. This expenditure is balanced by the improved system efficiency over the design life of the project.

While renewable natural resources, such as lumber, would be used in the construction of the project, there would not be an increase in the rate of consumption in the region. Non-renewable resources such as fossil fuels would be used during the construction and also used by motorists following construction of the project. However, this use would not cause a substantial depletion in the supplies of these resources.

MEASURES TO MINIMIZE HARM: None required

Hazardous Materials, Safety and Solid Waste (Questions 8 and 45)

Based upon the site reconnaissance and a review of the environmental database report, one site located within the study area was identified as containing the possibility of presenting an environmental threat that may be encountered during construction activities. This site is the former Lockheed Martin Corporation located on approximately 100 acres southwest of the Empire Avenue/Victory Place intersection.

At the time of the Initial Site Assessment (January 1999), the site was contaminated with TCE, PCE, vinyl chloride, carbon tetrachloride, petroleum hydrocarbons and chromium. There were known high molecular weight petroleum hydrocarbons reaching soil depths of approximately 70 feet located mainly in the central area of the Lockheed parcel that present a low risk of remobilization and a low associated public health risk. Groundwater and soil vapor remedial activities have been and continue to be conducted to remove the Volatile Organic Compounds (VOCs). Remedial activity accommodations have been made for the underpass construction.

The study area includes portions of the I-5 freeway. The top 0.6m to 0.9m (2 to 3ft) of unpaved soil adjacent to the I-5 freeway and ramps has the potential to be contaminated with aerially deposited lead at levels considered hazardous. The California Department of Toxic Substances Control (DTSC) has granted a Variance to Caltrans allowing the reuses of certain lead-impacted soils within the project area.

MEASURES TO MINIMIZE HARM: A Site Investigation (SI), also referred to as a Phase 2 Investigation, is required to determine what contaminants may be present and determine the criteria for the handling and disposal of hazardous wastes and the safety measures for the public and workers.

All areas requiring excavation within Caltrans' existing or proposed right-of-way must be tested for potential contaminates and to the planned depth of excavation. The areas to be excavated for the I-5/San Fernando Boulevard undercossing and for the Empire Avenue improvements require soil analysis for heavy metals as well as the contaminants for concern at the Lockheed site.

Demolition of the I-5/San Fernando Boulevard undercrossing presents potential exposure to asbestos containing material (ACM). A review of the as-built plans cannot definitely rule out its presence and potential locations are not accessible until exposed during construction. If ACM is present, a permit from the South Coast Air Quality Management District is required for structure demolition.

If the project construction activities begin prior to the completion of the Soil Vapor Extraction (SVE) remediation, then all of the excavated soils should be monitored for VOC emissions using the appropriate field screening instruments.

The extent of any possible contamination and any requirements for special handling would be determined before construction begins. A Hazardous Waste Clearance is required before completion of the project's Plans Specifications and Estimates (PS&E) and Right-of-Way certification. The Site Investigation Report will include requirements for the handling and disposal of identified hazardous materials and the health and safety measures required for the public and workers.

If contaminated soils are identified during the Phase 2 Site Investigation, additional soil testing may be required to define the extent of the contamination.

The removal of yellow traffic stripes and pavement markings may produce debris containing lead and chromium, or toxic fumes if heated. If such activities occur, appropriate containment and disposal methods would be employed.

Additionally, in accordance with the Los Angeles County Countywide Siting Element (approved January 1998), every effort will be made to recycle existing AC pavement and existing concrete bridge abutment material that is to be removed, recycled and stockpiled on state facility for later use.

Floodplain and Flooding Effects (Questions 9, 10, 11,12, 14)

Alternative C would involve modifying a portion of the Los Angeles Flood Control District's (LAFCD) flood channel located immediately east of the project area between San Fernando Boulevard and the intersection of Broadway and Leland Way in the City of Burbank. Specifically, the modifications involve covering that section of the flood channel to accommodate construction of a new auxiliary lane.

Localized flooding or ponding could be a problem in low lying portions of the proposed improvements during periods of heavy rainfall. The hydraulic effects of covering the FAFCD flood channel would be minimal, resulting in a nominal increase in water surface profile.

MEASURES TO MINIMIZE HARM: For both short term and long term water quality impacts, temporary as well as permanent Best Management Practices (BMPs) will be identified during final design when there are sufficient engineering details available to warrant competent analysis. Caltrans is committed to implement cost effective temporary and permanent BMPs as identified during final design.

Appropriate drainage and/or pumping systems will be incorporated into the design of the project to control localized flooding or ponding. In areas of shallow ground water, the placing of subdrains or utilizing ground water pumps would drain free-standing water.

Construction activities in flood channels would only be scheduled to occur during dry periods under permit from the relevant agencies.

Wetlands and Riparian Effects (Question 13)

The proposed project will not encroach upon any observed state or federal wetland area.

MEASURES TO MINIMIZE HARM: None required.

Climatic Change and Odors (Question 15 and 17)

The proposed project, as an addition to an existing roadway, would not result in changes to climatic conditions or cause odors, with the exception of temporary odors of asphalt during construction.

MEASURES TO MINIMIZE HARM: None required.

Air Pollution Emissions and Standards (Questions 16 and 18)

Air quality analysis did not reveal a significant effect on the environment. None of the build alternatives will produce air quality violations, nor worsen or delay timely attainment of the Carbon Monoxide (CO) air quality standards. Current and projections into the future indicate that the one-hour and the eight-hour standards will not be exceeded. This project will not cause or contribute to any new localized CO violations or increase its frequency or severity.

Localized CO impacts were evaluated using the Transportation Project Level Carbon Monoxide Protocol (CO-Protocol) written by the Institute of Traffic Studies at the University of California, Davis, 1997. The use of this CO-Protocol is endorsed by the Southern California Association of Governments (SCAG) for assessing project-level impacts.

The procedures and guidelines provided in the CO-Protocol were followed to evaluate the local level CO impacts of the project. These procedures and guidelines comply with the following regulations without imposing additional requirements: Section 176(c) of the 1990 Clean Air Act Amendments, federal conformity rules, state and local adoptions of the federal conformity rules, the National Environmental Policy Act (NEPA) and the California Environmental Quality Act

(CEQA) [Cal. Code of Reg., tit. 21, § 1509.3 (25)]. The procedures and guidelines described in the CO-Protocol is intended to replace the procedures for determining localized CO concentrations (hot-spot analysis) that are given in 40 CFR § 93.131. The CO-Protocol methodologies have been prepared by the U.S. EPA Region as an appropriate analysis.

This proposed project would be located in a nonattainment area for CO with an approved CO attainment plan, thus a Level 3 analysis of the CO attainment plan was initiated to determine if this project is satisfactory. The screening criteria provided is based on comparing the affected interchange with those locations specifically modeled in the attainment plan. CO concentrations at the new Empire Avenue Interchange would be lower than those modeled in the attainment plan because of the following conditions:

1. The receptor locations for this project are at the same distance or farther from the traveled roadway than the receptor locations modeled in the attainment plan.
2. This project has less traffic, fewer lanes and better LOS than the modeled intersection.
3. Meteorology is the same for both the proposed interchange and the receptor locations modeled in the attainment plan.
4. Traffic lane volumes for all approach and departure segments are lower for Empire Avenue than Sunset Boulevard – Highland Avenue modeled intersections.
5. Percentages of vehicles operating in cold start mode are the same or lower than the modeled intersection.
6. Percentage of heavy duty gasoline trucks in the project area is the same or lower than the percentage used for the modeled intersection in the attainment plan.
7. Average delay and queue length for each approach is the same or smaller for proposed intersection compared to those found in the modeled intersection.
8. Background concentration in the project area is the same as for the modeled intersection.

The proposed project meets the criteria above. All Level 3 conditions of the approved CO attainment plan are satisfied. Hence, the proposed interchange is considered satisfactory. The proposed interchange does not require quantitative analysis.

This project would not cause or contribute to new localized CO violations or increase the severity/frequency of existing violations in the area affected by the project.

Only project level CO impacts were considered, as regional issues have already been addressed in the Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP) analysis. This project is identified in the federally approved (October 6, 2000), 2000/01-2005/06 RTIP prepared by SCAG. The Physical Environmental Report (appendix I) prepared for this project, was prepared in accordance will all applicable State Implementation Plans and is consistent with the 2001 RTP. This project conforms to the requirements of the CAAA's of 1990. There have been no significant changes in design concept from that in the RTIP.

The Federal Highway Administration (FHWA) currently requires qualitative PM_{10} analysis for all non-exempt projects in PM_{10} nonattainment areas that must have localized impact analysis. This project is located in a PM_{10} non-attainment area, thus a PM_{10} analysis is required. For qualitative analysis the PM_{10} Air Quality Summaries for years 1997-1999 published by the Air

Resources Board were used. Summary data for the South Coast Air Quality Management District Burbank – West Palm Monitoring Station were used in the analysis. This station is the closest to the project's area. The summaries for the above mentioned monitoring station showed no monitored violations of the federal standards during the three year period. The annual geometric mean ranges between 32.8 and 41.9 ug/m^3. This project is unlikely to cause or experience a localized PM_{10} problem. This project would be an insignificant contributor to localized PM_{10} emissions because it would not generate increased traffic volumes.

MEASURES TO MINIMIZE HARM: None required.

Noise Effects and Criteria (Question 19 and 20)

The noise impact study prepared by Caltrans (March 2001) identified existing noise-sensitive land uses adjacent to the I-5 freeway. Existing noise measurements were made at ten (10) receptor sites selected to be representative of noise sensitive land uses in the project area. As previously noted, existing sound levels range between 65 to 70 dBA (Leq). The predicted future traffic noise levels will exceed the existing noise level once project construction is completed. The future noise level increase with the project would range between one and two dBA more than the no build, with the construction of soundwalls. At some locations, noise levels cannot be reduced to 67 dBA criteria for residential receptors even with the maximum height recommended in the Caltrans' Highway Design Manual. However, at these locations, noise levels are reduced by as much as 11 dBA over the build alternative without soundwalls.

Some or all of the existing soundwalls located along the project location would be removed for project construction (depending on build alternative). The recommended soundwalls would be higher than the existing ones, which would offset any future noise levels associated with this project.

During the public circulation process, additional noise sensitive receptors (Liberman Broadcasting buildings) were identified (location of the Liberman facilities can be found in figure 9B). The Liberman Broadcasting buildings include 24-hour radio and television broadcasting facilities located on the corner of Empire Avenue and Victory Place. The owners of the facilities have raised concerns over the potential for adversely affecting their operations during project construction.

In response to the concerns of Liberman Broadcasting, Caltrans hired the consultant service of Parsons Engineering Science to evaluate the potential noise and vibration impacts from project construction. The results of the consultant prepared noise study concluded that the majority of the proposed construction activities would not cause disruption to the normal work activities in the Liberman Broadcasting activities and equipment.

MEASURES TO MINIMIZE HARM: Soundwalls will be located on state right-of-way and along the edge of shoulder along the northbound side of the freeway, adjacent to all the sensitive receptors, from north of Burbank Boulevard to north of Buena Vista Street. Figures 9A, 9B and 9C shows the location of the proposed soundwalls and the noise measurement sites. Table 5.2-1 indicates the recommended soundwall heights and lengths to achieve lower sound levels.

To prevent adverse noise and vibration impacts to the Liberman Broadcasting buildings during construction, there will be no impact pile driving or shoring vibratory sheet piling construction methods used at Empire Avenue. Instead, Cast-In-Drilled-Hole (CIDH) methods will be employed to construct the proposed structures at I-5 and Empire Avenue. All construction activities will be performed in a manner so as to minimize noise and vibration. Where applicable, Liberman Broadcasting will be involved in the process of developing work plans and specifications for the contractor who will conduct the necessary work, and will have the opportunity to provide input to the project contractor.

The following are our consultant recommended measures to minimize harm identified in the I-5/Empire Avenue Interchange Improvement Vibration Study. *All construction activities will be conducted in accordance with all applicable provisions of City of Burbank's noise codes and ordinances*:

- Use of pavement breaker and vibratory roller shall not be used south of Victory Place during the live broadcasts of 105.5 FM and 930 AM scheduled from 5 a.m. to 11 a.m. and 10 a.m. to 3 p.m., respectively.
- There shall not be any major construction activities within approximately 50 meters of the KRCA building during live news broadcasts from Video Production 1 room.
- Contractors must coordinate the time of heavy-duty equipment usage near both buildings with studio personnel to avoid possible interference with any other special live broadcasting that may be taking place outside of the normal schedule.
- Avoid using a track dozer when operating close to the buildings to the extent practicable. A rubber-tired loader may be used instead to minimize ground-borne noise and vibration.
- Avoid unnecessary slamming of drill bit during CIDH piling.
- Conduct vibration monitoring during vibration intensive activities. Corrective actions must be taken if results of monitoring indicated high vibration level.
- Perform all construction in a manner to minimize noise. The contractor will be required to select construction processes and techniques that create the lowest noise levels.
- Route haul trucks, especially empty ones, away from the Liberman Broadcasting buildings. *Where applicable, Liberman Broadcasting will be provided with the opportunity to be involved in locating the staging and haul routes, as well as the approach and departure routes for all trucks and other equipment to be utilized in the construction process in proximity to the Liberman facilities. The staging area and the haul routes will be determined in a manner so as to minimize the possibility of interruption or interference with the normal operation of the Liberman Broadcasting facilities.*
- Use equipment with effective mufflers. Diesel motors are often the major noise source on construction sites. Contractors should be required to employ equipment fitted with the most effective commercially available mufflers.

Liberman Broadcasting will be provided with no less than 24 hours prior notice of any work that may or is reasonably projected to exceed the permitted noise and vibration levels, including detail regarding the noise and/or vibration expected, and the specific hours that the work will be conducted. This will enable Liberman Broadcasting to take the necessary measures to safeguard their broadcast and stage operations and schedule programming as appropriate.

To ensure the Liberman Broadcasting facilities are not adversely affected, Caltrans will continue to work closely with the Liberman representatives as the project moves through the design stage. As the Plans, Specifications and Estimates (PS&E) package is developed, input from the Liberman representatives will be included through regularly scheduled status reports, meetings and on-going consultation. Caltrans will include any additional feasible and prudent measures to minimize harm should they become identified during PS&E.

Light and Glare Effects (Question 12)

Because the build alternative would add to an existing freeway, there would be no substantial light, glare or shade/shadow impacts on residences, motorists, or other sensitive receptors in the long term. Construction of the Empire interchange and reconstructing the existing San Fernando Boulevard underpass would initially change these conditions but would not create an unusual experience for the motorist.

MEASURES TO MINIMIZE HARM: During construction, appropriate light shielding equipment would be used to prevent light and glare impacts on motorists or residences.

Table 5.2-1: **Noise Analysis Summary**

Northbound Interstate 5 Freeway Empire Avenue Access Improvements

from Burbank Boulevard to North of Buena Vista Street

								Predicted Noise Levels for the Year 2021					
									Barrier Height Alternatives *				
Site No.	**Dir.**	**Limits**	*** Begin / End Wall Stations**	**Ref. Elev.**	**Wall Location**	**Exist Noise Level**	**Exist. Wall Height**	**No Wall dBA**	**[8'] 2.44 m**	**[10'] 3.05 m**	**[12'] 3.66 m**	**[14'] 4.27 m**	**[16'] 4.88 m**
1	N/B	S/O Scott RD To S/O Broadway	481+80 To 483+60	E/TW	R/W	67	4.27	82	76	74*	71	70	(68)
2	N/B	S/O Broadway To S/O University Rd	483+60 T0 485+60	E/TW	R/W	69	4.27	80	75	74*	72	70	(69)
3	N/B	S/O University Rd To S/O San Fernando Blvd	485+60 To 488+90	E/TW	R/W	68	3.66	80	75	74	72*	70	(69)
4	N/B	S/O San Fernando Blvd.To Roger Pl	489+40 To 491+10	E/TW	E/S	69	3.66	74	70*	69	67	(66)	64
5	N/B	Rogers Pl To Landis St	491+10 To 492+50	E/TW	E/S	70	3.66	74	71*	69	68	(67)	66
6	N/B	Landis St To Morgan Ave.	492+50 To 493+40	E/TW	E/S	70	3.66	74	70*	69	68	(67)	66
7	N/B	Morgan Ave. To Church St	493+10 To 495+00	E/TW	E/S	65	3.66	74	71	69	68*	(67)	65
8	N/B	S/O Church St To Lamer St.	494+65To 497+70	E/TW	E/S	65	3.66	75	71	70	68*	(67)	65
9	N/B	Lamer St.To N/O Lincoln St.	497+70 To 501+00	E/TW	E/S	65	3.05	73	69	67	66*	(65)	63
10	N/B	N/O Lincoln St. To N/O Buena Vista St.	501+00 T0 504+10	E/TW	E/S	65	3.05	75	70	68*	67	(65)	64

E/S = Edge of Shoulder, R/W = Right of Way, E/TW = Edge of Traveled Way
Caltrans minimum requirements: 5 dBA (Leq) noise reduction, 2.44m (8') wall height and breaks line-of-sight to 3.50m (11.5') truck stacks.
* = Lowest height that breaks line of sight to 3.5m (11.5') truck stack and receptor
** = All stations are considered plus or minus with reference to Fwy center line
( ) = Recommended soundwall height.
The feasibility and cost effectiveness of the final soundwall selections will be based upon public comment and final project specifications.

FIGURE 9A: PROPOSED SOUNDWALLS AND NOISE MEASUREMENT SITE LOCATIONS

FIGURE 9B:

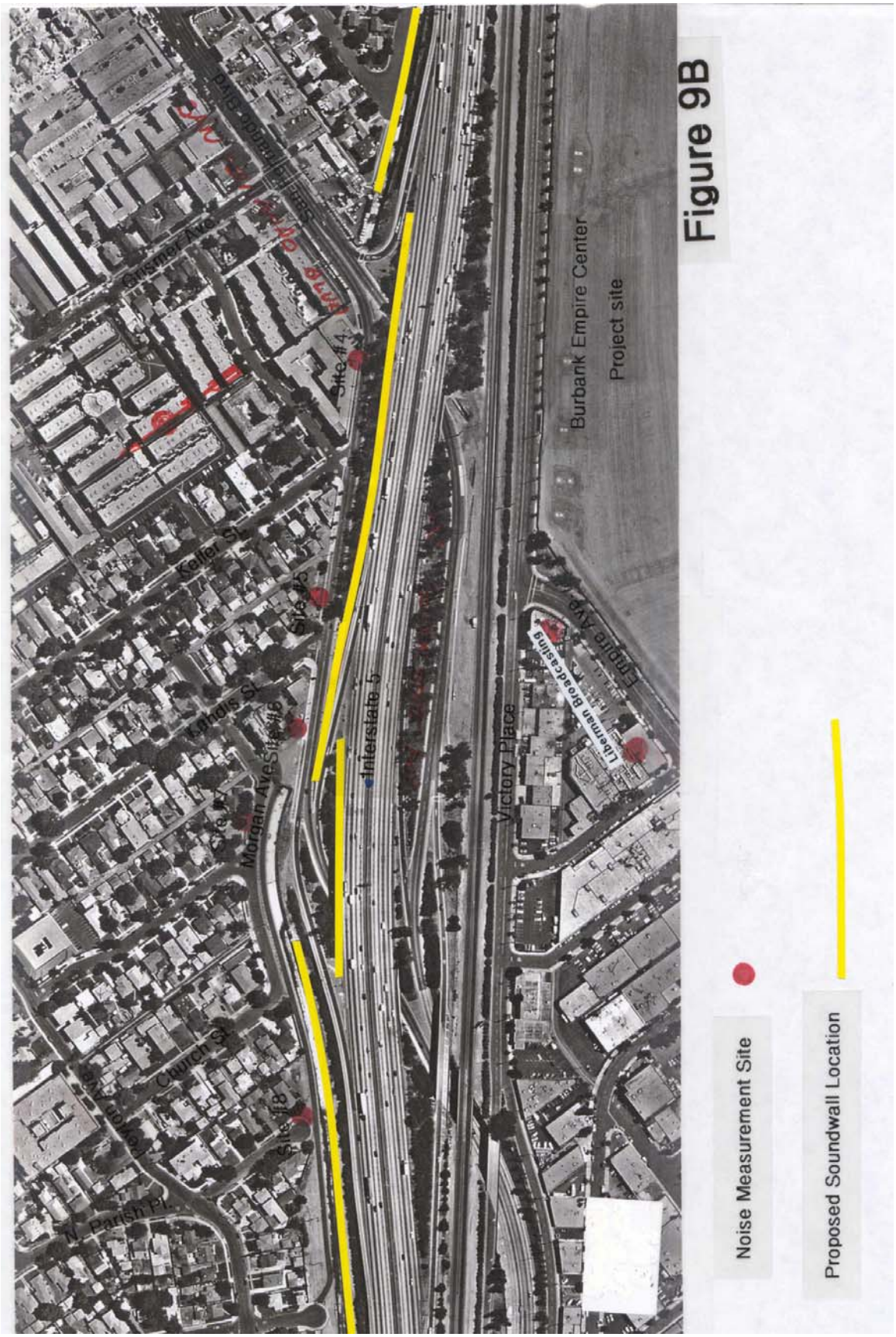


Figure 9B
Burbank Empire Center
Project site
Empire Ave
Liberman Broadcasting
Victory Place
Interstate 5
Site #4
Site #5
Site #6
Site #7
Site #8
Grismer Ave
Keller St
Linnds St
Morgan Ave
Church St
N. Parish Pl.
Noise Measurement Site
Proposed Soundwall Location

FIGURE 9C:

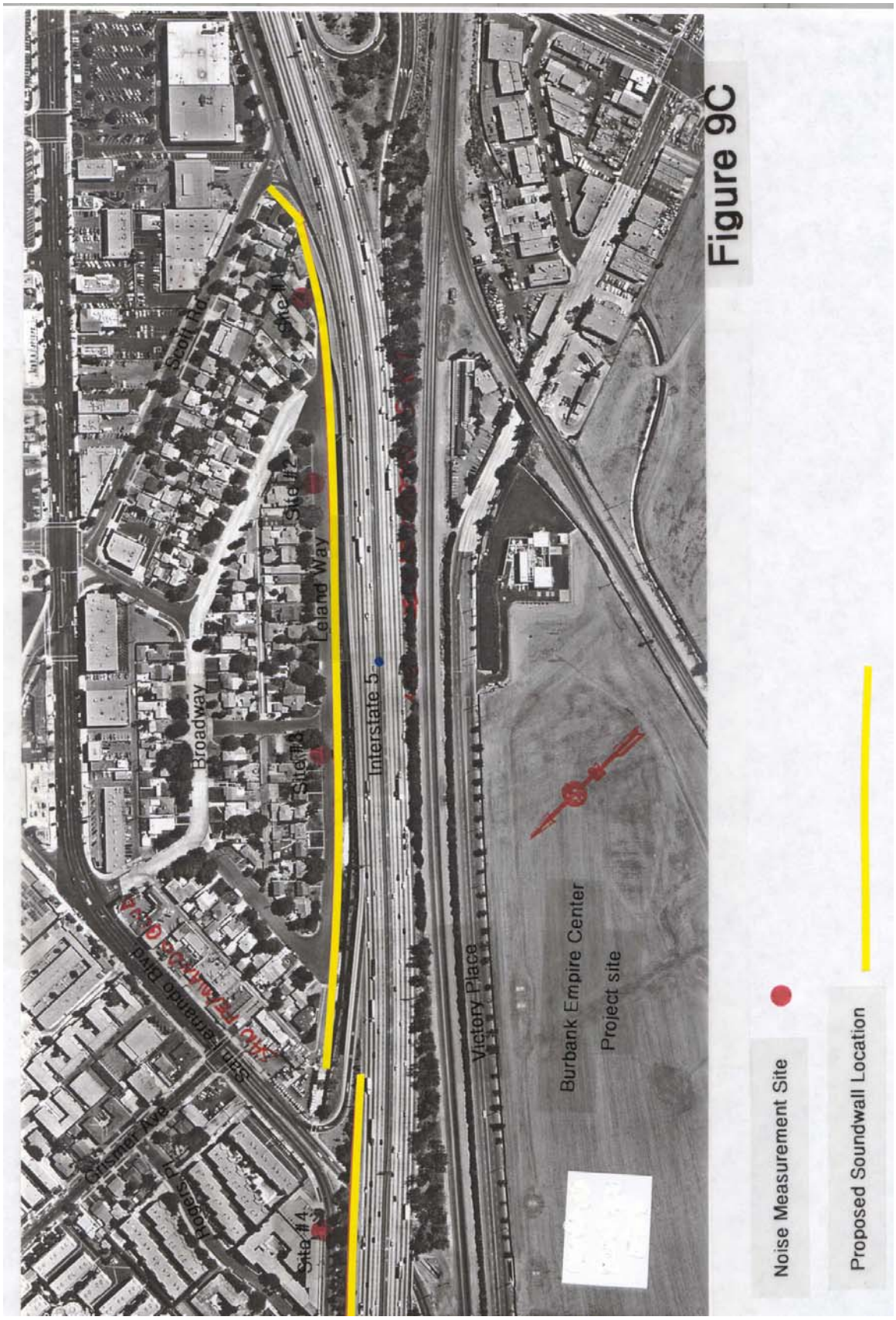


Figure 9C
Scott Rd
Site #1
Site #2
Leland Way
Broadway
Site #3
Interstate 5
Victory Place
Burbank Empire Center
Project site
San Fernando Blvd
Chisner Ave
Rogers Pl
Site #4
Noise Measurement Site
Proposed Soundwall Location

5.3 Biological

Biological Effects (Questions 22 to 29)

The proposed project would require the removal of some existing trees and shrubs currently used as landscaping. Because these plants are non-native species, their removal is not considered significant. Caltrans' standard procedure is to include an appropriate level of replacement plantings for any project which involves removal of existing trees.

Alternative C involves covering a section of the Burbank Western Channel immediately adjacent to the northbound lanes of Intestate 5. The channel is concrete lined and free of sediment and vegetation. The covering of the channel at this location is expected to result in only minimal impacts to the natural environment due to the absence of biological resources within the channel.

A Natural Environment Study Report (NESR) (December 2000) was completed for this proposed project, the result of which led to a finding that no sensitive natural resources are known to, or likely to occur within the project limits. This finding was based on field surveys, a review of the proposed right-of-way "footprint", aerial photographs, the California Department of Fish and Game's Natural Diversity Data Base (NDDB) and examination of the United States Geological Survey (U.S.G.S.) quad map.

MEASURES TO MINIMIZE HARM: None required.

5.4 Social and Economic

Effects on Planned Development and Plan Consistency (Questions 30, 31, 32, and 47)

None of the alternatives would be inconsistent with the goals, objectives or policies of any of the applicable local or regional plans because none of the alternatives would substantially conflict with any major goals or objectives of the plans.

As noted in Section 3.9 and of this IS/EA, there is an area zoned for Planned Development in the project area (figure 8). This planned development area will consist of commercial retail, neighborhood retail, restaurants, hotel, entertainment, studio, automobile sales and service, and office space. Both the City of Burbank and the developers of the planned development area anticipate construction of the Empire Avenue Interchange project to facilitate traffic flow in and around the planned development area.

MEASURES TO MINIMIZE HARM: None required.

Effects on Population (Questions 33, 34, and 36)

No adverse effects on community cohesion are expected because none of the build alternatives would reduce a sense of unity or character of any neighborhood within the project area. None of the build alternatives require residential acquisitions.

The project is not expected to induce unplanned growth and therefore would not result in associated unplanned population increase.

MEASURES TO MINIMIZE HARM: None required.

Effects on Minorities and Special Interest Groups (Question 35)

No adverse effects would occur as a result of the proposed project on minority groups, the elderly, handicapped, transit-dependent or other special interest groups. As described in Section 3.9, "Affected Environment", the residents within and adjacent to the project area are predominately non-minority, middle to upper middle income compared with the average for the City of Burbank estimates (Table 3.9-2). Additionally, no residential properties would be relocated or acquired.

In addition, Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994, requires federal agencies to take the appropriate and necessary steps to identify and address "disproportionately high and adverse effects" of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. As evaluated in this IS/EA (Section 3.9), no disproportionately high or adverse impacts to minority or low-income populations have been identified.

MEASURES TO MINIMIZE HARM: None required.

Displacement and Effects on Housing (Question 37)

None of the alternatives involve displacement or acquisition of residential properties.

MEASURES TO MINIMIZE HARM: None Required

Displacement and Effects on Employment (Question 38)

The proposed project could potentially involve the relocation/acquisition of one (1) business property located at 2814 North San Fernando Boulevard. While all the proposed work at Buena Vista Street would take place in existing State right-of-way, the ramp modifications at Buena Vista Street would include new retaining wall construction very near the existing structure at 2814 North San Fernando Road. Depending on the structure's foundation, the above mentioned property may need to be acquired. Additionally, a portion of Empire Avenue's on-street parking (near the intersection of Empire and Victory Place), that is utilized by business operations along Empire Avenue

will no longer be available (all of the build alternatives involve depressing and re-aligning Empire Avenue at Victory place. The on-street parking area to be taken is public parking not designated for any of the businesses along Empire Avenue.

MEASURES TO MINIMIZE HARM: If the property located at 2814 North San Fernando Boulevard needs to be acquired, the property owner(s) would be eligible for relocation benefits (Appendix V). The realignment of Empire Avenue into the former Lockheed B-1 site, is necessary to maintain access to the existing business along the north side of Empire Avenue. Figures 3-5 show the future business access configuration of Empire Avenue/Victory Place.

Property Value Effects (Question 39)

Factors influencing property values include regional economics, interest rates, and national shifts in the region's share of economic growth.

None of the alternatives would result in a loss of local property or sales tax revenue for either the City of Burbank or the surrounding jurisdictions.

MEASURES TO MINIMIZE HARM: None Required

Effects on Community Facilities, Public Facilities and Emergency Services (Questions 40 and 41)

None of the build alternatives would have any adverse operational impacts on community facilities and services (schools, hospitals, churches and parks) because access to and from facilities would not be impaired, traffic noise would not substantially increase or would be minimized (soundwalls), localized air quality impacts resulting from the project would not be substantial and no public facility would be displaced.

MEASURES TO MINIMIZE HARM: To minimize any temporary impacts associated with the construction of the Empire Avenue Interchange, the contractor will be required to notify the proper local fire and police departments prior to any access restrictions.

Traffic, Parking and Circulation Effects (Questions 42, 43, 44, and 46)

With or without this proposed project, traffic volumes are projected to increase in the study area. As stated in the purpose and need for the project, it is anticipated that the proposed new interchange will better accommodate the projected increased traffic volumes. These improvements would result in some changes to the areas vehicular and pedestrian circulation patterns. On street parking along Empire Avenue, approximately between Wilson Avenue and Victory Place would be removed to accommodate the depression of Empire Avenue under Victory Place. However, because the proposed project would improve current and forecasted traffic conditions and because these changes are anticipated and advocated by the City of Burbank, the changes to present patterns of circulation and parking are not considered adverse.

MEASURES MINIMIZE HARM: None Required

Cultural Resources Effects (Question 48)

For this proposed project, the historic architectural survey formally evaluated twelve properties in the APE. None of the properties appear to meet National Register eligibility criteria. There are no buildings previously determined eligible for inclusion in the National Register of Historic places within the project area. No properties have been given formal local designations of historical significance. There appears to be no potential for a historic district or cultural landscape within all or part of the APE.

No recorded prehistoric or historic sites have been identified within the APE.

MEASURES MINIMIZE HARM: None Required

Effects on Wild and Scenic Rivers or Natural Landmarks (Question 49)

There are no designated wild and scenic rivers or natural landmarks in the study area.

MEASURES MINIMIZE HARM: None Required

Visual Effects (Question 50)

There are no significant scenic resources or views in the study area. The project would have no long term adverse visual impacts. With the possible exception of the business property located at 2814 North San Fernando Road (discussed under question 38) the proposed project would not involve acquisition of any residential or commercial properties.

Potential visual impacts would arise from structures necessary to support the elevation of the Metrolink/SCRRA tracks and resulting bridges at Empire Avenue, San Fernando Road and Buena Vista Street. Additional potential visual impacts would arise from construction lighting, the removal of structure and vegetation in the construction, construction activities and the vacation of sites after construction is completed.

MEASURES TO MINIMIZE HARM: The aesthetic design of all new retaining wall and bridge construction will be made in consideration of the surrounding community/environment. Thoughtful and responsible design considerations will be made to ensure the visual character of the project area is not degraded.

Construction Effects (Question 51)

There will be short term noise, dust and access problems which would result from construction of this proposed project.

MEASURES TO MINIMIZE HARM: Waste material removed from the construction area will be disposed of in accordance with the Standard Specifications listed in the California Administrative Code.

The project contractor will be required to comply with all local noise level rules, regulations and ordinances as well as the State's Standard Specifications restricting noise levels. Construction of this project may require use of equipment that has high noise characteristics. Typically, the equipment ranges from concrete mixers producing noise levels in the 80dBA range at a distance of 50 feet to jackhammers over 90dBA. To reduce the impact of this noise, construction activities should be confined to the daily period least disturbing to the neighboring community. Other measures to be considered in the use of this equipment include (1) Where there is close proximity to residential frontage, operations will be minimized from the city street side of the project to create the greatest distance between noise sources and the residents; (2) Arrange the noisiest operations together in the construction program to avoid continuing periods of greater annoyance; (3) Require that equipment be installed and maintained with effective muffler exhaust systems.

To prevent adverse noise and vibration impacts to the Liberman Broadcasting buildings during construction, there will be no pile-driving construction methods at Empire Avenue. Instead, Cast-In-Drilled-Hole (CIDH) methods will be employed to construct the proposed structures at I-5 and Empire Avenue.

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements should effectively minimize most dust problems during construction. Construction of the proposed project may result in suspended particulate matter being generated. Any impacts will be temporary, local and limited to construction areas.

All excavated material will be hauled away to an environmentally appropriate disposal site.

The contractor, pursuant to California Regional Water Quality Control Board (RWQCB) permit requirements, will prepare a Water Pollution Control Plan (WPCP).

There will be no significant adverse air quality impacts due to construction activities. Fugitive dust and particulate matter, especially those less than ten microns in size (PM10), emissions generated during project excavation and filling, construction equipment and offsite vehicles used for hauling debris and material will be controlled by the Contractor in accordance with the provisions in the *State of California Department of Transportation Standard Specifications* Section 7, “Legal Relations and Responsibilities” specifically 7-1.01F titled “Air Pollution Control”. The Contractor will control the construction equipment and off-site vehicles used for hauling debris and supplies to minimize the production of construction emissions. The pollutants of primary concern include fugitive dust, PM10, reactive organic gases, oxides of nitrogen, CO and, to a lesser extent, sulfur dioxides. Because the variables of construction emissions (e.g. type of construction vehicles, timing and phasing of construction activities, haul routes, etc.)

cannot be precisely determined until the project is ready for construction, no reasonable estimate of construction emissions can be undertaken. However, project construction will be conducted in accordance with all federal, state and local agency regulations that govern construction activities and emissions from vehicles.

The following measures to minimize harm will be implemented during project construction:

1. Stabilize unpaved roads and dirt piles twice daily.
2. Limit speeds on unpaved roads to 15 mph or less.
3. Daily removal of dirt spilled onto paved roads.
4. Cease grading and excavation activities when wind speeds exceed 25 mph and during extreme air pollution episodes.
5. Require covering of all hauling trucks.
6. Phased grading to minimize the area of disturbed soils.
7. Phased construction to minimize daily emissions including proper maintenance of construction vehicles.
8. Prompt re-vegetation of roadsides.

To prevent adverse noise and vibration impacts to the Liberman Broadcasting buildings during construction, there will be no impact pile driving or shoring vibratory sheet piling construction methods used at Empire Avenue. Instead, Cast-In-Drilled-Hole (CIDH) methods will be employed to construct the proposed structures at I-5 and Empire Avenue. All construction activities will be performed in a manner so as to minimize noise and vibration. Where applicable, Liberman Broadcasting will be involved in the process of developing work plans and specifications for the contractor who will conduct the necessary work, and will have the opportunity to provide input to the project contractor.

The following are our consultant recommended measures to minimize harm identified in the I-5/Empire Avenue Interchange Improvement Vibration Study. *All construction activities will be conducted in accordance with all applicable provisions of the City of Burbank's noise codes and ordinances*:

- Use of pavement breaker and vibratory roller shall not be used south of Victory Place during the live broadcasts of 105.5 FM and 930 AM scheduled from 5 a.m. to 11 a.m. and 10 a.m. to 3 p.m., respectively.
- There shall not be any major construction activities within approximately 50 meters of the KRCA building during live news broadcasts from Video Production 1 room.
- Contractors must coordinate the time of heavy-duty equipment usage near both buildings with studio personnel to avoid possible interference with any other special live broadcasting that may be taking place outside of the normal schedule.
- Avoid using a track dozer when operating close to the buildings to the extent practicable. A rubber-tired loader may be used instead to minimize ground-borne noise and vibration.
- Avoid unnecessary slamming of drill bit during CIDH piling.

- Conduct vibration monitoring during vibration intensive activities. Corrective actions must be taken if results of monitoring indicated high vibration level.
- Perform all construction in a manner to minimize noise. The contractor will be required to select construction processes and techniques that create the lowest noise levels.
- Route haul trucks, especially empty ones, away from the Liberman Broadcasting buildings. *Where applicable, Liberman Broadcasting will be provided with the opportunity to be involved in locating the staging and haul routes, as well as the approach and departure routes for all trucks and other equipment to be utilized in the construction process in proximity to the Liberman facilities. The staging area and the haul routes will be determined in a manner so as to minimize the possibility of interruption or interference with the normal operation of the Liberman Broadcasting facilities.*
- Use equipment with effective mufflers. Diesel motors are often the major noise source on construction sites. Contractors should be required to employ equipment fitted with the most effective commercially available mufflers.

Liberman Broadcasting will be provided with no less than 24 hours prior notice of any work that may or is reasonably projected to exceed the permitted noise and vibration levels, including detail regarding the noise and/or vibration expected, and the specific hours that the work will be conducted. This will enable Liberman Broadcasting to take the necessary measures to safeguard their broadcast and stage operations and schedule programming as appropriate.

To ensure the Liberman Broadcasting facilities are not adversely affected, Caltrans will continue to work closely with the Liberman representatives as the project moves through the design stage. As the Plans, Specifications and Estimates (PS&E) package is developed, input from the Liberman representatives will be included through regularly scheduled status reports, meetings and on-going consultation. Caltrans will include any additional feasible and prudent measures to minimize harm should they become identified during PS&E.

These measures will minimize impacts to ambient air quality and the nuisance impacts to the public in proximity to the project corridor.

Parkland Evaluation (Question 52)

There would be no acquisition of parkland, recreation area or wildlife/waterfowl refuge required for this project. No direct Section 4(f) use would occur.

MEASURES MINIMIZE HARM: None Required

5.5 Mandatory Findings of Significance

Quality of the Environment Effects (Question 53)

The proposed project would not adversely affect fish and wildlife populations, plant communities or rare and endangered species. This project is not expected to eliminate examples of California history or prehistory.

Short-term Effects and Long-term Goals (Question 54)

The project would have short-term construction impacts; however, the project is intended to meet the long-term environmental goals of improving traffic flow conditions and improving regional air quality via increased auto capacity.

Cumulative Effects (Question 55)

The project would have short-term negative construction impacts but these would not contribute to a cumulative adverse effect on a broader area; the effects would be localized. As stated in the Purpose and Need Section (1.3) this proposed project would facilitate access to the Burbank-Empire-Center Project (currently under construction) and the Burbank-Glendale-Pasadena-Airport.

When taken in its operational context, the proposed project, in concert with other operational improvements along I-5, is expected to have beneficial effects of 1) aiding in the reduction of air emissions and 2) improving transportation efficiency.

Substantial Adverse Effects on Human Beings (Question 56)

The project would result in temporary construction impacts related to noise, air quality and local traffic disruptions. These effects would be temporary and would not cause substantial negative effects on human beings.

VI. CONSULTATION AND COORDINATION

6.1 Scoping Process

The California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) regulations do not require an Initial Study/Environmental Assessment to include formal scoping procedures. However, because of the regional importance of this project and in effort to identify possible issues or concerns, efforts were taken to ensure that the concerns of the cites and other parties were known.

Scoping for this project was conducted to solicit public concerns and ensure early consultation. Letters to elected officials and government agencies were sent (dated May 31, 1999). A scoping notice (figure 10) was published in the Daily News and La Opinion (September 18, 2000), and the Asbarez (September 19, 2000). Comments were received during this scoping period until October 18, 2000.

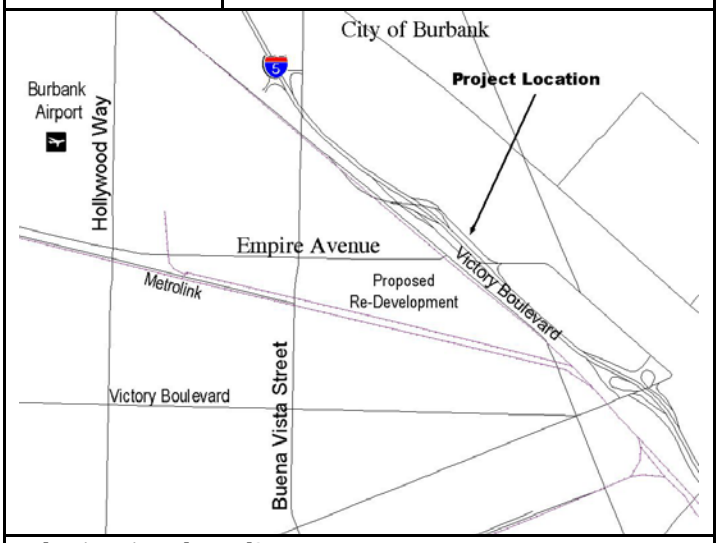
Comments were received from members of the public, Direct Point Advisors (representing Liberman Broadcasting, Inc.), and the California Regional Water Quality Control Board. General comments received during scoping consisted of:

- Concerns over access to businesses currently existing near the intersection of Empire Avenue and Victory Place;
- Opposition to the project;
- Request for Environmental Impact Report;
- Concerns over potential cumulative impacts;
- Concerns over encroachment into SCRRA/Metrolink right-of-way;
- Request for a public-transit alternative; and
- Concerns over encountering possible volatile organic compounds (VOCs) contaminated soils during the proposed construction activities.

FIGURE 10: SCOPING NOTICE

Environmental Scoping Notice

Seeking public comment on plans for constructing ramp improvements to Interstate 5 @ Empire Avenue in the City of Burbank



What is Being Planned?

The California Department of Transportation (Caltrans), District 7, and the City of Burbank are proposing to construct a new interchange on Interstate 5 (I-5) at Empire Avenue in the City of Burbank. The project consists of constructing new I-5 access at Empire Avenue. The proposed project involves additional right-of-way.

Why This Notice?

Caltrans is formally initiating studies for this project. Based on preliminary environmental studies, the resulting environmental document is anticipated to be an Initial Study/Environmental Assessment (IS/EA) leading to a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

Your Involvement

The public scoping notice is to solicit comments from public agencies, private entities, and interested individuals regarding potential social, economic, and environmental issues related to the project. The scoping notice also ensures that these parties are involved early in the environmental planning process.

Contact

Please submit your written comments by **October 18, 2000** to:

Mr. Ronald Kosinski, Chief
Office of Environmental Planning (I-5 Empire)
CALTRANS
120 S. Spring Street
Los Angeles, CA 90012

If you have any questions regarding this project, please contact Jinous Saleh, Caltrans (213) 897-0683, or Greg Herrmann, City of Burbank (818) 238-5263.

Thank you for your interest!

6.2 Public Hearing

A public meeting was held on January 23, 2002 at George Washington Elementary School, in the City of Burbank. The meeting was held to give the public opportunity to get familiar, ask questions and comment on various aspects of the project. As part of the circulation process, letters to elected officials, government agencies and interested individuals were sent (December 17, 2001). Additionally, Public Notices were published in the *Los Angeles Times-San Fernando Valley Edition* (12/17/01 & 01/08/02), *La Opinion* (12/17/01 & 01/08/02), *The Burbank Leader* (12/19/01 & 01/09/02), and *Asbarez* (12/15/01 & 01/08/02).

At the public hearing two (2) individuals (Mr. Micheal Hastings representing Liberman Broadcasting, Inc. and resident Mr. Bryan H. Allen) submitted comment cards to Caltrans, both making statements on the record. Their statements can be read in the Public Hearing Transcript found in Appendix III. General issues discussed at the public hearing consisted of:

- Support for the project
- Opposition for the project
- Concerns over construction impacts (phasing, noise, air quality)
- Traffic, parking and circulation impacts

FIGURE 11: NOTICE OF PUBLIC HEARING

Notice of Public Hearing

Study results available on plans for new interchange construction on Interstate 5 at Empire Avenue in the City of Burbank

What is Being Planned?

The California Department of Transportation (Caltrans), District 7, and the City of Burbank are proposing to construct a new interchange on Interstate 5 (I-5) at Empire Avenue in the City of Burbank. The project consists of constructing new I-5 access at Empire Avenue. The proposed project's right-of-way requirements would not involve residential relocations.

Why This Notice?

Caltrans has studied the potential effects this project may have on the environment. Our studies indicate that the proposed project will not significantly affect the quality of the environment. The study that explains these findings is called an Initial Study/Environmental Assessment (IS/EA) which should lead to a Negative Declaration / Finding of No Significant Impact.

What is Available?

You may review or obtain the Draft Initial Study/Environmental Assessment at the Caltrans District 7 Office located at 120 S. Spring Street, Los Angeles, CA 90012 Monday through Thursday from 8:00 a.m. to 4:00 p.m. Maps and other information are also available. There are also copies of the study available at the Burbank Public Library located at 110 N. Glenoaks Boulevard, Burbank, CA 91502.

Where You Come In

Have the potential impacts been addressed? Do you have information that should be included? If you wish to make a comment on the study, you may submit your written comments until **February 6, 2002** to:

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning (I-5 Empire)
CALTRANS
120 S. Spring Street
Los Angeles, CA 90012

If you have any questions regarding this project, please contact Jinous Saleh, Caltrans (213) 897-0683, or Greg Herrmann, City of Burbank (818) 238-5263.

When and Where

The public meeting for this proposed project is scheduled for **January 23, 2002 from 6p.m. to 8 p.m. at George Washington Elementary School**, located at 2322 N. Lincoln Street, Burbank. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 7 Environmental Planning Office at (213) 897- 0357 at least 21 days prior to the scheduled hearing date. TDD users may contact the California Relay Service line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

Thank you for your interest!

6.3 Comments Received During Public Circulation

A total of eleven (11) comment letters and two (2) comment cards were received during the comment period. The official public comment period was from December 17, 2001 to February 6, 2002. Comment letters were received from the following:

- County of Los Angeles, Fire Department
- Direct Point Advisors (representing Liberman Broadcasting, Inc. and Kenny Rogers Roasters)*
- Southern California Association of Governments
- United States Department of Commerce
- County of Los Angeles, Department of Public Works
- Governor's Office of Planning and Research
- County of Los Angeles, Department of Parks and Recreation
- Department of Health & Human Services
- Liberman Broadcasting, Inc. *

Copies of the letters and the responses to the comments are provided on the following pages.

* Through the coordination and consultation process, Liberman Broadcasting (headquarters of Liberman Broadcasting Inc., Liberman Television, Inc., and Empire Burbank Studios) located on the corner of Empire Avenue and Victory Place, was identified as a noise/vibration sensitive business. Caltrans has worked closely with Liberman Broadcasting and their advisors (Direct Point Advisors, Schaffer Acoustics, O'Melveny & Myers LLP, and Garcia, McCoy, and Lee Consultants) to avoid any adverse impacts to the Studios' operations. Caltrans hired the consultant services of Parsons Engineering Science to conduct a detailed noise and vibration study specific to the Liberman Broadcasting facilities. The I-5/Empire Avenue Interchange Improvement Vibration Study concluded that construction of this proposed project will not adversely affect the Liberman Broadcasting buildings. A description of the recommended measures to minimize harm specific to the Liberman Broadcasting facilities can be found in Section 5.2 under "Noise Effects and Criteria" and in Section 5.4 under "Construction Effects".

This letter is identified as **County Fire**.

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

January 25, 2002

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation
120 S. Spring Street
Los Angeles, CA 90012

Dear Mr. Kosinski:

DRAFT INITIAL STUDY/ENVIRONMENTAL ASSESSMENT FOR THE INTERSTATE 5/EMPIRE AVENUE INTERCHANGE – BURBANK/L.A. COUNTY (EIR #1304/2002)

We have reviewed the Draft Initial Study/Environmental Assessment for the Interstate 5/Empire Ave. Interchange. This project is located in the City of Burbank. This draft has been reviewed by the Planning, Land Development, and Forestry Divisions of the County of Los Angeles Fire Department. The following are their comments:

PLANNING:

This project is located entirely in the City of Burbank; therefore, the City of Burbank Fire Department will be setting specific conditions. This project is located in an area traversed by the County of Los Angeles Fire Department. We request that the following documents be forwarded to The County of Los Angeles Fire Department:

TRAFFIC MANAGEMENT PLAN (LAND DEVELOPMENT):

Provide three sets of alternate route (detour) plans with a tentative schedule of planned closures prior to the beginning of construction. Complete architectural/ structural plans are not necessary. } 1

CLOSURE NOTIFICATION (LAND DEVELOPMENT):

Notify the County of Los Angeles Fire Department at least three (3) days in advance of any street closures that may affect Fire/Paramedic responses in the area. Should any questions arise, please contact Inspector Michael McHargue at (323) 890-4243. } 2

The subject property is totally within the City of Burbank and does not appear to have any impact on the emergency responsibilities of this Department. It is not a part of the emergency response area of the Consolidated Fire Protection District.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	BRADBURY	CUDAHY	HAWTHORNE	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CARSON	DUARTE	HUNTINGTON PARK	LAKEWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CERRITOS	EL MONTE	INDUSTRY	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	CLAREMONT	GARDENA	INGLEWOOD	LAWNDALE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
BELL GARDENS	COMMERCE	GLENDORA	IRWINDALE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	COVINA	HAWAIIAN GARDENS	LA CANADA-FLINTRIDGE	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
							WHITTIER

County Fire 1 – Three sets of alternate route (detour) plans with tentative schedule of planned closures will be made available to County of Los Angeles Fire Department prior to the beginning of construction.

County Fire2 – The County of Los Angeles Fire Department will be notified at least three (3) days in advance of any street closures that may affect Fire/Paramedic responses in the area.

County Fire continued

OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. The proposed project will not have significant environmental impacts in these areas.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

DAVID R. LEININGER, ACTING CHIEF, FORESTRY DIVISION,
PREVENTION BUREAU

DRL:sc

This letter is identified as **DPAempire**

Direct Point Advisors

> 611 South Orchard Drive
Burbank, CA 91506
818-260-9005
fax: 818-566-9696
twoterm@aol.com

January 23, 2002

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation
District 7, 120 South Spring Street
Los Angeles, CA 90012-3606

Re: Empire Avenue Interchange File 07-LA-005 / KP47.90/50.90 / EA 133500

Dear Mr. Kosinski:

This letter shall serve as notice of continued concerns with the above mentioned Interstate 5 realignment in Burbank. As was stated in a previous letter (10/04/00) my client, Empire Studios supports the concept of the circulation improvement, however, not at the cost of the integrity of their existing business. It is worth reiterating that the core of their business is a radio and television live and taped broadcast production. The daily operations are extremely sensitive to noise and vibration. The demolition and construction periods are of major concern, coupled with the post completion noise and vibration levels of the new interchange egress.

Empire Studios has recently completed an approved campus master-plan that integrated new buildings, renovations of existing buildings and the installation of state-of-the-art pre and post production facilities and equipment. My client has a substantial investment in this campus / real estate. The concern here is to ensure the continued viability of its purpose and long-term use of this facility in this competitive market.

The issues of site access and parking have been brought to your attention in the past and continue to be of major concerns today. It is our desire to be an integral part of your Consultation and Coordination efforts from this day forward. We have numerous questions, concerns and issues of clarification that have been gleaned from the **Draft Initial Study / Environmental Assessment Interstate 5 / Empire Avenue Interchange City of Burbank, Los Angeles County** document dated **December 2001**. We would like to meet with you and or your staff at your earliest convenience to address these items.

Once again we are willing to work with you and the City of Burbank to achieve the goals of the stated project while preserving the operational integrity of the existing and future business, and protect the financial investment in and on the real estate. We look forward to your call and working closely with you.

1

Very truly yours,

MICHAEL R. HASTINGS

cc Lenard Liberman

DPAempireDOT012302

DPAempire 1 – Caltrans and the City of Burbank understand the sensitive nature of Empire Studios and will take any and all feasible and prudent measures to minimize harm to its operations. *Please refer to Noise Effects and Criteria (p. 40) and Construction Effects (p. 51) for a more detailed discussion of the measures to minimize harm specific to Empire Studios.*

DPAempire continued

Direct Point Advisors

> 611 South Orchard Drive
Burbank, CA 91506
818-260-9005
fax: 818-566-9696
twoterm@aol.com

State of California Negative Declaration
Empire Avenue Interchange
Burbank, California
January 23, 2002

EMPIRE STUDIOS
Adjacent Property Owner / Business Owner / Operator Issues for Clarification

Below are listed some of the issues of concern. (Empire Studios reserves the right to add to these issues and concerns upon further review of the document and its findings.)

III Affected Environment
- Section 3.4 Air Quality during Demolition, Excavation and Grading
- Section 3.5 Noise (See Noise Standards)
- Section 3.8 Land Use (Project consistent / congruous with zoned use)

IV Environmental Evaluation
- Section 4.1
- Table 4 #3,16,17,19,21,36,38,39,42,44,*51,55. (Questions and clarifications.)
- Section 5.4 Social and Economic "None of the alternatives would be inconsistent with the goals, objectives or policies of any of the applicable **local** or regional plans because none of the alternatives would substantially conflict with any major goals or objectives of the plans." (Clarify)
- Property Value Effects (Clarify)
- Traffic, Parking and Circulation Effects (Review comments and clarify.)
- Construction Effects (Clarify)

V Consultation and Coordination (Immediate inclusion of Empire.)

#'s 2-8

SUBMITTED BY:
MICHAEL R. HASTINGS, ADVISOR
REVIEWED BY CLIENT FOR SUBMISSION

DPAempire 2 &3

Construction Air Quality and Noise – Once the Plans, Specifications and Estimates (PS&E) are finalized and a contract is issued, the contractor will be responsible for complying with Caltrans' standard specifications for minimizing adverse effects to the surrounding community/ businesses. Through the consultation and coordination process, we have identified the concerns of Empire Studios and have included a provision to exclude any pile driving construction methods and instead use Cast-In-Drilled-Hole (CIDH) methods to prevent adverse noise and vibration impacts.

DPAempire 4

Land Use – The proposed project is consistent with all surrounding land uses and zoning.

DPAempire 5

Table 4 Concerns – Section 5, "Discussion of Environmental Evaluation" includes detailed discussion of each environmental checklist question.

DPAempire 6

Social and economic concerns – "local" plans refer to city-wide plans (i.e. general plan elements, city specific plans) but do not include specific private development plans other than plan adherence to the City's planning documents/regulations.

DPAempire 7

Property Value Effects – Caltrans has no way to evaluate property value effects solely as a result from the construction of a highway project. Factors influencing property values include regional economics, interest rates, and national shifts in the region's share of economic growth.

DPAempire 8

Consultation and Coordination – Caltrans will continue to work closely with Empire Studios to ensure all of the Studios' concerns are addressed

This letter is identified as **DPAroasters**.

Direct Point Advisors

> 611 South Orchard Drive
Burbank, CA 91506
818-260-9003
fax: 818-566-9696
twoterm@aol.com

February 1, 2002

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation
District 7, 120 South Spring Street
Los Angeles, CA 90012-3606

Re: Empire Avenue Interchange File 07-LA-005 / KP47.90/50.90 / EA 133500

Dear Mr. Kosinski:

1 Please be advised that this letter shall serve as notice regarding considerable concerns with the above-mentioned Interstate 5 interchange in Burbank, with my client, **Mr. Ronald Phillips / Kenny Rogers Roasters**. My client supports the concept of the interchange improvement, however, not at the cost of the integrity and value of their existing retail / restaurant business and their planned expansion on that site.

My client and his partner have a healthy, on-going and growing business immediately adjacent to this project. In addition to the restaurant operation, there is a separate and distinct developable parcel that is contiguous with the restaurant site. My client has a substantial investment in this real estate. One of the concerns is to ensure the continued viability, purpose and long-term use of the restaurant facility in this very competitive market. A second concern is to preserve any and all rights that presently exist on the developable, contiguous parcel. It is imperative that each and every driveway, on the collective sites, remains immediately accessible to and from the two-way traffic that feed the two separate parcels. This pertains to San Fernando Road and Walnut Street.

It is my understanding that none of these issues have been addressed by your staff in the past and continue to be of serious concern to my client today. We are hopeful that these issues just necessitate your clarification because the exhibits and preferred option are difficult to decipher in the Draft Initial Study / Environmental Assessment Interstate 5 / Empire Avenue Interchange City of Burbank, Los Angeles County document dated December 2001. We would like to meet with you or your staff at your earliest convenience to address these items.

Our purpose is to solely preserve the operational integrity and value of the existing restaurant, and the future growth plans for the adjacent parcel. We look forward to your call and working closely with you.

Very truly yours,

MICHAEL R. HASTINGS

cc: Robert (Bud) Ovrom, Burbank City Manager
Susan Georgino, Community Development Director, City of Burbank
Gregg Herrmann, Assistant Community Development Director, Transportation

DPAroastersDOT020102

DPAroasters 1- After discussing the concerns of the Kenny Rogers Roasters between the City of Burbank, Mr. Michael R. Hastings and Mr. Ronald Phillips, Caltrans' design of the project has been modified to ensure the continued viability, purpose and long-term use of the restaurant facility. Please refer to the response to the following comment letter "DPAroasters/Burbank" for a more detailed description of the project modifications.

This letter is identified as **DPAroasters/Burbank**.

Direct Point Advisors

611 South Orchard Drive
Burbank, CA 91506
818-260-9005
fax: 818-566-9696
twoterm@aol.com

February 7, 2002

Mr. Greg Herrmann, AICP
Assistant Community Development Director for Transportation
Burbank, CA 91502
By Facsimile 818-238-5254

Re: Empire Avenue Interchange File 07-LA-005 / KP47.90/50.90 / EA 133500

Dear Mr. Herrmann:

Thank you for meeting with my client, **Mr. Ronald Phillips / Kenny Rogers Roasters** and I yesterday. My client continues to be supportive of the concept of the interchange improvement, however, not at the cost of his existing retail / restaurant business and his planned expansion on that site.

I would like to reiterate the new concerns that we gleamed from the meeting that we believe would adversely effect the existing and future business on that site. So many of these issues create a great uncertainty for my client. We would like to address them at your teams earliest convenience because of the perceived cloud that is now over this entire parcel, plus the threat of diminishing the value of the existing business and the real fear of losing the existing franchise due to the propose new site reconfiguration at the corner intersection.

1) Cal Trans proposed that Walnut Street would become a narrow access road adjacent to the new on ramp. This would adversely effect the Drive Through circulation plan on the site, plus be a difficult delivery route for the large truck deliveries to the site.
2) Cal Trans proposed that the Walnut access road would not be a through street up to San Fernando Road. This once again would adversely effect access to the restaurant and the Drive Through circulation.
3) Cal Trans proposed that all public street parking would be eliminated along the existing Walnut Street. This would adversely effect the Fast Food operation based upon some customer's preference to park next to the restaurant and run in and get their food. This is a normal habit for those who do not enjoy utilizing parking lots and drive through operations.
4) Cal Trans proposed that the existing Walnut Street and San Fernando Road signalized intersection would no longer service Walnut Street driveways (3) that presently access the business from Walnut Street. This would adversely effect the business because the traffic circulation is critical to an efficient drive through operation. The ease and convenience of numerous entries and exits cater to the desires of the publics served by this business.
5) Cal Trans proposed that the exclusive Interstate 5 onramp at Walnut and San Fernando would be served by the existing signal at the existing site. This would adversely effect the business and the value of the site. This revision of the corner intersection would result in the business no longer residing on a corner parcel. When this site was chosen by the owner / operator for this fast food operation and approved by the franchise, the signalized corner location was critical in the decision making process. The loss of this existing signal creates a "mid-block" parcel with no traffic controls to facilitate the publics accessing the restaurant.
6) This project proposal also has the potential of severely limiting the development opportunities on the site that have been reviewed by my client for additional income on the parcel.

1

11

DPAroasters/Burbank 1 – Through early consultation with Caltrans' Design, Traffic and Environmental staff, the concerns of Mr. Ronald Phillips / Kenny Rogers Roasters have been identified. Caltrans recognizes the importance of future traffic circulation and access and the effects it may have on the operations of the existing restaurant. As such, Caltrans has modified the design plans for the Walnut Street on-ramp. Based on additional traffic analysis associated with the preferred alternative C (see Alternative C description, Section II), it has been determined that the existing configuration of Walnut Street is adequate to accommodate future traffic flows. Thus, the existing configuration of the Walnut Street on-ramp will remain unchanged from the existing alignment. *Please see letter "DPABurbank" which acknowledges the project design modifications made in response to the concerns of Kenny Rogers Roasters.*

DPAroasters/Burbank continued

Once again, our purpose is to solely preserve the operational integrity and value of the existing restaurant, and the future growth plans for the adjacent parcel. We look forward to you scheduling a meeting and working closely with you and the Cal Trans designers and engineers.

Very truly yours,

MICHAEL R. HASTINGS

cc: Robert (Bud) Ovrom, Burbank City Manager
Susan Georgino, Community Development Director, City of Burbank
Ronald Phillips, Kenny Rogers Roasters
Ron Kosinski, DOT Division of Environmental Planning

DPAroastersBUR020702

22

This letter is identified as **DPABurbank**

03/05/2002 10:43 8185669696 MICHAEL R HASTINGS PAGE 01

Direct Point Advisors

611 South Orchard Drive
Burbank, CA 91506
818-260-9003
fax: 818-566-9696
rwoterm@aol.com

March 4, 2002

Mr. Greg Herrmann, AICP
City of Burbank, Community Development
Burbank, CA 91510
Via Facsimile
Fax 818-238-5254

Re: CITY OF BURBANK / CAL TRANS Proposed Walnut On Ramp Extension Improvements

Dear Greg,

This letter shall confirm our phone conversation from Friday, March 1st, 2002, that Cal Trans has decided to abandon their plans to extend the Walnut on ramp to Interstate 5, in Burbank. This decision clears the way for my client to expect business as usual in, on and around his business on the corner of Walnut Street and San Fernando Road. This brings to a close the thought process and plans to close Walnut Street to through traffic for the purpose of a one way on ramp to I-5; the potential of closing off access to any and all of the property drive ways that front on to Walnut Street; the loss of on street parking on Walnut Street and the concern of the loss of a "corner property" location for my clients' franchise operations.

Please advise me if my understanding of the above facts and the decision are clear and correct. I look forward to bringing this calming news to my client. These past few weeks have been very stressful in his business and put a true cloud over his present and future opportunities on this site. I look forward to your prompt response. Thank you for your efforts in working closely with us during this ordeal. You have been diligent and timely.

Sincerely,

MICHAEL R. HASTINGS

CC: Ronald Phillips, Kenny Rogers Roasters
Susan Georgino, Community Development Director, City of Burbank
Ronald J. Kosinski, Deputy Director, Div. Of Environmental Planning, DOT

DPArosastersBur030402

This letter is identified as **Lieberman**

LIBERMAN BROADCASTING, INC.

1845 Empire Avenue, Burbank, CA 91504
phone 818-563-5722, fax 818-729-5678

March 12, 2002

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (I-5 Empire)
CALTRANS
District 7, 120 South Spring Street
Los Angles, California 90012-3606

Re: Proposed I-5 Interchange at Empire Avenue,
City of Burbank (File 07-LA-005/KP47.90/50.90/EA 133500)

Dear Mr. Kosinski:

As you may be aware, our companies, which include Liberman Broadcasting, Inc., Liberman Television, Inc. and Empire Burbank Studios, are headquartered at Empire Avenue and Victory Place, immediately adjacent to the proposed project referenced above. Our operations include studios for live broadcasting and transmission of major television and radio stations, including KRCA-TV, Channel 62, KBUA-FM and KBUE-FM (Que Buena), KHJ-AM (La Ranchera) and others. These broadcast operations provide an important service to a wide-reaching community and provide steady jobs for over 200 employees. Hundreds of thousands of Southern California residents rely upon our broadcast operations as their primary source of news, information and entertainment. In addition, we have developed and are continuing to expand a dynamic television stage operation at Empire Burbank Studios, where major court drama, talk and game show producers, including Fox Television, film a significant amount of their programming. Fox Television also employs over 50 people who work at our studios on a regular basis.

Over two years ago, we retained Mr. Michael Hastings of DirectPoint Advisors to monitor and advise us with respect to the possible impact of surrounding developments and projects on our studios and businesses. Mr. Hastings has been attending various hearings, conducting meetings with public officials and keeping us informed. Although we had heard through Mr. Hastings that an on/off ramp was tentatively planned for Empire Avenue, we were consistently assured that the project would have no adverse effect on our ongoing broadcasting operations or any other aspect of our business. Unfortunately, it appears that we and Mr. Hastings have been misinformed of the practical impact of the proposed project upon our business and our property.

Mr. Hastings has advised us that in a recent meeting involving officials from CalTrans and the City of Burbank, significant new information was conveyed. We now understand that the proposed project, as currently contemplated, would require a construction period of 3 years, including 6 months to one year of excavation. We were further advised that the construction of the interchange will require methods that would certainly have a devastating and disruptive effect upon our business, including pile driving 70 feet into the ground in several locations to establish supports for a ramp and major excavation operations using heavy machinery and equipment. We are also concerned about the possibility that blasting or detonation will be utilized as a means to construct the tunnel which we now understand is planned. It would clearly be impossible for our business to survive during the conduct of this type of work. For the proper functioning of our facilities, which include, in addition to live and taped broadcast facilities, state of the art edit bays, sound editing facilities, highly technical engineering rooms and highly sensitive transmission equipment, there must be no noise or vibration. The noise, vibration and other resulting effects of the work which has now been described to us is completely incompatible } 1

LA3:1001602.5

Los Angeles - KRCA-TV KBUE-FM KBUA-FM KHJ-AM KWIZ-FM KVNR-AM
Houston - KZJL-TV, KTJM-FM, KJOJ-AM/FM, KSEV-AM, KQUE-AM
San Diego - KSDX-TV

Lieberman 1 – We apologize for any misunderstanding concerning the construction of this proposed project. The statement that construction methods would certainly have a devastating and disruptive effect upon your business is false. Through the consultation and coordination process, we have identified the concerns of Empire Studios and have included a provision to exclude any pile driving construction methods (at I-5/Empire Avenue) and instead use Cast-In-Drilled-Hole (CIDH) methods to prevent adverse noise and vibration impacts.

Additionally, Caltrans hired the consultant services of Parsons Engineering Science to investigate the noise and vibration characteristics of the facility to identify both the potential construction noise and vibration impacts and to identify any measures to minimize harm necessary to reduce any impacts to a level of non significance. The results of the study concluded that the majority of the proposed construction activities will not cause disruption to the normal work operations of Liberman Broadcasting activities and equipment. A description of the recommended measures to minimize harm specific to the Liberman Broadcasting facilities can be found in Section 5.2 under “Noise Effects and Criteria” and in Section 5.4 under “Construction Effects”.

Lieberman continued

with our operations. We are concerned that there do not exist adequate methods to shield our operations from the effects of the work which has been described.

As a result, we are writing to put the City of Burbank, CalTrans and the Department of Transportation on formal notice that the freeway interchange project which has been described to us will have a dramatic adverse impact upon our business. Although we are certainly willing to work with the City and all applicable governmental officials and agencies involved to structure a workable plan that will not negatively impact us, it is clear that a decisive and specific plan to protect our interests will be necessary.

We understand that you have requested a meeting to discuss these issues, and we will be sending our representatives to the meetings which have been scheduled. In the meantime, we want to make certain that all interested and involved parties have the information provided in this letter. In considering any proposed project near our studios, be aware of the following:

- Our radio and television studios and broadcast operations are active on a 24 hour per day, 7 days per week basis.
- Our live television broadcasts include news, talk shows and audience participation shows. We also tape television shows on a regular basis, at all hours of the day and evening.
- Our studios produce 24-hour live broadcasts for three very popular radio stations. We broadcast through the use of sophisticated systems which are highly susceptible to malfunction in the event of any vibration or loud noises.
- The operation and continued viability of our television and radio stations and of Empire Burbank Studios is highly dependent upon our ability to guarantee a quiet environment which is easy to access. Access is important not only for the personnel and actors directly involved in taping the shows which broadcast from our studios, but also for the large trucks which carry the equipment, sets and props which are delivered to our studios. Therefore, we are also extremely concerned by any possibility that the means of ingress and egress to our studios might be restricted or affected in any way. Our use of "Old Empire" in its current configuration is crucial for this purpose. If we are not able to guarantee easy access, space for a wide turning radius, and a quiet place to produce programming, our stage rental business will certainly be severely and detrimentally affected. We will not be able to attract new business, nor will our existing stage users renew their agreements, unless we can assure our customers that they will not experience any difficulties associated with the contemplated construction.
- Parking is also a crucial problem for us. As the City of Burbank and CalTrans are aware, we have been considering various alternatives for alleviating our current parking, especially given that our street parking rights have been drastically reduced. Accordingly, any viable plan must take into account our parking needs on a current and ongoing basis.

We understand that experienced sound engineers will be studying the impact of the proposed project on our business operations. In this regard, we request the opportunity to provide detailed information directly to sound engineers who have specific experience working with noise and vibration in the context of sensitive broadcast operations. We will provide information to assist in this review and evaluation and to insure that it will take into account the nature of our broadcasting business. For example, we would be glad to provide your engineers and consultants with detailed plans of our

Lieberman continued

facilities and can provide, upon request, a tour of our facilities as well as meetings with our employees who coordinate our broadcasting and stage operations. We are confident that, once the requisite investigation is completed, you will concur with our assessment that, without proper mitigation measures, this project would have immediate and critical negative impact on our business, and would result in the loss of hundreds of millions of dollars in lost revenue, diminished goodwill and loss of business value.

Although we view the City, CalTrans and the Department of Transportation as our allies in our efforts to develop and continue our business operations and as we constantly strive to provide quality broadcast product to the communities we serve, we must make it known that we cannot accept any proposed project which will have a negative impact on the business we have worked so hard to grow. We urge you to take into account the magnitude of the serious adverse impact the proposed project would have upon our business as you proceed with the planning process.

We look forward to hearing from you.

Sincerely,

JOSÉ LIBERMAN
PRESIDENT

LENARD LIBERMAN
EXECUTIVE VICE PRESIDENT

cc: Mr. Robert (Bud) Ovrom, Burbank City Manager
Susan Georgino, Burbank Community Development Director
Gino Gaudio, Burbank Community Development Project Manager
Jinous Saleh, CalTrans
Greg Herrmann, Burbank Community Development Assistant/Transportation
Michael Hastings, DirectPoint Advisors

LA3:1001602.5

This letter is identified as **SCAG**.

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Riverside County: Bob Buster, Riverside County • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula • Jan Rudman, Corona • Charles White, Moreno Valley

San Bernardino County: Jon Mikels, San Bernardino County • Bill Alexander, Rancho Cucamonga • David Eshleman, Fontana • Lee Ann Garcia, Grand Terrace • Bob Hunter, Victorville • Gwenn Norton-Perry, Chino Hills • Judith Valles, San Bernardino

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Dianne De Paola, San Buenaventura • Toni Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

January 28, 2002

Mr. Ronald J. Kosinski RK
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
120 South Spring Street
Los Angeles, CA 90012

RE: **Comments on the Initial Study / Environmental Assessment for the Interstate-5 at Empire Avenue Interchange Project - SCAG No. I 20010680**

Dear Mr. Kosinski:

Thank you for submitting the **Initial Study / Environmental Assessment for the Interstate-5 at Empire Avenue Interchange Project** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

It is recognized that the proposed Project considers the construction of a new interchange on Interstate-5 at Empire Avenue in the City of Burbank, in Los Angeles County.

SCAG has evaluated the Initial Study / Environmental Assessment for the Interstate-5 at Empire Avenue Interchange Project with the Regional Comprehensive Plan and Guide (RCPG) and Regional Transportation Plan (RTP). The proposed Project is consistent with the 2001 RTP, and listed in the 2000/01 – 2005/06 Regional Transportation Improvement Program.

Policies of SCAG's RCPG and RTP, which may be applicable to your project, are outlined in the attachment. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Planner
Intergovernmental Review

SCAG continued

COMMENTS ON THE
INITIAL STUDY / ENVIRONMENTAL ASSESSMENT
FOR THE
INTERSTATE-5 AT EMPIRE AVENUE
INTERCHANGE PROJECT
SCAG NO. I 20010680

PROJECT DESCRIPTION

The proposed Project considers the construction of a new interchange on Interstate-5 at Empire Avenue in the City of Burbank, in Los Angeles County.

INTRODUCTION TO SCAG REVIEW PROCESS

The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Transportation Plan (adopted April 2001), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Transportation Plan (RTP) constitutes the region's Transportation Plan. The RTP policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.

Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

Each of the applicable policies related to the proposed project are identified by number and reproduced below in italics followed by SCAG staff comments regarding the consistency of the Project with those policies.

SCAG continued

January 28, 2002
Mr. Ronald Kosinski
Page 3

GENERAL SCAG STAFF COMMENTS

1. During the time this IS/EA for the proposed Project was being prepared, SCAG adopted the 2001 RTP (April 2001). References made to the 1994 Regional Mobility Element should be updated and/or changed to reflect the 2001 RTP in the Final IS/EA for the proposed Project. 1

   The IS/EA includes a short discussion on the RTP and RTIP in regards to the proposed Project. The proposed Project is included in SCAG's 2001/01 – 2005/06 RTIP.

2. The Final IS/EA should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and discuss any inconsistencies between the proposed project and applicable regional plans. 2

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to the Interstate 5 at Carmenita Road Interchange Improvement Project.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

The Regional Transportation Plan (RTP) also has policies pertinent to this proposed project. This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of this chapter are the following:

4.01 Transportation investments shall be based on SCAG's adopted Regional

SCAG 1 – This Final IS/EA has been updated to reflect the 2001 RTP.

SCAG 2 – The I-5 at Empire Avenue Interchange project is identified in SCAG's 2001 RTP and the 2000/01-2005/06 RTIP and is consistent with SCAG's RCPG.

SCAG continued

performance Indicators.

4.02 Transportation investments shall mitigate environmental impacts to an acceptable level.

SCAG staff comments. The IS/EA identifies environmental impacts and details the measures mitigate these impacts. Pages 31 through 49 provide an environmental evaluation and recommended mitigation measures. The Project is consistent with this core RTP policy.

4.03 Major Investment Studies and other studies of regional transportation facilities shall include consideration of freight movement.

4.04 Transportation Control Measures shall be a priority.

4.16 Maintaining and operating the existing transportation system will be a priority over expanding capacity.

SCAG staff comments. The Draft IS/EA, in Section I (Purpose and Need for Project) discusses the need for the proposed Project and proposed improvements, which will help to maintain and operate the existing transportation system. The Project is supportive or this core RTP policy.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.18 Encourage planned development in locations least likely to cause environmental impacts.

SCAG staff comments. The Project is proposed in a manner, which will minimize environmental impacts. Mitigation measures included in the IS/EA are recommended to address identified impacts. The Project is supportive of this ancillary RCPG policy.

SCAG continued

3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

SCAG staff comments. The IS/EA in Section 5.3 includes discussions on the Projects' impact on biological resources. No mitigation measures are recommended. The Project is supportive of this ancillary RCPG policy.

3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

SCAG staff comments. The IS/EA acknowledges that the proposed Project would have noise impacts on some surrounding uses. Mitigation measures are recommended to address noise impacts on adjacent uses and construction. The Project is supportive of this ancillary RCPG policy.

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

SCAG staff comments. The Draft IS/EA in Section 3.4 (Air Quality) acknowledges

SCAG continued

regional air quality, relationships to ensure consistency and minimize conflicts. The Project is consistent with this core RCPG policy.

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

CONCLUSIONS

1. As noted in the staff comments, the proposed Interstate-5 at Empire Avenue Interchange Project Draft Initial Study / Environmental Assessment is consistent with or supports some of the core and ancillary policies in the Regional Comprehensive Plan and Guide and Regional Transportation Plan.

2. As noted in the General Staff Comments, the Final IS/EA should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan and discuss any inconsistencies between the proposed project and applicable regional plans. In addition, references made to the 1998 RTP should be updated and/or changed to reflect the 2001 RTP in the Final IS/EA for the proposed Project.

3. All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SCAG continued

January 28, 2002
Mr. Ronald Kosinski
Page 7

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency***.

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

This letter is identified as **LApublicworks**

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100

JAMES A. NOYES, Director

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

January 30, 2002

IN REPLY PLEASE REFER TO FILE WM-4

Mr. Ronald J. Kosinski
Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

Dear Mr. Kosinski:

RESPONSE TO AN INITIAL STUDY
INTERSTATE 5/EMPIRE AVENUE INTERCHANGE
CITY OF BURBANK

Thank you for the opportunity to provide comments on an Initial Study for the proposed Interstate 5/Empire Avenue Interchange project. We have reviewed the submittal and offer the following comments:

Geotechnical and Materials Engineering

The proposed project will not have significant environmental effects from a geology and soils standpoint, provided the appropriate ordinances and codes are followed. The project is located within a mapped potentially liquefiable area, per the State of California Seismic Hazard Zone Map, Burbank Quadrangle. However, a liquefaction analysis is not warranted at this time. Detailed liquefaction analyses, conforming to the requirements of the State of California Division of Mines and Geology Special Publication 117, must be conducted at the tentative map and/or grading/building plan stages. 1

If you have any questions, please contact Mr. Amir Alam at (626) 458-4925.

Land Development (Grading and Drainage/Transportation Planning)

We have reviewed the subject document and have no comments.

If you have any questions, please contact Mr. Perfecto Tobias at (626) 458-4921 or Mr. Hubert Seto at (626) 458-4349, respectively.

LApublicworks 1 – A detailed liquefaction analysis, conforming to the requirements of the State of California Division of Mines and Geology Special Publication 117, will be conducted at the tentative map and/or grading/building plan stages.

LApublicworks continued

Mr. Ronald J. Kosinski
January 30, 2002
Page 2

Traffic and Lighting

The proposed project will not have a significant impact on County roadways or intersections. No further information is required.

If you have any questions, please contact Mr. Frank Benavidez at (626) 300-4748.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increase in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site. 2

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at the address on the first page or at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works

ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:sw
C:\Drainage\Mm\240.wpd

LApublicworks 2 – An investigation of watershed management opportunities will be conducted to maximize capture of local rainfall on the project site, eliminate incremental increase in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

This letter is identified as **Health&Humanservices**.

DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control
and Prevention (CDC)
Atlanta GA 30341-3724

February 4, 2002

Ronald J. Kosinski RK
Deputy District Director
Division of Environmental Planning
California Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

Dear Mr. Kosinski:

Thank you for sending us a copy of the Draft Initial Study/Environmental Assessment (IS/EA) for Construction of a new interchange on Interstate 5 at Empire Avenue in the City of Burbank, Los Angeles County.

We have reviewed this document for potential health and safety effects on human populations. We believe that the project will not cause significant impacts on noise, air quality, or water quality. Further, there also will be no adverse impacts or displacements on residences or public facilities near the area.

Our only concern is from the two NPL Superfund sites and the two Calsites identified near the project area. It appears that only one of these, the former Lockheed Martin Corporation property may potentially present an environmental threat during construction. It was noted that some mitigation activities have already occurred on this site. We understand that Caltran will implement a Phase 2 Investigation to determine any remaining contaminants. Based on testing and monitoring, the extent of any possible contamination will be determined and further mitigation measures determined. If special requirements for handling contaminated soils are established to protect the workers and the public as proposed, there should be very minimal threats to health and safety from project construction. 1

Please send us a copy of the Final IS/EA, and any future environmental impact statements which may indicate potential public health impact and are developed under the National Environmental Policy Act (NEPA) when they become available.

Sincerely,

Paul Joe

Paul Joe, DO, MPH
Medical Officer
National Center for Environmental Health (F16)
Centers for Disease Control & Prevention

Health&humanservices 1 – Implementation of a Phase II Investigation, including testing and monitoring, will determine the extent of any possible contamination and further measures to minimize harm identified. If special requirements for handling contaminated soils are established to protect workers and the public, Caltrans will ensure any threats to health and safety from project construction will be very minimal.

This letter is identified as **Department of Commerce**.

UNITED STATES DEPARTMENT OF COMMERCE
Office of the Under Secretary for
Oceans and Atmosphere
Washington, D.C. 20230

January 28, 2002

Mr. Ronald J. Kosinski RK
Division of Environmental Planning
Department of Transportation
120 S. Spring Street
Los Angeles, California 90012

Dear Mr. Kosinski:

Enclosed are comments on the Draft Environmental Impact Statement for Draft Initial Study EA for Interstate 5/Empire Avenue Interchange City of Burbank Los Angeles County, California . We hope our comments will assist you. Thank you for giving the opportunity to review this document.

Sincerely,

Margaret R. McCallum

for Scott B. Gudes
Acting Under Secretary for Oceans
and Atmosphere Administrator and
Deputy Under Secretary

Enclosure

Printed on Recycled Paper

Department of Commerce continued

MEMORANDUM FOR: Margaret McCalla
Acting Director, Office of Policy and Strategic Planning

FROM: Charles W. Challstrom
Director, National Geodetic Survey

SUBJECT: Draft Initial Study EA for Interstate 5/Empire Avenue Interchange
City of Burbank Los Angeles County, California

The subject statement has been reviewed within the areas of the National Ocean Service (NOS) responsibility and expertise and in terms of the impact of the proposed actions on NOS activities and projects.

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the National Geodetic Survey's home page at the following Internet World Wide Web address: http://www.ngs.noaa.gov After entering the this home page, please access the topic "Products and Services" and then access the menu item "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the National Geodetic Survey data base for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.

If there are any planned activities which will disturb or destroy these monuments, NOS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation(s) required. } 1

For further information about the geodetic control monuments, please contact Rick Yorczyk; SSMC3 8636, NOAA, N/NGS; 1315 East West Highway; Silver Spring, Maryland 20910; telephone: 301-713-3230 x142; fax: 301-713-4175, Email: Rick.Yorczyk@noaa.gov.

NOAA's Geodetic State Advisor in California, Marti Ikehara, is also available for help. He can be reached at; telephone: 916-227-7325; E-mail: marti_ikehara@dot.ca.gov; address: NGS, c/o CALTRANS, Geometronics Branch, MS 35, 1727 30th Street Sacramento, CA 95816.

Department of Commerce 1 – The National Ocean Service will be notified no less than 90 days prior to the advance of any activities that may disturb any geodetic control monuments.

This letter is identified as **OPR**.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

State Clearinghouse

Gray Davis
GOVERNOR

Steven A. Nissen
DIRECTOR

February 7, 2002

Jinous Saleh
Caltrans
120 South Spring Street
Los Angeles, CA 90012

Subject: Interstate 5, Empire Avenue Interchange
SCH#: 2001121092

Dear Jinous Saleh:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on February 6, 2002, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-445-0613 FAX 916-323-3018 WWW.OPR.CA.GOV/CLEARINGHOUSE.HTML

OPR continued

Document Details Report
State Clearinghouse Data Base

SCH# **2001121092**
Project Title Interstate 5, Empire Avenue Interchange
Lead Agency Caltrans

Type **Neg** Negative Declaration

Description The California Department of Transportation is proposing construction of a new interchange on Interstate 5 (I-5) at Empire Avenue in the City of Burbank, Los Angeles County. The project limits extend roughly from Burbank Boulevard to Buena Vista Street in the City of Burbank. The proposed interchange would include constructing new I-5 access to and from Empire Avenue. This proposed project involves additional right-of-way.

Lead Agency Contact

Name Jinous Saleh
Agency Caltrans
Phone 213 897-0683 ***Fax***
email
Address 120 South Spring Street
City Los Angeles ***State*** CA ***Zip*** 90012

Project Location

County Los Angeles
City Burbank
Region
Cross Streets Victory Place/San Fernando Road
Parcel No.
Township ***Range*** ***Section*** ***Base***

Proximity to:

Highways
Airports Burbank-Glendale-Pasadena Airpor
Railways SRRA/Metrolink
Waterways Los Angeles Flood Control District
Schools
Land Use General Manufacturing/Planned Development

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received 12/19/2001 ***Start of Review*** 12/19/2001 ***End of Review*** 02/06/2002

Note: Blanks in data fields result from insufficient information provided by lead agency.

This letter is identified as **County Parks**.

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

January 7, 2002

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation
120 S. Spring Street
Los Angeles, California 90012

Attention: Jinous Saleh

Dear Mr. Kosinski:

NOTICE OF PUBLIC MEETING AND AVAILABILITY OF INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

The above indicated Draft Initial Study/Environmental Assessment for the construction of a new interchange, on Interstate 5 at Empire Avenue, in the City of Burbank of Los Angeles County has been reviewed. The project is located within the jurisdiction of the City of Burbank and will not have an impact on the facilities under the jurisdiction of this department. Therefore, we offer no comments on the development of the project.

Thank you for including this department in the review of the Initial Study/Environmental Assessment. If we may be of further assistance, please contact Ms. Lillie Lowery, Departmental Facilities Planner I, at (213) 738-3235.

Sincerely,

Larry Hensley
Acting Chief of Planning

C: Lillie Lowery

Executive Offices • 433 South Vermont Avenue • Los Angeles, CA 90020-1975 • (213) 738-2961

The following responses refer to statements made at the public hearing made by resident Bryan Allen. The numbers below refer to numbered text in the Public Hearing Transcript found in Appendix III.

Bryan Allen 1 – Request Environmental Impact Report be Prepared –
On the basis of this IS/EA and the supporting technical studies, it has been determined that the proposed project will not have a significant impact on the environment. Because the conclusions held in this IS/EA did not find any possible significant impacts, an EIR is unwarranted. Caltrans respectively disagrees with the conclusion that and EIR is necessary.

Bryan Allen 2 – Eliminating the existing barrier between Empire Avenue and San Fernando Road will cause motorist shortcutting through residential neighborhoods –
Traffic forecasts and analysis indicated the effectiveness of the proposed project in improving area wide traffic operations mostly by reducing out-of-direction travels. This reduction in out-of-direction travels would also reduce the negative impacts related to such travels in community disruption, air quality and noise.

Bryan Allen 3 – Project's proposed encroachment into Metrolink/SCRRA railroad would adversely affect both existing and future rail operations -
Caltrans and the City of Burbank have been working closely with Metrolink/SCRRA throughout the development of final alternative designs. Now that a final alternative has been selected we will continue to work closely with the rail authorities to ensure the existing and future operations are not adversely affected. Implementation of the selected alternative (alternative C) will not preclude future development of high-speed rail.

Bryan Allen 4 – The proposed interchange will encourage auto use versus public transit use–
Improving traffic access and circulation are important parts of the Purpose and Need for this project. The possible affect on public transit operations and use is not considered adverse either on a project level or regional scale.

VII. LIST OF PREPARERS

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Claudia Harbert, Associate Environmental Planner (Architectural History)
Philomene C. Smith, Associate Environmental Planner (Archaeology)
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Parsons Transportation Group

Nathan Q. Zhou, Civil Engineer

Parsons Engineering Science

Than Luc, INCE
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The Honorable Gus Gomez
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Appendix I: References

Barton-Ashman Associates, Inc. Traffic Operations Analysis, March 1999.

Caltrans District 7, Natural Environment Study Report, December 2000.

Caltrans District 7, Noise Study Report, March 2001.

Caltrans District 7, Geotechnical Investigation, April 1999.

Caltrans District 7, Physical Environmental Report, December 2000.

Caltrans District 7, Historic Property Survey Report, December 2000.

City of Burbank Community Development Department, Burbank General Plan, *Housing Element*, June 1989, *Transportation Element*, February 1994, *Safety Element*, July 1997, *Land Use Element*, May 1998, *Noise Element*, December 1998.

Parsons Engineering Science Inc., Initial Site Assessment, January 1999.

Parsons Engineering Science Inc., Project Study Report, February 1999.

U.S. Census Bureau 1990. Website: http://venus.census.gov/cdrom/lookup/929389276. September 2000.

Parsons-Engineering Science, I-5/Empire Avenue Interchange Improvement Vibration Study, April 2002.

Appendix II: Scoping Comment Letters

Appendix III: Public Hearing Transcript

Appendix III: SHPO Concurrence Letter

Appendix IV: Title VI Policy Statement

APPENDIX V: SUMMARY OF RELOCATION BENEFITS AVAILABLE TO DISPLACED PARTIES

V-1 RELOCATION ASSISTANCE ADVISORY SERVICES

The California Department of Transportation will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Department's acquisition of real property for public use. The Department will assist displacees in obtaining replacement housing by providing current and continuing information on the availability and prices of houses for sale and rental units that are comparable, "decent, safe and sanitary." Non-residential displacees will receive information on comparable properties for lease or purchase. For information on business, farm and non-profit organization relocation, refer to Section C-3, "Business and Farm Relocation Assistance Program."

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are fair housing open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs and any other appropriate services being offered by public and private agencies in the area.

V-2 RESIDENTIAL RELOCATION PAYMENTS PROGRAM

The Relocation Payments Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for, or incidental to, purchasing or renting the replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacees' property. Any actual moving costs in excess of the 50-mile limit will be the responsibility of the displacees. The Residential Relocation Program is summarized below:

<u>Moving Costs</u>

Any displaced person, who was lawfully in occupancy of the acquired property regardless of the length of occupancy in the acquired property, will be eligible for reimbursement of the moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule which is determined by the number of furnished or unfurnished rooms in the displacement dwelling.

Purchase Supplement

In addition to moving and related expense payments, eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their properties for 180 days prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. Also, the interest differential must be based upon the lower of either: 1) the loan on the displacement property, or 2) the loan on the replacement property. The maximum combination of these supplemental payments that the owner-occupants can receive is $22,500. If the total entitlement (without the moving payments) is in excess of $22,500, the Last Resort Housing Program will be applied. Refer to synopsis of Last Resort Housing below.

Rental Supplement

Tenants who have occupied the property to be acquired by Caltrans for 90 days or more and owner-occupants of 90 to 179 days *prior to the date of the of the first written offer to purchase* may qualify to receive a rental differential payment. This payment is made when the department determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling would be more than the present rent of the acquired dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the "Down Payment" section below. The maximum payment to any tenant of 90 days or more and any owner-occupant of 90 to 179 days, in addition to moving expenses, will be $5,250. If the total entitlement for rental supplement exceeds $5,250, the Last Resort Housing Program will be used. Please refer to Last Resort Housing clarification below.

The displaced person must rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the department takes legal possession of the property, or from the date the displacee vacates the department-acquired property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of 90 to 179 days and tenants with no less than 90 days of continuous occupancy prior to the Department's first written offer. The down payment and incidental expenses cannot exceed the maximum payment of $5,250. The one year eligibility period during which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 25) contain the policy and procedure for implementing the Last Resort Housing Program on federal aid projects. Caltrans, in order to maintain uniformity in the program, has also adopted these federal guidelines on non-federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard relocation as explained above. Last Resort Housing has been designed primarily to cover situations where available comparable replacement housing, or when their anticipated replacement housing payments exceed the $5,250 and $22,500 limits of standard relocation procedures. In certain exceptional situations, last resort housing may also be used for tenants of less than 90 days.

After the first written offer to acquire the property has been made, the Department will, within a reasonable length of time, personally contact the displacees to gather important information relating to: preferences in areas of relocation; the number of people to be displaced and the distribution of adults and children (according to age and gender); location of schools and employment; special arrangements necessary to accommodate disabled family members; and the financial ability to relocate to a comparable replacement dwelling which will house all members of the family decently.

The above explanation is general in nature and is not intended to be a complete explanation of relocation regulations. Any questions concerning relocation should be addressed to Caltrans. Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displaced household in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments.

V-3 BUSINESS AND FARM RELOCATION ASSISTANCE PROGRAM

The Business and Farm Relocation Program provides for aid in locating suitable replacement property and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for specific relocation needs.

There are different types of payments available to businesses, farms and non-profit organizations. These include: moving expenses, which consist of actual reasonable costs (as listed) for:

- The relocation of inventory, machinery, office equipment, and similar business-related personal property; dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting personal property.

- Loss of tangible personal property provides payment to relocate for "actual direct" losses of personal property that the owner elects not to move.

- Expenses related to searching for a new business site can be reimbursed up to $1,000 for actual reasonable cost incurred.

- Reestablishment expenses relating to the new business operation.

Payment "in lieu" of moving expense is available to businesses which are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements such as inability to find a suitable relocation site are met. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to relocation. Such payment may not be less than $1,000 or no more than $20,000.

V-4 ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or sources for the purpose of determining the extent of eligibility of the displacees for assistance under the Social Security Act, local Section 8 housing programs, or other federal assistance programs.

Persons who are determined to be eligible for relocation payments, and are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable "decent, safe and sanitary" replacement residence, open to all persons, regardless of race, color, religion, sex or national origin, is available or has been made available to them by the state.

Any person, business, farm or non-profit organization which has been refused a relocation payment by Caltrans, or believes that the payments made are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from Caltrans Relocation Advisors.

The information above is not intended to be a complete statement of all of the Department's laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of the Department's relocation programs.