3.13 Station Planning, Land Use, and Development

Since publication of the Burbank to Los Angeles Project Section Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS), the following substantive changes have been made to this section:

- Table 3.13-1, Regional and Local Plans and Policies, was updated to include the *Plan for a Healthy Los Angeles* (City of Los Angeles 2015) in response to public comments on the Draft EIR/EIS.
- Two footnotes were added to Section 3.13.2.1 regarding the Federal Railroad Administration's (FRA) new regulations implementing the National Environmental Policy Act (NEPA), which were adopted during the preparation of the Draft EIR/EIS, and updated Council on Environmental Quality regulations issued after release of the Draft EIR/EIS.
- Land use conversion acreages were updated based on footprint changes and changes to acquisitions and temporary construction easement (TCE) areas resulting from engineering and design refinements (see Table 3.13-3, Table 3.13-4, Table 3.13-5, and Table 3.13-6).
- Figures were updated based on footprint changes and changes to acquisitions and temporary construction easement (TCE) areas resulting from engineering and design refinements (see Figure 3.13-2,Figure 3.13-3, Figure 3.13-4, Figure 3.13-5, Figure 3.13-6, and Figure 3.13-7).

The revisions and clarifications provided in this section of the Final EIR/EIS do not change the CEQA significance conclusions pertaining to station planning, land use, and development presented in the Draft EIR/EIS

3.13.1 Introduction

Section 3.13, Station Planning, Land Use, and Development, of the EIR/EIS analyzes the potential impacts of the No Project Alternative and the HSR Build Alternative, and it describes impact avoidance and minimization features (IAMF) that would avoid, minimize, or reduce these impacts. Where applicable, mitigation measures are proposed to further reduce, compensate for, or offset impacts of the HSR Build Alternative. This section defines the station planning, land use, and development resources within the region and describes the affected environment in the resource study area (RSA).

Station Planning, Land Use, and Development

This section evaluates existing development patterns and local land use policies in order to determine whether or not the project is consistent with these plans. The proposed HSR stations have been designed in coordination with local governments and with their plans and policies in mind.

The *Burbank to Los Angeles Project Section Community Impact Assessment* (California High-Speed Rail Authority [Authority] 2021) provides technical details on station planning, land use, and development resources. Additional information about station planning, land use, and development is provided in the following appendices in Volume 2 of this EIR/EIS:

- Appendix 2-B, Impact Avoidance and Minimization Features
- Appendix 3.1-B, Regional and Local Policy Inventory
- Appendix 3.19-A, Cumulative Projects

Seven other resource sections in this EIR/EIS provide information related to station planning, land use, and development resources:

- **Section 3.2, Transportation**—Discusses measures to reduce impacts resulting from construction, such as detour routes and parking impacts.
- **Section 3.3, Air Quality and Global Climate Change**—Evaluates the potential localized and regional air quality impacts that would occur in the project vicinity from the construction and operation of the HSR Build Alternative.

- **Section 3.4, Noise and Vibration**—Discusses noise and vibration that would occur in the project vicinity from the construction and operation of the HSR Build Alternative.
- **Section 3.5, Electromagnetic Interference and Electromagnetic Fields**—Describes the methods used to analyze electromagnetic interference/electromagnetic field (EMI/EMF) impacts that would occur from construction and operation of the HSR Build Alternative.
- **Section 3.12, Socioeconomics and Communities**—Discusses measures to reduce the socioeconomic and community impacts of the HSR Build Alternative.
- **Section 3.18, Regional Growth**—Includes a discussion of growth-inducing impacts.
- **Section 3.19, Cumulative Impacts**—Describes the cumulative impacts of this and other past, present, and reasonably foreseeable future projects.

3.13.1.1 Definition of Resources

The following are definitions of key terms related to station planning, land use, and development used in this EIR/EIS:

- **Existing Land Uses** describe the way a parcel is currently being used, regardless of zoning, and does not carry regulatory significance in determining potential land use conflicts.
- **Planned Land Uses** represent the planned use of each parcel as designated within the general plan of each jurisdiction. Land use designations typically reflect the overall goals and vision for an area (e.g., revitalize downtown areas, encourage infill development, build out underutilized parcels). Land use designations prescribe allowable land use types and intensities. Typically, zoning maps/zoning codes implement general plan land use designations with greater specificity. Proposed development is evaluated against land use designations to determine if a conflict may exist.
- **Transit-Oriented Development (TOD)** refers to a pattern of dense, diverse, pedestrian-friendly land uses located near transit nodes, which, under the right conditions, translates into higher transit patronage.
- **Vacant Land** is currently undeveloped land that is available for development.
- **Zoning** is a zoning code or ordinance that is a local law that describes the allowable uses for each piece of property in a community. Zoning supports the goals and policies in a general plan (i.e., a community's long-range planning document).

3.13.2 Laws, Regulations, and Orders

This section describes the federal, state, and local laws, regulations, orders, and plans that are relevant to station planning, land use, and development resources.

3.13.2.1 Federal

Federal Railroad Administration, Procedures for Considering Environmental Impacts (64 Federal Register 28545)

On May 26, 1999, FRA released *Procedures for Considering Environmental Impacts* (FRA 1999). These FRA procedures supplement the Council on Environmental Quality Regulations (40 Code of Federal Regulations [C.F.R.] Part 1500 et seq.) and describe FRA's process for assessing the environmental impacts of actions and legislation proposed by the agency and for the preparation of associated documents (42 U.S. Code 4321 et seq.).[1,2] *Procedures for Considering*

[1] While this EIR/EIS was being prepared, FRA adopted new NEPA compliance regulations (23 C.F.R. 771). Those regulations only apply to actions initiated after November 28, 2018. See 23 C.F.R. 771.109(a)(4). Because this EIR/EIS was initiated prior to that date, it remains subject to FRA's Environmental Procedures rather than the Part 771 regulations.

[2] The Council on Environmental Quality issued new regulations on July 14, 2020, effective September 14, 2020, updating the NEPA implementing procedures at 40 C.F.R. 1500. However, this project initiated NEPA before the effective date and is not subject to the new regulations, relying on the 1978 regulations as they existed prior to September 14, 2020. All subsequent citations to Council on Environmental Quality regulations in this environmental document refer to the 1978 regulations, pursuant to 40 C.F.R. 1506.13 (2020) and the preamble at 85 Fed. Reg. 43340.

Environmental Impacts states that "the EIS should identify any significant changes likely to occur in the natural environment and in the developed environment. The EIS should also discuss the consideration given to design quality, art, and architecture in project planning and development as required by U.S. Department of Transportation Order 5610.4." These FRA procedures state that an EIS should consider possible impacts on land use and development.

Federal Aviation Administration Regulations Part 77

Federal Aviation Administration Regulations Part 77 establishes standards for determining obstructions in navigable airspace, sets forth requirements for notices of proposed construction or alteration, and provides for aeronautical studies of obstructions to air navigation. Federal Aviation Regulations Part 77 requires that the Federal Aviation Administration be notified of proposed railroad construction or alteration projects within a certain height and distance of an officially designated public use airport, military airport, or airport or heliport with at least one Federal Aviation Administration-approved instrument approach procedure.

Community Reinvestment Act

In 1977, Congress enacted the Community Reinvestment Act to require banks, thrifts, and other lenders to make capital available in low- and moderate-income urban neighborhoods, thereby boosting the nation's efforts to stabilize these declining areas. Concern over potential environmental and financial liability for cleaning up these sites made lenders, developers, and property owners reluctant to finance redevelopment of these properties. Rather than reuse former urban industrial sites, businesses instead moved to suburban or rural "greenfields," which carry fewer perceived risks to development.

In January 1995, the U.S. Environmental Protection Agency announced its original Brownfields Action Agenda in response to the widespread economic development obstacles posed by urban brownfields. The 1995–1996 Brownfields Action Agenda encouraged a cooperative approach by The U.S. Environmental Protection Agency, lenders, and prospective purchasers to ease fears of financial liability and regulatory burdens. The U.S. Environmental Protection Agency has coordinated with the Office of the Comptroller of the Currency to create incentives within the Community Reinvestment Act regulations for economic revitalization and development.

Small Business Liability Relief and Brownfields Revitalization Act

The Small Business Liability Relief and Brownfields Revitalization Act (Public Law No. 107-118, 115 stat. 2356) was enacted on January 11, 2002. This act amended the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA; also referred to as Superfund) by providing funds to assess and clean up brownfields; clarified CERCLA liability protections; and provided funds to enhance state and tribal response programs. Other related laws and regulations affect Brownfields cleanup and reuse through financial incentives and regulatory requirements.

BUILD Act

The Brownfields Utilization, Investment and Local Development (BUILD) Act was enacted on March 23, 2018, as part of the Consolidated Appropriations Act of 2018. The BUILD Act reauthorized the U.S. Environmental Protection Agency's Brownfields Program and made amendments to the Small Business Liability Relief and Brownfields Revitalization Act. Authorized changes affect brownfields grants, ownership and liability provisions, and state and tribal response programs. The U.S. Environmental Protection Agency is developing policy guidance to implement the BUILD Act.

3.13.2.2 State

Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375 Chapter 728)

This statute requires regional planning agencies to include a "Sustainable Community Strategy" (SCS) or "Alternative Planning Strategy" in the next version of their regional transportation plans (RTP). The SCS will coordinate land use, housing needs, and transportation/transit planning to

meet the regional target for the reduction of greenhouse gas (GHG) emissions from automobiles and light trucks established by the California Air Resources Board.

Coordination is enforced by requiring transportation projects identified in the RTP to comply with the SCS in order to receive state and federal funding through the regional housing needs allocation. The requirements of Senate Bill 375 are reflected in the 2016–2040 RTP/SCS (SCAG 2016) adopted by the Southern California Association of Governments (SCAG).

California State Planning and Zoning Law (California Government Code §§ 65000-66037)

This law delegates most of the state's local land use and development decisions to cities and counties and describes laws pertaining to the regulation of land uses by local governments, including the general plan requirement, specific plans, subdivisions, and zoning.

3.13.2.3 Regional and Local

Table 3.13-1 lists regional, county, and city general plan goals, policies, and ordinances relevant to land use issues associated with the HSR Build Alternative. The Burbank to Los Angeles Project Section passes through the cities of Burbank, Glendale, and Los Angeles in Los Angeles County.

Table 3.13-1 Regional and Local Plans and Policies

Policy Title	Summary
Southern California Association of Governments	
2016–2040 Regional Transportation Plan/Sustainable Community Strategy (2016) and Amendment No. 2 (2017)	SCAG adopted the RTP/SCS in 2016. The RTP/SCS encourages land use and growth patterns that facilitate transit and nonmotorized transportation. The RTP/SCS encourages the development of housing and mixed-use projects around existing and planned rail stations or along high-frequency bus corridors, in transit-oriented development areas, and in neighborhood-serving commercial areas. The RTP/SCS also supports projects, programs, policies, and regulations to protect resource areas, such as natural habitats and farmland, from future development. SCAG amended the RTP/SCS in 2017 to include the California HSR Project in the list of modeled projects.
Los Angeles County	
Airport Land Use Plan (2004)	Los Angeles County adopted the *Airport Land Use Plan* in 1991 and revised it in 2004. The *Airport Land Use Plan* establishes uniform policies and standards that prohibit the development of incompatible land uses in the areas adjacent to the public use airports in Los Angeles County, including Hollywood Burbank Airport. However, the plan places the responsibility with the cities and the county, through their planning and zoning powers, to specify which compatible uses are appropriate within their jurisdictions. The *Airport Land Use Plan* sets forth policies related to safety, noise insulation, and the regulation of building height.
City of Burbank	
City of Burbank General Plan (2013) Land Use Element	The City of Burbank adopted the General Plan Land Use Element in 2013, as part of the *Burbank 2035 General Plan*. The Land Use Element serves as a guide for future development in Burbank and establishes standards for residential density and nonresidential building intensity for designated land uses citywide. Specifically relevant to the HSR project are policies that encourage the development of compatible land uses within the city of Burbank adjacent to Hollywood Burbank Airport, consistent with the Los Angeles County Airport Land Use Plan.

Policy Title	Summary
City of Burbank General Plan (2013) Mobility Element	The City of Burbank adopted the General Plan Mobility Element in 2013, as part of the *Burbank 2035 General Plan*. The Mobility Element is required to be consistent with the City's Land Use Element to ensure that future growth occurs with adequate circulation and transportation facilities in mind. The Mobility Element addresses relevant mobility issues, including the adequacy of major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, as well as coordination efforts among the local, regional, and state transportation plans to better resolve circulation issues. The goal of the Mobility Element is to identify any circulation problems related to these facilities in the early stages and resolve them in local goals and policies without costly delays. The Mobility Element also identifies how the City will provide for the routine accommodation of all users of roadways, including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.
Burbank Center Plan (1997)	The City of Burbank adopted the *Burbank Center Plan* in 1997. The *Burbank Center Plan* is an economic revitalization plan that addresses long-range land use and transportation planning in downtown Burbank. The plan contains land use and development standards designed to encourage mixed-use projects that would minimize vehicular traffic volumes by encouraging the use of public transit and carpooling, and promoting walkability within the plan area.
City of Glendale	
City of Glendale General Plan Land Use Element (2002)	The City of Glendale comprehensively revised its General Plan Land Use Element in 1986. Since then, various amendments have been adopted. The Land Use Element serves as a blueprint for future development in Glendale and sets forth standards that guide new development throughout the city. Specifically relevant to the HSR project is a policy that safeguards residential neighborhoods from the intrusion of incompatible and disruptive uses.
City of Los Angeles	
City of Los Angeles General Plan, Land Use Section of the General Plan Framework (1996, 2001)	The City of Los Angeles adopted the Land Use Section of the *General Plan Framework* in 1996, and readopted it in 2001. The Land Use Section provides a strategy for long-term growth that sets a citywide context to guide the subsequent amendments of the City's community plans, zoning ordinances, and other pertinent programs related to land use and development. Specifically relevant to the HSR project are objectives and policies that require adequate transportation infrastructure to accommodate projected population and employment growth within the city and each of the community plan areas.
City of Los Angeles Mobility Plan 2035 (2015)	The City of Los Angeles adopted the *Mobility Plan 2035* in 2015. The Mobility Plan provides the policy foundation for achieving a transportation system that balances the needs of all road users. The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how future generations of the city's residents will interact with their streets. The Mobility Plan includes goals that define the city's high-level mobility priorities related to safety, infrastructure, access, collaboration and communication, and clean environments and healthy communities. Specifically relevant to the HSR project are policies that (1) promote equitable land use decisions that result in fewer vehicle trips; and (2) balance on-street and off-street parking supply with other transportation and land use objectives.

Policy Title	Summary
City of Los Angeles Plan for a Healthy Los Angeles (2015)	The City of Los Angeles adopted the *Plan for a Healthy Los Angeles* in 2015. The plan provides a high-level policy vision, along with objectives and implementation programs, to elevate health as a priority for the city's future growth and development. Specifically relevant to the HSR project are policies that: (1) reduce air pollution from stationary and mobile sources, protect human health and welfare, and promote improved respiratory health; (2) lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs, as well as prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users; and (3) encourage greater community use of existing parks and open spaces by improving safety and access in and around parks and open spaces by encouraging land use, design, and infrastructure improvements that promote healthy and safe community environments and park design, programming, and staff levels that meet local community safety needs.
City of Los Angeles Central City Community Plan (2003)	The City of Los Angeles adopted the Central City Community Plan in 2003. This plan is the official guide to future development within the Central City community plan area, an approximately 2,161-acre area located south of Sunset Boulevard/Cesar Chavez Avenue, north of I-10, east of I-110, and west of Alameda Street, and generally encompassing downtown Los Angeles. The Central City Community Plan promotes an arrangement of land use, infrastructure, and services to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work, and invest in the community. By guiding development, the plan encourages progress and change within the community to meet anticipated needs and circumstances, promotes balanced growth, and builds on economic strengths and opportunities while protecting the physical, economic, and social investments in the community to the extent reasonable and feasible. Specifically relevant to the HSR project are objectives that promote land uses that will address the needs of all downtown visitors, encourage a mix of uses that create an active, 24-hour downtown environment, and improve downtown Los Angeles' pedestrian environment.
Boyle Heights Community Plan (1998)	The City of Los Angeles adopted the Boyle Heights Community Plan in 1998. The Boyle Heights Community Plan is the official guide to future development within the Boyle Heights community plan area, an approximately 6-square-mile area that generally consists of the Boyle Heights neighborhood on the east side of the city of Los Angeles. The Boyle Heights Community Plan ensures that sufficient land is designated for the housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of Boyle Heights residents. The plan identifies and provides for the maintenance of any significant environmental resources within the community. It also seeks to enhance community identity and recognizes the community's unique neighborhoods. Specifically relevant to the HSR project are objectives that (1) provide for a circulation system that is well coordinated with land uses and densities and (2) encourage alternative modes of travel.
Los Angeles Union Station Master Plan (2014)	Metro adopted the LAUS Master Plan in 2014. HSR is listed as one of the three Major Project Transport Components of the LAUS Master Plan. The plan included four different concepts for a future HSR station at LAUS that were compatible with the proposed passenger concourse and consolidated bus facility outlined in the *LAUS Master Plan*. The plan identified a "preferred" approach to bringing HSR to LAUS via a below-grade alignment on the east side of Vignes Street.

Policy Title	Summary
Los Angeles River Revitalization Master Plan (2007)	The City of Los Angeles adopted the *Los Angeles River Revitalization Master Plan* in April 2007. The Los Angeles River Revitalization Master Plan provides a framework for restoring the river's ecological function and for transforming it into an amenity for residents and visitors to the city. The plan includes recommendations for physical improvements to the river corridor and to the green space network in adjacent neighborhoods; recommendations at a policy level for managing public access and ensuring public health and safety; recommendations for a river governance and management structure; and recommendations for short- and long-term priority projects and potential funding strategies. Specific goals relevant to the HSR project are (1) development should establish a positive interface with the river and create new open space opportunities within the River Greenway, and (2) city blocks around the river should be developed to promote pedestrian, bicycle, and other nonmotorized transportation connections to the river.
Sun Valley-La Tuna Canyon Community Plan (1999)	The City of Los Angeles adopted the *Sun Valley-La Tuna Canyon Community Plan* in 1999. This community plan is the official guide to future development within the Sun Valley-La Tuna Canyon community plan area, an approximately 17-square-mile area in the northeast quadrant of the city of Los Angeles immediately north of Hollywood Burbank Airport. The *Sun Valley-La Tuna Canyon Community Plan* promotes an arrangement of land use, infrastructure, and services to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work, and invest in the community. Specific policies relevant to the HSR project are (1) protect existing single-family residential neighborhoods from encroachment by higher-density residential and other incompatible uses; (2) promote neighborhood preservation in existing residential neighborhoods; and (3) protect industrially planned parcels located in predominantly industrial areas from development by other uses that do not support the industrial economic base of the city and the community.

HSR = high-speed rail
I = Interstate
LAUS = Los Angeles Union Station
Metro = Los Angeles County Metropolitan Transportation Authority
RTP = Regional Transportation Plan
SCAG = Southern California Association of Governments
SCS = Sustainable Communities Strategy

3.13.3 Consistency with Plans and Laws

As indicated in Section 3.1, Introduction, California Environmental Quality Act (CEQA) and NEPA regulations[3] require a discussion of inconsistencies or conflicts between a proposed undertaking and federal, state, regional, or local plans and laws.

Federal and state laws, discussed in Section 3.13.2.1, Federal, and Section 3.13.2.2, State, pertain to station planning, land use, and development resources. The Authority, as the federal lead agency (the Authority is the lead federal agency pursuant to 23 U.S.C. 327 and the terms of the Memorandum of Understanding between FRA and the State of California effective July 23, 2019) and state lead agency, proposing to construct and operate the HSR system, is required to comply with all federal and state laws and regulations and to secure all applicable federal and state permits prior to initiating construction of the project. Therefore, there would be no inconsistencies between the HSR Build Alternative and federal and state laws and regulations.

As a state agency, the Authority is not required to comply with local land use and zoning regulations; however, it has endeavored to design and construct the HSR project so that it is consistent with land use and zoning regulations. A total of 10 plans and 27 policies were reviewed. The HSR Build Alternative would be consistent with all of the policies, with the exception certain provisions of the LAUS Master Plan (City of Los Angeles 2014).

The HSR Build Alternative would be inconsistent with the LAUS Master Plan, because it did not include dedicated tracks with dedicated platforms in the rail yard to accommodate the HSR Build Alternative. Instead, the LAUS Master Plan included four different approaches for adding HSR service to LAUS. Three of these approaches would have provided HSR service on either the

[3] NEPA regulations refer to the regulations issued by the Council for Environmental Quality located at 40 C.F.R. 1500.

eastern or western periphery of LAUS. A fourth approach would have provided HSR service on new tracks above the rail yard. None of these approaches envisioned the installation of dedicated HSR tracks and platforms within the LAUS rail yard. The preferred approach identified in the LAUS Master Plan involves bringing HSR to LAUS on a below-grade alignment on the east side of Vignes Street. In October 2015, the Metro Board of Directors approved a recommendation to accommodate HSR at the LAUS rail yard, to be studied and engineered in conjunction with the Link Union Station (Link US) Project (Metro 2016b). The Link US Project design would accommodate the planned HSR Build Alternative by establishing a development footprint that accounts for regional/intercity rail improvements, as well as currently anticipated HSR-related infrastructure improvements.

Despite this inconsistency with the LAUS Master Plan, the HSR Build Alternative is consistent overall because the LAUS Master Plan was careful to ensure that other alternatives to an HSR station at LAUS were consistent with the main transportation improvements recommended. Should the Link US Project be approved, the LAUS Master Plan would be updated to reflect the Link US Project.

3.13.4 Methods for Evaluating Impacts

The following sections summarize the RSA and the methods used to analyze impacts on station planning, land use, and development. As summarized in Section 3.13.1, Introduction, seven other sections provide additional information related to station planning, land use, and development resources: Section 3.2, Transportation; Section 3.3, Air Quality and Global Climate Change; Section 3.4, Noise and Vibration; Section 3.5, Electromagnetic Interference and Electromagnetic Fields; Section 3.12, Socioeconomics and Communities; Section 3.18, Regional Growth; and Section 3.19, Cumulative Impacts.

3.13.4.1 Definition of Resource Study Area

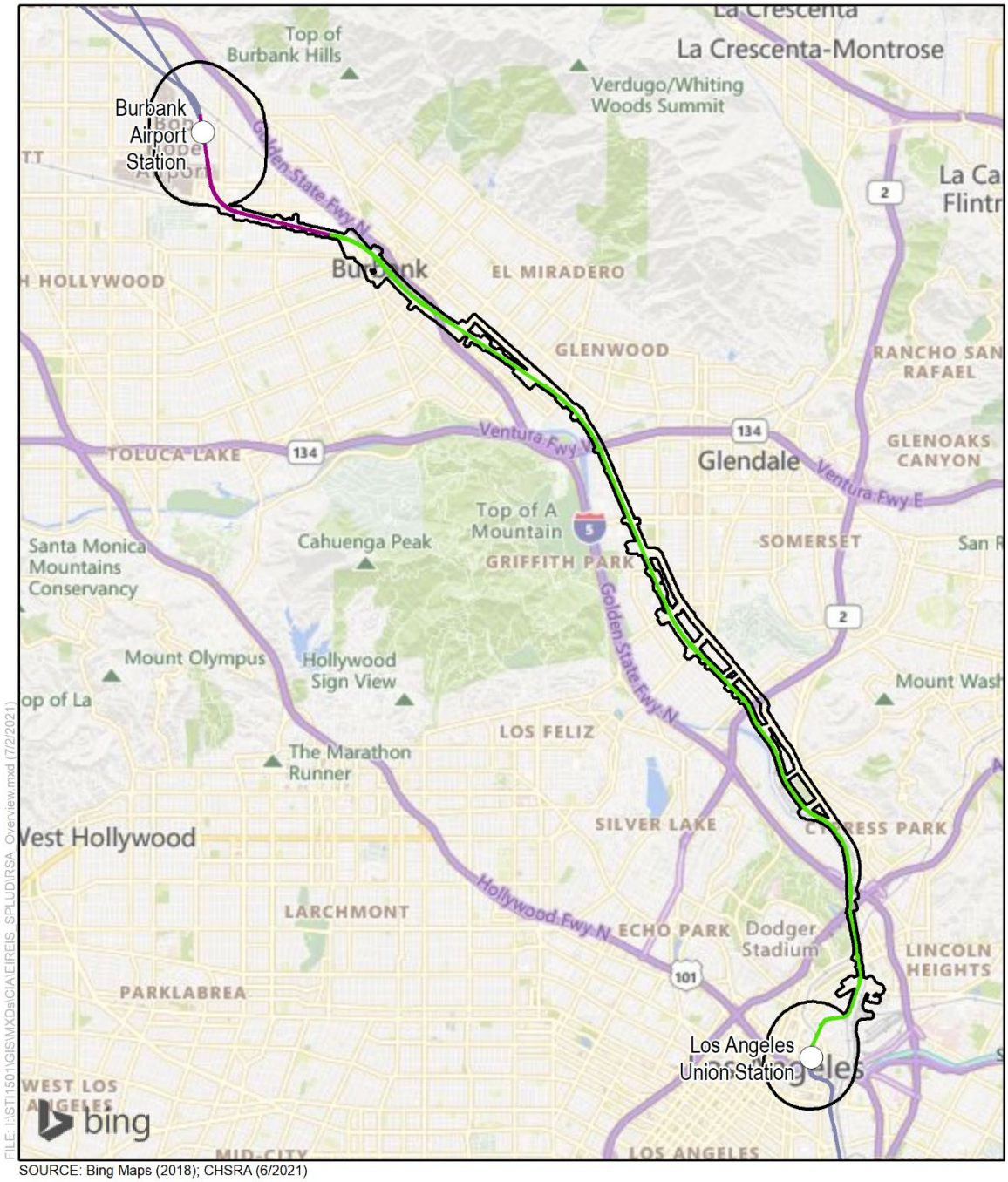
RSAs are the geographic boundaries in which the Authority conducted environmental investigations specific to each resource topic. Table 3.13-2 provides a general definition and boundary description for the RSA for station planning, land use, and development for the Burbank to Los Angeles Project Section.

Table 3.13-2 Definition of Resource Study Area

General Definition	Resource Study Area Boundary and Definition
Station Planning, Land Use, and Development	Project footprint plus a 150-foot buffer; extends to a 0.5-mile buffer around HSR Stations (Burbank Airport Station and LAUS)

LAUS = Los Angeles Union Station
RSA = resource study area

Figure 3.13-1 shows the location of the RSA for station planning, land use, and development, as well as the locations of the two HSR stations. This RSA traverses the Los Angeles County cities of Burbank, Glendale, and Los Angeles.



SOURCE: Bing Maps (2018); CHSRA (6/2021)

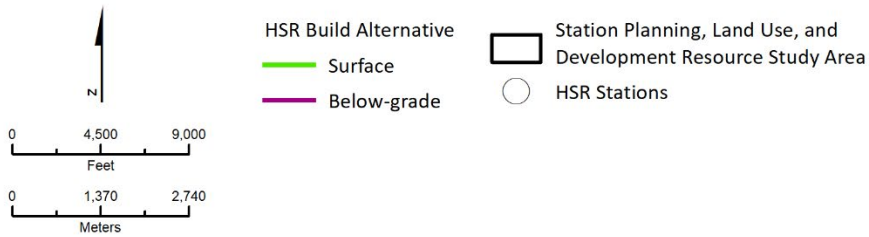


Figure 3.13-1 Resource Study Area for Station Planning, Land Use, and Development

3.13.4.2 Impact Avoidance and Minimization Features

The HSR Build Alternative incorporates standardized HSR features to avoid and minimize impacts. These features are referred to as IAMFs. The Authority would implement IAMFs during project design and construction. As such, the analysis of impacts of the HSR Build Alternative in this section factors in all applicable IAMFs. Appendix 2-B, Impact Avoidance and Minimization Features, provides a detailed description of IAMFs that are included as part of the HSR Build Alternative design. IAMFs applicable to station planning, land use, and development include:

- LU-IAMF#1: HSR Station Area Development: General Principles and Guidelines—Prepare a memorandum for each station describing how to achieve the anticipated benefits of station area development.
- LU-IAMF#2: Station Area Planning and Local Agency Coordination—Prepare a memorandum for each station describing the local agency coordination and station-area planning conducted to prepare the station area for HSR operations.
- LU-IAMF#3: Restoration of Land Used Temporarily during Construction—Prepare a restoration plan to restore temporary construction impacts on land uses.
- AQ-IAMF#1: Fugitive Dust Emissions—Employ measures to minimize and control fugitive dust emissions and prepare a fugitive dust control plan for each distinct construction segment.
- AQ-IAMF#2: Selection of Coatings—Use low-volatile-organic-compound paint or super-compliant or Clean Air paint that has a lower volatile-organic-compound content than required by the South Coast Air Quality Management District.
- EMI/EMF-IAMF#2: Controlling Electromagnetic Fields/Electromagnetic Interference—Prepare an EMI/EMF technical memorandum to avoid EMI and provide for HSR operational safety.
- NV-IAMF#1: Noise and Vibration—Prepare and submit a noise and vibration technical memorandum documenting guidelines to minimize construction noise and vibration impacts.
- SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act—Ensure compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, to reduce potential socioeconomic impacts by providing relocation assistance for people and businesses displaced through right-of-way acquisition.
- TR-IAMF#2: Construction Transportation Plan—Prepare a detailed construction transportation plan to minimize the impact of construction and construction traffic.
- TR-IAMF#3: Off-Street Parking for Construction-Related Vehicles—Identify and use adequate off-street parking for all construction-related vehicles throughout the construction period to reduce potential impacts on local on-street parking supply.
- TR-IAMF#11: Maintenance of Transit Access—Prepare and implement specific construction management plans to address maintenance of public transit access during the construction period (including bus and rail transit service, stops, stations, and layover facilities) to reduce potential impacts on transportation.

3.13.4.3 Methods for NEPA and CEQA Impact Analysis

This section describes the sources and methods used by the Authority to analyze potential direct and indirect impacts from implementation of the HSR Build Alternative on station planning, land use, and development. These methods apply to both NEPA and CEQA unless otherwise indicated. Refer to Section 3.1.3.4, Methods for Evaluating Impacts, for a description of the general framework for evaluating impacts under NEPA and CEQA. Laws, regulations, and orders (Section 3.13.2) that regulate station planning, land use, and development were also considered in the evaluation of impacts on station planning, land use, and development.

The Authority collected data regarding existing and planned land uses in the station planning, land use, and development RSA before evaluating potential impacts. Existing and planned land uses were identified based on SCAG geographic information system (GIS) data. The various existing and planned land uses were generalized into broad land use categories so they could be presented consistently in the RSA, to the extent possible.

The analysis of potential temporary construction impacts that could alter land use patterns comprises two different analyses. The first analysis identifies the potential for HSR Build Alternative construction to result in direct changes to existing and planned land uses. The analysis identifies the number of acres of each existing and planned land use that would be temporarily used as construction staging, laydown, and fabrication areas and would therefore be subject to TCEs. The second part of the analysis evaluates whether the indirect temporary impact on adjacent land uses resulting from HSR Build Alternative construction (e.g., temporary increases in noise levels and dust and potential access disruptions) would be severe enough to compel the relocation of any land uses, thus resulting in changes to land use patterns.

The assessment of whether HSR Build Alternative construction would permanently alter land use patterns also consists of two analyses. The HSR Build Alternative's direct permanent impacts on land use patterns were analyzed by identifying the number of acres of each existing and planned land use that would be permanently acquired for the HSR Build Alternative. The HSR Build Alternative would be a railroad use; therefore, existing and planned railroad uses were excluded from the analysis because the acquisition of those properties would not result in the direct conversion of a land use. The HSR Build Alternative's potential to result in indirect permanent changes in existing and planned land uses was evaluated by reviewing the land use consumption that could occur due to induced population growth across the region.

This section presents a qualitative evaluation of the HSR Build Alternative's potential to preclude or otherwise disrupt any of the major development projects planned in the RSA. The analysis also considered whether the temporary use of any vacant land for construction activities would permanently disrupt potential development.

The final analysis considers the compatibility of the HSR Build Alternative with adjacent land uses during operation. It does so by identifying the relative sensitivity of existing and planned land uses in the vicinity of the HSR Build Alternative to potential noise, EMI/EMF, and parking impacts that would arise from operation of the HSR Build Alternative and determining whether the HSR Build Alternative's operational impacts would result in land use conflicts.

3.13.4.4 Method for Determining Significance under CEQA

CEQA requires that an EIR identify the significant environmental impacts of a project (State CEQA Guidelines § 15126). One of the primary differences between NEPA and CEQA is that CEQA requires a significance determination for each impact using a threshold-based analysis (see 3.1.3.4, Methods for Evaluating Impacts). By contrast, under NEPA, significance is used to determine whether an EIS will be required. NEPA requires an EIS to be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." Accordingly, Section 3.13.9, CEQA Significance Conclusions, summarizes the significance of the environmental impacts on station planning, land use, and development resources for the HSR Build Alternative. A significant impact is one that would:

- Cause a substantial change in land use patterns incompatible with adjacent land uses
- Induce substantial population growth in an area, beyond planned levels, either directly or indirectly.

In addition, Appendix G of the State CEQA Guidelines recommends the evaluation of impacts on land use and planning through the verification of whether a project would "physically divide an established community" or "cause a conflict with any applicable habitat conservation plan or natural community conservation plan." Section 3.12, Socioeconomics and Communities, assesses the potential for the HSR Build Alternative to physically divide an established community. Section 3.7, Biological and Aquatic Resources, assesses the potential for the HSR

Build Alternative to cause a conflict with habitat conservation plans or natural community conservation plans. Section 3.18, Regional Growth, assesses the potential for the HSR Build Alternative to induce substantial population growth beyond planned levels.

3.13.5 Affected Environment

This section describes the affected environment for station planning, land use, and development in the RSA. This information provides the context for the environmental analysis and evaluation of impacts.

A summary of stakeholder issues and concerns from public outreach efforts related to station planning, land use, and development can be found in Chapter 9, Public and Agency Involvement.

Figure 3.13-1 shows the boundaries of the RSA for station planning, land use, and development, including the locations of the two HSR stations. As shown on Figure 3.13-1, the RSA for station planning, land use, and development traverses the cities of Burbank, Glendale, and Los Angeles, which are located in Los Angeles County. The northernmost portion of the RSA is in the city of Los Angeles' Sun Valley community, north of Hollywood Burbank Airport (known as the Bob Hope Airport until it was formally rebranded in 2016). The southernmost portion of the RSA is at U.S. Route 101 (US-101), south of LAUS. The following sections provide background information and existing and planned land uses in the RSA within each city. The cities are presented north to south (i.e., Burbank, Glendale, then Los Angeles). The RSA includes areas in the city of Los Angeles in both the northernmost and southern areas of the RSA. The northern portion of the RSA in the city of Los Angeles is within the Burbank Airport Station area. Therefore, the Burbank Airport Station area is discussed under City of Los Angeles subheading. Figure 3.13-2 (Sheets 1 through 15) show existing land uses in the RSA, and Figure 3.13-3 (Sheets 1 through 15) shows planned land uses.

3.13.5.1 City of Burbank

Overview

The City of Burbank incorporated in 1911. At that time, it was a city with small farms, residential lots, and a small business district. Burbank's first major industry was truck manufacturing, followed by aviation and entertainment, which were attracted by the city's open space. Much of the city developed at a rapid pace after World War II. The Burbank Lockheed Aircraft Factory closed in 1990, and the land it occupied now houses large, national retailers. The city continues to be the home of media companies and post-production film processing, special effects, equipment rentals, and other related businesses (City of Burbank 2013a).

The city's population grew from 84,625 to 107,149 between 1980 and 2018 (an average annual increase of approximately 0.7 percent) (California Department of Finance 2018). SCAG projects that the population of the city of Burbank will grow from 103,300 in 2012 to 118,700 in 2040 (SCAG 2016). This would represent an average annual increase of approximately 0.5 percent.

The primary constraint to future development in the city of Burbank is the availability of land due to the built-out nature of the city. There are only an estimated 13 vacant parcels in the RSA within the city of Burbank, representing approximately 7.4 acres of developable land. In addition, there is a substantial amount of land that could be considered as underdeveloped in the Burbank portion of the RSA due to the prevalence of surface parking lots surrounding Hollywood Burbank Airport.

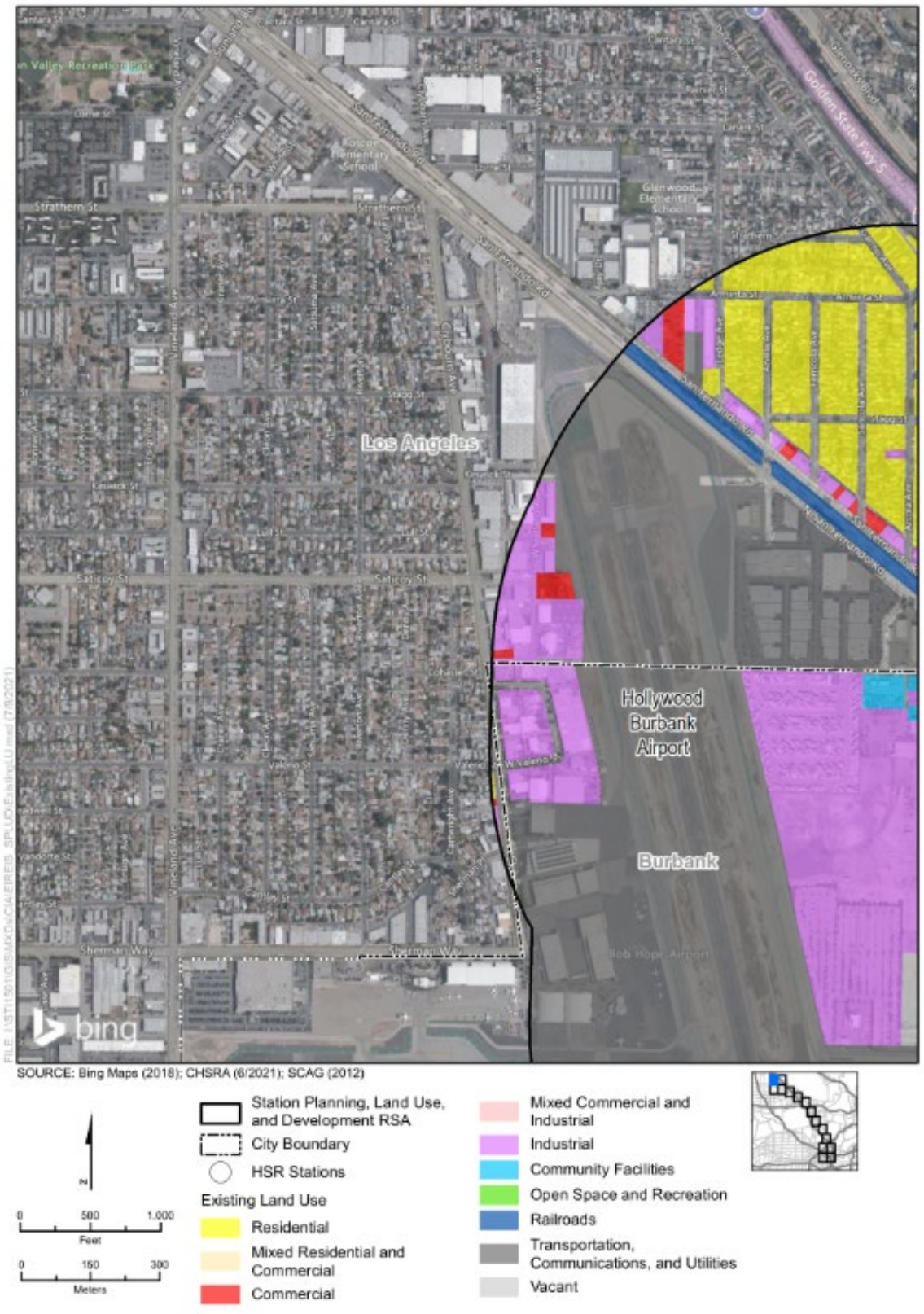


Figure 3.13-2 Existing Land Use

(Sheet 1 of 15)

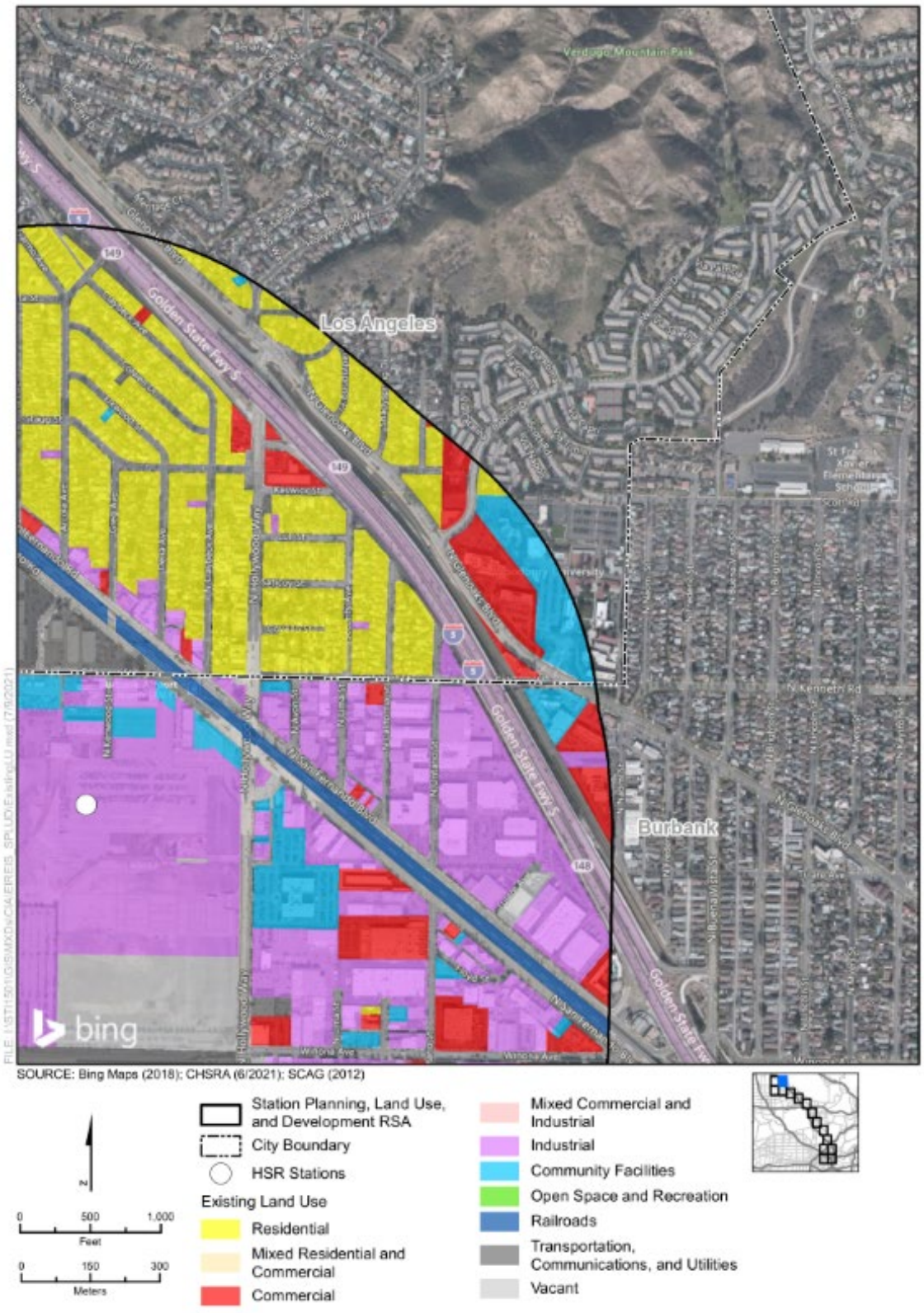


Figure 3.13-2 Existing Land Use

(Sheet 2 of 15)

Figure 3.13-2 Existing Land Use

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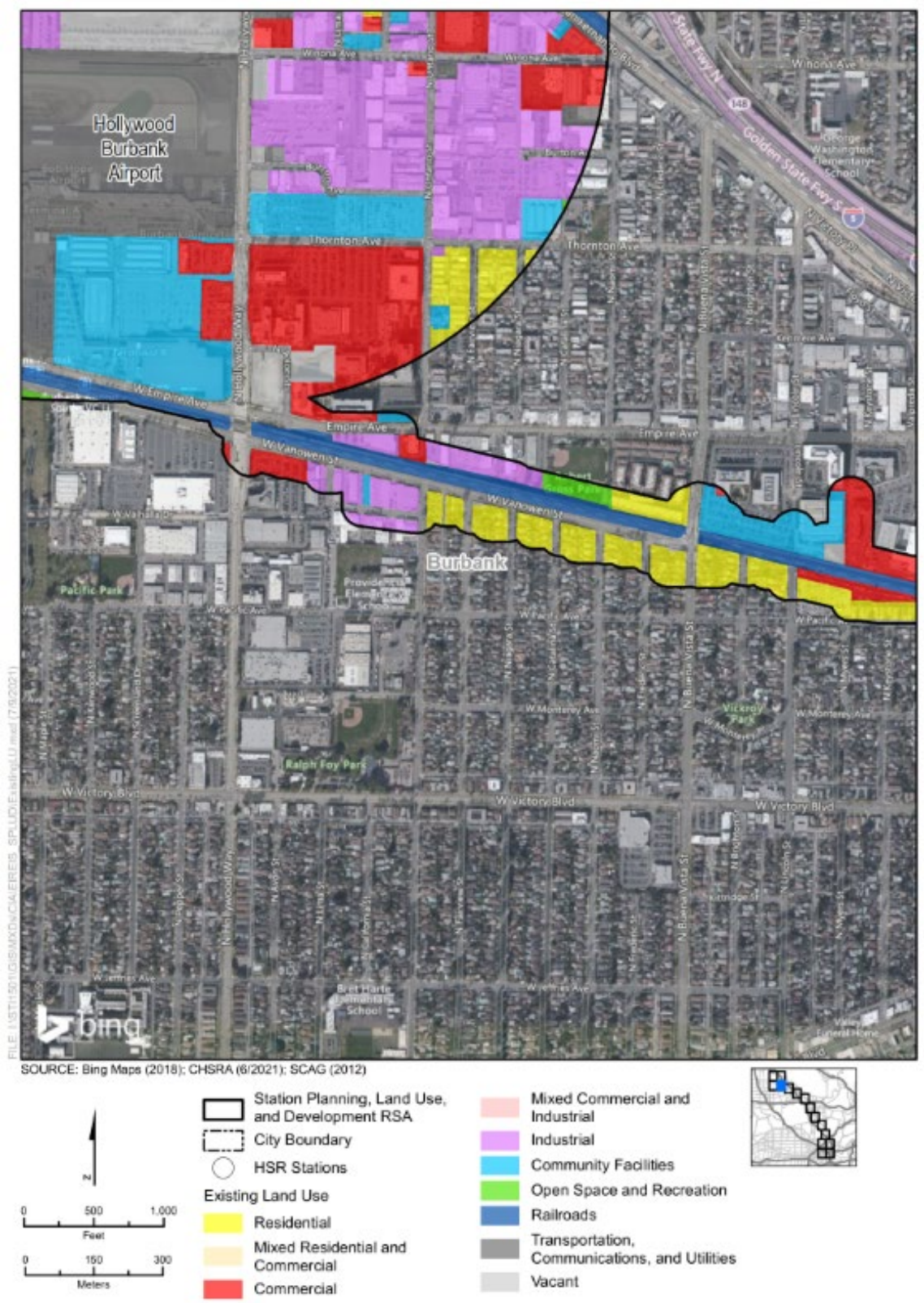

Figure 3.13-2 Existing Land Use

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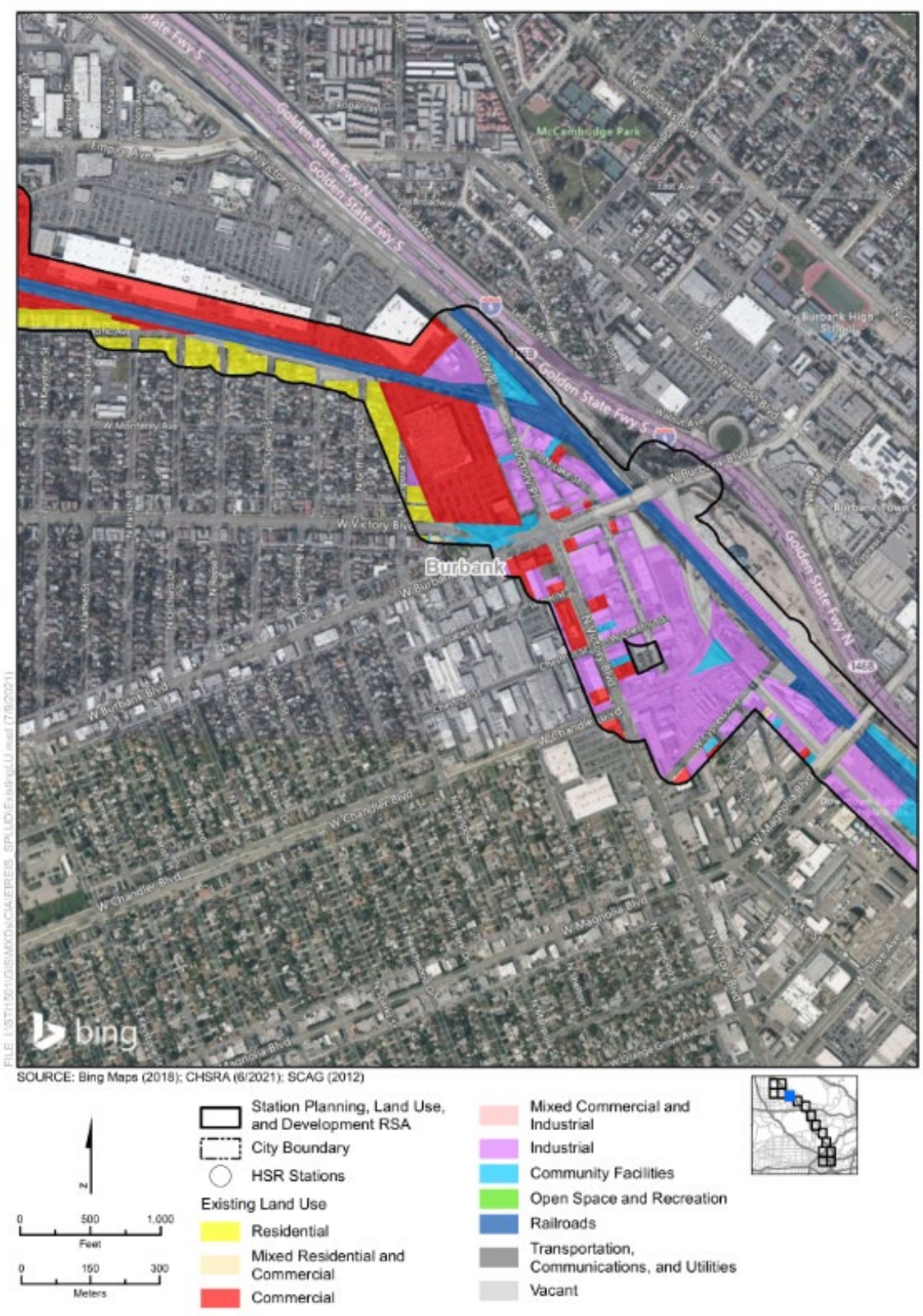

Figure 3.13-2 Existing Land Use

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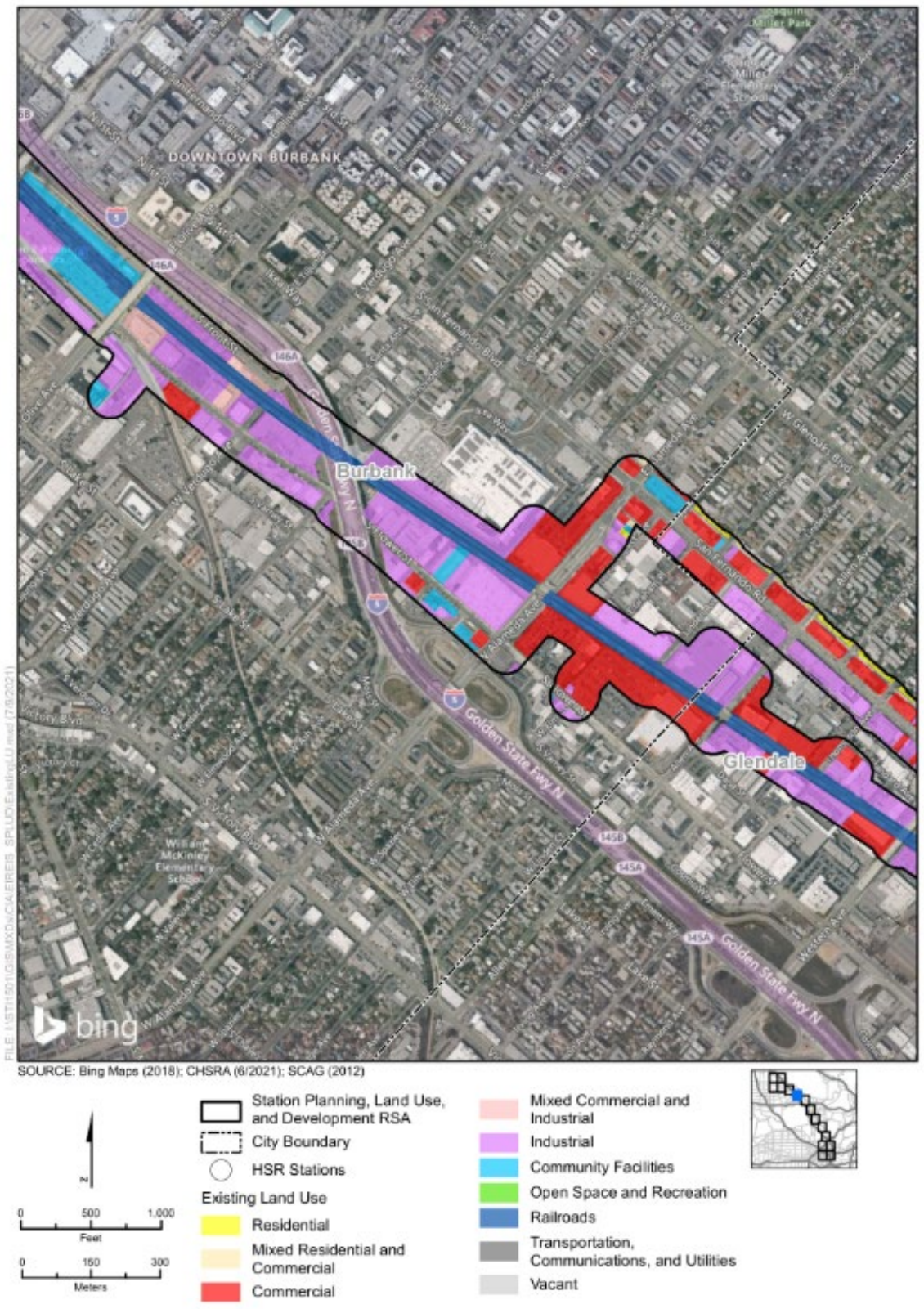

Figure 3.13-2 Existing Land Use

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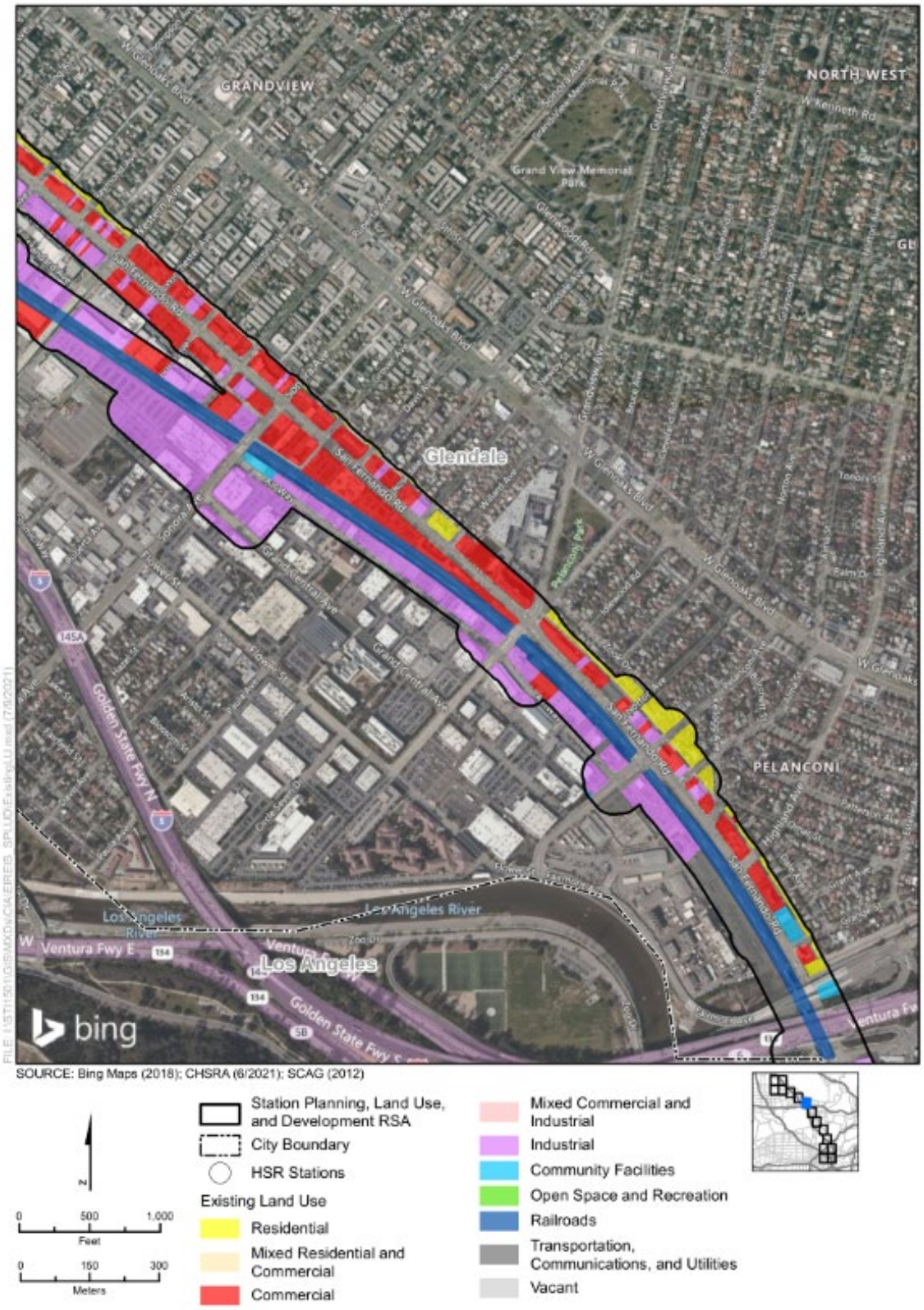

Figure 3.13-2 Existing Land Use

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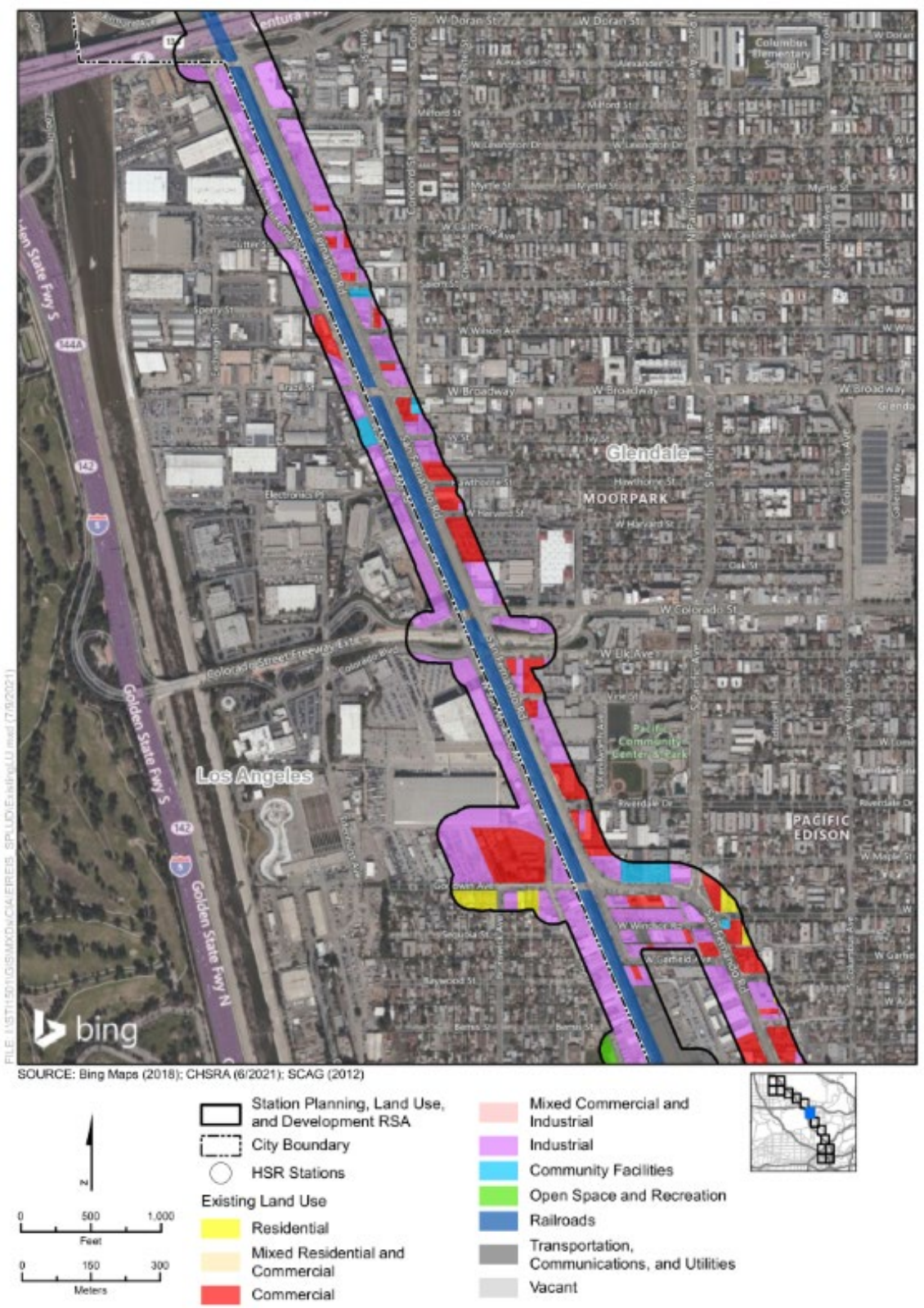

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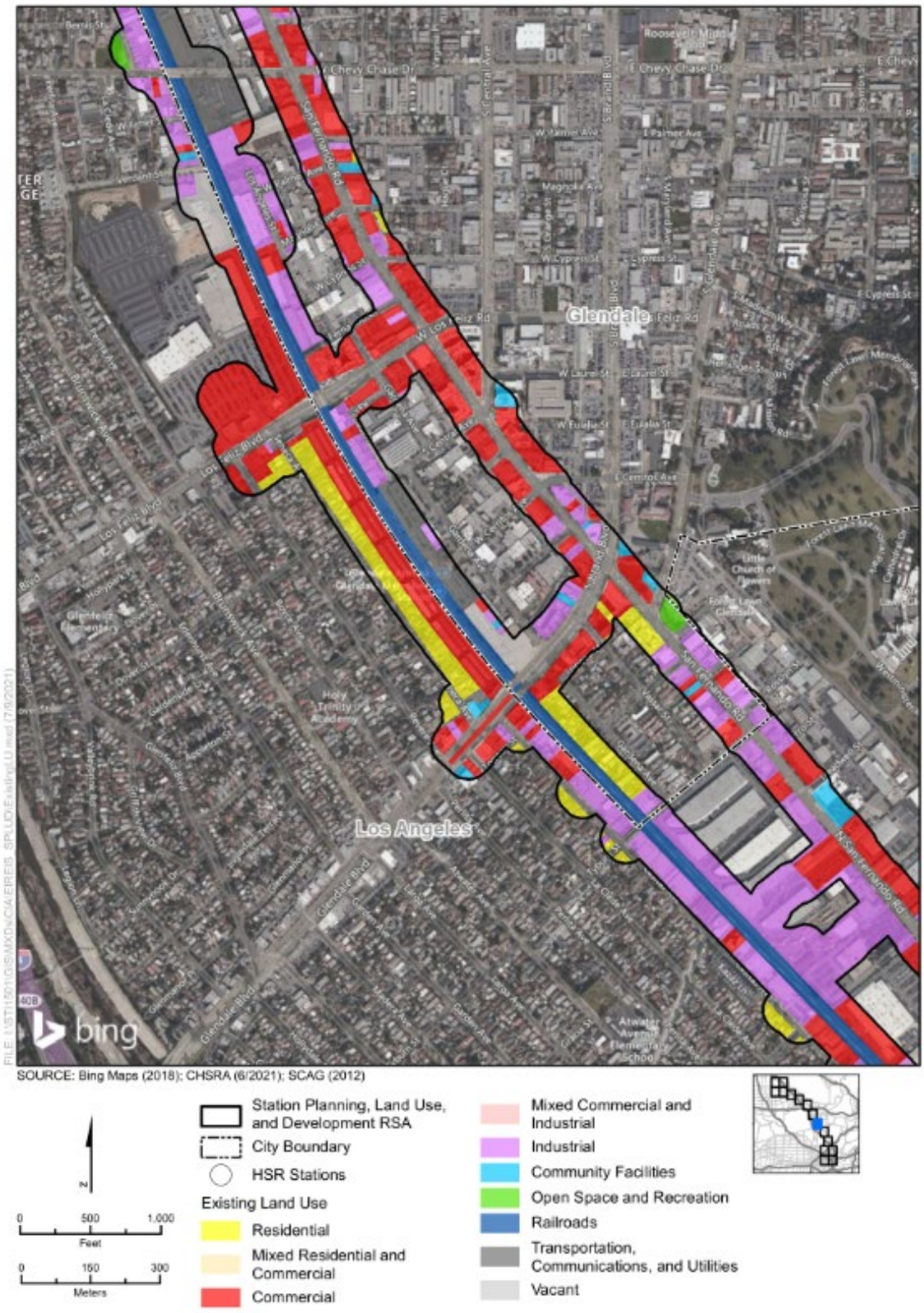

Figure 3.13-2 Existing Land Use

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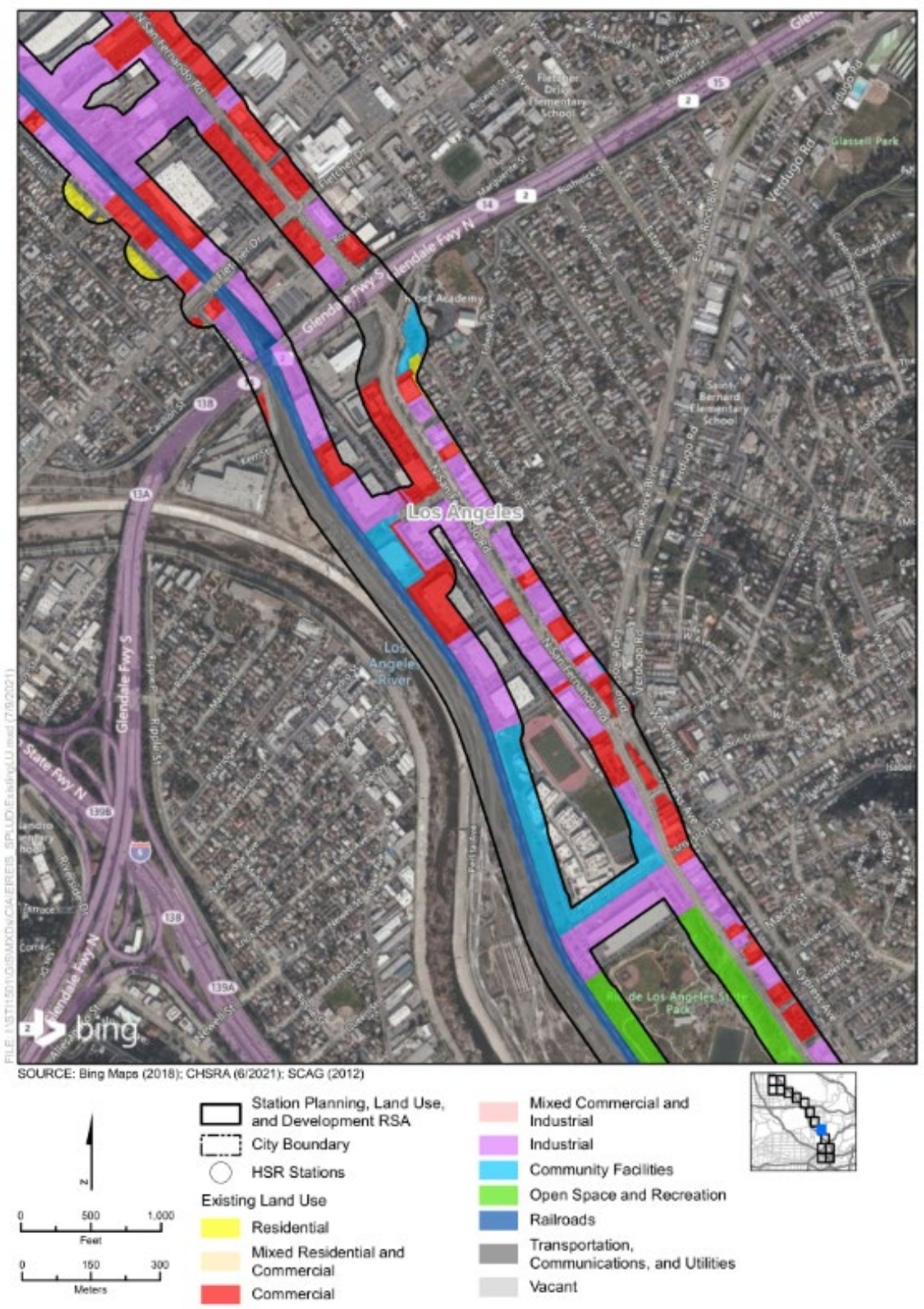

Figure 3.13-2 Existing Land Use

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Figure 3.13-2 Existing Land Use

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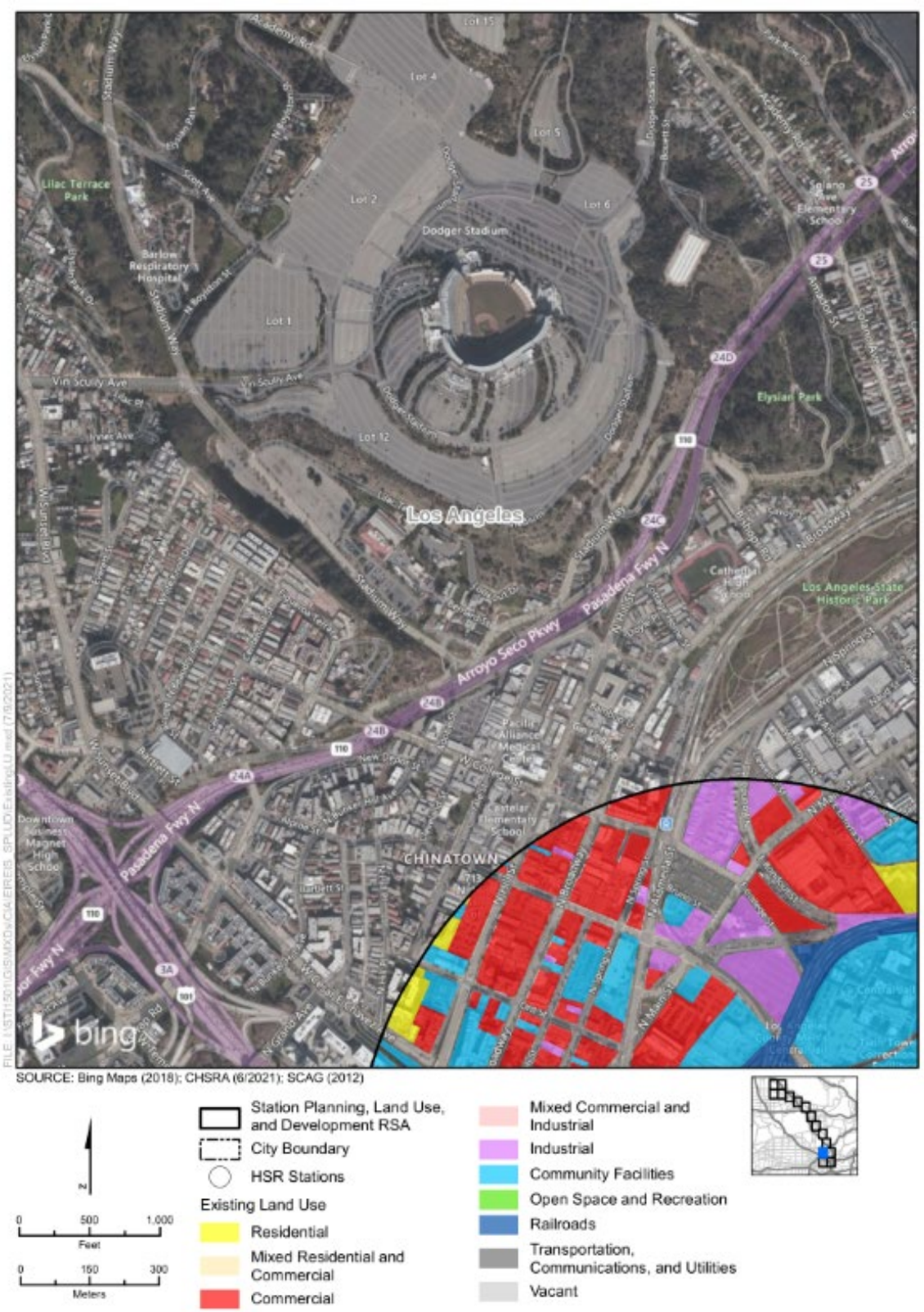

Figure 3.13-2 Existing Land Use

(Sheet 12 of 15)

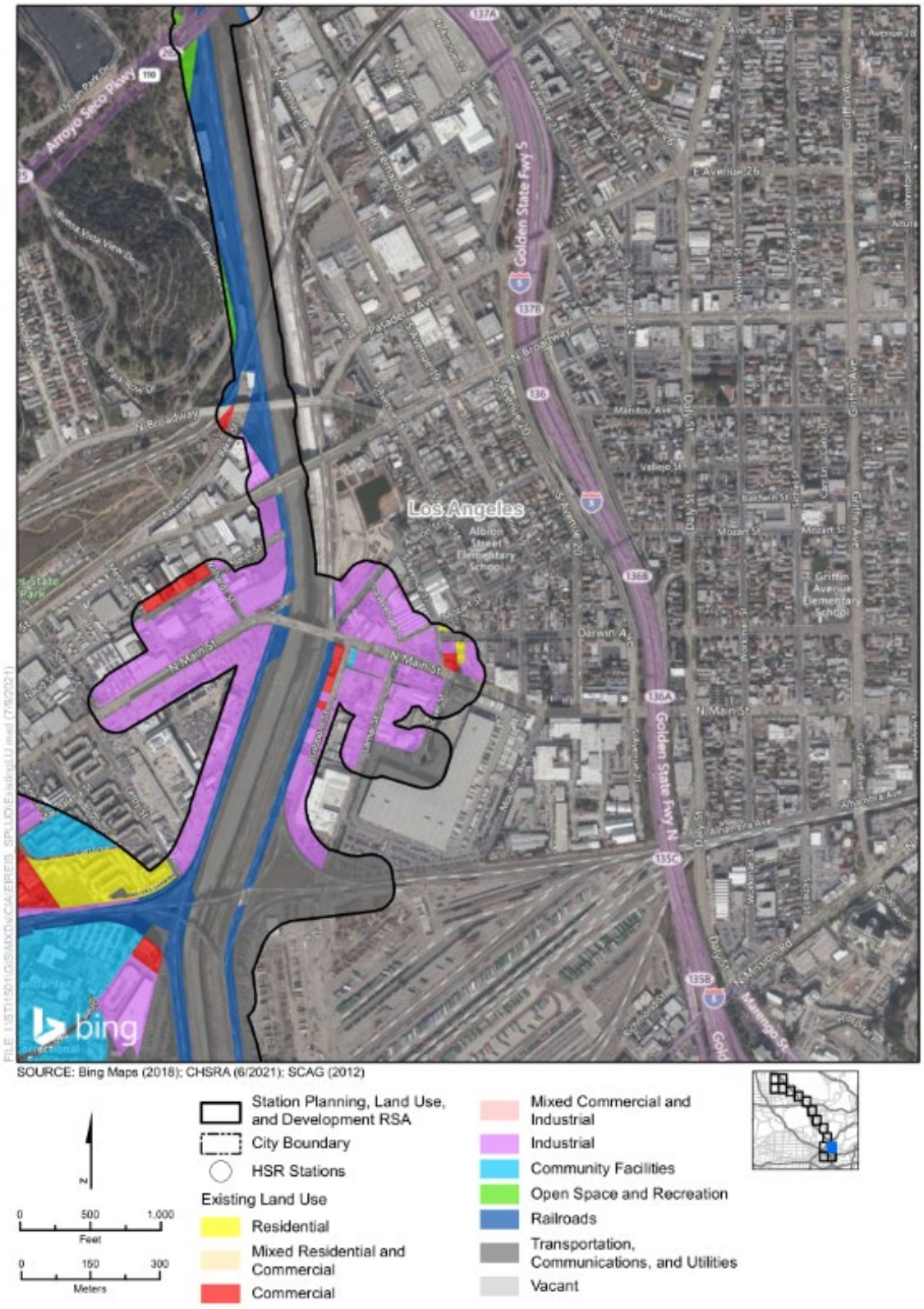

Figure 3.13-2 Existing Land Use

(Sheet 13 of 15)

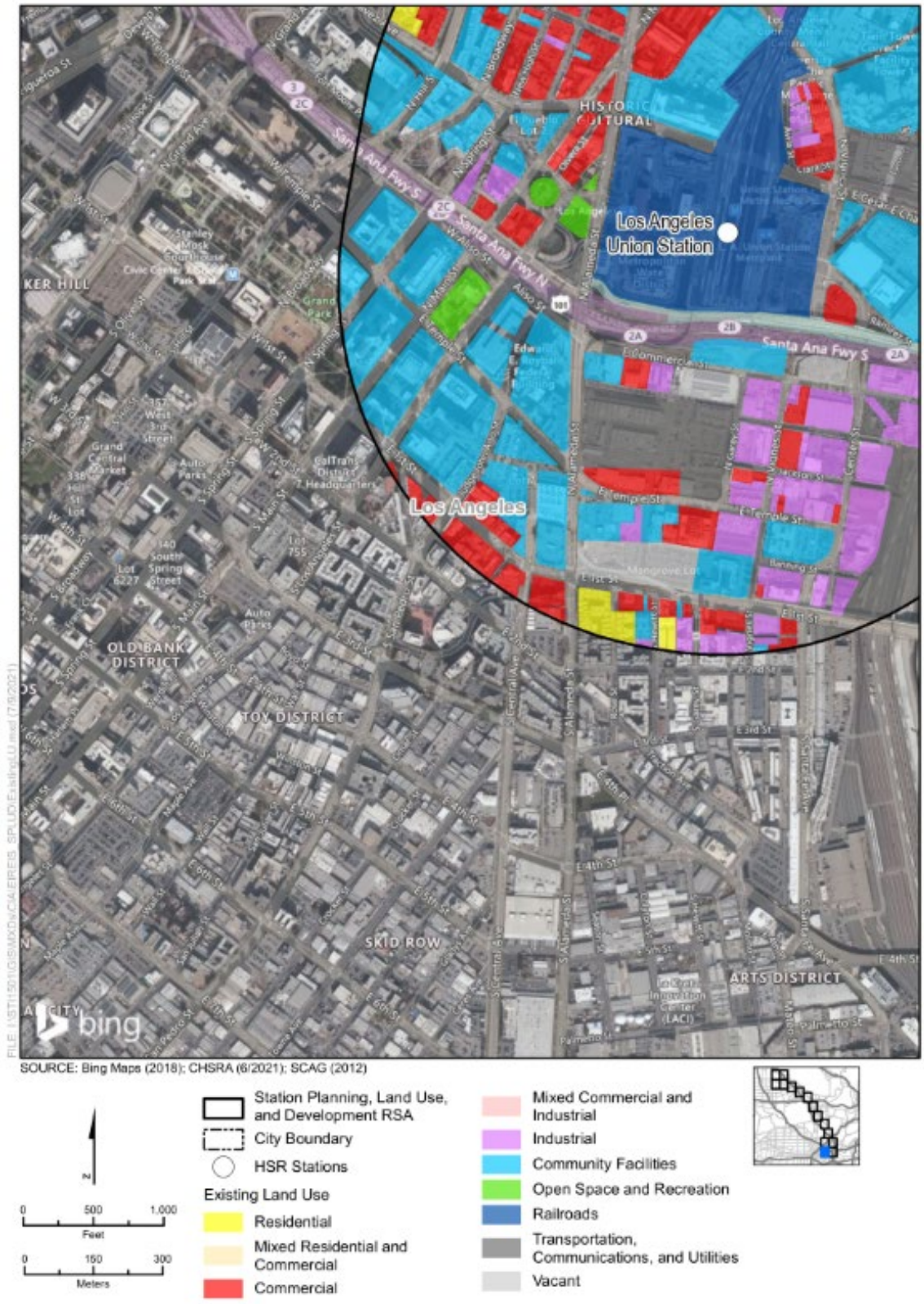

Figure 3.13-2 Existing Land Use

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Figure 3.13-2 Existing Land Use

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3.13.5.2

Existing Land Uses

Figure 3.13-2 shows the existing land uses in the station planning, land use, and development RSA. Between Cohasset Street and Burton Avenue (Figure 3.13-2, Sheets 1 through 3), the existing land uses include a mixture of industrial, commercial, and community facilities uses. Hollywood Burbank Airport, a major transportation, communications, and utilities use, is located west of N Hollywood Way. The airport has two runways, an east-west runway and a north-south runway. An area of industrial uses extends to the west of the Hollywood Burbank Airport and is bounded by Clybourn Avenue. South of Burton Avenue (Figure 3.13-2, Sheet 4), the existing land uses include a mixture of industrial and community facilities, with commercial and residential uses south of Thornton Avenue and along the existing railroad corridor paralleling W Vanowen Street. A vacant parcel is located at the intersection of N Hollywood Way and Empire Avenue. An open space and recreational use (Gross Park) is located along the south side of Empire Avenue west of Buena Vista Street.

A mix of industrial, commercial, and residential land uses and community facilities are present along W Vanowen Street and west of Interstate (I) 5 (Figure 3.13-2, Sheet 5). Those uses extend throughout the southern Burbank portion of the RSA (Figure 3.13-2, Sheet 6), including areas along San Fernando Boulevard south of Alameda Avenue. The railroad corridor that parallels W Vanowen Street intersects with a second railroad corridor parallel to I-5 just north of Burbank Boulevard.

The surface parking lots associated with these land uses are captured within each land use category. The *Burbank2035 General Plan* (City of Burbank 2013) identifies a deficit of land available for parking. As described in Section 3.2.5.5 of the Section 3.2, Transportation, parking for Hollywood Burbank Airport is provided in on-site structures to the south of the existing main terminal building and in remote lots on the northeast side of the airport.

Planned Land Uses

Figure 3.13-3 shows the planned land uses in the city of Burbank within the RSA. Between Cohasset Street and Burton Avenue (Figure 3.13-3, Sheets 1 through 3), the planned land uses include industrial uses, with Hollywood Burbank Airport shown as a planned transportation, communications, and utilities use. South of Burton Avenue, the planned land uses are similar to the existing land uses, with the exception of some parcels with community facilities designated for industrial, commercial, and residential uses (Figure 3.13-3, Sheet 4). The area south of Thornton Avenue and along the W Vanowen Street railroad corridor would remain largely residential with some commercial uses. The vacant parcel north of W Empire Avenue is planned for commercial use. Gross Park would remain an open space and recreational use.

As shown on Sheet 5 of Figure 3.13-3, industrial, community facilities, and mixed commercial and industrial uses are largely planned for the areas along the existing railroad corridor south of W Vanowen Street and west of I-5 to the Burbank/Glendale city boundary south of Alameda Avenue (Figure 3.13-3, Sheet 6). These planned land uses are generally the same as the existing land uses, with the exception of some existing commercial uses along the railroad corridor south of Alameda Avenue that are planned for industrial uses. A small area of open space and recreational use is planned between I-5 and N Victory Place, just south of W Burbank Boulevard. The existing railroad corridors in Burbank are planned to remain in use in the future.

Within the Resource Study Area, a replacement passenger terminal is being planned for Hollywood Burbank Airport as part of a separate project (Burbank-Glendale-Pasadena Airport Authority 2016). This new terminal would replace the existing passenger terminal, the location of which does not meet current Federal Aviation Administration safety standards. The preferred location of this new terminal is an undeveloped site in the northeast quadrant of the airport that is currently used for airport passenger and employee parking, movie equipment staging, and truck/recreational vehicle parking. A site located on the southwest quadrant of the airport is also under consideration.

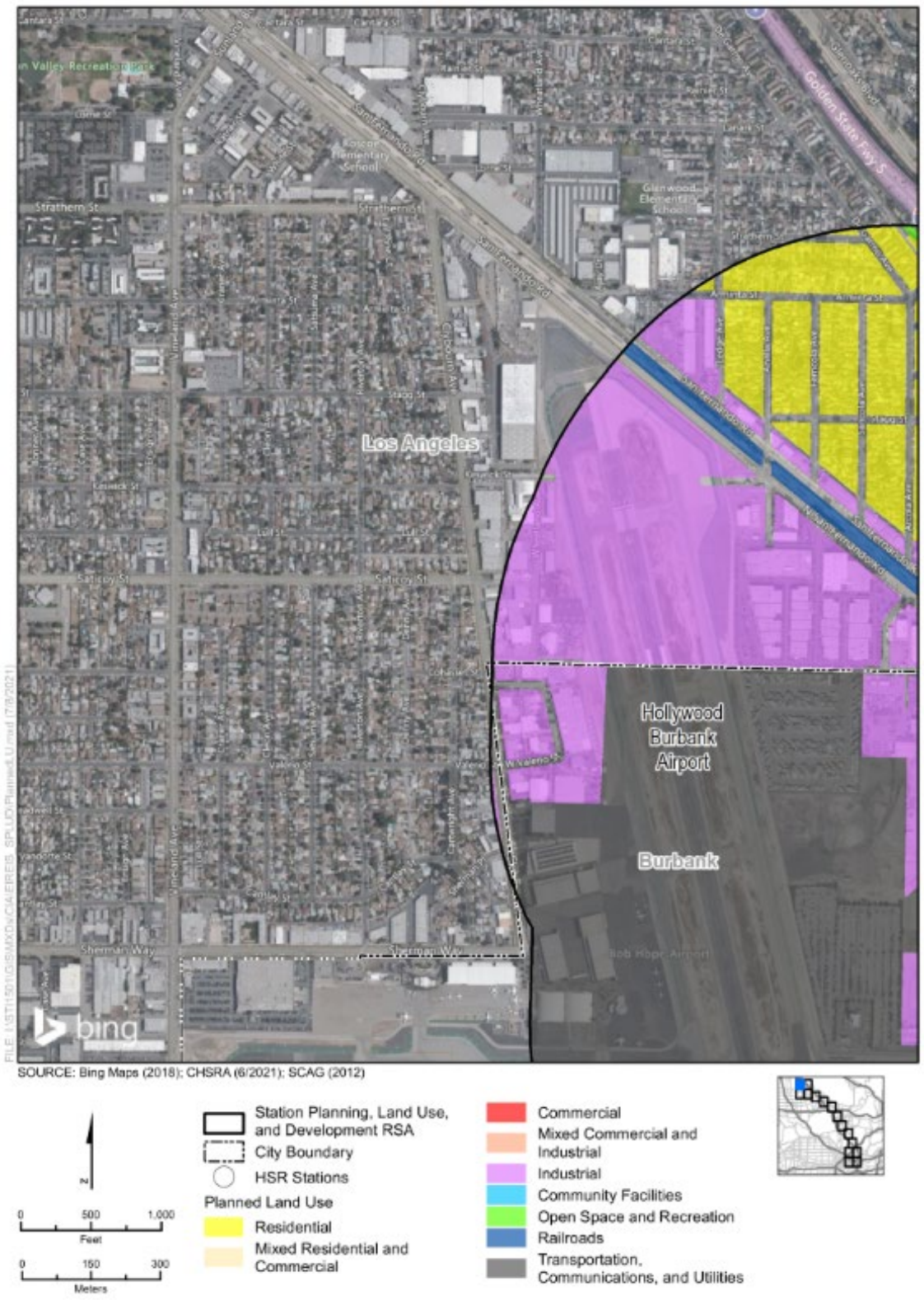

Figure 3.13-3 Planned Land Use

(Sheet 1 of 15)

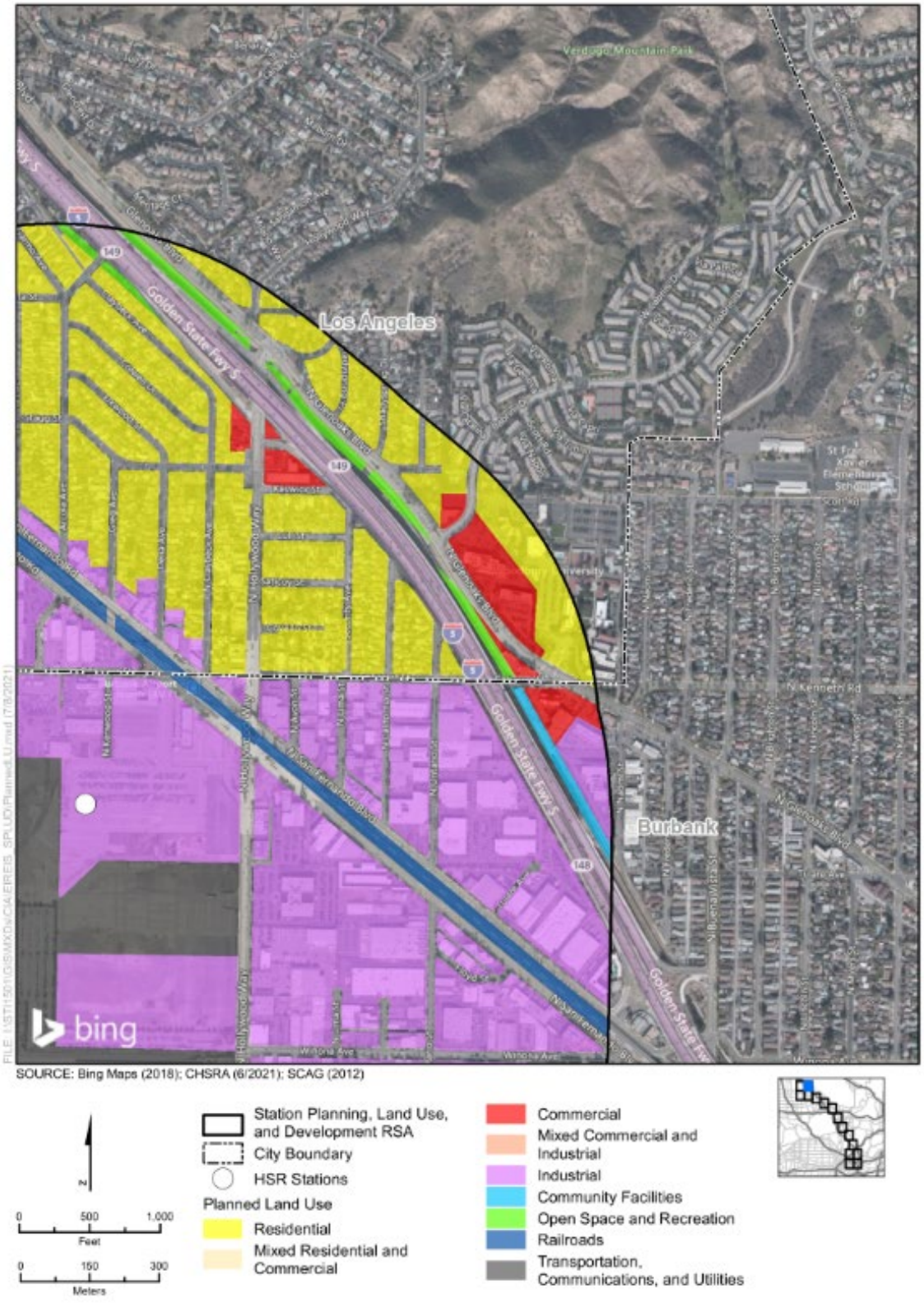

Figure 3.13-3 Planned Land Use

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Figure 3.13-3 Planned Land Use

(Sheet 3 of 15)

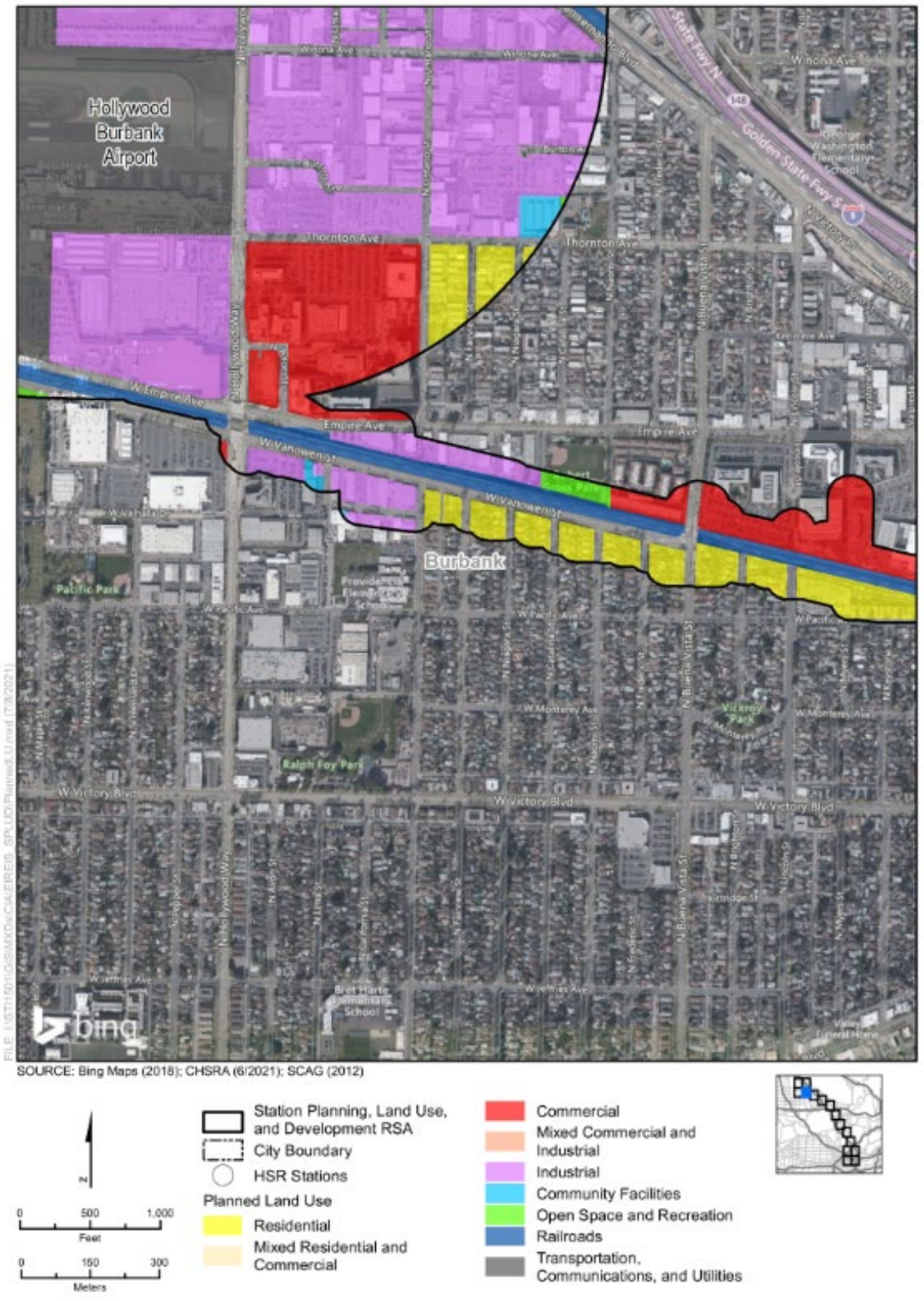

Figure 3.13-3 Planned Land Use

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Figure 3.13-3 Planned Land Use

(Sheet 5 of 15)

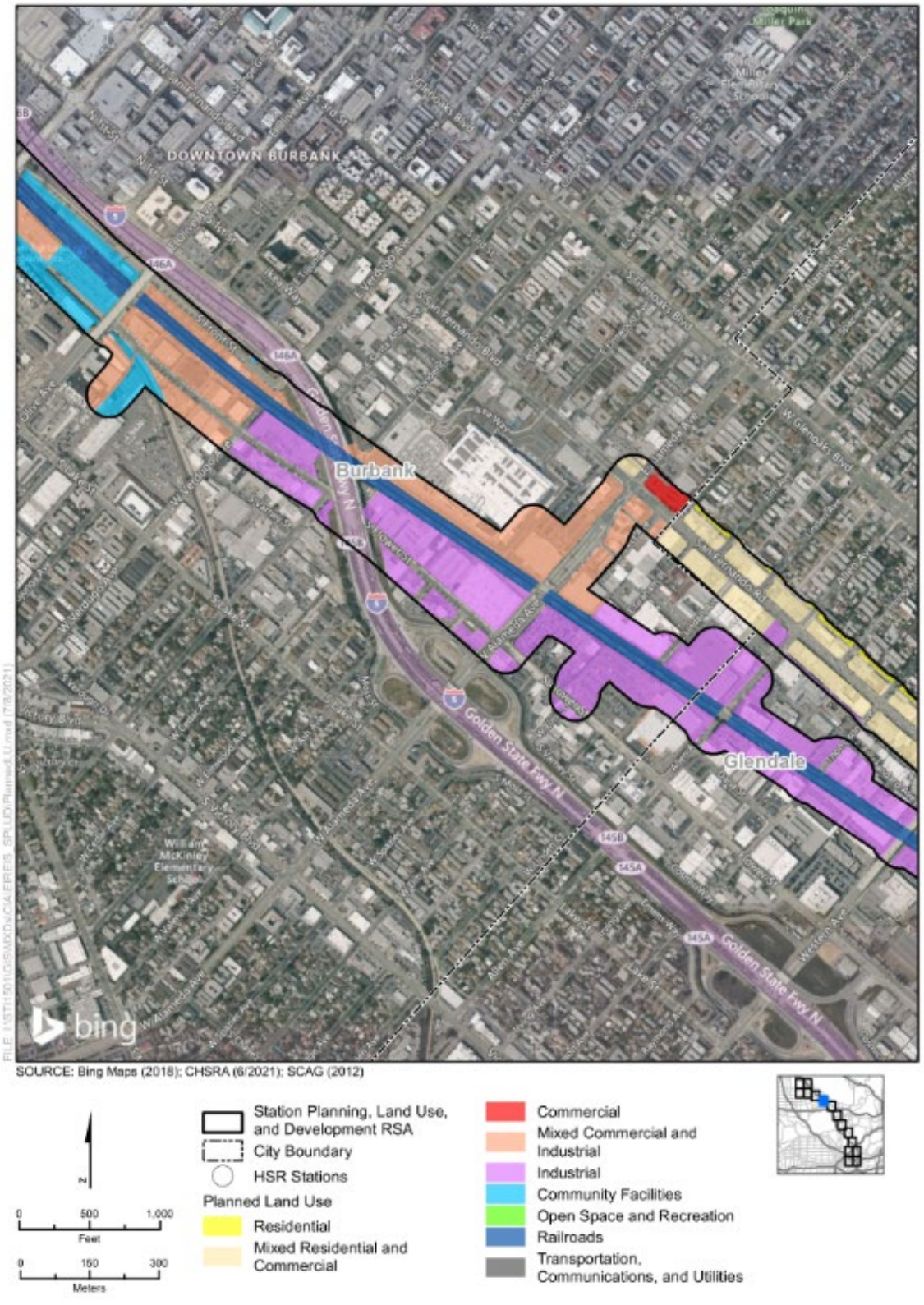

Figure 3.13-3 Planned Land Use

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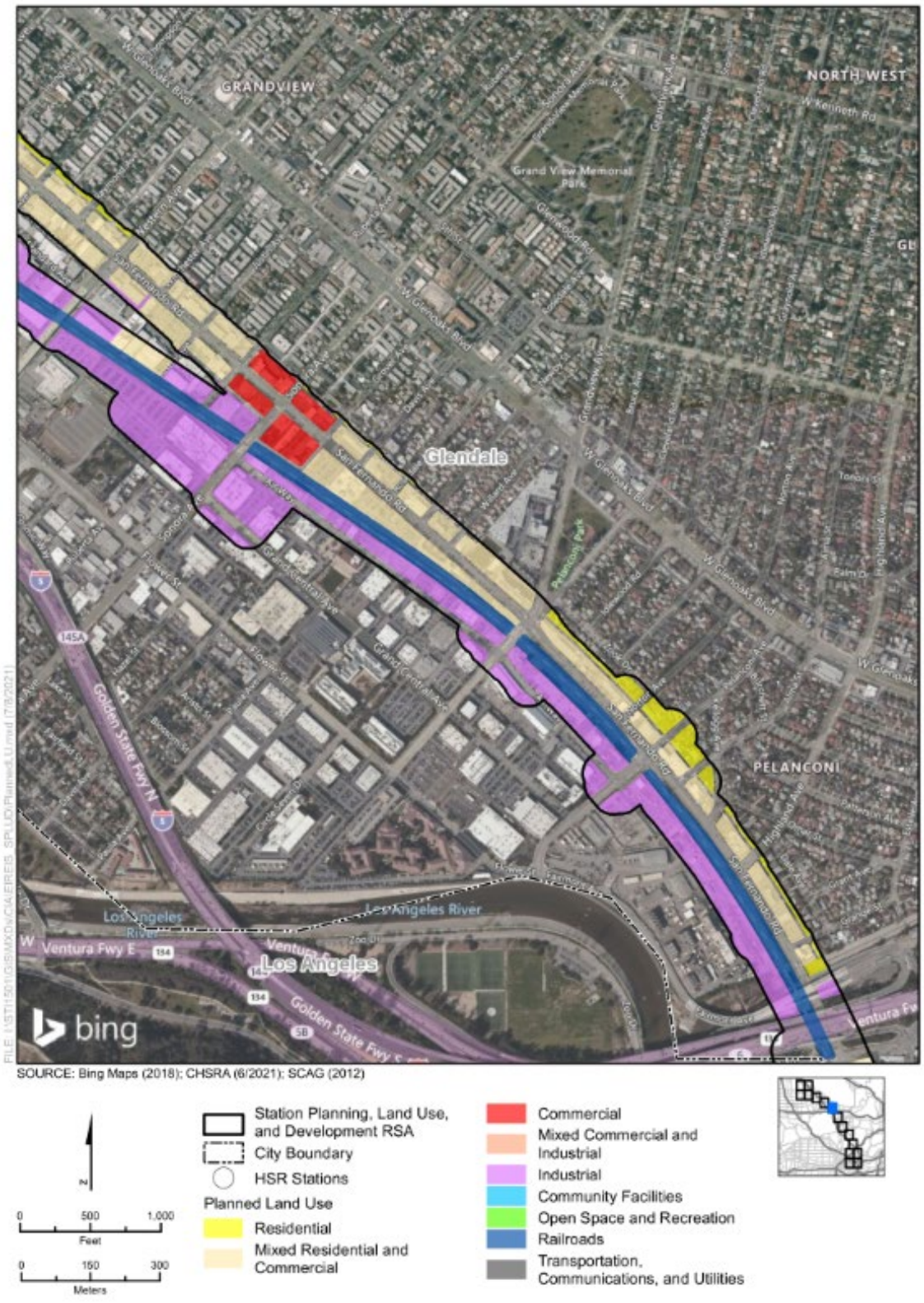

Figure 3.13-3 Planned Land Use

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Figure 3.13-3 Planned Land Use

(Sheet 8 of 15)

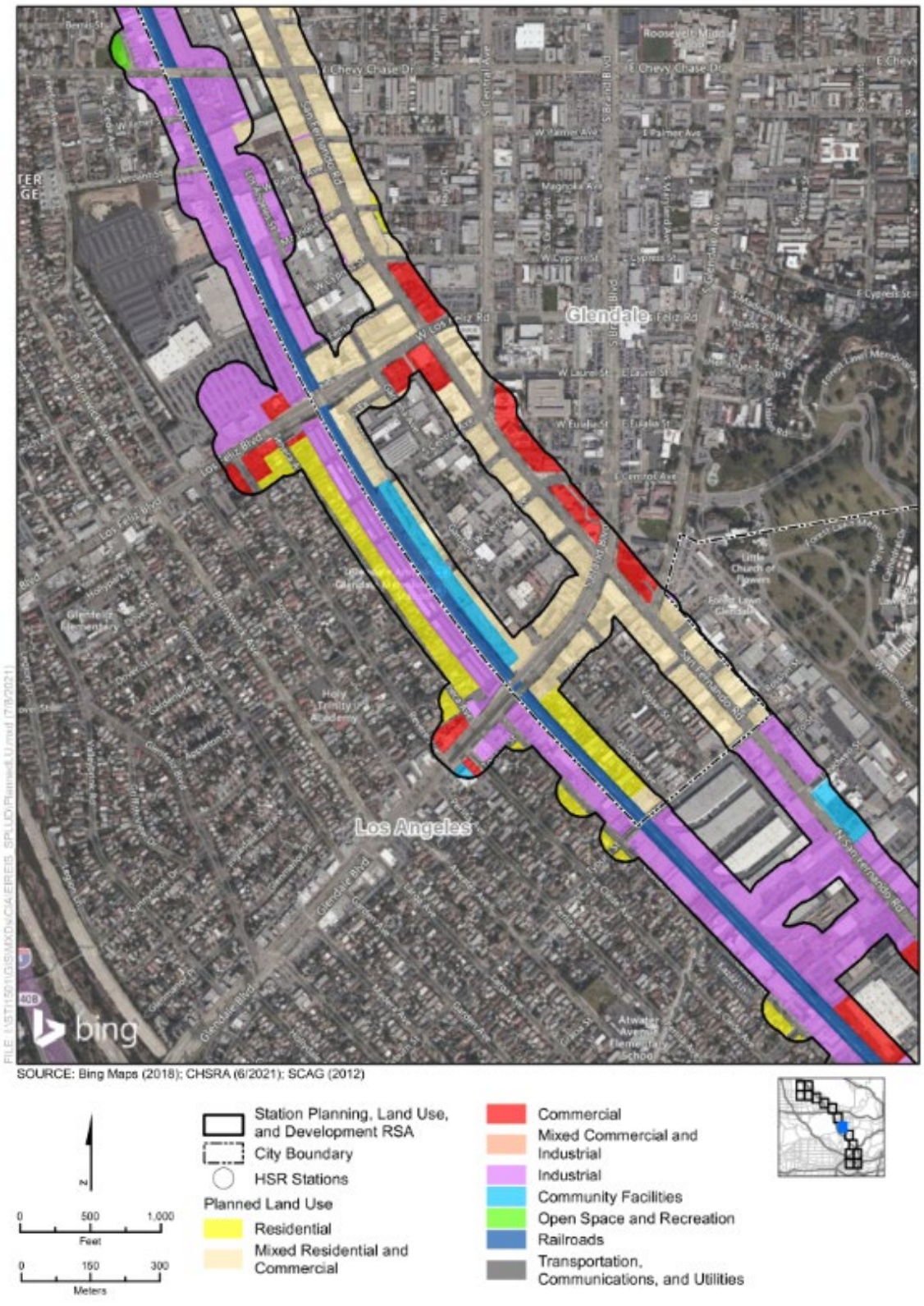

Figure 3.13-3 Planned Land Use

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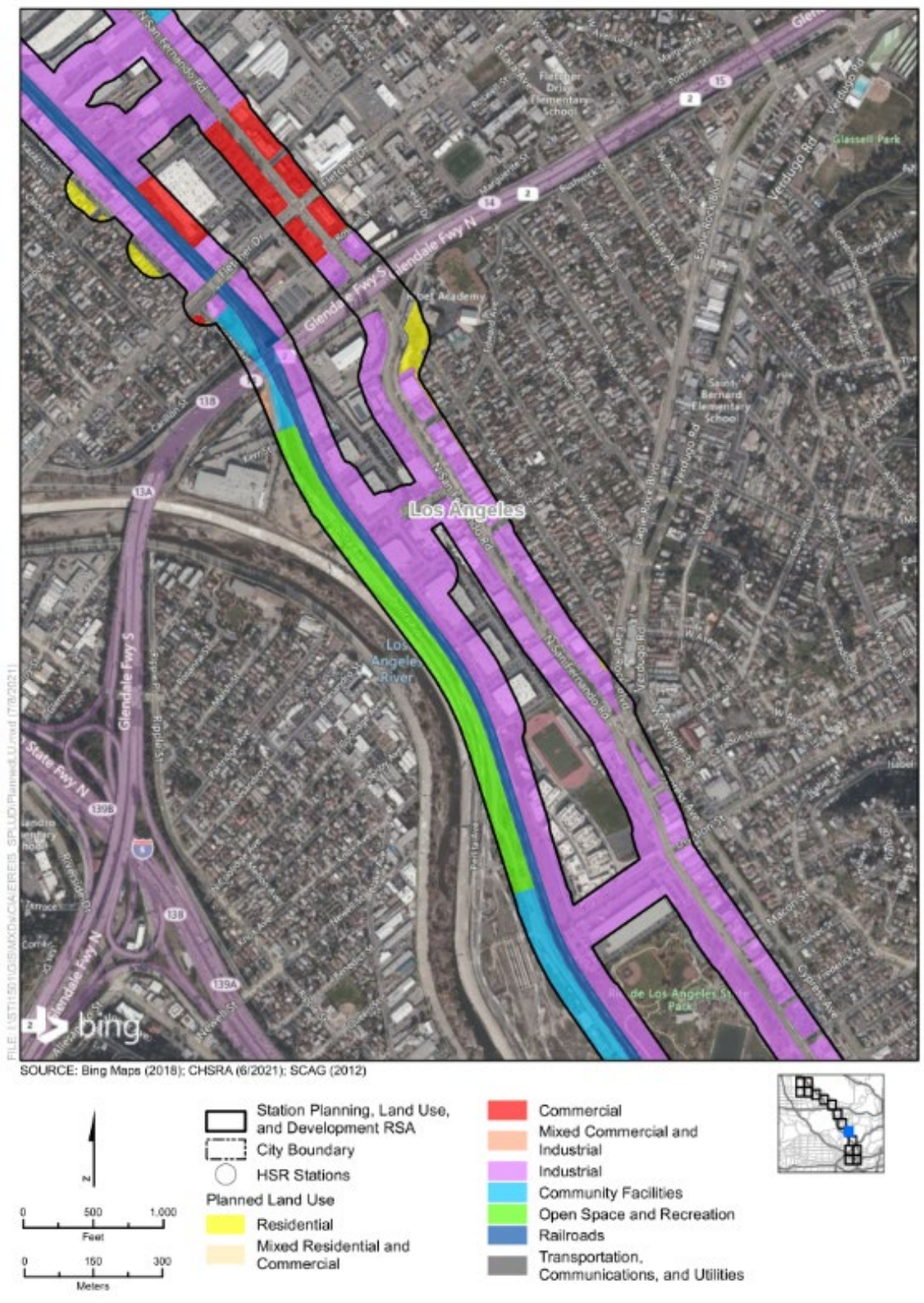

Figure 3.13-3 Planned Land Use

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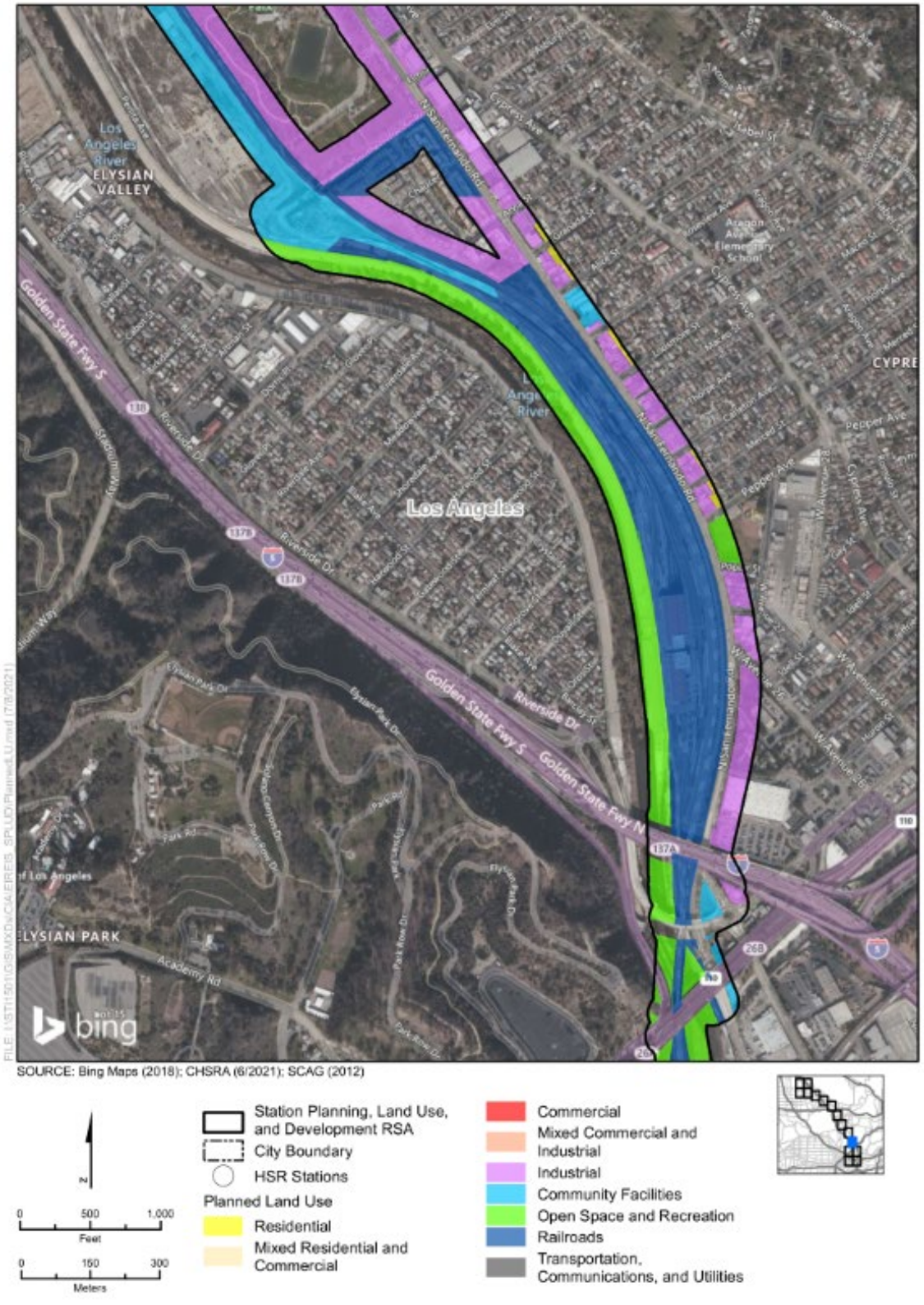

Figure 3.13-3 Planned Land Use

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Figure 3.13-3 Planned Land Use

(Sheet 12 of 15)

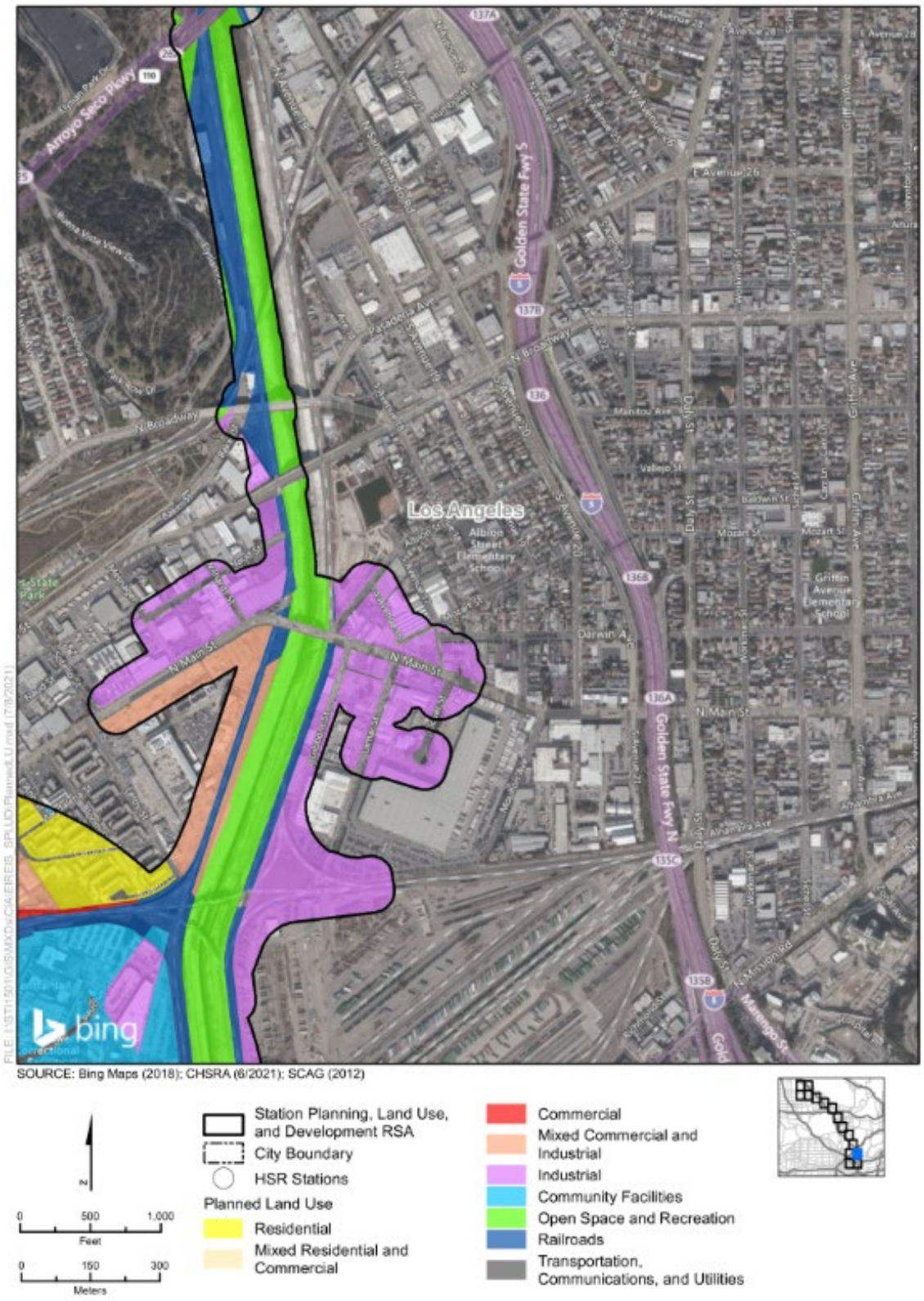

Figure 3.13-3 Planned Land Use

(Sheet 13 of 15)

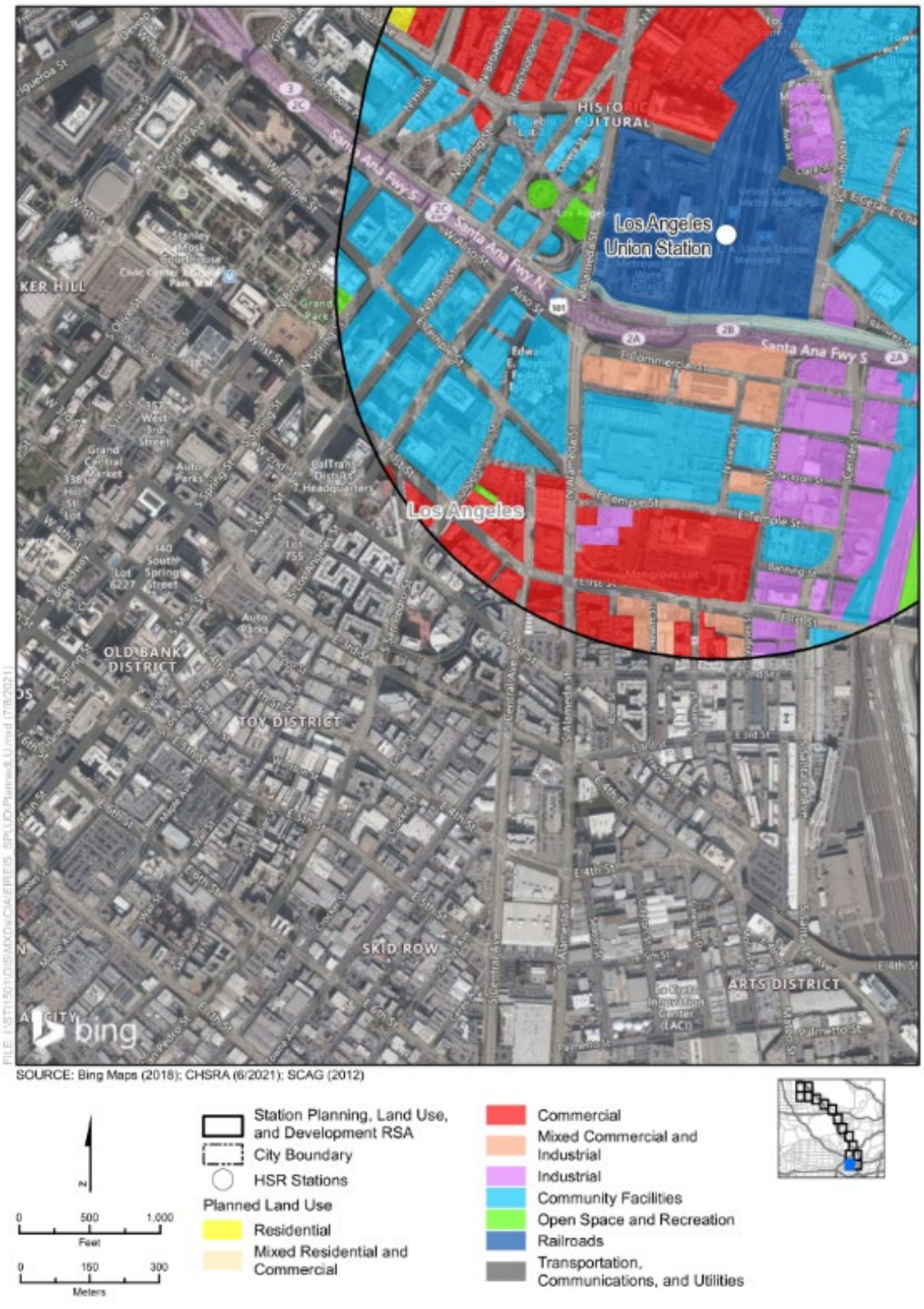

Figure 3.13-3 Planned Land Use

(Sheet 14 of 15)

Figure 3.13-3 Planned Land Use

(Sheet 15 of 15)

3.13.5.3 City of Glendale

Overview

The City of Glendale was incorporated in 1906 as a 1,486-acre city with small parcels for homes and businesses. The city expanded quickly through years of annexations, growing to 15,140 acres by 1950. A total of 27 annexations have been made since 1906, and the city has expanded to approximately 19,520 acres (City of Glendale 2016b). The largest employment sector in Glendale is health care and social assistance, followed by retail, manufacturing, and finance-related industries (City of Glendale 2016a).

The city of Glendale's population grew from 139,090 to 205,536 between 1980 and 2018 (an average annual increase of approximately 1.3 percent) (California Department of Finance 2018). The city's population is expected to grow to an estimated 214,000 by 2040, from the estimated 193,200 in 2012 (SCAG 2016). This would represent an average annual increase of approximately 0.4 percent.

The primary constraint to new development in the city of Glendale is space, due to the built-out nature of the City. There are only an estimated eight parcels (approximately 1.7 acres) of vacant land in the RSA within the city of Glendale.

Existing Land Uses

As shown on Figure 3.13-2 (Sheets 6, 7, 8, and 9), existing land uses south of the Burbank/ Glendale city boundary to W Colorado Street, adjacent to the railroad corridor and San Fernando Road, are primarily commercial and industrial, with intermittent community facilities.

South of W Colorado Street, existing land uses are predominantly commercial and industrial, with some community facilities and residential uses along San Fernando Road east of the railroad corridor. An open space and recreational use (Cerritos Park) exists east of San Fernando Road just north of the Glendale/Los Angeles city boundary. Only 19 of the parcels immediately adjacent to the railroad corridor in Glendale are residential; these are located just north of the Glendale/Los Angeles city border.

As discussed in the Circulation Element of the City of Glendale General Plan (City of Glendale 1998), many residential areas of the city experience constrained on-street parking due to spillover from nearby commercial areas.

Planned Land Uses

As shown on Figure 3.13-3 (Sheets 6, 7, 8, and 9), from the Glendale/Burbank city boundary to south of W Colorado Street, the planned land uses are primarily industrial west of the railroad corridor, with mixed residential and commercial uses east of San Fernando Road. Some commercial and residential uses are planned along San Fernando Road as well. The existing land uses are generally the same as the planned land uses in these areas.

Between State Route (SR) 134 and Tyburn Street (Figure 3.13-3, Sheets 8 and 9), the RSA falls on the boundary between the city of Glendale and the city of Los Angeles. Only the eastern portion of the RSA is within the city of Glendale. The western half of the RSA, between SR 134 and Tyburn Street, is within the Atwater Village neighborhood council area[4] of Los Angeles and is described below under the City of Los Angeles subheading.

South of W Colorado Street (Figure 3.13-3, Sheet 8) to the Glendale/Los Angeles city boundary (Figure 3.13-3, Sheet 9), the planned land uses in the RSA are more diverse. Industrial and community facilities uses are planned largely along the railroad corridor, with large areas of mixed residential and commercial uses planned along San Fernando Road. While most of the existing and planned land uses are similar in this portion of Glendale, some of the land that is currently occupied by commercial uses is planned for industrial uses. Some of the land designated for mixed residential and commercial uses is currently developed with industrial uses. The existing

[4] "Neighborhood council area" is a term used by the City of Los Angeles to define the geographic boundaries of a neighborhood.

open space and recreational use east of San Fernando Road is planned for mixed residential and commercial uses.

The Circulation Element of the City of Glendale General Plan (City of Glendale 1998) identifies the continued development of additional park-and-ride facilities as a way to meet parking demand, along with evaluation and modification of off-street parking standards where transit service or active transportation facilities are available.

3.13.5.4 City of Los Angeles

Overview

The City of Los Angeles incorporated in 1850. At that time, it had a population of 1,610, encompassed an area of 28 square miles, and its leading industry was farming. Los Angeles has grown into a city with a population of 4 million people and an area of approximately 465 square miles (City of Los Angeles 2016a). Entertainment, aerospace, tourism, and technology are the city's leading industries (Forbes Media 2016).

The city of Los Angeles has been experiencing growth since its establishment, and it is projected to continue. The city of Los Angeles' population grew from 2,968,579 to 4,054,400 between 1980 and 2018, with an average annual increase of approximately 1 percent (California Department of Finance 2018). The city's population is expected to grow to an estimated 4,609,400 people by 2040, from the estimated 3,845,500 people living in the city in 2012 (SCAG 2016). This would represent an average annual increase of approximately 0.7 percent.

As with most developed cities, the primary constraint to new development in Los Angeles (within neighborhood council areas that are within or overlap with the RSA) is developable land, due to the built-out nature of the city. There are only an estimated 27 parcels (approximately 27.4 acres) of vacant land in the Los Angeles neighborhoods immediately adjacent to the RSA (Atwater Village, Boyle Heights, Glassell Park, Greater Cypress Park, Historic Cultural, and Lincoln Heights).

Existing Land Uses

As shown on Figure 3.13-2 (Sheets 1 and 2), the northernmost portion of the RSA in Los Angeles is located north of Cohasset Street and includes the railroad corridor between N and S San Fernando Roads and a mix of commercial and industrial land uses along San Fernando Road. Between N San Fernando Road and I-5, north of Cohasset Street, the predominant land use is residential. East of I-5, a narrow strip of the RSA includes a mix of residential, commercial, industrial, and community facilities uses. West of N San Fernando Road there are transportation, communications, and utilities uses related to Hollywood Burbank Airport. A section of commercial and industrial uses extends beyond the western end of Hollywood Burbank Airport, bounded by Clybourn Avenue.

As shown on Figure 3.13-2 (Sheet 8), the southern portion of the RSA within Los Angeles is south of SR 134. As noted earlier, only the western half of the RSA between SR 134 and Tyburn Street is located within Los Angeles. As shown on Sheets 8 and 9 of Figure 3.13-2, the predominant land use in that area is industrial along the railroad corridor. Residential and commercial land uses and sporadic community facilities are located between Chevy Chase Drive and Brand Boulevard. An open space and recreational use (Chevy Chase Park) is located south of W Colorado Street and north of the Glendale/Los Angeles city boundary (Figure 3.13-2, Sheet 9).

The area between the Glendale/Los Angeles city boundary and LAUS largely consists of industrial uses along the railroad corridor and San Fernando Road, interspersed with community facilities and commercial, open space/recreational, and residential uses (Figure 3.13-2, Sheets 8 through 15). Open space and recreational uses include Cypress Park and Rio de Los Angeles State Park. Land uses immediately north of LAUS are largely industrial and commercial.

LAUS was completed in 1939 to replace three local railroad terminals. In its first years, it was a 24-hour terminal handling the movement of tens of thousands of servicemen during World War II. Station use declined as air and automobile travel dominated in the years after the war. In 1995, Patsaouras Transit Plaza opened, which is now linked to LAUS. Today, LAUS is the regional hub

for 36 of Amtrak's daily trains and Metrolink's 5-county commuter train service. It is also a transfer point for Metro's Red, Purple, and Gold Lines. Metro owns the LAUS property, including 38 acres and 5.9 million square feet of development rights (Metro 2016a). LAUS is also a regional hub for several bus service providers, including Metro, the Los Angeles Department of Transportation, and Foothill Transit, as well as Greyhound, Megabus, and BoltBus.

As shown on Figure 3.13-2 (Sheets 12 through 15), the predominant land use in the RSA surrounding LAUS is community facilities, with a large block of industrial uses south of US-101 and east of N Alameda Street. LAUS is considered a railroad land use. The area south of US-101 and west of N Alameda Street consists largely of community facilities, reflecting the fact that the area includes the Los Angeles Civic Center. Land uses north of US-101 and west of N Alameda Street are largely commercial, with some community facilities. The portion of the RSA south of Cesar Chavez Avenue has a few open space and recreational uses. Railroad corridors are present along both sides of the Los Angeles River channel, with the Los Angeles River channel itself representing a transportation, communications, and utilities use (its primary purpose is to function as a flood control channel).

The LAUS site provides short-term parking at the west-end parking lot that is accessible via Alameda Street. There is long-term parking provided in the underground public parking garage at the Metro headquarters building, which is accessed from Vignes Street.

There is also public parking exists at some privately operated surface parking lots in the area, primarily in the vicinity of the Los Angeles Plaza Historic District (El Pueblo de Los Angeles) and in the Chinatown neighborhood. Most land uses to the northeast and east of LAUS are institutional, and public parking is not available. There are also public parking options south of US-101.

Planned Land Uses

As shown on Figure 3.13-3 (Sheets 1 and 2), in the northernmost part of the RSA within Los Angeles, the planned land uses are primarily industrial along N San Fernando Road and primarily residential between N San Fernando Road and I-5.[5] In the area adjoining I-5 to the east, land uses are planned to be primarily residential, with some commercial along N Glenoaks Boulevard. The railroad corridor would remain, and industrial uses are planned west of N San Fernando Road. The existing transportation, communications, and utilities uses related to Hollywood Burbank Airport are planned for industrial uses.

The City of Burbank is in the process of preparing the Golden State Specific Plan (City of Burbank, under development), which includes the Golden State District, a 640-acre area east of Hollywood Burbank Airport. In addition, the Avion Burbank Project (included in the proposed Golden State Specific Plan Area as a 60-acre opportunity site) is under construction on 60 acres of land adjacent to the Hollywood Burbank Airport. Significant development has occurred on the site. Construction of a 1.25 million-square-foot campus known as Avion Burbank, including light industrial, office, retail, and hotel uses, is underway, with a projected completion in 2022. The overall density of the area would increase with the addition of the opportunity site, but housing density would remain the same because the opportunity site would not add more housing.

As shown on Figure 3.13-3 (Sheets 8 through 15), the predominant planned land uses in the southern portion of the RSA within Los Angeles between SR 134 and LAUS are industrial, open space and recreational and community facility land uses. Just north of LAUS, there are planned mixed commercial and industrial uses and some residential uses. While most of the existing land uses are generally the same as the planned land uses, the land designated for planned open space and recreation uses in the future along the Los Angeles River channel is currently used for transportation and utilities.

[5] As discussed in Section 3.1 of this EIR/EIS, the existing conditions baseline year for this EIR/EIS is generally 2015, the time when the environmental analysis for the Burbank to Los Angeles Project Section began following issuance of the federal Notice of Intent and state Notice of Preparation for the project section. The affected environment discussions, including the descriptions of infrastructure projects and land development projects considered in the cumulative impacts analysis, describe the existing and planned conditions provided in the most recent, publicly available data as of December 31, 2017 or collected during fieldwork conducted in 2015, 2016, and 2017.

As shown on Figure 3.13-3 (Sheets 12 through 15), within the RSA in the vicinity of LAUS, the primary planned land uses are community facilities, similar to existing conditions. The Link US Project could encourage planned residential and commercial infill development by providing an economic driver for such development (Metro 2019). However, there are no plans currently proposed for such infill development. Including residential units in any infill development could increase density of the area; however, much of the surrounding land uses are already built out. Land to the south of US-101 west of N Alameda Street is primarily planned for community facilities, which is similar to the existing condition in that area. South of US-101 and east of N Alameda Street is a planned mix of industrial, commercial, community facilities, and mixed commercial and industrial uses, which is generally compatible with the existing mixed uses in that area. The areas north of US-101 and west of N Alameda Street are largely designated for commercial and community facilities uses. Again, this is generally compatible with the existing land uses in those areas. Land to the east of the Los Angeles River is designated for industrial uses. The existing railroad corridors are planned to remain. Although the Los Angeles River channel is a transportation, communications, and utility use, it is formally designated as an open space and recreation use for the future.

Parking associated with these land uses is captured within each land use category. The City of Los Angeles' *2035 Mobility Plan* does not encourage the creation of a greater supply of parking as a land use; instead, it advocates for managing parking demand (City of Los Angeles 2016b).

3.13.6 Environmental Consequences

3.13.6.1 Overview

This section evaluates how the No Project Alternative and the HSR Build Alternative could affect station planning, land use, and development resources. The impacts of the HSR Build Alternative are described and organized as follows:

- **Construction Impacts**
  - Impact LU #1: Temporary Land Use Conversion and Incompatibility
  - Impact LU #2: Potential for Permanent Land Use Conversion
  - Impact LU #3: Potential for Construction to Permanently Disrupt Planned Development
- **Operations Impacts**
  - Impact LU #4: Potential for Operations to Conflict with Land Use Patterns

3.13.6.2 No Project Alternative

Under the No Project Alternative, recent development trends within the RSA would continue, leading to ongoing station planning, land use, and development resources impacts. The No Project Alternative includes many planned projects that would likely be implemented by the year 2040. Chapter 2, Alternatives, describes the No Project Alternative. Appendix 3.19-A, Cumulative Projects, provides a description of foreseeable future development and public infrastructure projects that could affect land use, including transportation projects such as the Metro Red Line Extension from the community of North Hollywood to Hollywood Burbank Airport, bikeways, and freeway widenings. Development projects include small and large residential and mixed-use developments, a private school, and a commercial development.

As discussed in Chapter 2, the population in Los Angeles County is projected to grow at a somewhat slower rate than in California as a whole from 2010 to 2040 (SCAG 2016). Planned residential developments would result in new housing units in the neighborhoods in the cities of Burbank, Glendale, and Los Angeles in the RSA. The larger planned residential projects would introduce an estimated 1,509 new dwelling units in Burbank, more than 315 new units in Glendale, and more than 1,461 new units in Los Angeles (refer to Chapter 2, Alternatives, for more information on anticipated growth under the No Project Alternative).

The Burbank, Glendale, and Los Angeles planning documents (including land use elements of general plans, community plans, and others) generally encourage infill and higher-density development in urban areas and concentration of urban land uses in the vicinity of transit corridors to provide more modal choices for residents and workers. These policies will be

implemented in the region regardless of whether the HSR Build Alternative is constructed. Under the No Project Alternative, new housing and commercial development would accommodate the projected population and employment growth.

Under the No Project Alternative, the 2016–2040 RTP/SCS adopted by SCAG encourages both compact development and greater investment in local transit modes as a means of reducing GHG emissions. Cities and counties consider the 2016–2040 RTP/SCS during their planning and zoning deliberations in order to comply with CEQA requirement to mitigate potential GHG emission impacts.

Phase 1 of the HSR project is included in the financially constrained 2016–2040 RTP/SCS. The financially constrained 2012 RTP/SCS first included Phase 1 of the HSR project, contingent upon the commitment of $1 billion in Proposition 1A funds by the Authority as an early investment to improve the region's passenger rail system as part of the blended service approach. The commitment by the Authority and Southern California transportation agencies was formalized in a memorandum of understanding among the Authority, Metrolink, SCAG, the San Diego Association of Governments, Metro, the Riverside County Transportation Commission, and the City of Anaheim. Because the No Project Alternative does not include the HSR Build Alternative, the No Project Alternative is inconsistent with these plans and agreements. In addition, although the No Project Alternative includes projects that would help SCAG achieve its objective of reducing GHG emissions from automobiles and light trucks (as required by the Sustainable Communities and Climate Protection Act of 2008), it would not reduce GHG emissions to the same degree that the HSR Build Alternative would (refer to Section 3.3, Air Quality, for additional information).

The general plans of Burbank, Glendale, and Los Angeles include goals and policies that support development of an HSR system to achieve economic development goals. As such, the No Project Alternative would not be as strong a catalyst for the urban development envisioned in these planning documents as the HSR Build Alternative would be. Therefore, the No Project Alternative is inconsistent with these local government plans.

3.13.6.3 High-Speed Rail Build Alternative

Construction and operation of the HSR Build Alternative could result in temporary and permanent impacts and benefits related to station planning, land use, and development resources. Impacts could potentially include temporary and permanent changes in land use patterns and the conversion of existing and planned land uses to transportation use. Benefits could include improvements to regional and statewide accessibility and reducing travel time to jobs, goods, and services, especially in the vicinity of the HSR stations. HSR service would also provide benefits by supporting local government plans for employment and housing growth in station areas consistent with the goals of adopted TOD plans. Attracting employment and housing development to the vicinities of HSR stations, which would be part of regional transportation hubs in traditional city centers, would shift some regional growth to the areas around HSR stations, strengthening the sustainability of the region consistent with state policy. Such growth also could stimulate the revitalization of station areas. Construction and operations are more fully described in Chapter 2, Alternatives.

Construction and operation of the HSR Build Alternative could affect station planning, land use, and development resources as described below:

- Temporary conversion of land for construction could result in direct land use impacts.
- Temporary increases in noise levels, dust, and potential access disruptions related to construction activities could cause indirect temporary impacts on adjacent land uses.
- Temporary and intermittent disruption of access to some properties, such as shops, parks and open space, could be caused by the use of TCEs.
- Temporary and intermittent access disruptions and traffic congestion associated with nearby roadwork and construction vehicle traffic would affect residents, businesses, and transit services, which could cause indirect temporary impacts on adjacent land uses.
- Temporary disruption of planned development areas could occur along the HSR Build Alternative project footprint

- Permanent conversion of existing and planned land uses to transportation use would result in direct land use impacts.
- Operation of the HSR Build Alternative could result in increased noise levels at adjacent sensitive land uses.
- Demand for higher land use densities and TOD near the HSR stations could alter existing land use patterns in such a way that existing surrounding land uses would be incompatible with changing uses in the station areas.
- EMI interference during operation could affect nearby magnetically sensitive equipment.

Construction and operations impacts of the HSR Build Alternative are described below.

Construction Impacts

Construction of the HSR Build Alternative would involve demolition of existing structures, clearing, and grubbing; reduction of permeable surface area; handling, storing, hauling, excavating, and placing fill; possible pile driving; and construction of aerial structures, bridges, road modifications, utility upgrades and relocations, HSR electrical systems, and railbeds. Construction activities are described in Chapter 2, Alternatives.

Impact LU #1: Temporary Land Use Conversion and Incompatibility

During the construction period, the HSR Build Alternative would require the temporary use of land for construction activities, which would result in direct impacts related to the temporary conversion of land for construction. The HSR Build Alternative would also result in indirect temporary effects on adjacent land uses due to temporary increases in noise levels and dust and potential access disruptions related to construction activities.

There could be a temporary change of some existing land uses due to TCEs for equipment staging during construction. Table 3.13-3 provides the acreage of land that would be subject to temporary direct conversion for the HSR Build Alternative and compares those acreages to the total acreage of each existing land use within the RSA. The HSR Build Alternative would temporarily use approximately 117 acres of land outside the project's permanent right-of way for construction staging, laydown, and fabrication areas. Most of the TCEs would occur on land currently occupied by community facilities (approximately 34 acres), industrial uses (approximately 34 acres), or transportation/communications/utilities uses (approximately 25 acres). In addition, approximately 6 acres of vacant land would be temporarily used for construction. The land temporarily used for construction staging, laydown, and fabrication would be unavailable for these existing uses while construction activities are taking place at various times, as needed. Construction would not take place on affected land throughout the entire duration of construction activities related to the HSR Build Alternative. Refer to Section 2.9, Construction Plan and Phase Implementation Plan, of Chapter 2, Alternatives, for a detailed description of construction activities and the construction schedule. A TCE typically does not encompass a full parcel and would only affect land use in one part of an existing parcel.

Construction of the Burbank Airport Station would not temporarily convert any land because all staging areas associated with station construction would be contained within the permanent right-of-way.

Table 3.13-4 provides the acreage of land that would be subject to temporary direct conversion for construction of the HSR Build Alternative compared to the total acreage of each planned land use within the RSA. Most of the TCEs required for the HSR Build Alternative would occur on land currently planned for industrial uses (approximately 60 acres) and commercial uses (approximately 19 acres). Approximately 9 percent of planned commercial land uses within the RSA would be subject to temporary conversion. Approximately 7 percent of planned industrial land uses and approximately 3 percent of planned mixed commercial and residential land uses would be temporarily converted. Overall, the HSR Build Alternative would temporarily convert approximately 5 percent of the planned land uses in the RSA.

Table 3.13-3 Temporary Conversion of Existing Land Uses

Alternative	Land Use Type[1]								
	Commercial	Community Facilities[2]	Industrial	Open Space and Recreation	Railroads	Residential	Transportation, Communications, and Utilities	Vacant	Grand Total
Land Temporarily Converted for HSR Build Alternative Use (acres)	12.2	34.3	33.7	1.3	1.5	2.9	24.9	6.3	**117.1**
Total Existing Land Uses in the RSA (acres)	352.3	242.2	628.0	27.5	275.5	190.6	570.3	53.9	**2,342.7[3]**
Percentage of Existing Land Use in the RSA Temporarily Converted for Construction of the HSR Build Alternative	3.5%	14.1%	5.4%	4.7%	0.6%	1.5%	4.4%	11.7%	**5.0%**

Source: California High-Speed Rail Authority, 2021

[1] Values are rounded to the nearest decimal place; therefore, the grand totals are rounded as well.

[2] The Community Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

[3] Reflects the fact that the RSA includes 2.5 acres of land currently occupied by Mixed Commercial and Industrial uses and Mixed Residential and Commercial uses, which would not be subject to temporary conversion by the HSR Build Alternative.

HSR = high-speed rail

RSA = resource study area

Table 3.13-4 Temporary Conversions of Planned Land Uses

Alternative	Land Use Type[1]								
	Commercial	Community Facilities[2]	Industrial	Mixed Commercial and Industrial	Mixed Residential and Commercial	Railroads	Residential	Transportation, Communications, and Utilities	Grand Total
Land Temporarily Converted for HSR Build Alternative Use (acres)	19.0	7.4	59.1	1.7	3.2	2.1	2.9	21.8	**117.1**
Total Planned Land Uses in the RSA (acres)	218.3	212.0	830.8	71.4	102.6	275.5	202.9	314.1	**2,342.7**[3]
Percentage of Planned Land Use in the RSA Temporarily Converted for Construction of the HSR Build Alternative	8.7%	3.5%	7.1%	2.4%	3.1%	0.8%	1.4%	6.9%	**5.0%**

Source: California High-Speed Rail Authority, 2021

[1] Values are rounded to the nearest decimal place; therefore, the grand totals are rounded as well.

[2] The Community Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

[3] Reflects the fact that the RSA includes 115.2 acres of land planned for Open Space and Recreation, which would not be subject to temporary conversion by the HSR Build Alternative.

HSR = high-speed rail

RSA = resource study area

Construction activities would result in temporary increases in noise levels and dust on nearby residential uses, station users at LAUS, and certain types of public facilities (schools and parks) within the RSA that are sensitive to such impacts. These changes would temporarily inconvenience residents and school and park users along the alignment of the HSR Build Alternative, primarily in areas within approximately 500 feet of the proposed new and modified grade separations and the cut-and-cover tunnel and trench segments, because those areas would likely experience more severe noise and dust impacts due to the complex nature of construction activities (demolition, excavation, and pile driving activities) in those areas. Specific areas that would be most affected include:

- Cut-and-cover tunnel and trench segments
  - Residences on the south side of Vanowen Street between Buena Vista Street and Beachwood Drive in the city of Burbank
  - Monterey Continuation High School at 1915 Monterey Avenue in the city of Burbank
- New grade separations at Sonora Avenue, Grandview Avenue, Flower Street, Goodwin Avenue, and Main Street (these are some of the early action projects and are described in Chapter 2, Alternatives)
  - Residences on the east side of San Fernando Road in the vicinity of Sonora Avenue in the city of Glendale
  - Residences on the east side of San Fernando Road in the vicinity of Grandview Avenue in the city of Glendale
  - Pelanconi Park at 1000 Grandview Avenue in the city of Glendale
  - Residences on the west side of Alger Street in the vicinity of Goodwin Avenue in the city of Los Angeles
  - Residences on the east side of S Pacific Avenue and San Fernando Road in the vicinity of Goodwin Avenue in the city of Glendale
  - Residences on the east side of San Fernando Road in the vicinity of Flower Street in the city of Glendale
  - Residences on the east and west sides of San Fernando Road in the vicinity of Goodwin Avenue and Pacific Avenue in the cities of Glendale and Los Angeles
  - Albion Riverside Park at 1739 Albion Street in the city of Los Angeles
  - Albion Street Elementary School at 322 S Avenue 18 in the city of Los Angeles
  - PUC Milagro Charter Elementary School at 1855 N Main Street in the city of Los Angeles
- Residences along Darwin Avenue in the vicinity of Main Street in the city of Los Angeles
- Modified grade separations at Los Feliz Boulevard and Kerr Road
  - Residences on the west side of San Fernando Road in the vicinity of Los Feliz Boulevard in the city of Los Angeles
  - Rio de Los Angeles State Park at 1900 N San Fernando Road in the city of Los Angeles
  - Residences on the south side of Kerr Road in the city of Los Angeles
- Closure of Chevy Chase Drive and installation of a pedestrian overcrossing
  - Residences on the west side of Alger Street in the vicinity of Chevy Chase Drive in the city of Los Angeles
  - Chevy Chase Park and Recreation Center at 4165 Chevy Chase Drive in the city of Los Angeles

In addition, noise generated during construction of the Burbank Airport Station could temporarily disturb residential areas north of San Fernando Road and a small residential area southeast of the existing passenger terminal.

Any increases in noise levels and dust would be temporary; therefore, none of the construction activities associated with the HSR Build Alternative is anticipated to alter land use patterns. The use of TCEs would cause temporary and intermittent disruption of access to some properties, such as commercial activities and parks and open space. Temporary and intermittent access disruptions could also affect station and rail users during construction activities at LAUS. Some businesses located adjacent to the construction areas would experience a temporary inconvenience during construction due to access disruptions and traffic congestion associated with nearby roadwork and construction vehicle traffic. In addition, construction activities could affect public transit serving residential land uses and nearby businesses. Effects on public bus transit services would include potential schedule delays due to rerouting of service and provision of temporary replacement bus stops where roadway closures would take place. The specific bus lines that would be affected are discussed in Section 3.2, Transportation. Although some businesses could experience hardship due to traffic congestion and bus transit delays associated with nearby roadwork, the inconvenience would not be severe enough to compel them to relocate because access disruptions would be limited; any road closures would be restricted to the hours that are least disruptive to access for the adjacent land uses, and detours would be available. Any access disruptions would be temporary and are not anticipated to alter existing land use patterns.

Temporary impacts on parking at nearby businesses and on Hollywood Burbank Airport could also occur as a result of increased parking requirements for construction workers. Temporary parking impacts are not anticipated to occur in the vicinity of LAUS, because construction workers would park at existing areas that are set aside for maintenance activities. The HSR Build Alternative would potentially result in either the temporary or permanent loss of satellite surface parking lots near Hollywood Burbank Airport because those parking lots would be acquired by the Authority and used for construction of the Burbank Airport Station.

Major construction activities, such as utility relocation, demolition, site and staging area preparation, drilling of piles, construction of aerial structures, tunneling (including tunnel portals), and construction of tracks would be highly visible and intrusive, as described in Section 3.16, Aesthetics and Visual Quality. Project construction would create new sources of light and glare that could temporarily affect nighttime views. Lighting associated with nighttime construction would increase ambient light, which could affect nighttime views.

The tunnel under the Hollywood Burbank Airport runway would be built using the sequential excavation method, which minimizes surface disruption during construction. Surface disruption would be limited to the tunnel entry and exit points, which would be outside of critical airfield safety zones, and there would be no disruptions to airport operations. More details on construction methods are provided in Section 2.9.5, Major Construction Activities. Because the Hollywood Burbank Airport Terminal Relocation Project is expected to be completed prior to construction of the HSR Build Alternative, it is assumed that the existing terminal would be removed before construction of the tunnel commences at Hollywood Burbank Airport. Therefore, construction of the HSR Build Alternative would not temporarily affect the existing terminal at Hollywood Burbank Airport.

As discussed in Section 3.13.4.2, IAMFs would be incorporated as part of the HSR Build Alternative design to help avoid and minimize impacts. LU-IAMF#3 would ensure that construction and staging areas used temporarily during construction would be returned to a condition equal to the pre-construction staging condition. The HSR Build Alternative's temporary impacts related to noise would be minimized through compliance with NV-IAMF#1, which would require documentation of how federal guidelines for minimizing noise and vibration would be employed near sensitive receptors. The temporary impacts related to air quality would be minimized through compliance with AQ-IAMF#1, which would require the preparation of a fugitive dust control plan identifying the minimum features that would be implemented during ground-disturbing activities, and AQ-IAMF#2, which would require the use of low-volatile-organic-compound paint during construction.

Implementation of TR-IAMF#2, which would require the preparation of a construction transportation plan, would minimize access disruptions for residents, businesses, customers, delivery vehicles, and buses by limiting any road closures to the hours that are least disruptive to access for the adjacent land uses and making detours available to affected motorists. Implementation of TR-IAMF#3 would reduce the project's potential parking impacts on nearby businesses, Hollywood Burbank Airport, and LAUS by requiring the contractor to identify adequate off-street parking for all construction-related vehicles and use these spaces throughout the construction period, thereby reducing impacts on the local parking supply. Implementation of SOCIO-IAMF#2 could also reduce potential temporary parking impacts related to the loss of satellite surface parking lots near Hollywood Burbank Airport by adequately compensating owners for their loss of business; however, it is not known if these owners would be able to rebuild parking facilities in the surrounding area to replace affected satellite surface parking lots. Implementation of TR-IAMF#11, which would require the preparation and implementation of specific construction management plans to address maintenance of public transit access during the construction period (including bus and rail transit service, stops, stations, and layover facilities), would reduce potential impacts on transportation at LAUS.

Although construction of the HSR Build Alternative would result in a short-term land use that is incompatible with adjacent residential land uses, schools, and parks, it would not cause adjacent land to temporarily change uses and would not temporarily alter land use patterns because none of these inconveniences resulting from the construction process are expected to be severe enough to require the indirect displacement of residences, schools, parks, or any other land uses.

CEQA Conclusion

During the construction period, the HSR Build Alternative would require the temporary use of land for construction activities, which would result in direct impacts related to the temporary conversion of land for construction. The HSR Build Alternative would also result in indirect temporary effects on adjacent land uses due to temporary increases in noise levels and dust and potential access disruptions related to construction activities. LU-IAMF#3 would reduce direct impacts related to the temporary use of land for construction activities by ensuring that construction and staging areas used temporarily during construction would be returned to a condition equal to the pre-construction staging condition. With implementation of NV-IAMF#1, AQ-IAMF#1, AQ-IAMF#2, TR-IAMF#2, TR-IAMF#3, TR-IAMF#11, and SOCIO-IAMF#2 identified above for Impact LU #1, indirect temporary effects on adjacent land uses related to noise and vibration, air quality, access disruptions, and parking impacts would be reduced. With the implementation of these IAMFs, the construction of the HSR Build Alternative would not alter existing land use patterns or cause a substantial change in land use patterns incompatible with adjacent land uses. Therefore, the impact would be less than significant under CEQA and CEQA does not requires mitigation.

Impact LU #2: Potential for Permanent Land Use Conversion

The HSR Build Alternative would have a direct impact on the permanent conversion of existing and planned land uses to transportation use, but it would not result in any indirect short-term growth impacts related to construction employment that could cause additional land use conversion.

Table 3.13-5 provides the total acres of existing land uses that would be permanently affected by the HSR Build Alternative and provides a comparison to the total land uses within the RSA. These permanent impacts are defined as land that would be used permanently for HSR tracks and supporting facilities (e.g., traction power substations and communication systems), as well as other improvements (e.g., road realignments, bridges, and grade separations). These acreages include land affected by both full and partial parcel acquisitions. The permanent conversion of these land uses would represent a permanent change in land use patterns.

Table 3.13-5 Permanent Conversions of Existing Land Uses

Alternative	Land Use Type[1]								
	Commercial	Community Facilities[2]	Industrial[3]	Mixed Commercial and Industrial	Railroads	Residential	Transportation, Communications, and Utilities	Vacant	Grand Total
Land Permanently Converted for HSR Build Alternative Use (acres)	10.7	13.0	93.4	1.7	7.2	4.4	14.0	7.4	**151.8**
Total Existing Land Uses in the RSA (acres)	352.3	242.2	628.0	2.2	275.5	190.6	570.3	53.9	**2,342.7[4]**
Percentage of Existing Land Use in the RSA Permanently Converted for the HSR Build Alternative	3.0%	5.4%	14.9%	78.8%	2.6%	2.3%	2.5%	13.7%	**6.5%**

Source: California High-Speed Rail Authority, 2021

[1] Values are rounded to the nearest decimal place; therefore, the grand totals are rounded as well. Excludes land currently used for railroads.

[2] Community facilities include public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

[3] Includes approximately 60 acres from the conversion of the Avion Burbank Project.

[4] Reflects the fact that the RSA includes 27.8 acres of land currently occupied by Mixed Residential and Commercial and by Open Space and Recreation, which would not be subject to permanent conversion by the HSR Build Alternative.

HSR = high-speed rail

RSA = resource study area

As shown in Table 3.13-5, the construction of the HSR Build Alternative would permanently convert approximately 3.5 percent of the existing land uses in the RSA. The HSR Build Alternative would result in the direct and permanent conversion of approximately 152 acres of existing land uses to transportation use. About half of this land use conversion (approximately 70 acres) is related to the development of the Burbank Airport Station. Industrial uses (approximately 93 acres), commercial uses (approximately 11 acres), transportation/communications/utilities uses (approximately 14 acres), and community facilities (approximately 13 acres) represent most of the existing land uses that would be converted permanently to transportation land use. In addition, approximately 7.4 acres of vacant land would be permanently converted to transportation land use. Furthermore, Table 3.13-5 compares the acreage of land that would be subject to permanent conversion by the HSR Build Alternative against the total acreage of each existing land use within the RSA. Table 3.13-5 shows that approximately 79 percent of the mixed commercial and industrial land within the RSA would be permanently converted; however, this is because the RSA contains very little of this land use (only 2.2 acres). In addition, 14 percent of the vacant land within the RSA would be permanently converted, approximately 15 percent of the industrial land would be permanently converted, and approximately 5 percent of the community facility lands would be permanently converted.

Table 3.13-6 provides information similar to Table 3.13-5; however, it provides the total acreage of *planned* land uses estimated to be permanently affected by construction of the HSR Build Alternative. It should be noted that although the Avion Burbank Project is under construction, it is reflected as planned industrial land uses. Table 3.13-6 also compares these planned land uses to the total acreage of each planned land use within the RSA. As shown in Table 3.13-6, construction of the HSR Build Alternative would result in the direct and permanent conversion of approximately 152 acres of planned land uses to a transportation use. Most of the land that would be acquired permanently for the HSR Build Alternative is planned for industrial uses (approximately 110 acres) and mixed commercial and industrial uses (approximately 11 acres). Table 3.13-6 also shows that approximately 15 percent of planned mixed commercial and industrial land uses would be permanently converted, approximately 13 percent of planned industrial land uses would be permanently converted, and less than 1 percent of planned transportation, communications, and utilities land uses would be permanently converted. Overall, the HSR Build Alternative would permanently convert approximately 6.5 percent of planned land uses in the RSA.

Based on the number of acres of existing and planned land uses that would be directly converted by the HSR Build Alternative over the approximately 14-mile-long alignment between the Burbank Airport Station and LAUS, and because such land conversion would not be compatible with the land use designations (primarily commercial and industrial land uses) included in applicable local land use plans, the permanent conversion of existing and planned land uses by the HSR Build Alternative would alter land use patterns.

As discussed above, the HSR Build Alternative would require acquisition of land that is not currently or planned to be in transportation use. In some locations, the Authority would need to acquire parcels of land that extend outside the permanent footprint (the area that includes all project components and right-of-way needed to construct, operate, and maintain all permanent HSR features) because the HSR Build Alternative would demolish primary structures on those parcels or eliminate property access to those parcels. In some cases, the Authority may need to acquire property outside of the proposed HSR Build Alternative right-of-way to accommodate temporary construction or access easements. These areas would result in the removal of existing land uses which are addressed by the environmental analysis in this EIR/EIS.

Table 3.13-6 Permanent Conversion of Planned Land Uses

Alternative	General Plan-Designated Land Use Types Subject to Permanent Conversion[1]								
	Commercial	Community Facilities[2]	Industrial[3]	Mixed Commercial and Industrial	Mixed Residential and Commercial	Railroads	Residential	Transportation, Communications, and Utilities	Grand Total
Land Permanently Converted for HSR Build Alternative (acres)	2.8	6.1	110.1	10.5	2.3	16.2	3.2	0.3	**151.8**
Total Planned Land Uses in the RSA (acres)	218.3	212.0	830.8	71.4	102.6	275.5	202.9	314.1	**2,342.7[4]**
Percentage of Planned Land Use in the RSA Permanently Converted by the HSR Build Alternative	1.3%	2.9%	13.3%	14.7%	2.2%	5.9%	1.6%	0.1%	**6.5%**

Source: California High-Speed Rail Authority, 2021

[1] Values are rounded to the nearest decimal place; therefore, the grand totals are rounded as well. Excludes land designated for railroads.

[2] The Community Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

[3] Includes approximately 60 acres from the conversion of the Avion Burbank Project.

[4] Reflects the fact that the RSA includes 115.2 acres of land planned for Open Space and Recreation, which would not be subject to permanent conversion by the HSR Build Alternative.

HSR = high-speed rail

RSA = resource study area

Following construction of the HSR Build Alternative, the Authority would review the property acquisitions and evaluate whether all acquired land extending outside the area required for operation and maintenance of the HSR Build Alternative is needed. If not, the Authority may declare the property excess so the land may be disposed. To do so, the Authority would need to follow procedures set forth in Public Utilities Code Section 185040, which regulates the sale or exchange of property owned by the Authority. The sale and redevelopment of any land declared excess (i.e., remnant parcels) would minimize the permanent conversion of existing and planned land uses and would allow such land to revert to its previous existing use or develop with uses in accordance with applicable local government land use plans and regulations.

Some impacts related to permanent conversion of existing and planned land uses would remain because the remnant parcels may never be sold or exchanged due to challenging site conditions. For example, some remnant parcels may lack legal property access, may be smaller than required by local government land development regulations, or could be irregularly shaped and pose challenges for redevelopment.

Construction of the HSR Build Alternative would also require acquisition of permanent subsurface easements on property not owned by the Authority in areas where tunneling would occur. Such easements would limit or prohibit certain activities on the surface that interfere with the Authority's proposed legal use set forth in the easement. For example, the subsurface easements would prohibit deep excavation, such as well drilling and mineral exploration. However, subsurface easements would not otherwise affect existing surface land uses.

As discussed in Section 3.18.6.3, construction of the HSR Build Alternative would require many temporary construction employees, but this would not have any indirect permanent land-use-conversion impacts related to temporary population increases or to the need for increased housing stock. These construction jobs would be largely filled by current residents in the region who have the required skills. The demand for construction workers would only comprise about 1 percent of construction sector employment during the peak years of construction. This increased demand for construction workers associated with construction of the HSR Build Alternative is not anticipated to result in any indirect permanent changes to land use patterns.

As discussed in Section 3.13.4.2, IAMFs are incorporated as part of the HSR Build Alternative design to help avoid and minimize impacts; however, there are no IAMFs that would avoid or minimize the direct impacts from land use conversion and permanent alteration of land use patterns. Moreover, there are no feasible mitigation measures available to minimize or mitigate the direct conversion of existing and planned land uses or the impacts related to altering land uses. Despite this, the acreage anticipated to be converted is very small compared to the overall RSA acreage, as seen in Table 3.13-5 and Table 3.13-6. At the regional level, the impacts associated with the direct conversion of existing and planned land uses would be minimal.

CEQA Conclusion

As discussed above, there are no IAMFs that would avoid or minimize the direct impacts from land use conversion and permanent alteration of land use patterns. Compliance with Public Utilities Code Section 185040 would reduce the potential for construction of the HSR Build Alternative to permanently convert existing and planned land uses outside of the permanent footprint that would be required for operations and maintenance. However, many of the impacts related to the permanent conversion of existing and planned land uses, including the potential to permanently alter land use patterns, would remain because some of the land acquired by the Authority outside the permanent footprint may never be sold, exchanged, or redeveloped due to challenging site conditions. Therefore, construction of the HSR Build Alternative would result in the permanent conversion of existing and planned land uses inside the footprint and change land use patterns. However, the conversion of a relatively small amount of land compared to the overall RSA acreage would create a relatively small change in the overall land use pattern in the RSA. In addition, the HSR Build Alternative would be generally limited to an existing railroad right-of-way. The permanent impacts associated with construction of the HSR Build Alternative related to altering existing and planned land uses would be less than significant under CEQA because the

HSR Build Alternative would not cause a substantial change in land use patterns that would be incompatible with adjacent land uses. Therefore, CEQA does not require any mitigation.

Impact LU #3: Potential for Construction to Permanently Disrupt Planned Development

As shown in Table 3.13-6 under Impact LU #2, construction of the HSR Build Alternative would result in the direct and permanent conversion of approximately 152 acres of land planned for nontransportation uses.

As described above under Impact LU #1, construction of the HSR Build Alternative would require the temporary use of some land for construction activities. Many of the parcels that would be used for construction and staging areas are already developed with urban uses, while approximately 9 acres are currently vacant. Those vacant parcels are designated in local land use planning documents for a variety of land uses, including commercial, industrial, and residential land uses. Table 3.13-4 shows the acreage and uses of land that would be subject to temporary conversion. If the HSR Build Alternative construction staging areas that are currently vacant are not returned to their original condition after completion of the project, future planned development on those parcels could be affected.

As discussed in Section 3.13.4.2, IAMFs are incorporated as part of HSR Build Alternative design to help avoid and minimize impacts. LU-IAMF#3 would minimize the HSR Build Alternative's permanent impacts related to temporary use of construction and staging areas by requiring land used temporarily during construction be returned to a condition equal to the pre-construction staging condition. Implementation of this IAMF would ensure that temporary construction areas are returned to pre-construction conditions and would not preclude future development. Implementation of LU-IAMF#3 would minimize the potential for construction of the HSR Build Alternative to permanently disrupt planned development by permanently affecting site conditions on land temporarily used for construction and staging activities. No mitigation would be required.

CEQA Conclusion

Implementation of LU-IAMF#3 during construction of the HSR Build Alternative would minimize the potential for construction of the HSR Build Alternative to permanently disrupt planned development by permanently affecting site conditions on land temporarily used for construction and staging activities. The permanent impacts associated with the construction of the HSR Build Alternative related to altering planned land uses would be less than significant under CEQA because the HSR Build Alternative would not cause a substantial change in land use patterns that would be incompatible with adjacent land uses. Therefore, CEQA does not require any mitigation.

Operations Impacts

Operation of the HSR Build Alternative would include HSR train operation, inspection and maintenance along the track, railroad corridor, structures, fencing, power system, train control, electric interconnection facilities, and communications. Operations and maintenance activities are more fully described in Chapter 2, Alternatives.

Impact LU #4: Potential for Operations to Conflict with Land Use Patterns

Operation of the HSR Build Alternative would result in a variety of impacts, including noise, EMI/EMF, demand for parking, and population and employment growth, that could conflict with existing and planned land use patterns. The following paragraphs discuss these topics and the potential for station area, land use, and development resources.

The operation of the HSR Build Alternative would increase noise levels adjacent to residential and noise-sensitive commercial uses, as well as at nearby parks and schools, and at other noise-sensitive land uses (refer to Section 3.4, Noise and Vibration, for additional information). As described in Section 3.4, there would be severe noise impacts on 2 theaters and 210 residences, and there would be moderate noise impacts on 1 recording studio, 1 nursing home, 1 church, 3 schools, and 712 residences. While there are existing noise-sensitive land uses close to existing transportation (rail and highway) rights-of-way, these land uses would be affected by increased noise levels that would result in direct permanent land use conflicts.

Although there are no IAMFs to avoid permanent increased noise and vibration levels resulting from operation of the HSR Build Alternative, mitigation measures N&V-MM#3 and N&V-MM#4, described in Section 3.4.7, would be implemented to address operational noise and vibration impacts. Most of the noise receptors where there would be moderate or severe impacts meet the criteria for sound barrier consideration, though some do not meet the criteria. Sound barriers would be required at three locations: (1) along the southbound HSR track between Fernando Court and south of Glendale Boulevard; (2) along the northbound HSR track between Glendale Boulevard and Tyburn Avenue; and (3) along the southbound HSR track between Arvia Court and the I-5 overpass. With implementation of N&V-MM#3 and N&V-MM#4, the 210 properties where there would be severe noise impacts would be reduced to 48 locations, all 718 properties with moderate noise impacts would be mitigated, and ground-borne vibration and ground-borne noise impacts would remain at 12 locations.

Impacts from EMI occur when EMFs affect operation of an electrical, magnetic, or electromagnetic device. Medical and high-tech facilities commonly contain equipment that could be affected by EMI. This includes equipment sensitive to small variations in the surrounding magnetic field (e.g., medical magnetic resonance imaging [MRI] scanners, nuclear magnetic resonance [NMR] spectrometers) and focused-beam devices (e.g., electron microscopes, ion-writing systems). Other forms of equipment sensitive to EMI include fire and police radio services, which could be affected by radio frequency (RF) interference. As described in Section 3.5, Electromagnetic Fields and Electromagnetic Interference, operation of the HSR Build Alternative would generate EMFs that could interfere with magnetically sensitive equipment at one facility along the alignment (Baxter Healthcare at 5401 Colorado Boulevard in Los Angeles) and could cause RF interference with radio systems at one police station (the Los Angeles County Sheriff's Station at 441 Bauchett Street in Los Angeles). Airports also operate radio and other electronic systems potentially susceptible to EMI from other radio systems, and electromagnetic effects from operation of the proposed Burbank Airport Station could result in land use conflicts with the Hollywood Burbank Airport. There are three main sources of potential interference from the HSR Build Alternative: the on-board and wayside communications systems, the train traction power systems, and intermittent arcing between the train pantograph and the OCS. RF emissions due to arcing are believed to be the most consequential source in terms of interference at the frequencies used by airport communications and navigation systems. However, at Hollywood Burbank Airport, the potential for such interference is greatly reduced by two considerations. First is the substantial shielding effect provided by the HSR tunnel itself, which would extend approximately 1 mile north and 1.5 miles south of the airport property. The second is that all radio navigation aids at Hollywood Burbank Airport are well removed from the HSR tracks, the closest being more than 4,000 feet from the tunnel. The closest section of unshielded OCS is 7,500 feet from the nearest navigation aid and 9,000 feet from the nearest instrument landing system on the aircraft flight path (Hollywood Burbank Airport 2021).

In addition, there are a number of off-airport radio navigation aids used by Hollywood Burbank Airport, such as the Palmdale VORTAC and the Van Nuys VOR/DME. The closest of these is the VOR/DME navigation aid located at Van Nuys Airport, just over five miles from the HSR alignment. Interference with these off-site navaids is even less likely due to the increased distances involved.

To minimize interference from HSR communication systems, the HSR Build Alternative would employ dedicated, exclusive-use radio bands (Authority 2016a).

In addition, as discussed in Section 3.13.4.2, IAMFs are incorporated as part of the HSR Build Alternative design to help avoid and minimize impacts. In addition to the use of frequency bands dedicated to the HSR system, the Authority would require communications equipment procured for HSR use, including commercial and noncommercial off-the-shelf products, to comply with FCC regulations designed to prevent EMI with other equipment and coordination with FAA's Spectrum Engineering Office, as called for in EMI/EMF-IAMF#2. EMI/EMF-IAMF#2 would also require the Authority to monitor field conditions to determine if electromagnetic compatibility issues arise and to coordinate with affected third parties to resolve the problem. The Authority would comply with the Electromagnetic Compatibility Program Plan, electromagnetic compatibility/EMI safety

analyses, monitoring and evaluation of system performance to ensure compatibility with airport systems and the design criteria of the HSR Build Alternative, .

Any potential RF interference with police and fire radio services would be addressed through the Authority's use of dedicated frequency blocks and procurement of communications equipment meeting Federal Communications Commission regulations. The potential for interference with high-tech equipment would be minimized through EMI/EMF-IAMF#2, which would help prevent EMI with identified neighboring uses. Implementation of EMI/EMF-IAMF#2 would also minimize the potential that operation of the HSR Build Alternative would interfere with sensitive equipment at high-tech facilities, including the Hollywood Burbank Airport. Therefore, any EMFs generated by operation of the HSR Build Alternative would not result in permanent land use conflicts. There are no IAMFs that would reduce the HSR Build Alternative's operational noise and vibration impacts, which would cause conflicts with land use patterns.

Operation of the Burbank Airport Station would result in increased parking demand near the station. Parking demand at the Burbank Airport Station is forecast to be 3,210 spaces in the horizon year 2040. The station would be constructed with a total of 3,210 spaces. The parking supply would therefore be adequate to meet the projected daily parking demand, and parking effects from operation of the Burbank Airport Station would not result in direct land use conflicts.

The Burbank Airport Station, however, would require the removal of existing off-street parking facilities related to uses north of Winona Avenue, west of Lima Street/Hollywood Way, east of the Hollywood Burbank Airport property, and south of San Fernando Road Major. All of the existing land uses in this area would be displaced due to full property acquisitions for the station area; therefore, the demand for these off-street spaces would be reduced.

To provide adequate parking space for projected demand, the project would require the acquisition of approximately 45 acres of land near Hollywood Burbank Airport. The existing use on approximately 36 acres of this land is public facility/institutional. There are also 2 acres currently in commercial use and 5 acres currently in industrial use. However, all of the land is planned for industrial use. Because parking lots are permitted for the planned industrial land use designation, the development of new parking lots would be generally consistent with planned land uses. No residential uses, existing or planned, would be converted to parking lots.

HSR operation at LAUS also would result in increased parking demand near the station. Parking demand at LAUS is forecast to be 1,180 spaces in the opening year 2029 and 2,010 spaces in the horizon year 2040. The parking supply that would be associated with the HSR Build Alternative is 2,250 vehicle spaces in three areas near the station, where parking would be shared with other operators. HSR passengers would also use the existing pick-up/drop-off and transit plaza facilities at LAUS. The parking supply would therefore be adequate to meet the projected daily parking demand, and parking effects from operation of LAUS would not result in direct land use conflicts.

Operation of the HSR Build Alternative would result in both employment and population growth in Los Angeles County. Total employment in Los Angeles County is forecast to increase at a rate of 0.3 percent per year compared to 0.5 percent per year overall in California (California Employment Development Department 2016). Population would increase by less than 1 percent (9,777 people) beyond what is currently projected for 2040 under the No Project Alternative. This would result in a projected need for an additional 7,128 housing units in Los Angeles County beyond what is currently projected for 2040 under the No Project Alternative (California Department of Finance 2016). As described in Section 3.18, Regional Growth, the concentration of growth at transit hubs and high-density, sustainable development patterns encouraged by local government planning documents would reduce the amount of land needed to accommodate growth currently projected and growth associated with the HSR Build Alternative. Therefore, the HSR Build Alternative would not induce substantial unplanned growth, and the HSR Build Alternative would have little effect on land use consumption. Under current city and county general plans, communities in Los Angeles County have adequate space to accommodate planned growth by 2040 (under the No Project Alternative) plus the HSR Build Alternative induced growth within current spheres of influence.

The HSR service could have the indirect effect of stimulating TOD in the vicinity of proposed station areas. Combined with strong real estate market conditions, improved transit service (such as HSR) can attract public and private investment that accelerates the rate of development anticipated in adopted station-area plans. Where major changes in land development near stations (typically within 0.25 mile) have occurred concurrently with development of new transit facilities, jurisdictions with supportive policies, land use controls, and direct incentives can facilitate TOD (Transit Cooperative Research Program 2004). The referenced study considered development within 0.25 mile of the station for the typical light-rail transit project. However, HSR service would attract a new market of intercity travelers because the system would provide new statewide accessibility to jobs, services, and housing, connecting the centers of the state's economic regions. HSR stations could have a stronger influence on local government planning for station area land use than commuter and light rail; accordingly, HSR station-area development guidelines developed by the Authority focus on development occurring within 0.5 mile of a station. Furthermore, Burbank and Los Angeles planning documents support the development of HSR stations because they would increase connectivity and support planned growth.

Figure 3.13-4, Figure 3.13-5, Figure 3.13-6, and Figure 3.13-7 show existing and planned land uses around LAUS and Burbank Airport Station. Current land use trends would likely change with the presence of the HSR Build Alternative, as operation of the HSR Build Alternative and local government planning would encourage denser, more compact urban development around the Burbank Airport Station and LAUS. However, the HSR Build Alternative would not affect key development constraints that affect both station sites. In the area surrounding the proposed Burbank Airport Station, any future development would not include residential uses due to the area's proximity to Hollywood Burbank Airport. Residential land uses are generally incompatible with airport operations due to community noise exposure and the establishment of Safety Zones (i.e., areas near airports in which land use restrictions are established). In the case of LAUS, land use changes would also be limited, because LAUS is an existing transportation hub where there is already TOD. LAUS is also located in a built out area that includes several historic resources. The viability of TOD in the area surrounding LAUS is constrained by US-101 to the south and the Los Angeles River to the east.

As discussed in Section 3.13.4.2, IAMFs would be incorporated as part of the HSR Build Alternative design to help avoid and minimize impacts. LU-IAMF#1 would require the Authority to prepare a memorandum for the Burbank Airport Station and LAUS describing how the Authority's station-area development guidelines would be applied to help achieve the anticipated benefits of station-area development, including TOD. Station-area planning by local governments would coordinate efforts to advance TOD and capture the benefits of the increased access provided by a new HSR station. LU-IAMF#1 would increase benefits and reduce potential land use impacts by implementing the Authority's station-area development principles and guidelines. In addition to potential benefits from minimizing land-consumption needs for new growth, dense development near HSR stations would concentrate activity conveniently located near HSR stations. This would increase the use of the HSR system, generating additional HSR ridership and revenue to benefit the entire state. It also would accommodate new growth on a smaller footprint. Reducing the land needed for new growth should reduce pressure for new development on nearby habitat areas, in environmentally fragile or hazardous areas. Denser development allowances also would enhance joint development opportunities at or near stations, which in turn could increase the likelihood of private financial participation in construction and operations related to the HSR system. A dense development pattern can better support a comprehensive and extensive local transit and shuttle system, bicycle and pedestrian paths, and related amenities that can serve the local communities and provide access to and egress from HSR stations. The Authority's policies would help ensure that implementation of the HSR project would maximize station-area development and serve the local community and economy, while increasing HSR ridership.

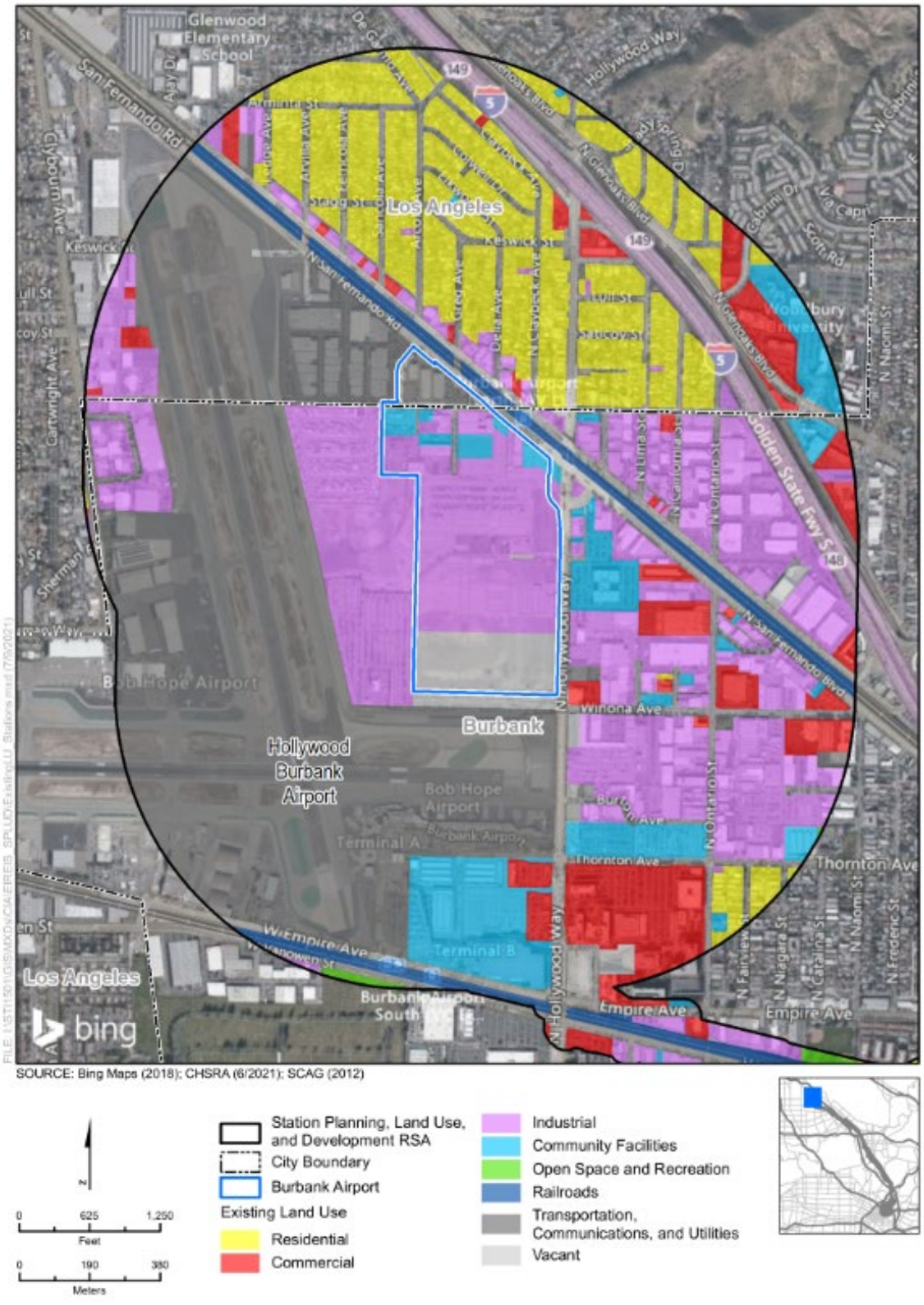

Figure 3.13-4 Existing Land Uses around Burbank Airport Station

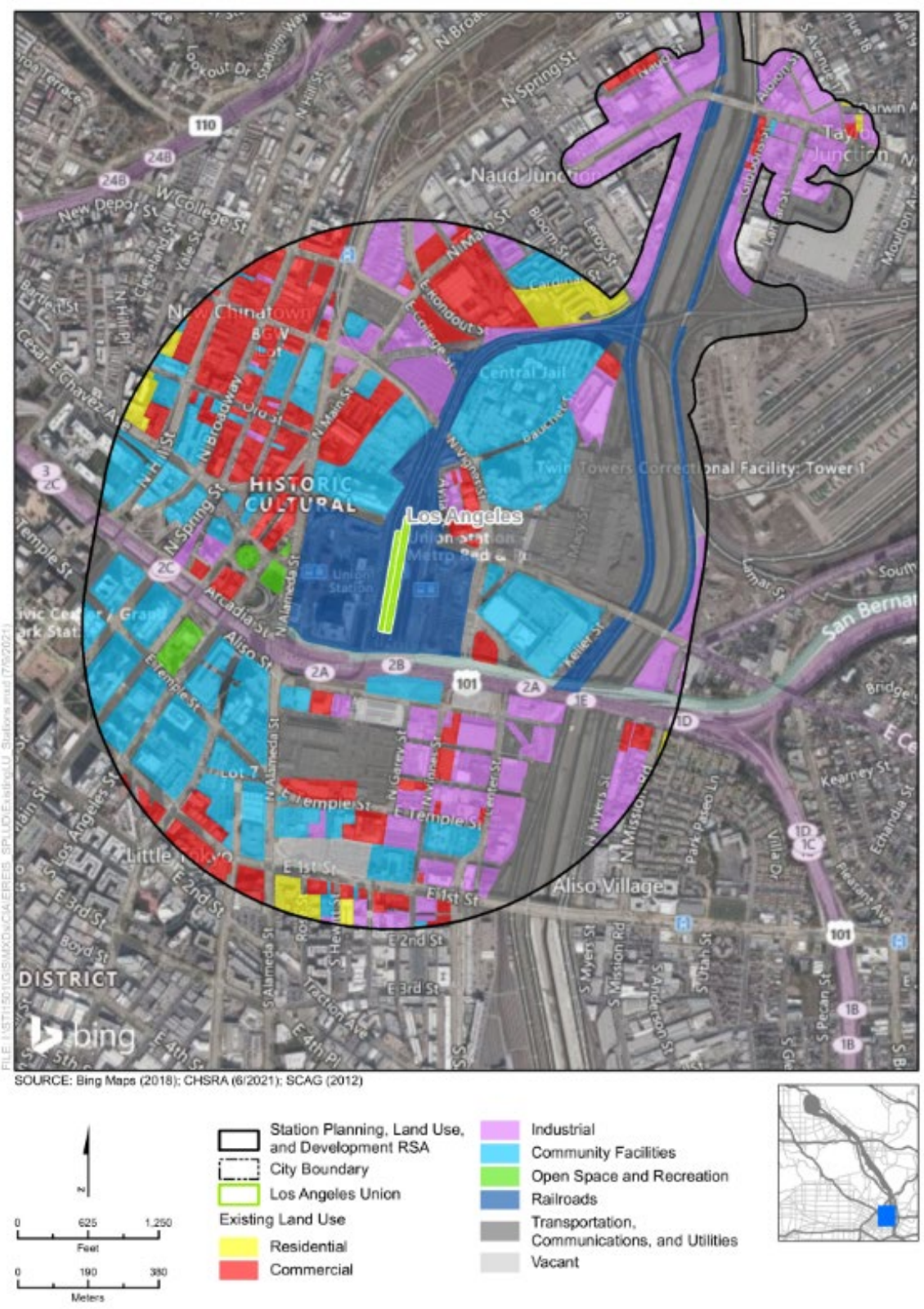

Figure 3.13-5 Existing Land Uses around LAUS

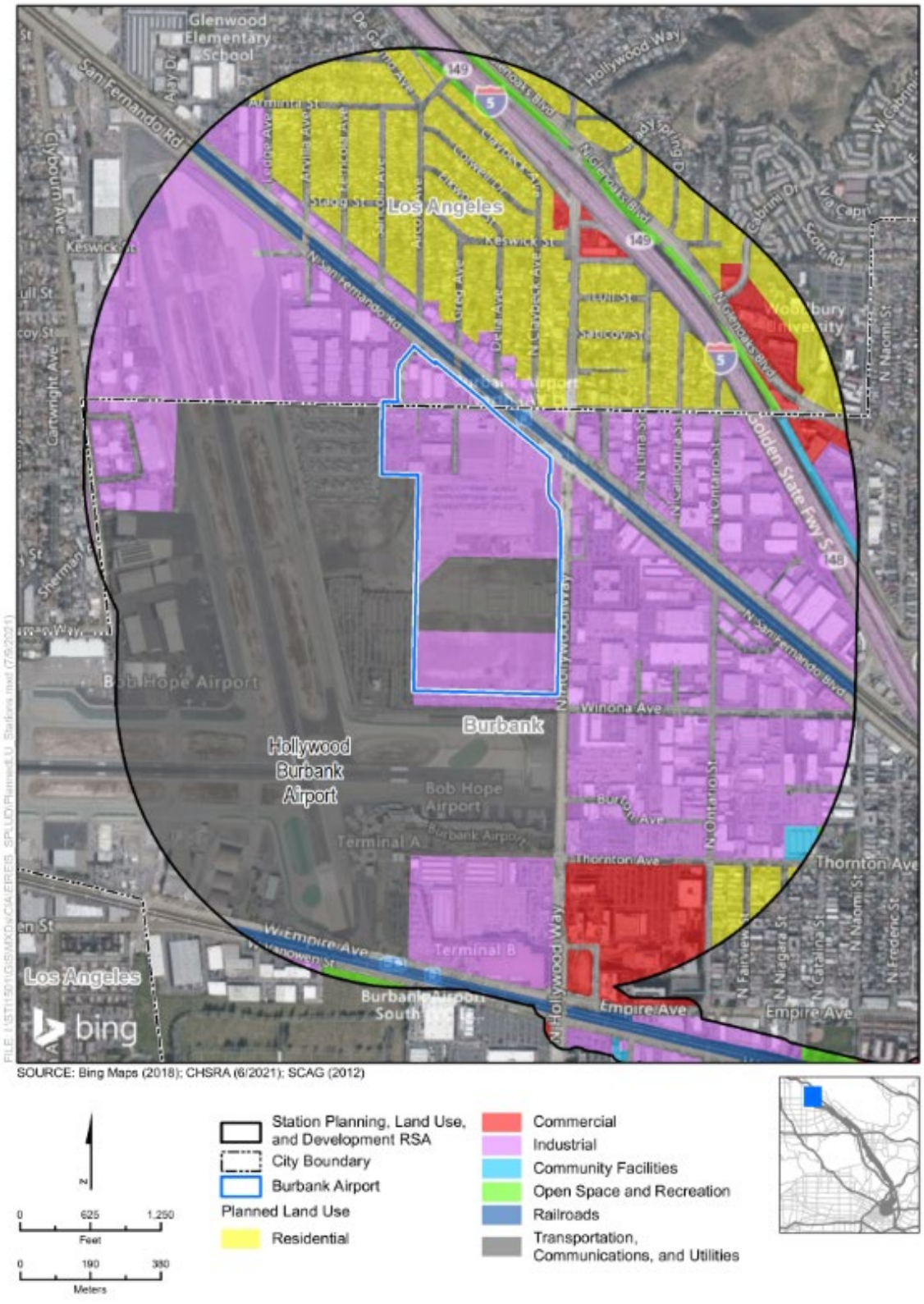

Figure 3.13-6 Planned Land Uses around Burbank Airport Station

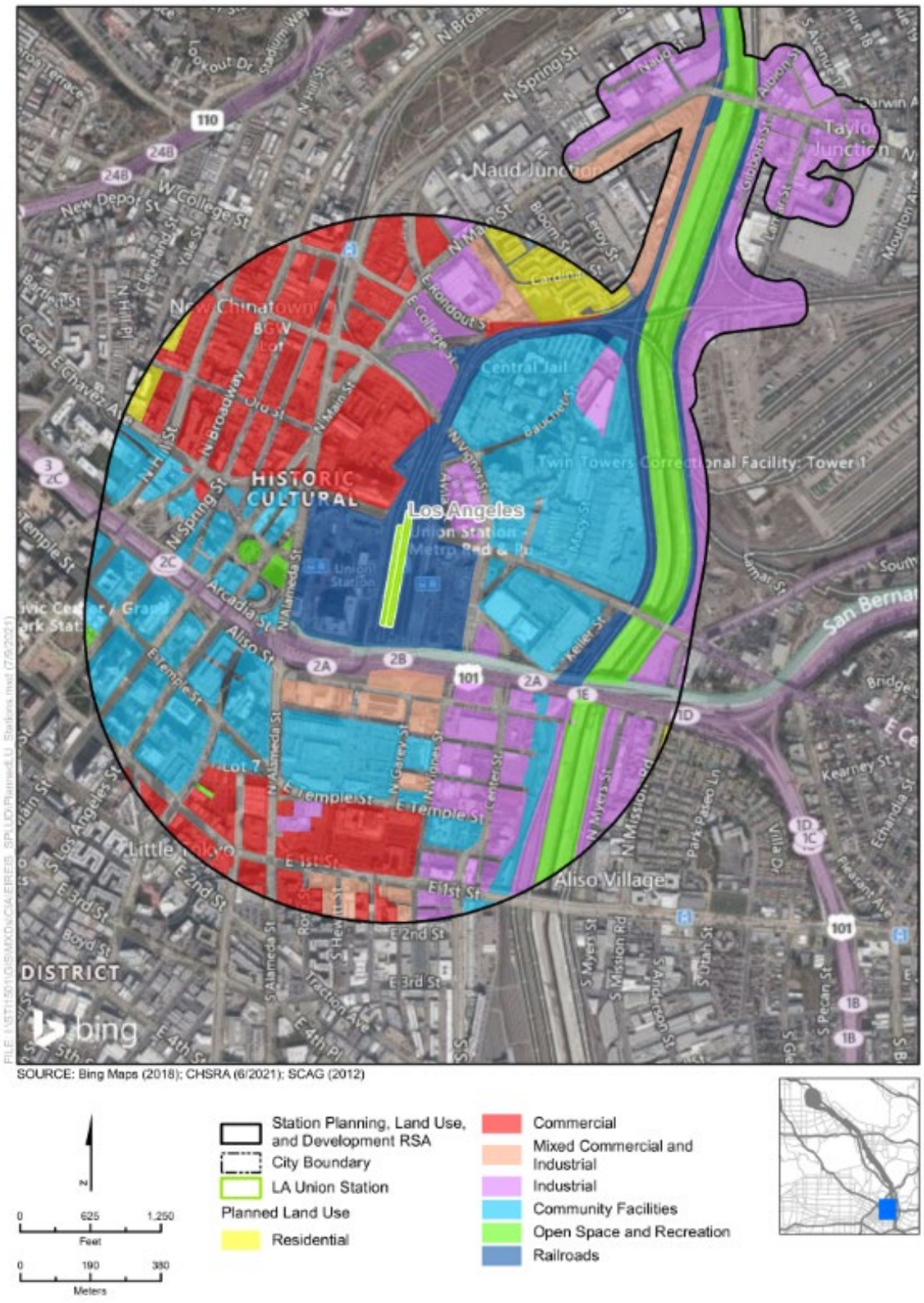

Figure 3.13-7 Planned Land Uses around LAUS

LU-IAMF#2 would require the Authority to prepare a memorandum for the Burbank Airport Station and LAUS describing the local agency coordination and station-area planning conducted to prepare the station area for HSR operations, and the IAMF would increase benefits and reduce potential land use impacts through coordination with local agencies to prepare the station area for HSR operations. In partnership with the Authority, local agencies would plan for and encourage multimodal hubs, and advance TOD strategies to support station areas that are mixed-use, are pedestrian-accessible, and have HSR-supportive development.

With implementation of the station-area planning efforts set forth in LU-IAMF#1 and LU-IAMF#2, the potential for induced growth to accelerate implementation of local development plans in Burbank and Los Angeles would not substantially change land use patterns in way that would be incompatible with adjacent land uses. In fact, induced TOD development would be consistent with planning documents in this urban area and would present an indirect land use benefit.

CEQA Conclusion

Operation of the HSR Build Alternative would conflict with existing and planned land uses. With implementation of EMI/EMF-IAMF#2, as well as selection of an HSR radio system that uses dedicated frequency blocks and meets Federal Communications Commission regulations (47 C.F.R. 15) for EMI and Federal Aviation Administration RF-interference standards, EMI/EMF from operation of the HSR Build Alternative would not result in direct permanent conflicts with surrounding land uses. Because there are no IAMFs to avoid increased noise levels resulting from operation of the HSR Build Alternative, operation would cause permanent conflicts with land use patterns. Implementation of LU-IAMF#1 and LU-IAMF#2 would also ensure that operation of the HSR Build Alternative would not result in any indirect permanent conflicts with land use patterns around Burbank Airport Station and LAUS.

To provide adequate parking for projected demand, the HSR Build Alternative would require the acquisition of approximately 45 acres of land near Hollywood Burbank Airport to develop parking spaces. Because parking lots are permitted for the planned industrial land use designation, the development of new parking lots would be generally consistent with planned land uses. Therefore, the development of parking would not cause a substantial change in land use patterns that would be incompatible with adjacent land uses. Operation of the HSR Build Alternative would result in both employment and population growth in Los Angeles County. As described in Section 3.18, Regional Growth, the concentration of growth at transit hubs and high-density, sustainable development patterns encouraged by local government planning documents would reduce the amount of land needed to accommodate growth currently projected and growth associated with the HSR Build Alternative. Therefore, the HSR Build Alternative would not induce substantial unplanned growth, and the HSR Build Alternative would have little effect on land use consumption.

The HSR Build Alternative would cause moderate and severe noise impacts, which would result in direct permanent land use conflicts that could be significant impacts under CEQA. Operation of the HSR Build Alternative could cause direct land use conflicts that would result in land use changes that would be considered permanent impacts. These impacts would potentially be significant under CEQA. Therefore, CEQA requires mitigation. N&V-MM#3 and N&V-MM#4, described in further detail in Section 3.4.7, would reduce the project's long-term noise and vibration impacts on nearby properties. N&V-MM#3 would ensure that sound barriers would be designed and installed in appropriate locations along the proposed alignment. N&V-MM#4 would reduce impacts on sensitive receivers from operational vibration by providing vehicle suspension enhancements, special track support systems, or building modifications. Even with implementation of the mitigation measures, severe residual noise impacts would remain at 48 locations and ground-borne vibration and ground-borne noise impacts would remain at 12 locations. While these remaining impacts represent a permanent land use conflict, these conflicts are not expected to result in any changes to existing land use patterns because most of the affected uses have been located near an existing railroad corridor for at least 50 years and, therefore, have been exposed to elevated noise and vibration levels due to railroad operations for a long time. After implementation of the mitigation measures described above, permanent operational impacts related to direct land use conflicts would be less than significant under CEQA

because the anticipated conflicts would not cause a substantial change in land use patterns that would be incompatible with adjacent land uses.

3.13.7 Mitigation Measures

The Authority has identified the following two noise mitigation measures to reduce land use impacts under NEPA and significant impacts under CEQA that cannot be avoided or minimized adequately by IAMFs:

- N&V-MM#3: Implement Proposed California High-Speed Rail Project Noise Mitigation Guidelines
- N&V-MM#4: Vehicle Noise Specification

Section 3.4, Noise and Vibration, describes the noise impacts and mitigation measures.

3.13.7.1 Early Action Projects

As described in Chapter 2, Section 2.5.2.9, early action projects would be completed in collaboration with local and regional agencies, and they include grade separations and improvements at regional passenger rail stations. These early action projects are analyzed in further detail to allow the agencies to adopt the findings and mitigation measures as needed to construct the projects. No station planning, land use, and development mitigation measures are applicable to the early action projects.

3.13.8 NEPA Impact Summary

This section summarizes and compares the station planning, land use, and development impacts of the No Project Alternative and the HSR Build Alternative.

The No Project Alternative includes planned transportation and development projects that would likely be implemented by the year 2040. Under the No Project Alternative, the 2016–2040 RTP/SCS adopted by SCAG encourages both compact development and greater investment in local transit modes as a means of reducing GHG emissions. However, the No Project Alternative would not reduce GHG emissions to the same degree as the HSR Build Alternative. Therefore, the No Project Alternative would not perform as well as the HSR Build Alternative in terms of helping SCAG achieve its objective of reducing transportation-based GHG emissions, as required by the Sustainable Communities and Climate Protection Act of 2008. The general plans of Burbank, Glendale, and Los Angeles include goals and policies that support development of an HSR system to achieve their economic development goals. Therefore, the No Project Alternative would be inconsistent with these plans. Overall, the No Project Alternative would not be as strong a catalyst for the development envisioned in these general plans and other planning documents as would the HSR Build Alternative.

Under the No Project Alternative, planned transportation and development projects are likely to result in similar impacts on land use and development resources, such as property acquisitions and land use conversion impacts, compared to the HSR Build Alternative. The No Project Alternative is also likely to result in similar temporary impacts related to the construction of planned transportation and development projects, which would result in direct impacts related to the temporary conversion of land for construction activities and indirect impacts related to noise and air quality. The effects associated with such projects are unknown at this time and would be addressed through separate environmental analyses conducted in the future. All projects requiring discretionary action under the No Project Alternative would be subject to environmental review, through which effects associated with these projects would be addressed. With implementation of the IAMFs and mitigation measures identified in Sections 3.13.4.2 and 3.13.7, respectively, the HSR Build Alternative would avoid or minimize effects related to station planning, land use, and development and enhance the benefits associated with HSR station operations to the maximum extent practicable.

Construction of the HSR Build Alternative, including the Burbank Airport Station and the HSR station at LAUS, would cause temporary and intermittent disruption of access to some properties,

would cause temporarily inconvenience to nearby residents and businesses, and would result in the direct temporary conversion of approximately 117 acres of existing and planned land uses between the Burbank Airport Station and LAUS. Project construction would also require the temporary use of some vacant land for construction activities. Although the potential for project construction to temporarily alter existing land use patterns would be mostly minimized through implementation of IAMFs, impacts would occur under NEPA.

Construction of the HSR Build Alternative, including the Burbank Airport Station and the HSR station at LAUS, would result in the direct permanent conversion of approximately 152 acres of existing and planned land uses to transportation use for HSR purposes, including approximately 60 acres associated with the Avion Burbank Project. However, this amount of land is very small compared to the overall total acreage of similar land uses within the RSA. Most of this land conversion would occur adjacent to an existing railroad corridor and is spread over a distance of 14 miles between the proposed Burbank Airport Station and LAUS. There are no IAMFs or mitigation measures that would avoid or minimize the direct impacts from permanent land use conversion related to the construction of the HSR Build Alternative between the two proposed stations. Therefore, impacts would occur under NEPA; however, the magnitude of the impacts would be limited due to the overall amount of similar land uses within the RSA. Construction of the Burbank Airport Station would result in impacts under NEPA; however, the magnitude of the impacts would be limited due to the small percentage of land use conversion when compared to the overall size of the RSA.

Operation of the HSR Build Alternative would result in increased noise levels adjacent to residential and noise-sensitive commercial uses, as well as at nearby parks and schools, and other sensitive land uses. HSR Build Alternative operation would also generate EMFs that could interfere with magnetically sensitive equipment at one facility along the alignment, cause RF interference with radio systems at one police station, and interfere with radio and other electronic systems at Hollywood Burbank Airport. Implementation of IAMFs and mitigation measures would minimize the potential for operation of the HSR Build Alternative to result in direct permanent conflicts with surrounding land uses.

Operation of the HSR Build Alternative would also induce growth, albeit small compared to the forecast growth, but it could accelerate implementation of local plans in Burbank and Los Angeles around the proposed HSR station sites. Implementation of IAMFs and mitigation measures would reduce the potential indirect impacts of the stations on surrounding land use patterns by ensuring that the stations would be compatible with surrounding development and vice versa. Nevertheless, impacts would occur under NEPA.

In summary, construction of the HSR Build Alternative would result in impacts related to the direct temporary conversion of existing and planned land uses. Construction of the HSR Build Alternative would result in impacts related to direct permanent land use conversion and the permanent disruption of planned development. Operation of the HSR Build Alternative would result in some impacts related to direct and indirect permanent land use conflicts.

3.13.9 CEQA Significance Conclusions

Table 3.13-7 summarizes the CEQA determination of significance for all construction and operations impacts discussed in Section 3.13.6.3.

Table 3.13-7 Summary of CEQA Significance Conclusions and Mitigation Measures for Station Planning, Land Use, and Development

Impact	Level of Significance before Mitigation	Mitigation Measure	Level of Significance after Mitigation
Construction			
Impact LU#1: Temporary Land Use Conversion and Incompatibility	Less than Significant	No mitigation measures are required	Not Applicable
Impact LU#2: Potential for Permanent Land Use Conversion	Less than Significant	No mitigation measures are required	Not Applicable
Impact LU#3: Potential for Construction to Permanently Disrupt Planned Development	Less than Significant	No mitigation measures are required	Not Applicable
Operations			
Impact LU#4: Potential for Operations to Conflict with Land Use Patterns	Significant	N&V-MM#3 N&V-MM#4	Less than Significant