July 31, 2020

California High Speed Rail Authority
Attn: Burbank to Los Angeles Draft EIR/EIS Comment
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071

DRAFT

RE: City of Burbank Comments on Draft Environmental Impact Report / Draft Environmental Impact Statement for the California High Speed Rail System – Burbank to Los Angeles Section

Dear Members of the Authority,

On behalf of the Burbank City Council, I want to thank you for allowing the City to comment on the Draft Project Level Environmental Impact Report / Draft Environmental Impact Statement (the DEIR/DEIS) for the Burbank to Los Angeles segment of the California High Speed Train System. As the City of Burbank is located along the proposed corridor and would have a station located within the city, we are committed to ensuring that the proposed project is constructed in a manner that meets state and regional transportation objectives while ensuring that the interests of Burbank's residents and businesses are protected from environmental impacts caused by its construction and operation. The City of Burbank has held extensive, ongoing communication with the Authority as this project has progressed from the Program EIR/EIS phase in 2004, two NOP periods in 2007 and 2014, the development of project Business Plans in 2016, and participation in several Alternatives Analyses. With the release of the DEIR/DEIS, the City would like to submit the following comments to ensure that the Project's environmental impacts are fully analyzed, considered, and mitigated.

<u>Insufficient Range of Project Alternatives Analyzed</u>

The DEIR/DEIS limits the alternatives analysis to corridor and alignment alternatives but fails to analyze reasonable alternative track profiles or cross sections within the preferred alignment that could satisfy the project objectives and reduce or avoid many significant impacts. The City of Burbank appreciates that the Authority is no longer considering proposed aerial structure alignments that would have run along San Fernando Boulevard from the northern city limits to the Downtown Burbank Metrolink Station. These aerial alignments would likely have introduced significant noise, vibration, and aesthetic impacts, and would require extensive property acquisitions along San Fernando Boulevard. An aerial structure running laong San Fernando Boulevard would also have required a Burbank Airport Station location that was disconnected from the Burbank Airport's proposed relocated Passenger Terminal and would have required constrained ground transportation connections.

Nonetheless, the City of Burbank believes that the single Project Build Alternative does not present an adequate range of alternatives required by both CEQA and NEPA to fully analyze the proposed project. The Project Build Alternative does not include a reasonable range of cross section and alignment alternatives to address potential traffic, construction, noise, vibration, and land use impacts. The Project Build alternative is proposed to be constructed mostly at grade and would therefore further divide established communities. It would greatly expand the footprint of the existing rail corridor in Downtown

Burbank and further separate the Downtown Burbank Metrolink Station from existing and potential housing opportunities in Downtown Burbank. It would introduce significant and unavoidable noise and vibration impacts to established single family residential neighborhoods, and further separates communities located along the Union Pacific (UPRR) / Metrolink Coast Line by failing to grade separate existing conventional railroad tracks as part of the project. It fails to study a range of potential mitigation measures to several environmental effects. The inadequacy of the DEIR/DEIS to identify impacts and mitigations is documented in the remain der of this letter. But, specifically, the DEIR/DEIS should include a reasonable range of project alternatives that encompass the following features:

- Include a project alternative or mitigation measure that extends the tunnel and trench sections further east of the planned daylighting location near Hollywood Way to 1) Victory Place and 2) south of Downtown Burbank near the I-5 rail grade separation at Providencia Avenue.
- Include a project alternative or mitigation measure that places conventional tracks adjacent to the proposed high speed tracks in the same trench or tunnel
- Include a "blended" project alternative that places high speed trains and conventional trains on the same set of tracks by electrifying the conventional trains to reduce the project's footprint and environmental impacts to Burbank
- Include a reduced station footprint design alternative that reduces private property acquisition, surface parking area, and associated urban heat island effects.

Finally, NEPA and the Federal Railroad Administration Procedures for Considering Environmental Impacts applicable to this DEIR/DEIS require that impacts related to projects and alternatives be fully discussed under each area of impact in the NEPA analysis. This requirement was clearly not followed, as there is only one build alternative presented and analyzed. The DEIR/DEIS does not sufficiently analyze the project's potential significant impacts, and potential mitigation measures, by failing to present a reasonable range of project alternatives, such as increased tunneling, which could enhance the environmental quality or avoid some or all adverse impacts of the proposed action.

<u>Transportation Analysis is Internally Inconsistent</u>

The DEIR/DEIS identifies LOS congestion impacts due to both construction and operation of the proposed project, based on LOS significance thresholds. It also identifies various feasible mitigation measures, and identifies impacts to be significant and unavoidable if mitigations are not implemented. The City of Burbank takes issue with how this analysis was conducted and believes that the DEIR/DEIS does not reveal the full scope of potential congestion impacts. The reasons for this are documented in the comments below. However, the DEIR/DEIS also includes high-level statements that indicate that LOS is no longer considered an impact under CEQA per the implementation of SB-743, and therefore these congestion effects caused by the project are not significant impacts. This conclusion is internally inconsistent with other portions of the DEIR/DEIS which state that these congestion effects are impacts. The DEIR/DEIS should be updated to remove this internal inconsistency because it is not clear which transportation significance thresholds are being used for different parts of the document. It is also unclear if certain portions of the transportation analysis apply only to NEPA and not to CEQA, or how certain impacts and mitigation measures might only be applied to one or the other. Further, while LOS and vehicle delay are no longer considered transportation impacts under CEQA, projects that cause intersection LOS to exceed the level specified in the Burbank 2035 General Plan may cause a significant land use impact, because this congestion is contrary to the goals and policies of the Burbank2035 General Plan. The DEIR/DEIS should be updated to reflect how increased congestion and delay may impact Burbank's General Plan.

Transportation Analysis Assumptions, Methodology, and Thresholds are Inadequate

Traffic forecasts utilize the SCAG 2008 RTP/SCS for 2015 baseline conditions, and SCAG 2012 RTP/SCS for opening year 2029 conditions. The SCAG RTP/SCS has been updated three times since 2008 (in 2012, 2016 and 2020) and therefore the assumptions used to develop the baseline and horizon year traffic forecasts are relying on significantly outdated land use and transportation assumptions. Further, it is unclear why two versions of the SCAG RTP/SCS were used for the transportation analysis. Specifically, the 2008 and 2012 RTP/SCS do not incorporate the land use and transportation assumptions in the Burbank2035 General Plan. Therefore, the analysis of impacts and mitigation measures that rely on these old SCAG RTP/SCS versions could understate these impacts and mitigations. The DEIR/DEIS should be updated to include the 2016 or later SCAG RTP/SCS assumptions, or the City of Burbank's local land use and transportation assumptions should be used for transportation analysis in the City of Burbank.

The report lists the following street segment capacities (Table 3.2-8):

- two-lane road 26,400 to 30,000 vehicles per day (vpd)
- four-lane road 65,400 to 72,000 vpd
- five-lane road 93,600 vpd
- six-lane road 118,200 vpd

These segment capacities are significantly higher than are typically used in a transportation analysis for urban roadways. These capacities cannot be justified for the streets in Burbank given the number and spacing of traffic signals located along the City's major corridors. Because the capacity assumptions are so high, the DEIR/DEIS under-reports the number of locations where project traffic increases congestion to levels that are inconsistent with the Burbank2035 General Plan because the DEIR/DEIS assumes that many more vehicles can be accommodated on a given street segment than can actually be given the presence of closely-spaced signalized intersections. It is likely that the locations on Table 3.2-14 that exceed the LOS threshold are under-representative of the actual locations that will see significantly-increased congestion as part of the project. In the City's 2014 Notice of Preparation comment letter, it was requested that the Authority consult with the City on the applicable significance thresholds to use for the transportation analysis in the City of Burbank so that the analysis was consistent with the City's local standards. Therefore the DEIR/DEIS analysis is insufficient to determine if the project conflicts with local plans and policies addressing the roadway circulation system.

Page 3.2-32 of the DEIR/DEIS identifies a LOS significance threshold that is far less conservative than the significant impact criteria used by the City of Burbank (Table 3.2-2). The DEIR/DEIS does not directly disclose that it is using a more permissive LOS significance threshold than the thresholds used by all the local jurisdictions within the study area (Burbank, Glendale, Los Angeles). Because a permissive LOS significance threshold is used, the DEIR/DEIS is understating the number of locations where project traffic increases congestion to levels that are inconsistent with the Burbank2035 General Plan. The DEIR/DEIS should be updated to utilize congestion parameters that are closer to those used by the jurisdictions within the project study area. It is likely that the locations on Table 3.2-14 that exceed the LOS threshold are under-representative of the actual locations that will see significantly-increased congestion as part of the project. Therefore the DEIR/DEIS analysis is insufficient to determine if the project conflicts with local plans and policies addressing the roadway circulation system.

The study identifies that freeway off-ramps are significantly impacted if project traffic is expected to cause a ramp queue length to exceed the 95th percentile under the project build alternative when it is not exceeded under the no-project condition (Page 3.2-31). It is unclear if a project impact is identified for

ramps that exceed the 95th percentile queue length under the no project condition and that condition is further exacerbated by the project build alternative. The report states that the project does not significantly impact any freeway ramps in the study area after conducting a "preliminary analysis." This is inconsistent with several traffic impact studies conducted by the City of Burbank. In particular, the I-5 SB ramp at Hollywood Way has been identified to be significantly impacted by several development projects as well as the Hollywood Burbank Airport Terminal Relocation EIR. The analysis does not provide sufficient information to determine if the project substantially increases hazards caused by stopped vehicles backing onto the mainline freeway. The DEIR/DEIS should be revised to include a more detailed analysis of ramp queues at I-5 / Hollywood Way, I-5 / Buena Vista, I-5 / Empire Avenue, and I-5 / Burbank Blvd.

The DEIR/DEIS lists transit services near the Burbank Airport Station that were not current as of 2019, which is listed in the footnote of Table 3.2-11. In particular, there Empire-Downtown route was eliminated in 2018 and was replaced by a circulator service that operated beginning in May 2018 until November 2019. Currently there is no BurbankBus Service serving the existing Burbank Airport North Metrolink Station which is the most proximate rail station to the proposed High Speed Rail Station. In addition, the DEIR/DEIS omits the Metro 165 service, which provides frequent east-west connectivity to the Airport Station area via the Burbank Airport Regional Intermodal Transportation Center.

Construction Impacts are not Fully Disclosed or Analyzed

The impacts of construction are measured against Year 2015 conditions. However, construction is not likely to take place until Year 2022 to 2025 or later. Thus, the base condition for the assessment of construction impacts should be updated to a more appropriate year that is closer to the actual construction. The DEIR/DEIS therefore does not adequately identify the potential for significant construction impacts.

The DEIR/DEIS Section 3.2.6.3 refers to the separate Transportation Technical Report for the construction road closures that would be required for the Project. That report identifies that road closures would be needed on the following streets:

- Buena Vista Street at Vanowen Street
- Burbank Boulevard at I-5
- Empire Avenue west of Buena Vista Street
- Victory Place north of Burbank Boulevard

The DEIR/DEIS and the accompanying Technical Report identifies several intersections where LOS increases to E or F during project construction, due to necessary detours needed for the project's construction. However, the manner in which this detour traffic was applied to the street network to identify construction impacts is not documented in the DEIR/DEIS. The number of street closures needed for the project is significant, and the DEIR/DEIS assumes that all street closures will occur at once (Page 3.2-60). Therefore, all of the City's north/south arterial roadways west of I-5 could be closed at once during project construction (Victory Place, Buena Vista Street, Hollywood Way), and two major east-west streets that cross I-5 will be closed at once (Empire Avenue and Burbank Boulevard). These simultaneous closures would cause extreme and unacceptable construction congestion delay and would impact the delivery of emergency services. The construction impact analysis does not clarify if multiple street closures were considered, or if closure phasing was considered, or if other means to sequence construction to minimize delays was included in the analysis. As a result, the DEIR/DEIS does not adequately study and address construction impacts.

The DEIR/DEIS claims that by introducing several Impact Avoidance and Mitigation Features (IAMF) to the project, that the project will not have an impact on Circulation and Emergency Access. The project features considered to offset the construction impacts that are identified in the DEIR/DEIS consist of the project contractor developing traffic management plans, detour plans, outreach plans, staggered construction shifts, and minor roadway restriping. The DEIR/DEIS also proposes a blanket IAMF that states emergency access will be maintained at all times, but does not document how this will occur. The DEIR/DEIS must explicitly identify how emergency access will be maintained because the nature of the road closures needed for construction (e.g. those roads that cross existing rail lines or freeways) means that reasonable detour routes to preserve emergency access may not be feasible due to the length of these required detours. Therefore, it is likely that a significant construction impact will be caused by the project. Because of this, the DEIR/DEIS did not consider an adequate range of additional mitigation measures. Additional mitigation measures that were not considered include explicitly identifying a construction phasing program to avoid multiple road closures, identifying alternative means of construction to keep roadways partially opened during construction, and providing alternative means for local agencies to redeploy their police, fire, and emergency services to account for extended, multiple road closures. These should not be IAMFs but should be mitigation measures so that they may be included in the Mitigation Monitoring and Reporting Program. Further, the feasibility of each measure must be analyzed, as required by CEQA.

Table 3.2-16 of the main DEIR/DEIS only identifies a street closure at Hollywood Way near Empire Avenue, which is ostensibly needed to construct the project tunnel section between the proposed Burbank Airport Station and the existing UPRR/Metrolink Coast Line railroad tracks. However, the other street closures identified in the Technical Report (Buena Vista, Empire, Victory Place, Burbank Boulevard), are not reflected in this Table. For instance, the closure at Hollywood Way appears to assign detour traffic to intersections along Buena Vista Street, but this roadway is also subject to a street closure. This inconsistency in DEIR/DEIS suggests that the sequencing of multiple closures was not addressed in the analysis, or that the assumptions used for these closures is not properly documented. Therefore the project's construction impacts are not adequately studied.

The project 15 percent conceptual design plans provided by the Authority requires the reconstruction and re-profiling of the Burbank Boulevard / Victory Boulevard intersection to raise the roadway profile of the Burbank Bridge, which must also be demolished and reconstructed. This will likely cause full street closures of the three arterials that lead into the City's "5-points" intersection at this location. These likely closures are not identified in the DEIR/DEIS.

Figure 3.2-3 illustrates the street detour routes in Burbank needed to construct the project. These detour routes are not consistent with the scope of the closures required to construct the project. For instance, the detour route needed for project construction at Hollywood Way is routed to Buena Vista Street, which itself will be closed for construction. Several detour routes lead into the Burbank Blvd / Victory Blvd / Victory Place "5-Points" intersection, which will likely also need to be closed due to the reconstruction of the Burbank Boulevard Bridge. Also, several identified detour routes of major arterial streets are routed onto small collector roadways that are located in residential neighborhoods that will not be able to accommodate detour traffic (e.g. Mariposa Street, Thornton Avenue, Chandler Boulevard). This detour map also identifies a route between Empire Avenue and Victory Place, which is grade separated and has no direct access. The major inconsistencies and inadequacies of the proposed detour routes suggests that the construction impact analysis in the DEIR/DEIS is inadequate and does not properly identify construction impacts.

The DEIR/DEIS concludes that by introducing an IAMF for the contractor to limit construction traffic to specified detour routes, to minimize the movement of construction vehicles, and to repair pavement caused by construction, there will be no significant impact caused by construction. However, these measures should be included as mitigation measures so that they may be included in the Mitigation Monitoring and Reporting Program. The mitigation measure should identify the explicit mechanism whereby the Authority or the City may enforce the obligation for the contractor to abide by the mitigation measures and repair damaged streets. This could include requiring the contractor to be bound by permit conditions by the City of Burbank that guarantees the repair of roadways, providing a financial set-aside to repair damaged City infrastructure, or by requiring the repair or repaving of streets that will likely be damaged, particularly all streets that abut the proposed project construction footprint, and all detour routes. By including the mitigation measures as IAMFs, and by omitting an mechanism to enforce compliance by the contractor, the DEIR/DEIS does not adequately address construction impacts to city roadway infrastructure caused by construction.

Mitigations to Transit and Active Transportation Network Impacts are not Fully Documented

The DEIR/DEIS identifies that several transit and bicycle routes will be impacted by construction and identifies a general IAMF that includes developing a construction plan to address these disruptions. However, given the nature of the closures and lengthy detours required, the DEIR/DEIS does not demonstrate that this IAMF is feasible. The DEIR/DEIS should explicitly identify a plan for how to detour transit and cyclists during construction to ensure that the project does not cause a significant construction impact.

The DEIR/DEIS concludes that the project would permanently disrupt a 0.28 mile segment of the San Fernando Bikeway between Lake Street and the Downtown Burbank Metrolink Station. The San Fernando Bikeway is a regional Class I bikeway identified on the City of Burbank2035 General Plan, Bicycle Master Plan, and Complete Streets Plan. The project is currently funded and is in the design phase. The DEIR/DEIS proposes a mitigation measure to reroute the class I bike path onto Lake Street as a class II bike path between Burbank Boulevard and Cypress Avenue. This mitigation measure is inadequate because 1) Lake Street ends at a cul-de-sac just north of the Burbank Wye freight spur and does not close the gap in the San Fernando Bikeway caused by the project and 2) replacing a protected Class I facility with an in-street Class II bike lane facility does not adequately mitigate the disruption to the City's Class I bikeway network and is therefore incompatible with Burbank's local General Plan, Bicycle Master Plan, and Complete Streets Plan. An alternative mitigation measure that should be considered in the DEIR/DEIS is to construct a Class IV raised, protected Bike Lane along Victory Boulevard in existing sidewalk right of way between Lake Street and Cypress Avenue, and a Class IV raised, protected two-way cycle track on the north side of Cypress Avenue between Victory Boulevard and the Burbank Western Channel. This alternative mitigation measure would be consistent with the City's local plans. This comment was also discussed during the City's 4(F) Consultation with the High Speed Rail Authority on June 24, 2020.

The DEIR/DEIS concludes that the project would temporarily disrupt the planned Chandler Bikeway Extension between Victory Boulevard and the Burbank Western Channel. The Chandler Bikeway Extension is planned to be constructed as a Class I bikeway between Mariposa Street and point midway between Mariposa Street and Victory Boulevard, where it will transition to raised, protected Class IV bikeway. The reason the proposed Chandler Bikeway transitions to an in-street facility is because a Class I bikeway would conflict with the existing Union Pacific Railroad freight spurs near Victory Boulevard. As part of the High Speed Rail Project, these freight spurs would be permanently removed. In concert with this removal, the project should reconstruct the Chandler Bikeway extension not as a Class IV facility but

relocated as a separated, Class I bike path between Victory Boulevard and the Burbank Western Channel along the right of way acquired to remove the freight spurs. This would improve the City's Class I bike path network consistent with its Bicycle Master Plan and General Plan, and would provide a productive re-use of the right of way remaining after the freight spurs are removed for the High Speed Rail Project. This comment was also discussed during the City's 4(F) Consultation with the High Speed Rail Authority on June 24, 2020.

The DEIR/DEIS concludes that the project would permanently disrupt a small portion of the Burbank Channel Bikeway that is currently under construction. The permanent disruption is located where the bikeway intersections Flower Street at a rail bridge that is being repurposed for the Burbank Channel Bikeway Project. The disruption would block access between the bikeway and the Downtown Burbank Metrolink Station and would require a lengthy re-route of the facility on local streets. It would permanently disrupt an important link in the regional bikeway network by disconnecting the Burbank Channel Bikeway from the Downtown Metrolink Station and the Chandler Bikeway Extension. This would cause a significant impact because it would conflict with the Burbank Bicycle Master Plan, General Plan, and Complete Streets Plan. The project should ensure that the bikeway connection at Flower Street is re-routed or reconstructed as part of the project to ensure that the Class I bike path is maintained after construction.

<u>Proposed Project Further Divides Established Neighborhoods and Permanently Eliminates Existing and Future TOD Opportunities</u>

Proposed project would construct a high speed train through the City of Burbank via combination of tunnel, trench, and at-grade alignments. The alignment would occur both within existing transportation corridors as well as via construction of a new corridor. The project would expand the footprint of the existing rail transportation corridor through Downtown Burbank along the existing UPRR/Metrolink rail line between Victory Place and the Southern City Limits. The expansion of this transportation corridor, both in physical size as well as intensity of use, was not studied in the DEIR/DEIS. In particular, the proposed project would exacerbate and further divide the City of Burbank, particularly in Downtown Burbank. It would further divide the Downtown Burbank Metrolink Station from the core land uses of the Downtown. The Burbank2035 General Plan and Burbank Center Specific Plan both rely on the connection between the Downtown Burbank land uses to the Downtown Burbank Metrolink Station as a means to enhance and encourage non-motorized travel. Further, the City of Burbank is required to accommodate nearly 9,000 housing units as part of the latest Regional Housing Needs Assessment in order to help address the State of California's severe housing shortage. Given existing land use plans as well as planning efforts currently underway, most of this new housing will be located in Downtown Burbank, and will need to be connected to the Downtown Burbank Metrolink Station. The DEIR/DEIS does not disclose how the construction of a surface-grade high speed train will conflict with the City's local land use policies as well as the State of California's housing mandates. It does not identify the potential for the project to permanently disrupt planned housing development in Downtown Burbank. Therefore the DEIR/DEIS does not adequately address the potential land use impacts to the City of Burbank as well as conflicts with adopted plans and documents.

While the Project would create a new Transit Oriented Development (TOD) opportunity around the proposed Burbank Airport Stationit removes existing TOD opportunities around the existing Burbank Airport North and Downtown Burbank Metrolink Stations, which is not served by the project. It removes

significant amounts of private land around the existing station, particularly undeveloped land immediately to the west of the station, as well as lower-intensity industrial uses south of the station along Flower Street that have future potential to be developed as more intense TOD. The project will also reduce TOD opportunities throughout Downtown Burbank by further dividing the Downtown Metrolink Station from the rest of Downtown Burbank. The DEIR/DEIS It does not identify the potential for the project to permanently disrupt planned TOD development in Downtown Burbank.

The project proposes to create a series of surface parking lots around the proposed Burbank Airport Metrolink Station, which significantly reduces TOD opportunities around the station and encourages more local automobile traffic to access the station. The DEIR/DEIS should identify project features or mitigation measures that can encourage TOD and discourage automobile use around the station, including constructing parking that is underground or consolidated in structures to make more land available for TOD, situating the station portal and circulation so that there is more direct access to non-motorized transportation networks on Hollywood Way, and reinforcing the connection between the proposed station and the Burbank Airport terminal. The DEIR/DEIS does not address the project's likelihood to reduce TOD opportunities in the City of Burbank in a manner that is inconsistent with local plans and policies.

The project requires heavy trench and tunnel construction immediately adjacent to single and multi-family neighborhoods, particularly along Vanowen Street, Empire Avenue, Ontario Street, and the neighborhoods north of Victory Boulevard and east of Buena Vista Street. The DEIR/DEIS does not identify the potential for this construction activity to significantly impact these sensitive land uses. The DEIR/DEIS proposes general IAMFs to mitigate construction impacts, but these measures, as well as additional measures, should be identified as mitigations so that they may be included in the Mitigation Monitoring and Reporting Program.

The DEIR/DEIS does not adequately investigate a range of potential project alternatives or mitigation measures to offset significant land use impacts to surrounding land uses, or to mitigate permanent divisions of existing and established communities. The DEIR/DEIS should include an analysis of mitigation measures or project alternatives that consider placing more of the project below grade (in a trench or tunnel section). Incorporating this project feature or mitigation measure could reduce land use, noise, and vibration impacts to less than significant. By not including this range of project alternatives or mitigation measures in the DEIR/DEIS, the document does not fully disclose the environmental effects of the project.

The DEIR/DEIS should include an analysis of offsetting its effects on dividing the City of Burbank with project features that restore these divisions. For example, the project proposes to grade separate the High Speed Rail tracks at Buena Vista Street, but does not consider grade separating the immediately adjacent conventional rail tracks in the same grade separation. This would have the effect of offsetting the impacts caused by the project by improving the conditions of the adjacent conventional corridor. Similarly, the project proposes to construct a new grade separation at Victory Place, but does propose to reconstruct the adjoining 80-year old conventional rail grade separation nearby. The project should offset potential land use impacts that further divide established neighborhoods by consolidating these two rail lines into a single corridor that improves connectivity across the combined corridor.

The Project DEIR/DEIS does not adequately disclose the required condemnation of single family residences immediately adjacent to the project east of Buena Vista Street. These acquisitions could cause

land use impacts by disrupting established residential neighborhoods. In addition, the project would result in the demolition and condemnation of the Avion project located at the proposed Burbank Airport station. The project would result in the potential loss of 1 million square feet of industrial space; 142,000 square feet of office space; and 15,475 sq. ft. of retail space. In addition, the project may result in the loss of improvements provided by the Avion project including shade trees, bike lanes, expanded pedestrian pathways, and parking for the adjacent Metrolink Station and other publicly accessible amenities.

Mitigations to Noise and Vibration Impacts are not Identified

The DEIR/DEIS identifies moderate and severe land use impacts (due to noise), noise impacts, and vibration impacts to residential properties located adjacent to the proposed project between Buena Vista Street and Victory Place. These are residential locations adjacent to a proposed trench section and proximate to the tunnel portal of the underground portion of the project near the Burbank Airport Station. The DEIR/DEIS identifies a general mitigation measure to implement a program-wide noise mitigation guidelines to attempt to mitigate these impacts, including constructing soundwalls, applying noise-reducing improvements to nearby homes, or acquiring noise easements or condemnations of affected properties. However, the project does not consider other reasonable project features or mitigation measures, such as constructing portions of the alignment that impact sensitive residential land uses underground. For example, given the significant number of established residential uses immediately adjacent to the project between Hollywood Way and Victory Place, the DEIR/DEIS should analyze a project alternative or mitigation measure to extend the underground or below-grade alignment eastward from Hollywood Way to at least Victory Place. The project should also analyze if the application of specific measures in the Noise Mitigation Guidelines can mitigate the specific impacts identified in the DEIR/DEIS, and include these measures as mitigations in the Mitigation Monitoring and Reporting Program, rather than deferring mitigation to a future application of the guidelines on specific properties outside of the environmental review process. Because the DEIR/DEIS does not adequately analyze an appropriate range of alternatives or mitigation measures, it is inadequate in analyzing the potential noise and vibration impacts caused by the project.

The DEIR/DEIS does not consider planned future residential land uses identified in Downtown Burbank that will be located immediately adjacent to the project. This includes an approved residential project planned at 777 Front Street immediately adjacent to the proposed project, as well as mixed-use projects that are allowed in the Burbank Center Specific Plan in Downtown Burbank, where the project will be constructed at-grade. The DEIR/DEIS should analyze the effects of noise on existing and planned residential developments in Downtown Burbank that are adjacent to the at-grade section of the proposed project, and consider project alternatives that place the project below grade or underground through Downtown Burbank.

The DEIR/DEIS does not explain why there are no identified vibration impacts to existing land uses that will be located directly on top of the proposed underground tunnel section of the project between the Burbank Airport Station and the planned tunnel portal east of Hollywood Way.

Per section 3.4 Noise and Vibration, impacted structures may need vibration and displacement mitigation, and since the Olive Avenue Bridge and Magnolia Boulevard Bridge columns and supports are close to the new HSR rails, vibration generated by the rail system will have great impact and is a serious concern since the bridge railings are sub-standard and will need to be upgraded by this project to keep pedestrians on

the bridges safe from increased vibrations and displacements caused by the rail system. Also, seismic retrofit of the bridges is highly recommended and should be completed prior to construction of the rail system. The City can provide the latest bridge inspection reports upon request. Given the age of the structures, the need to retrofit the bridges to accommodate High Speed Rail, and the project's land use impact by further dividing Downtown Burbank from it's primary transit center, the Authority should consider replacing both structures as part of the project and improving the crossings of both streets for all travel modes consistent with the City's Burbank2035 General Plan and Complete Streets Plan.

Geology, Soils, Seismicity, and Paleontological Resources Analysis is Incomplete

Page S-59 of the DEIR/DEIS, Section S.11 claims that the project does not cause significant impacts to Geology, Soils, Seismicity and Paleontological Resources. However, the liquefaction and fault trace map shows areas of the High Speed Rail within the said map zone. The DEIR/DEIS should substantiate the claim that the project does not create significant seismic impacts despite being located within these fault and liquefaction areas.

Public Infrastructure Impacts must be Addressed in DEIR/DEIS, City is Responsible Agency

The proposed project will heavily impact significant roadway, sewer, storm drain, and other municipal infrastructure throughout the City of Burbank. The project may result in the loss of infrastructure at the Avion project including shade trees, bike lanes, expanded pedestrian pathways, and parking for the adjacent Metrolink Station. In addition to the comments provided above, detailed comments related to city infrastructure and traffic detour phasing is included as Attachment A.

The City of Burbank will be a Responsible Agency under CEQA for the project for all work that occurs within City public right of way. The project will also be subject to the City's permit requirements for any work that must occur within City right of way that could include the requirement to obtain an encroachment permit and/or excavation permit. The DEIR/DEIS should disclose that the project is subject to City of Burbank construction permit requirements and should include the requirement to obtain these permits as a mitigation measure (additional detailed permit comments included in Attachment A). Note that the City as a Responsible Agency may not be able to issue these required permits if the project results in significant and unavoidable impacts that are not properly disclosed and analyzed in the DEIR/DEIS. Also, as many city right of way are owned in fee, there may be additional temporary and permanent right-of-way impacts to City streets that are not addressed in the DEIR/DEIS.

The project should ensure that any impacts to the City's tree canopy be fully mitigated through replacement of trees in either City right-of-way or Project right-of-way. Any tree replacements should be coordinated with the City of Burbank to ensure consistency with its Street Tree Master Plan.

Public Utility Impacts and Mitigations not Fully Disclosed

Based on the information contained in the DEIR/DEIS as well as the 15 percent conceptual plans provided by the Authority, the proposed project could potentially impact many Burbank Water and Power (BWP) pressurized potable and recycled water mains along the proposed train's route on both the surface portion and the underground portion. The DEIR/DEIS should identify significant impacts to public water utilities and identify mitigation measures to offset those impacts, including:

- Water mains in conflict with the proposed projects shall be relocated while the existing mains remain active in order to provide uninterrupted service.

- The preferred method for water main relocation (while maintain existing mains in service) is the Jack & Bore method per Metrolink Engineering Standard #2201.
- The HSR Authority shall prepare the plans for BWP review and approval. All design and specifications shall be per BWP and AWWA standards.
- Geotechnical report, design and construction costs for any utility relocations or modifications shall be paid for by the HSR Authority.
- Recycled water shall be used for construction purposes and dust control for all construction activities.

Based on information contained in the DEIR/DEIS as well as the 15 percent conceptual plans provided by the Authority, the proposed project could potentially impact many BWP electrical utility systems. The DEIR/DEIS should identify potential significant impacts to public electric utilities and identify mitigation measures to offset those impacts.

The DEIR/DEIS does not disclose the electric power needs of the proposed Burbank Airport Station and therefore does not adequately identify if a significant impact to the City's electrical utility system will occur as part of the project. The DEIR/DEIS should be revised to show the electric power requirements of the project to ensure that the City's public utility can meet the demands of the proposed project.

Further detailed project comments to aid the Authority in ensuring that project impacts and mitigations related to electrical utility systems are identified are included as Attachment B to this comment letter.

The DEIR/DEIS should ensure that all project elements including the proposed Burbank Airport Station, are constructed in conformance with all applicable state and local fire and life safety codes. Detailed project comments related to fire life safety are included as Attachment C to this comment letter.

The project description studied in the DEIR/DEIS is a significant departure to the project description disclosed in the 2014 NOP for the Burbank to Los Angeles alignment. Given the size of this project, the six-year span of time between the NOP and the DEIR/DEIS, the change of alignment in the project description between the NOP and the DEIR/DEIS, and the significant breadth of DEIR/DEIS inadequacies identified in the City's comments, the City requests that the DEIR/DEIS be re-circulated after the Authority responds to all comments received on the DEIR/DEIS. If the DEIR/DEIS is recirculated, the Authority should provide stakeholders a 90-day public comment period in order to provide adequate time to review the extensive new information contained in the DEIR/DEIS. This recirculation and extended comment period will provide all stakeholders the opportunity to review the updated document to determine if the Authority has adequately addressed the deficiencies identified in the DEIR/DEIS.

Thank you again for providing an opportunity to comment on the Draft EIR/EIS for the Burbank to Los Angeles segment located in the City of Burbank. If you have any questions regarding the contents of this letter, please feel free to contact David Kriske, Assistant Community Development Director with the Community Development Department, at 818.238.5269 or via email at dkriske@burbankca.gov.

Sincerely,

Sharon Springer, Mayor

CITY OF BURBANK

CALIFORNIA HIGH SPEED RAIL PROJECT

BURBANK TO LOS ANGELES DEIR/DEIS

COMMENT LETTER

ATTACHMENT A

MEMORANDUM

DATE: July 10, 2020

TO: David Kriske, Assistant Community Development Director

FROM: Daniel J. Rynn, Chief Assistant Public Works Director – City Engineer

SUBJECT: California High Speed Rail Project Draft Environmental Impact Report Comment Letter

Project Description:

On May 29, 2020 the California High Speed Rail Authority released its Draft Environmental Impact Report / Draft Environmental Impact Statement (DEIR / DEIS) for the segment for the Burbank to Los Angeles Segment. The California High Speed Rail Project would construct a new, dedicated high speed rail corridor between the San Francisco Bay Area and Los Angeles, with future segments extending to Sacramento and San Diego. The California High Speed Rail Authority is performing environmental review for the project in separate segments. Two of those segments affect Burbank: 1) the Palmdale to Burbank Segment and 2) the Burbank to Los Angeles Segment. The Burbank to Los Angeles segment extends from the Hollywood Burbank Airport and extends south through Downtown Burbank to Glendale and Los Angeles Union Station. A station is proposed next to the Hollywood Burbank Airport located approximately at the intersection of Hollywood Way and San Fernando Boulevard. The proposed project would construct an entirely new rail alignment through the City of Burbank at various profiles including at-grade and below-grade and would require the construction of several new grade separations, relocation of City streets, and tunneling under public and private property.

ENGINEERING DIVISION

General Requirements:

- Applicant shall protect in place all survey monuments (City, County, State, Federal, and private). Pursuant to California Business and Professions Code Section 8771, when monuments exist that may be affected by the work, the monuments shall be located and referenced by or under the direction of a licensed land surveyor or licensed civil engineer legally authorized to practice land surveying, prior to construction, and a corner record or record of survey of the references shall be filed with the county surveyor. A permanent monument shall be reset or a witness monument or monuments set to perpetuate the location if any monument that could be affected, and a corner record or record of survey shall be filed with the county surveyor prior to the recording of a certificate of completion for the project.

- No building appurtenances for utility or fire service connections shall encroach or project into public right-of-way (i.e. streets and alleys). Locations of these appurtenances shall be shown on the building site plan and the off-site improvement plans [BMC 7-3-701.1].

- No structure is permitted in any public right-of-way or any public utility easements/pole line easements [BMC 7-3-701.1, BMC 9-1-1-3203].

- Any work within the public right-of-way must be permitted and approved by the Public Works Department before construction can commence. All construction work in the public right-of-way must comply with Burbank Standard Plans and must be constructed to the satisfaction of the City Engineer. A Public Works **EXCAVATION PERMIT** is required. The excavation permit requires a deposit acceptable to the Public Works Director to guarantee timely construction of all off-site improvements. Burbank Standard Plans can be accessed at;

  http://file.burbankca.gov/publicworks/OnlineCounter/main/index.htm

- Off-site improvement plans (in the public right-of-way) must be approved by the Public Works Director. Plans must be submitted in City of Burbank Standard format and as-built plans must be submitted on mylar paper.

- Submit site drainage plans to Public Works Department for review. On-site drainage shall not flow across the public parkway (sidewalk) or onto adjacent private property. It should be conveyed by underwalk drains to the gutter through the curb face [BMC 7-1-117, BMC 7-3-102].

- Plans should include easements, elevations, right-of-way/property lines, dedication, location of existing/proposed utilities and any encroachments.

- Construction impacts to adjacent streets that are impacted by the high speed rail construction shall require paving restoration.

For additional information or questions, please contact Anthony Roman, Civil Engineer Associate, at (818) 238-3945.

Checked by: ___Anthony Roman_____ Date: __July 7, 2020_____

WATER RECLAMATION AND SEWER

Wastewater Requirements:

- Any City or privately owned sewer facility that needs to be relocated due to the subject project will be at the project developer's expense to the satisfaction of the respective facility owner. Please note that the majority of sewer facilities located in Burbank are gravity flow lines and as such any relocation must not negatively impact existing flow capacities. Additionally, sewer services must remain uninterrupted during all construction activities.

- Any underground boring or tunneling activities will require both a pre-construction and post-construction Closed Circuit Televised (CCTV) inspection and potholing of any sanitary sewers crossing the project's alignment extending at least 20 feet beyond the project boundaries to ensure that no facilities are damaged during construction. The CCTV inspections must be submitted to the City for review and approval. The project's developer will be responsible for repairing any damages caused to City-owned or privately-owned sewer facilities to the satisfaction of the respective facility owner.

- Should any sewer pump stations need to be installed for sewer facilities relocated due to the subject project, they will be constructed and maintained at the expense of the developer or project owner for the life of the project. In addition, sewer service must remain uninterrupted at all times.

- Should any temporary or permanent construction staging or improvements impact the Burbank Water Reclamation Plant (BWRP) as a result of the subject project, then all costs will be at the expense of the developer or project owner for the life of the project. In addition, the wastewater treatment process must remain uninterrupted at all times, and the subject project must not impact the future expansion of the BWRP. In addition, the BWRP will be clearly delineated and labeled on the project drawings.

- Landscape improvements need to take into consideration the location of sewer facilities to prevent tree/plant roots from entering/obstructing or damaging the sewer facilities. An obstructed or damaged sewer facility can result in a sanitary sewer overflow, and costly repairs, fines, and claims. It is highly recommended that either a 15-foot clearance for trees and large shrubs is maintained from the location of the City sewer main (7.5 feet on either side of the City sewer main), or a root barrier control system is employed for each tree/plant.

- Any construction related grit, debris, or hazardous waste is prohibited from being discharged into the sanitary sewer system.

Stormwater Requirements:

- Any City or LACFCD owned storm drain facility, including the Burbank Western Channel, that needs to be relocated due to the subject project will be at the project developer's expense to the satisfaction of the respective facility owner. Please note that the majority of storm drain facilities located in Burbank are gravity flow lines and as such any relocation must not negatively impact existing flow capacities. Additionally, storm drain services must remain uninterrupted during all construction activities.

- Any underground boring or tunneling activities will require both a pre-construction and post-construction CCTV inspection and potholing of any storm drains crossing the project's alignment extending at least 20 feet beyond the project boundaries to ensure that no facilities are damaged from construction activities. The CCTV inspections must be submitted to the City for review and approval. The project's developer will be responsible for repairing any damages caused to City-owned or privately-owned storm drain facilities to the satisfaction of the respective facility owner.

- Should any storm drain pump stations be required to be installed or relocated due to storm drain facilities impacted by to the subject project, then they will be constructed and maintained at the expense of the developer, or project owner, for the life of the project. Storm drain service must remain uninterrupted.

- Effective July 1, 2010, any construction activity that results in soil disturbances greater than one acre is subject to the General Permit for Storm Water Discharges Associated with Construction Activity Permit Order 2009-0009-DWQ (2009 Construction General Permit) – see:

  http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

  Additionally, if the construction activity less than one acre is part of a larger common plan of development that encompasses a total of one or more acres of soil disturbance or if there is significant water quality impairment resulting from the activity, it is subject to the 2009 Construction General Permit.

- Per BMC 9-3-407, Best Management Practices shall apply to all construction projects and shall be required from the time of land clearing, demolition or commencement of construction until receipt of a certificate of occupancy.

- Discharges from essential non-emergency firefighting activities (i.e., fire sprinkler system testing) is a conditionally allowed non-storm water discharge into the storm

drain system, provided appropriate Best Management Practices (BMPs) are implemented.

- Certain construction and re-construction activities on private property will need to comply with post-construction Best Management Practices (BMPs), which include Sections 8-1-1007 and 9-3-414.D of the BMC authorizing the City to require projects to comply with the Standard Urban Stormwater Mitigation Plan provisions and the City's **Low Impact Development** (LID) ordinance. For questions on these requirements, please contact the City's Building Division at (818) 238-5220.

- Dewatering an area where water accumulates (i.e., crawl space, foundation, or basement) is now considered a prohibited discharge into the storm drain system. As such, private property applicants have the following options for dewatering accumulated volumes of water:

  - Depending on the volume and having controls in place to keep the discharge on-site, direct the dewatering discharge to a planted/vegetated area located on private property; or

  - Apply for an individual NPDES permit with the Regional Board to allow the dewatering discharge into the storm drain system through ORDER NO. R4-2013-0095: pages 8 and 9 of this Dewatering Order state that temporary dewatering including subterranean seepage dewatering, requires individual coverage and is no longer covered/allowed under the MS4 permit. Questions need to be directed to the Regional Board at (213) 576-6600.

For additional information or questions, please contact Kenneth Kozovich at (818) 238-3932.

Checked by: __Stephen Walker_____ Date: _July 1, 2020_____

TRAFFIC ENGINEERING

Comments:

- The City requests to change the crossing for Metrolink and UPRR tracks to also be grade-separated and below Buena Vista Street. (**Page 2-52)**

- Grade separation may be accomplished using a -2.00% slope from STA 3215+72.96 to STA 3245+00. (**Sheet TT-D1201, 1202, 1203)**

- Grade separation may result in a -0.30% slope from STA 3245+00 to STA 3291+65.95. (**Sheet TT-D1203, 1204, 1205, 1206, 1207)**

- Grade separation would require construction using a joint trench for Metrolink, UPRR, and HSR tracks and therefore the shoofly must be extended to allow rail operations.

- The shoofly extension will require additional right of way impacts, including parcels 2462002036, 2462002009, 2462002006 (**Sheet RW-M4104)**, parcels 2462002002, 2462002003, 2462002004, 2462002005, 2462002006, and Pacific Avenue (**Sheet RW-M4105)**, parcels 2462012900, 2462017011, and Pacific Avenue (**Sheet RW-M4106, 4107).**

- The shoofly extension and additional right of way impacts would modify Construction Sequencing Phase 2, Phase 3, and Phase 4 (**Sheet CV-I6107, I6110, I6113).**

- The grade separation joint trench for Metrolink, UPRR, and HSR tracks would modify Construction Sequencing Phase 4 (**Sheet CV-I6113).**

- Vanowen Street must be narrowed at Buena Vista Street for shoofly extension in modified Construction Sequencing Phase 2, Phase 3, and Phase 4 (**Sheet CV-I6107, I6110, I6113).**

- Hollywood Way northbound must be closed between Avon Street and Valhalla Drive during Construction Sequencing Phase 3 for cut and cover construction. Detour the northbound traffic to use Vanowen Street eastbound to Buena Vista Street northbound. (**Sheet CV-I6110, TN-C4002, Page 3.2-54, 60)**

- Avon Street must be closed between Hollywood Way and Empire Avenue during Construction Sequencing Phase 3 for cut and cover construction. Detour traffic to Vanowen Street. (**Sheet CV-I6110, TN-C1003, Page 3.2-54, 60).**

- Empire Avenue must be closed at Avon Street during Construction Sequencing Phase 3 for cut and cover construction. Detour traffic to Vanowen Street and Thornton Ave. (**Sheet CV-I6110, TN-C1003, Page 3.2-54, 60).**

- Buena Vista Street must be closed between Empire Avenue and Vanowen Street during Construction Sequencing Phase 4 and 5 for grade separation. Detour traffic to Victory Blvd, Hollywood Way, and Thornton Ave (**Sheet CV-I6113, I6116, ST-H1102, ST-K1021, Page 3.2-54, 64).**

- Burbank Blvd must be closed between Victory Blvd and Front Street during Construction Sequencing Phase 12, 13, 14 and 15. Detour traffic to (**Sheet CV-I6137, I6140, I6143, I6146, CV-16137, Page 3.2-54, 64).**

- Victory Place must be closed between Lake Street and Walmart driveway during Construction Sequencing Phase 12, 13, 14 and 15 (**Sheet CV-I6137, I6140, I6143, I6146, CV-T1032, ST-K1031, Page 3.2-54, 64).**

- Correct all detour routes and detoured traffic volumes based on the earlier comments (**Transportation Technical Report Page 6-63, 6-64, Appendix E-1 and E-2)**

- **Page 3.2-56:** Correct the directionality of streets. Any street parallel to Interstate 5 is north/south and any street crossing the freeway is east/west.

- **Page 3.2-56: Hollywood Way SB at San Fernando Road**. The mitigation measure will reduce capacity by prohibiting Right Turn on Red. Justify how capacity is increased with this measure. *[Check Technical Report analysis]*

- **Page 3.2-56: Hollywood Way at Victory Blvd**. The mitigation measure will reduce capacity by re-striping two left turns lanes because the protected-permissive phasing must be changed to protected only. The right turn lane has an existing green overlap. Justify how capacity is increased with this measure. *[Check Technical Report analysis]*

- **Page 3.2-56: Buena Vista St at San Fernando Blvd**. The existing signal cycle length is 120 to 140 seconds and runs free. Correct your parameters and update your analysis.

- **Page 3.2-56: Buena Vista St at Thornton Avenue-Provide additional minor restriping on the southbound approach**. The mitigation measure is vague. What is the recommendation? The existing curb lane is 19 feet and there is a defacto right turn lane. *[Check Technical Report analysis]*

- **Page 3.2-56: Buena Vista St at Vanowen Street**. See comment for Page 3.2-54, Buena Vista Street will be closed for the open trench, deck, and abutment work. The City assumes Vanowen and Buena Vista will be restriped to be a continuous street. *[Check Technical Report analysis]*

- **Page 3.2-56: Buena Vista St at Victory Blvd**. The mitigation measure will reduce capacity by re-striping two left turns lanes because the protected-permissive phasing must be changed to protected only. In fact, the City did the opposite because average delay was reduced with single lane and protected-permissive phasing. Justify how capacity is increased with this measure. *[Check Technical Report analysis]*

- **Page 3.2-56: Burbank Blvd at San Fernando Blvd**. The City changed the signal phasing and lane configurations of this intersection in 2019. Correct your parameters and update your analysis. *[Check Technical Report analysis]*

- **Page 3.2-56: Burbank Blvd at Victory Blvd**. The traffic signal uses split phasing for Victory Blvd and the existing signal cycle length is 140 to 150 seconds and runs free. Southbound Victory Blvd approach already has two through lanes and one right lane. See comment for Page 3.2-54. Victory Place will be closed for the HSR

bridge and re-profiling of the street. Correct your parameters and update your analysis. *[Check Technical Report analysis]*

- **Page 3.2-56: Magnolia Blvd at First St**. The mitigation measure will reduce capacity by re-striping two left turns lanes because the protected-permissive phasing must be changed to protected only. Justify how capacity is increased with this measure. The existing width of the receiving lanes is 30 feet, not 35 feet and therefore an additional right turn lane cannot be added. The existing signal cycle length is 120 seconds. Correct your parameters and update your analysis.

- **Page 3.2-56: Magnolia Blvd at Victory Blvd**. The mitigation measure will reduce capacity by re-striping two left turns lanes because the protected-permissive phasing must be changed to protected only. Justify how capacity is increased with this measure. The existing width of the receiving lanes is less than 30 feet on 3 of 4 approaches and therefore an additional lane cannot be added. The existing signal cycle length is 120 seconds. Correct your parameters and update your analysis.

- **Page 3.2-56: Olive Ave at 1st St**. There is no right turn only lane on 1st Street westbound (City northbound). There is an existing right turn overlap on the 1st Street eastbound (City southbound). Correct your parameters and update your analysis.

- **Page 3.2-57: Olive Ave at Victory Blvd**. The mitigation measure will reduce capacity by re-striping two left turns lanes because the protected-permissive phasing must be changed to protected only. The geometry of the intersection also requires a lead/lag because of left turn path conflicts created by your mitigation measure. Justify how capacity is increased with this measure. A right turn overlap cannot be implemented for Olive northbound (City eastbound) because there is no right turn lane. The existing signal cycle length is 120 seconds. Correct your parameters and update your analysis.

- **Page 3.2-59 Table 3.2-20**. Per Table 3.2-16, Hollywood Way will be closed during construction at Avon and Empire. Therefore, how can the volumes exceed capacity? Correct your parameters and update your analysis.

- Tables 6-4, 6-6, 6-18, 6-23, 6-31, and 6-32 do not show results for all intersections. Correct the tables (**Transportation Technical Report Page 6-7, 6-15, 6-37, 6-52, 6-69, 6-70)**

For additional information or questions, please contact Jonathan Yee, Assistant Public Works Director – Traffic, at (818) 238-3969.

Checked by: Jonathan Yee Date: June 24, 2020

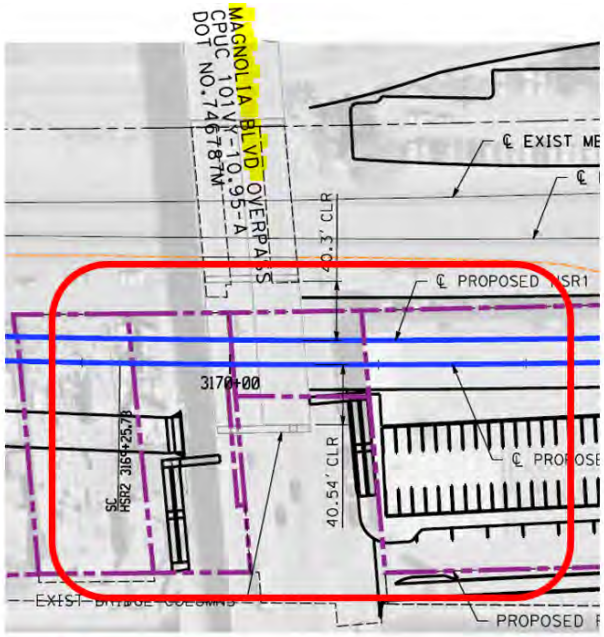
CAPITAL PROJECTS

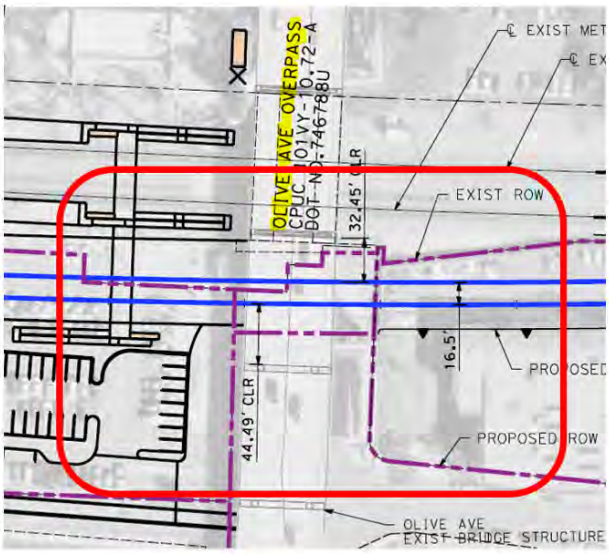
Comments:

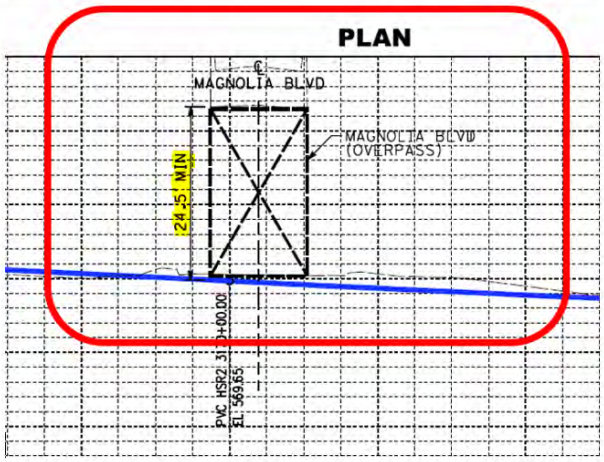
- The dimensions for Magnolia Blvd bridge overpass (24.5') and Olive Ave Bridge (26.54') shown below shall be confirmed in person at those exact stations, and also provide answers to the following:

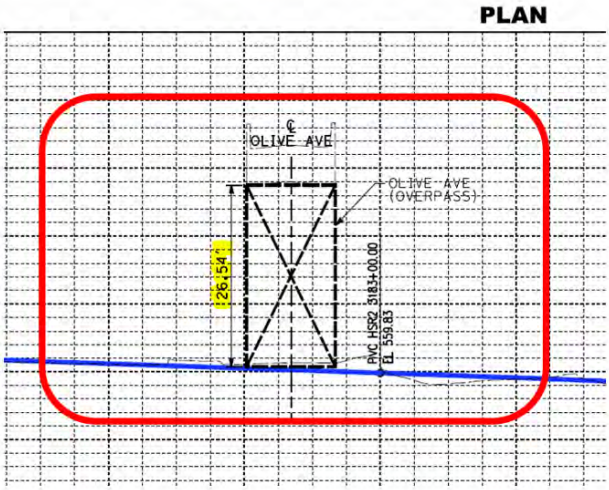
  - What is the minimum clearance required (and needed during construction) at Olive Ave Bridge overpass? And at Magnolia Blvd Bridge overpass?

  - Are the existing field measured and verified clearances sufficient? If not, how will this be addressed and mitigated?









- Per section 3.4 Noise and Vibration, impacted structures may need vibration and displacmeent mitigation, and since the Olive Ave Bridge and Magnolia Blvd Bridge

columns and supports are close to the new HSR rails, vibration generated by the rail system will have great impact and is a serious concern since the bridge railings are sub-standard and will need to be upgraded by this project to keep pedestrains on the bridges safe from increased vibrations and displacements caused by the rail system. Also, seismic retrofit of the bridges is highly recommeneded and should be completed prior to construction of the rail system. We can provide the latest bridge inspection reports upon request.

General Comments:

- All construction activity within the public right-of-way to be approved by the City's Public Works Department which will assess access and service issues of that proposed project.

For additional information or questions, please contact Artin Megerdichian at (818) 238-3942.

Checked by: Omar Moheize Date: July 1, 2020

FIELD SERVICES

Comments & Questions:

- The project will increase traffic loading on Burbank roadways. What are the projected impacts to Burbank's roadway infrastructure? In the efforts of Economic Sustainability, what will the impact be to roadway maintenance costs as a result of the project? What are the mitigating factors to offset increased costs?

- The project will result in substantial impacts to City services. Including an increased demand for infrastructure maintenance and the potential to create the need for additional staffing or facilities. What will the projected impact be to Burbank's infrastructure maintenance? In the efforts of Economic Sustainability, what are the projected impacts to City services maintenance costs as a result of the project? What are the mitigating factors to offset increased costs?

- Waste disposal will be significantly affected by the project. What will the projected impact be to Burbank's waste disposal staffing, infrastructure and programs, including the impact this has on State mandated programs? In the efforts of Economic Sustainability, what are the projected impacts to City waste disposal costs as a result of the project? What are the mitigating factors to offset increased costs?

- The project will include the addition of right-of-way infrastructure such as, bike lanes, intersection improvements and pedestrian friendly infrastructure. What projected impacts do these new improvements have on Burbank's infrastructure?

In the efforts of Economic Sustainability, what will the impact be to maintenance costs as a result of these new improvements? What are the mitigating factors to offset increased costs?

- The City of Burbank maintains a separate storm water system. What is the impact on Burbank's storm water system? Is there consideration for designs to allow for the retention and infiltration of storm water on-site? What storm water infrastructure upgrades will be necessary to reduce the impacts of the project. In the efforts of Economic Sustainability, what will the impact be to maintenance costs as a result of these new improvements? What are the mitigating factors to offset increased costs?

For additional information or questions, please contact Public Works Field Services at (818) 238-3800.

Checked by: John Molinar Date: June 26, 2020

CITY OF BURBANK
PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SUBJECT: California High Speed Rail Project Draft Environmental Impact Report Letter

PLANNING NO. None

LOCATION: Citywide in Burbank, Burbank to Los Angeles HSR Section

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COMMENTS:

- The City requests to change the crossing for Metrolink and UPRR tracks to also be grade-separated and below Buena Vista Street. **(Page 2-52)**
- Grade separation may be accomplished using a -2.00% slope from STA 3215+72.96 to STA 3245+00. **(Sheet TT-D1201, 1202, 1203)**
- Grade separation may result in a -0.30% slope from STA 3245+00 to STA 3291+65.95. **(Sheet TT-D1203, 1204, 1205, 1206, 1207)**
- Grade separation would require construction using a joint trench for Metrolink, UPRR, and HSR tracks and therefore the shoofly must be extended to allow rail operations.
- The shoofly extension will require additional right of way impacts, including parcels 2462002036, 2462002009, 2462002006 **(Sheet RW-M4104)**, parcels 2462002002, 2462002003, 2462002004, 2462002005, 2462002006, and Pacific Avenue **(Sheet RW-M4105)**, parcels 2462012900, 2462017011, and Pacific Avenue **(Sheet RW-M4106, 4107).**
- The shoofly extension and additional right of way impacts would modify Construction Sequencing Phase 2, Phase 3, and Phase 4 **(Sheet CV-I6107, I6110, I6113).**
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- Vanowen Street must be narrowed at Buena Vista Street for shoofly extension in modified Construction Sequencing Phase 2, Phase 3, and Phase 4 **(Sheet CV-I6107, I6110, I6113).**
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For questions, please contact Traffic Engineering at 818-238-3915. JONATHAN YEE

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For questions, please contact Traffic Engineering at 818-238-3915.

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right lane. See comment for Page 3.2-54. Victory Place will be closed for the HSR bridge and re-profiling of the street. Correct your parameters and update your analysis. *[Check Technical Report analysis]*

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- **Page 3.2-56: Magnolia Blvd at Victory Blvd.** The mitigation measure will reduce capacity by re-striping two left turns lanes because the protected-permissive phasing must be changed to protected only. Justify how capacity is increased with this measure. The existing width of the receiving lanes is less than 30 feet on 3 of 4 approaches and therefore an additional lane cannot be added. The existing signal cycle length is 120 seconds. Correct your parameters and update your analysis.
- **Page 3.2-56: Olive Ave at 1st St.** There is no right turn only lane on 1st Street westbound (City northbound). There is an existing right turn overlap on the 1st Street eastbound (City southbound). Correct your parameters and update your analysis.
- **Page 3.2-57: Olive Ave at Victory Blvd.** The mitigation measure will reduce capacity by re-striping two left turns lanes because the protected-permissive phasing must be changed to protected only. The geometry of the intersection also requires a lead/lag because of left turn path conflicts created by your mitigation measure. Justify how capacity is increased with this measure. A right turn overlap cannot be implemented for Olive northbound (City eastbound) because there is no right turn lane. The existing signal cycle length is 120 seconds. Correct your parameters and update your analysis.
- **Page 3.2-59 Table 3.2-20.** Per Table 3.2-16, Hollywood Way will be closed during construction at Avon and Empire. Therefore, how can the volumes exceed capacity? Correct your parameters and update your analysis.
- Tables 6-4, 6-6, 6-18, 6-23, 6-31, and 6-32 do not show results for all intersections. Correct the tables (**Transportation Technical Report Page 6-7, 6-15, 6-37, 6-52, 6-69, 6-70)**

For questions, please contact Traffic Engineering at 818-238-3915.

K:\Traffic\Memos\planning conditions\Other (Special, Projects, Etc)\2020 CA HSR EIR\200624-Memo CAHSR DEIR Letter.docx

city of burbank
community development department

06/08/2020
C. Scully

APB
memorandum

DATE: June 8, 2020

TO: Inter-Departmental Review Committee (IDRC)

Patrick Prescott, CDD Director*
Kimberly Montes, Executive Asst. – CDD*
Ken Berkman, PW Director*
Marisa Garcia, Parks & Rec. Director*
Michael Del Campo, Landscape/Forestry Superintendent*
Amy Albano, City Attorney*
Joseph McDougall, Sr. Asst. City Attorney*
Iain MacMillan, Asst. City Attorney*
Fred Ramirez, Asst. CDD Dir. – Planning*
Scott Plambaeck, Dep. City Planner – Planning*
Leonard Bechet, Sr. Planner – Planning*
Daniel Villa, Sr. Planner – Planning*
Griselda Sandoval, Principal Clerk – Planning*
David Kriske, Asst. CDD Dir. – Transportation*
Roy Choi, Sr. Trans. Planner – Transportation*
Hannah Woo, Sr. Trans. Planner – Transportation
Chris Buonomo, Asst. Trans. Planner – Transportation
Ron Takiguchi, Asst. CDD Dir. – Building*
Tom Lim, Plan Check Manager – Building*
Russell Freesland, Sr. Plan Checker – Building*
Jeff Maxwell, Landscape Architect (via Building)
Simone McFarland, Asst. CDD Dir. – Housing/Econ.*
Mary Hamzoian, Economic Dev. Mgr. – Econ.*
Ross Young, Real Estate/Project Mgr. – Econ.*
Daniel Rynn, Chief Asst. PW Dir. – City Engineer*
John Molinar, Asst. PW Dir. – Street & Sanitation*
Jonathan Yee, Asst. PW Dir. – Traffic*
Stephen Walker, Asst. PW Dir.*
Vikki Davtian, Sen. Traffic Engineer - PW*
Ricardo Sanchez, Civil Engineering Assoc. – PW*
Anthony Roman, Civil Engineering Assoc. – PW*
George Ortega, Senior Civil Engineering Asst. – PW*
(Eng. Permits, Sewer Sanitation, Traffic, Field Services)
Ernesto Figueroa, Engineering Tech. – PW (4 copies)
Jorge Somoano, General Mgr. – BWP*
Jim Compton, Asst. General Mgr. – BWP*
Daniel Lippert, Telecommunications Mgr. – BWP*
Richard Wilson, Asst. General Mgr. – BWP Water*
Bassil Nahhas, Prin. Civil Eng. – BWP Water*
Samantha Miranda, Civil Eng. Asst. – BWP Water*
David Hernandez, Manager T&D Eng. – BWP Electric*
Victoria Akerson, Electrical Eng. – BWP Electric*
Scott Anderson, Sr. Electrical Eng. – BWP Electric*
Calvin Clark, Electrical Eng. Assoc. – BWP Electric*
Alen Khachatourian, Jr. Eng. Aide. – BWP Electric*
Alfred Antoun, Electrical Eng. Assoc. – BWP Electric*
Michael Wang, Electrical Eng. Assoc. – BWP Electric*
Michael Truong, Engineering Tech. – BWP Electric*
Steve Briggs, Fire Marshal – Fire Department*
Daniel King, Fire Inspection Mgr. – Fire Department*
Eric Rowley, Fire Prevention – Fire Department*
Derek Green, Sergeant – Police Department*

**Email memo only*

FROM: David Kriske, Assistant Community Development Director

SUBJECT: California High Speed Rail Project Draft Environmental Impact Report Comment Letter

PROJECT DESCRIPTION:
On May 29, 2020, the California High Speed Rail Authority released its Draft Environmental Impact Report / Draft Environmental Impact Statement (DEIR / DEIS) for the segment for the Burbank to Los Angeles Segment. The California High Speed Rail Project would construct a new, dedicated high speed rail corridor between the San Francisco Bay Area and Los Angeles, with future segments extending to Sacrament and San Diego. The California High Speed Rail Authority is performing environmental review for the project in separate segments. Two of those segments affect Burbank: 1) the Palmdale to Burbank Segment and 2) the Burbank to Los Angeles Segment. The Burbank to Los Angeles segment extends from the Hollywood Burbank Airport and extends south through Downtown Burbank to Glendale and Los Angeles Union Station. A station is proposed next to the

Hollywood Burbank Airport located approximately at the intersection of Hollywood Way and San Fernando Boulevard. The proposed project would construct an entirely new rail alignment through the City of Burbank at various profiles including at-grade and below-grade, and would require the construction of several new grade separations, relocation of city streets, and tunneling under public and private property.

The purpose of the DEIR / DEIS is for the California High Speed Rail Authority to describe the proposed project, analyze how the project would impact the environment, and identify if there are mitigations available to mitigate identified impacts. During the DEIR / DEIS comment period, stakeholders and members of the public have the opportunity to review the document and provide comments on the project, the impacts identified, and the mitigations proposed. Public comments must be received before the comment period closes on July 16, 2020. The City Council is scheduled to review a draft comment letter at their meeting of July 14, 2020.

Staff is requesting that affected Departments review relevant sections of the DEIR / DEIS and provide comments to be included in the draft comment letter. Given the short 45-day DEIR / DEIS comment period, staff requests any comments be received by **Thursday, June 25, 2020** so that they may be included in the draft comment letter reviewed by the City Council.

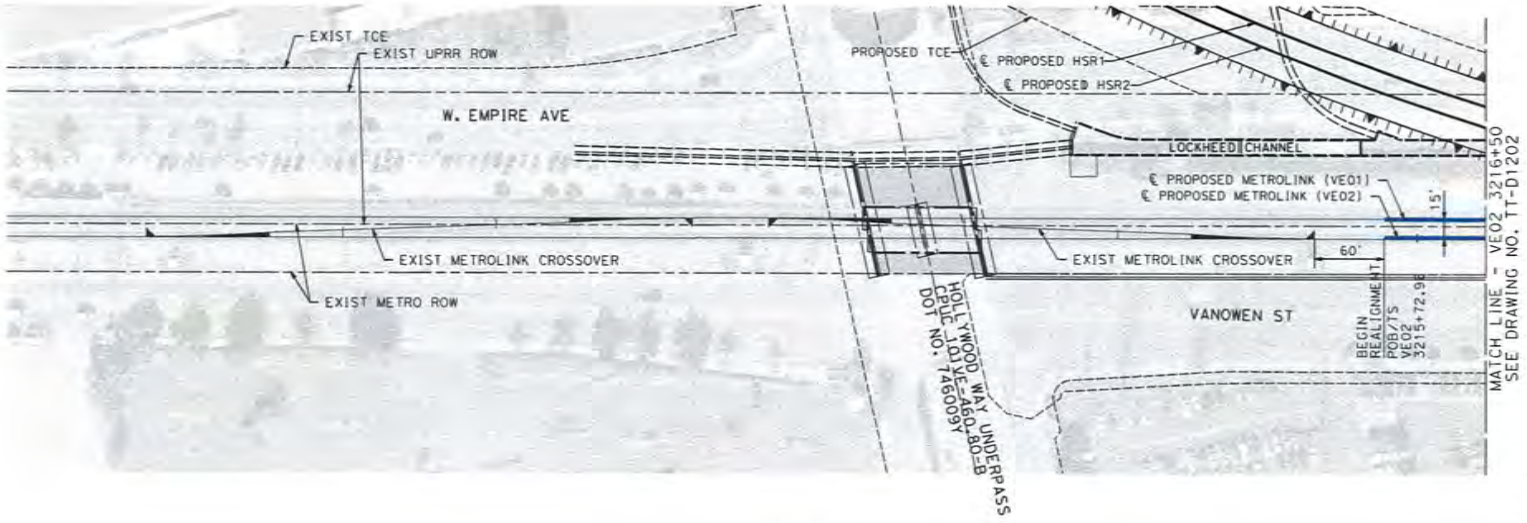
The City Council provided written comments to the California High Speed Rail Authority previously on August 26, 2014 during the project's Notice of Preparation. During this time, the City provide comments to the California High Speed Rail Authority regarding the issues that the City felt were important to study in the DEIR / DEIS. The issues brought up in the prior comments can be the starting point for reviewing the DEIR / DEIS. The Council's previous comments are attached to this memorandum.

COMMENTS REQUESTED:
A link to download the DEIR / DEIS is provided below:
https://www.hsr.ca.gov/programs/environmental/eis_eir/draft_burbank_los_angeles.aspx
The City Council's previous comments made during the Notice of Preparation (along with City Council Staff Report) are included below:
https://file.burbankca.gov/outgoing/dhg0677

Please provide your Department comments in writing **no later than Thursday, June 25, 2020.** Please send your comments/conditions via email to **David Kriske** at dkriske@burbankca.gov attached as a Word document. An IRDC meeting is being scheduled prior to the deadline for comments as an opportunity to discuss the project and any issues prior to finalizing comments. This is due to the constrained timelines afforded to the City of Burbank to comment on the project. If your Department/Division has no comments, please let me know; if no comments are received, we may assume that your Department/Division has no comments or conditions. Please feel free to contact me with any questions.

SUBMIT PROJECT COMMENTS/CONDITIONS ON OR BEFORE:
Thursday, June 25, 2020

PROJECT IDRC STAFF MEETING IS SCHEDULED FOR:
Thursday, June 18, 2020
[Note IRDC Meeting is PRIOR to the Comment Deadline Date]



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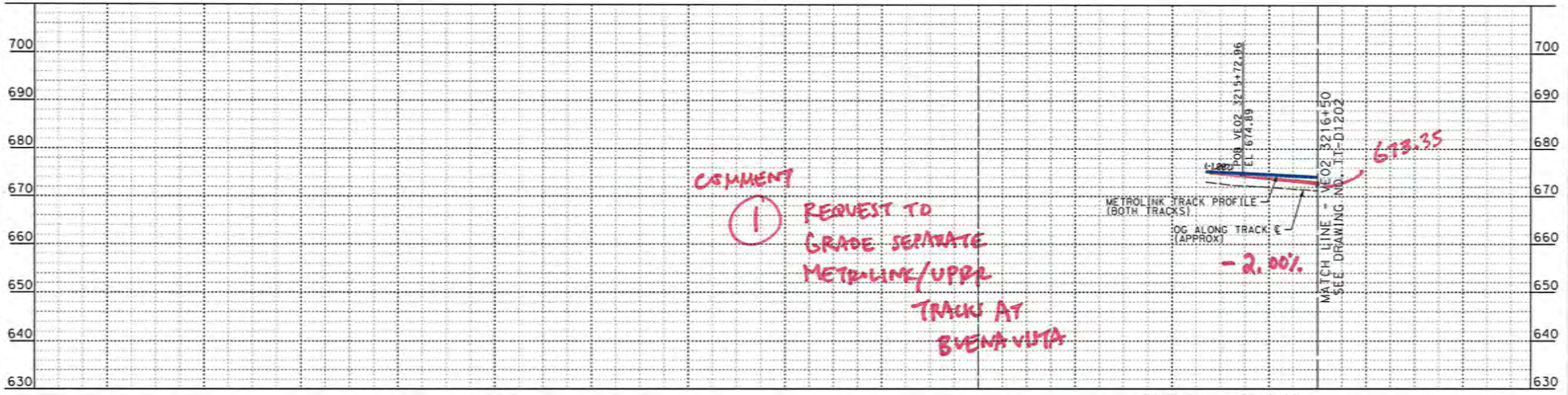

PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

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DRAWN BY C. NATHAN
CHECKED BY P. MAHONEY
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

PEPD RECORD SET
NOT FOR CONSTRUCTION

STV 100 years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
METROLINK VENTURA - PLAN AND PROFILE
VE02 3215+73 TO VE02 3216+50

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1201
SCALE AS SHOWN
SHEET NO.

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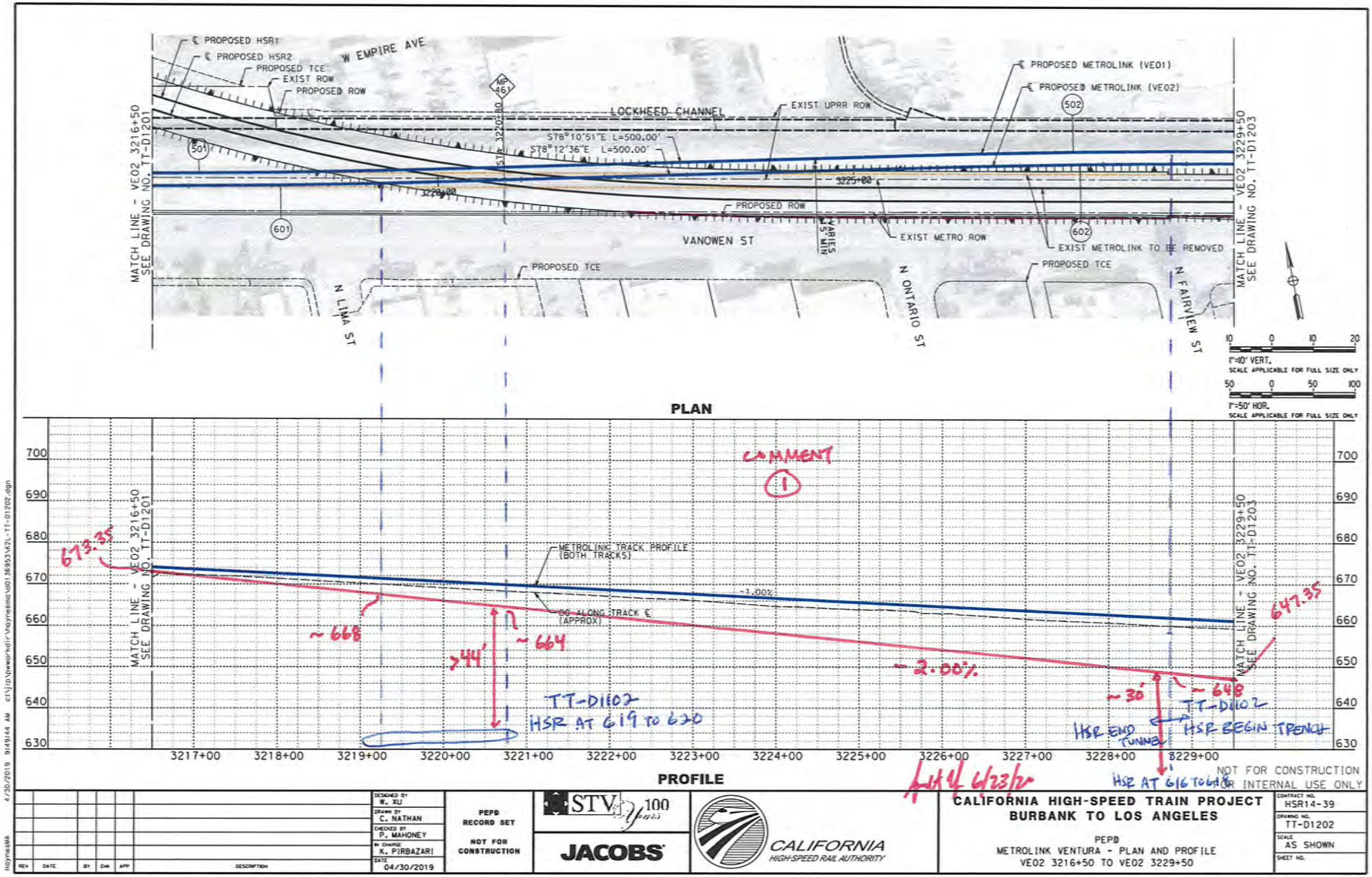
ATTACHMENT 1-29



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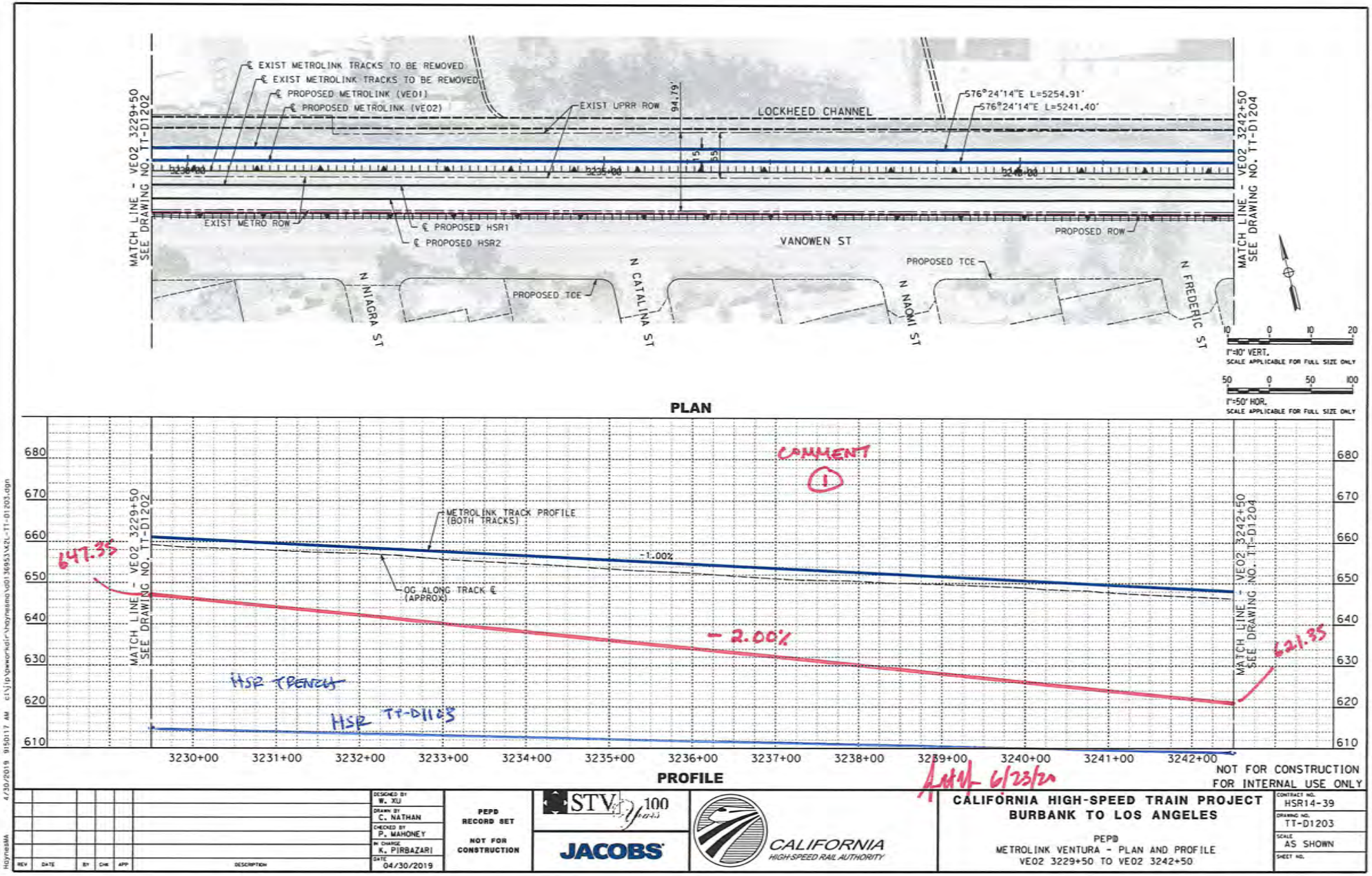

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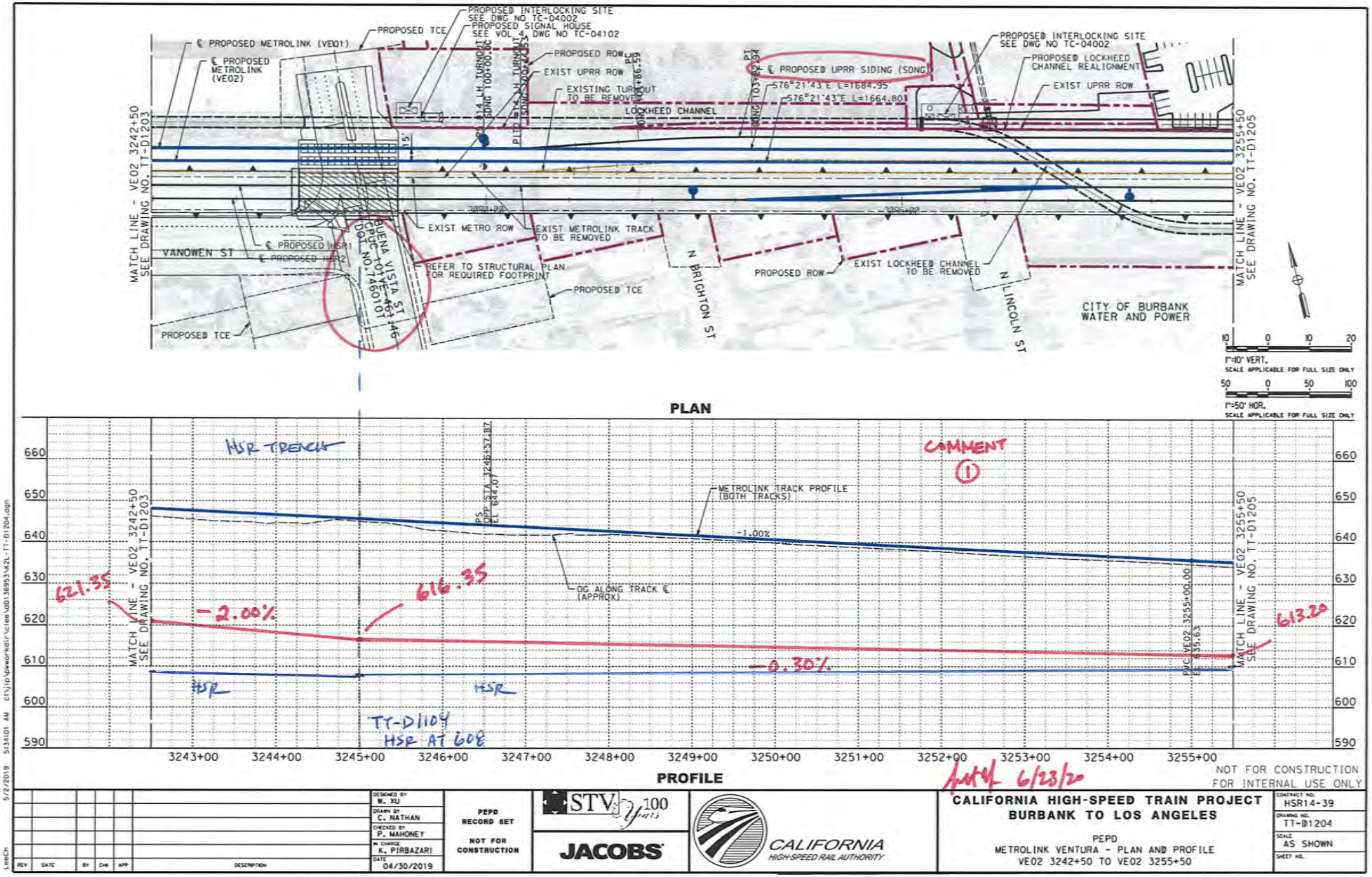

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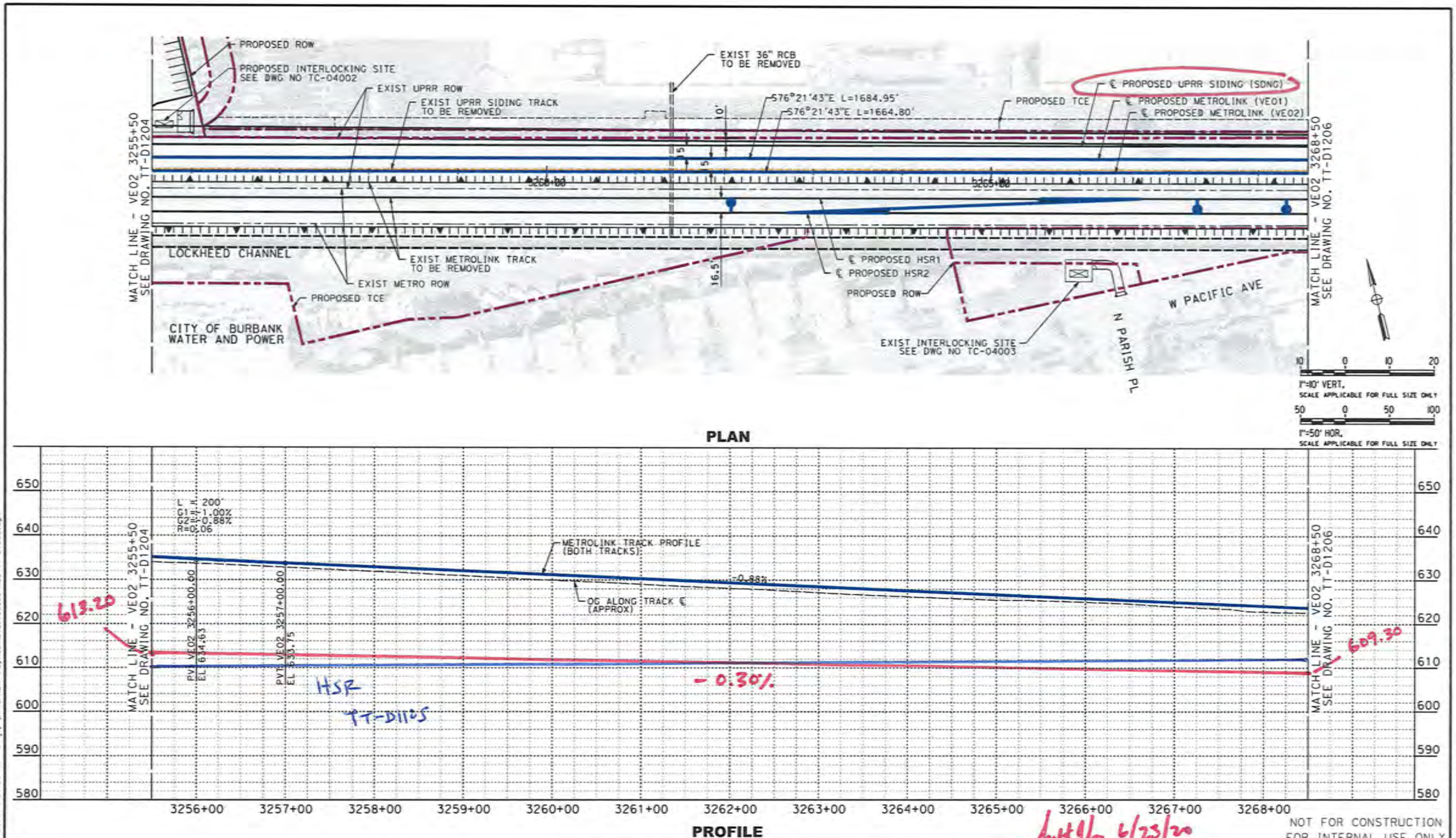

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DRAWN BY C. NATHAN
CHECKED BY P. MAHONEY
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

PEPD RECORD SET
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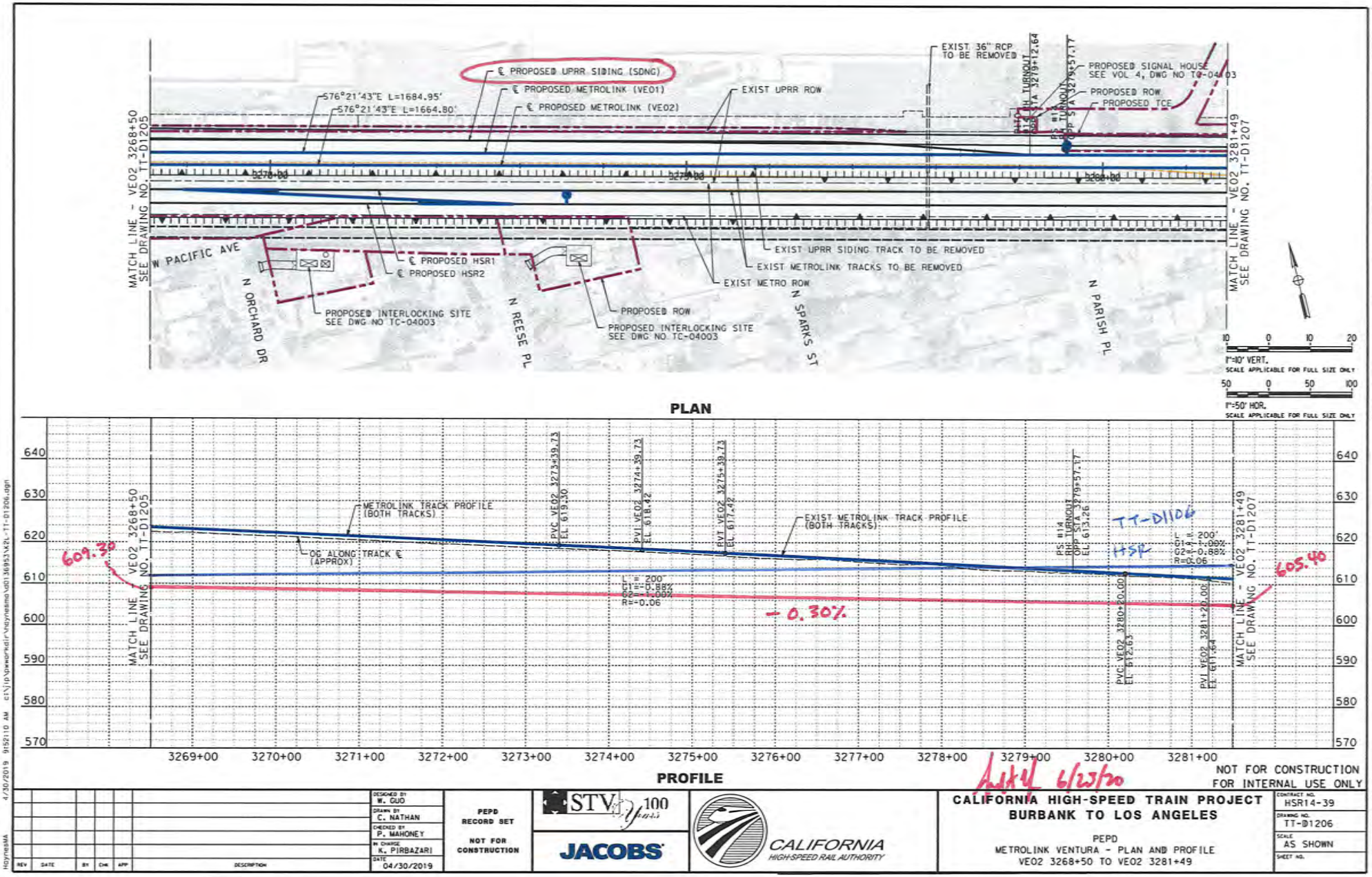
STV 100 Years
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
METROLINK VENTURA - PLAN AND PROFILE
VE02 3255+50 TO VE02 3268+50

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1205
SCALE AS SHOWN
SHEET NO.

ATTACHMENT 1-33



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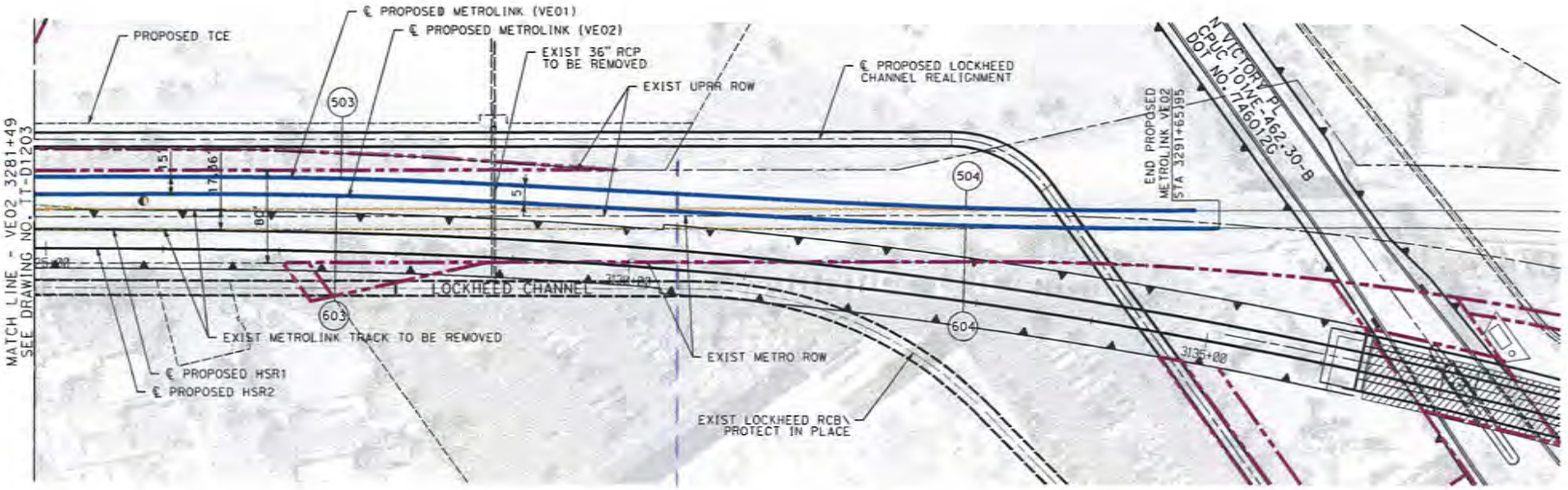

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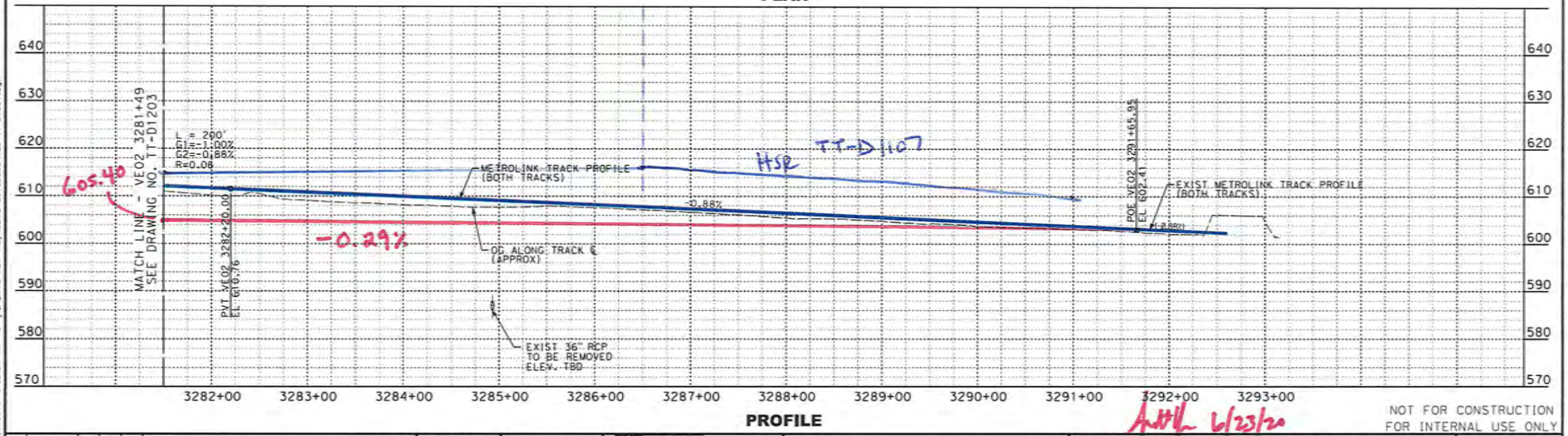

PROFILE

6/23/20

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DRAWN BY C. NATHAN
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IN CHARGE K. PIRBAZARI
DATE 04/30/2019

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STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
METROLINK VENTURA - PLAN AND PROFILE
VE02 3281+49 TO VE02 3293+16

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1207
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SHEET NO.

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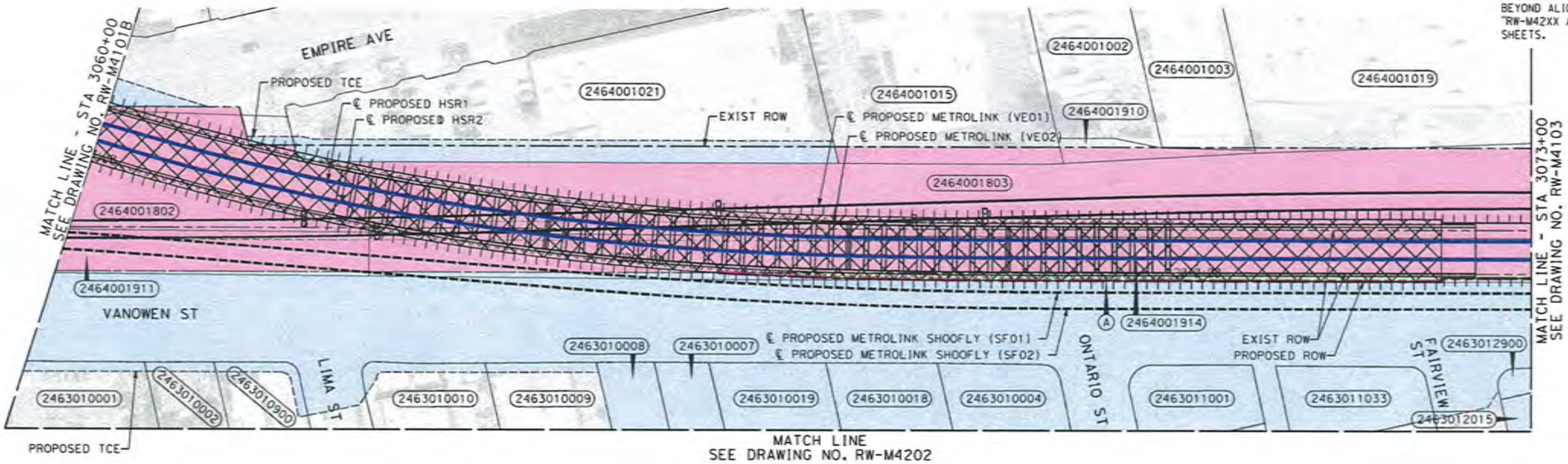
ATTACHMENT 1-35

NOTES:

1. INFORMATION IS BASED ON APPRAISAL MAPPING FROM COUNTY AND GIS; NEEDS TO BE VERIFIED.

2. GRADE SEPARATION, MAINTENANCE YARD, & SYSTEM FACILITY IMPACTS LOCATED BEYOND ALIGNMENT ARE LOCATED ON "RW-M42XX AND RW-M43XX SERIES" SHEETS.



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2463010002	TCE	EVOLUTION MEDIA	47587	530			VANOWEN REALIGNMENT			
2463010900	TCE	CITY OF BURBANK	6718	972			VANOWEN REALIGNMENT			
2463010010	TCE	TRIBAL SCENERY	25902	1084			VANOWEN REALIGNMENT			
2463010009	TCE	BRIDGE FURNITURE & PROPS	22253	876			VANOWEN REALIGNMENT			
2463010008	TCE	SONG YOUNG B AND GRACE TRS	10893	10893			VANOWEN REALIGNMENT			
2463010007	TCE	ADVANCE RF TECHNOLOGY INC.	10473	10473			VANOWEN REALIGNMENT			
2463010019	TCE	YBS ENTERPRISES INC.	20917	20917			VANOWEN REALIGNMENT			
2463010018	TCE	ITAL CABINETRY & STONE	18997	18997			VANOWEN REALIGNMENT			
2463010004	TCE	US LABEL CORPORATION	18607	18607			VANOWEN REALIGNMENT			
2463011001	TCE	AZEEZE MICHAEL F	7354	7354			VANOWEN REALIGNMENT			
2463011033	TCE	MONEY FAMILY LIVING TRUST	8058	8058			VANOWEN REALIGNMENT			
2463012900	TCE	N/A	2115	2115			VANOWEN REALIGNMENT			
2463012015	TCE	N/A	6888	6888			VANOWEN REALIGNMENT			
2464001021	TCE	N/A	49176	9761			LOCKHEED CHANNEL RECONSTRUCTION			
A		BURBANK CITY		9609			HSR TRACK CONSTRUCTION			
2464001802		SOU PAC TRANS CO	71489	71489			METROLINK RELOCATION			
2464001803		XXXXX	167167	167167			METROLINK RELOCATION			
2464001911		UPRR	24491	24491			METROLINK RELOCATION			
2464001914		UPRR	89372	89372			HSR TRACK CONSTRUCTION			

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1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

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6/23/20

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haynesma

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. HAYNES
DRAWN BY M. HAYNES
CHECKED BY C. LEE
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

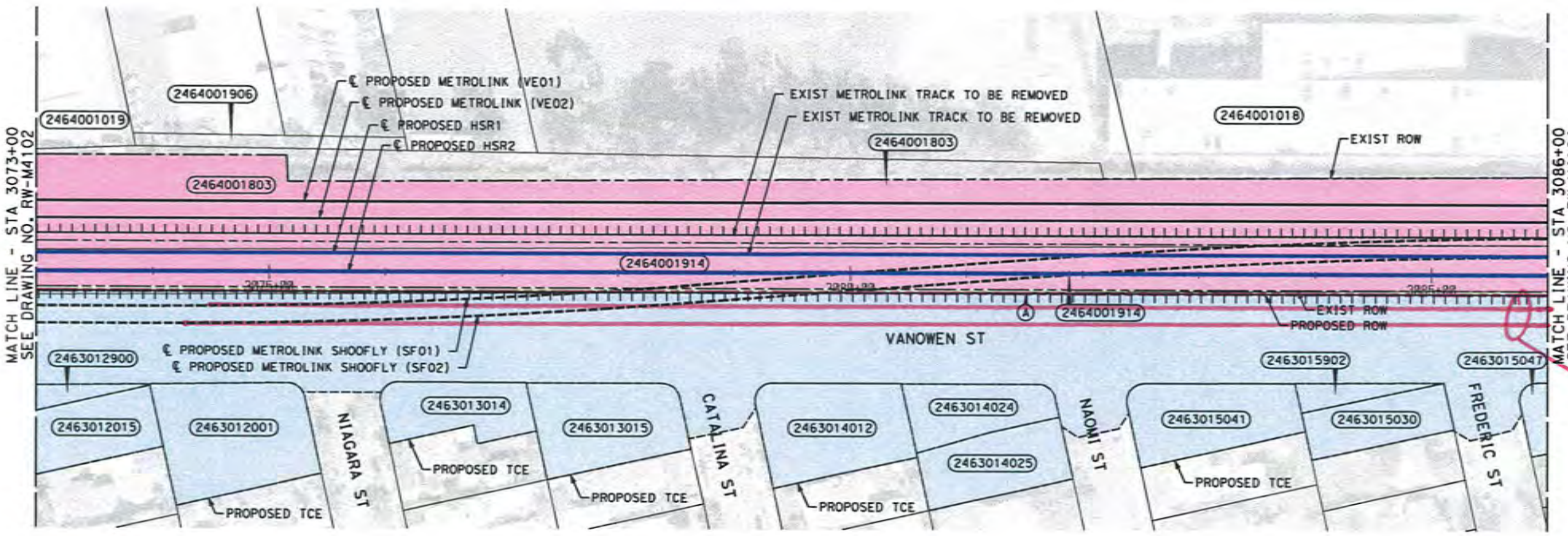
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
RIGHT OF WAY IMPACT
HSR2 3060+00 TO HSR2 3073+00

CONTRACT NO. HSR14-39
DRAWING NO. RW-M4102
SCALE AS SHOWN
SHEET NO.

NOTES:

1. INFORMATION IS BASED ON APPRAISAL MAPPING FROM COUNTY AND GIS; NEEDS TO BE VERIFIED.
2. GRADE SEPARATION, MAINTENANCE YARD, & SYSTEM FACILITY IMPACTS LOCATED BEYOND ALIGNMENT ARE LOCATED ON "RW-M42XX AND RW-M43XX SERIES" SHEETS.



COMMENT ②
EXTEND SHOOFLY TO GRADE SEPARATE METROLINK/UPRR TRACKS AT BUENA VISTA

PARCEL#	TITLE CODE ②	GRANTOR	AREAS (square feet or as noted) TOTAL	REQUIRED ① [UF]	EXCESS ① [UF]	REMAINDER	REMARKS	RECORDATION TYPE ⑤	DATE	DOC.# ⑥
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2463012015	TCE	N/A	6888	6888			VANOWEN REALIGNMENT			
2463012001	TCE	N/A	11836	11836			VANOWEN REALIGNMENT			
2463013014	TCE	N/A	5478	5478			VANOWEN REALIGNMENT			
2463013015	TCE	N/A	8829	8829			VANOWEN REALIGNMENT			
2463014012	TCE	N/A	10458	10458			VANOWEN REALIGNMENT			
2463014024	TCE	N/A	5243	5243			VANOWEN REALIGNMENT			
2463014025	TCE	N/A	6482	6482			VANOWEN REALIGNMENT			
2463015041	TCE	N/A	8214	8214			VANOWEN REALIGNMENT			
2463015902	TCE	N/A	1488	1488			VANOWEN REALIGNMENT			
2463015030	TCE	N/A	5436	5436			VANOWEN REALIGNMENT			
2463015047	TCE	N/A	6141	6141			VANOWEN REALIGNMENT			
A		BURBANK CITY		9609			HSR TRACK CONSTRUCTION			
2464001802		SOU PAC TRANS CO	71489	71489			UPRR SIDING RELOCATION			
2464001803		XXXXX	167167	167167			UPRR SIDING RELOCATION			
2464001911		UPRR	24491	24491			UPRR SIDING RELOCATION			
2464001914		UPRR	89372	89372			UPRR SIDING RELOCATION			

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1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

[signature] 6/23/20

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. HAYNES
DRAWN BY M. HAYNES
CHECKED BY C. LEE
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

PEPD RECORD SET
NOT FOR CONSTRUCTION

STV 100 Years
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

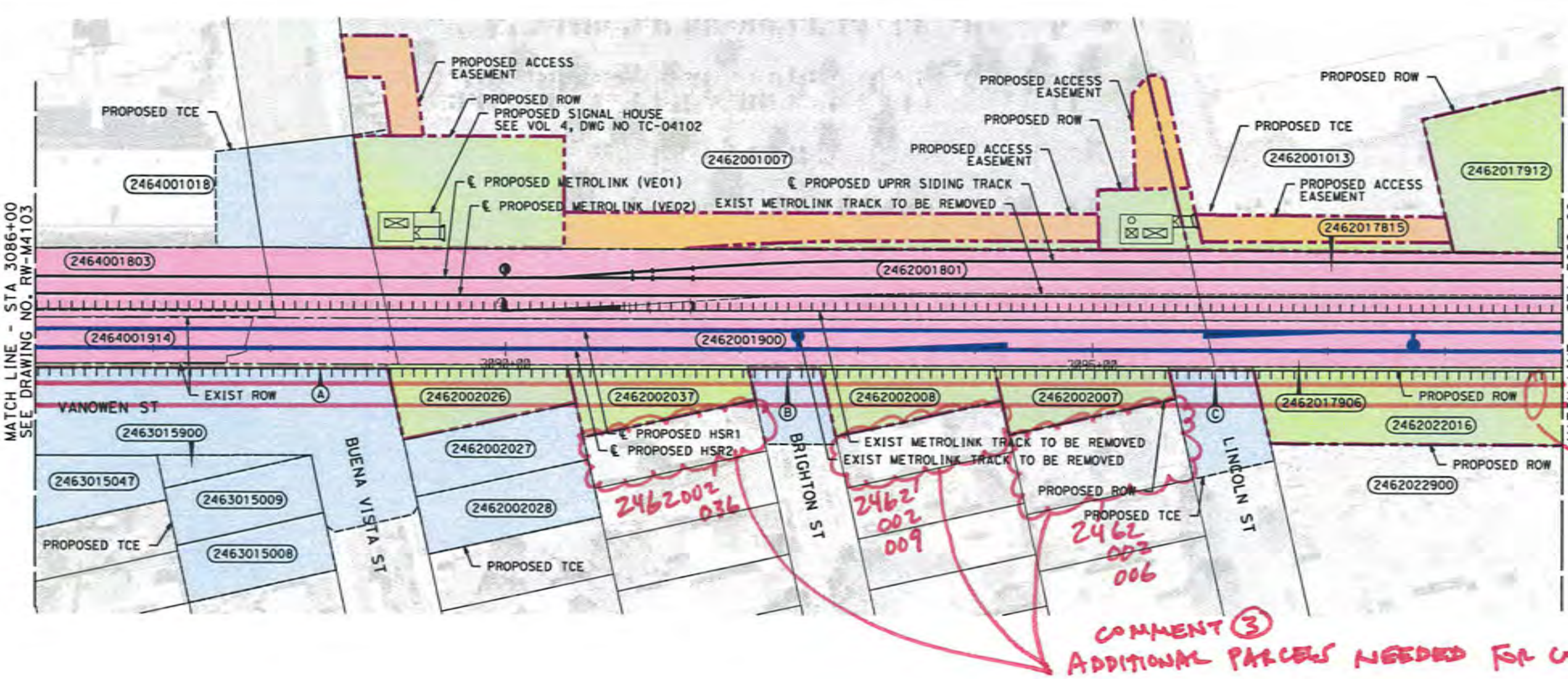
PEPD
RIGHT OF WAY IMPACT
HSR2 3073+00 TO HSR2 3086+00

CONTRACT NO. HSR14-39
DRAWING NO. RW-M4103
SCALE AS SHOWN
SHEET NO.

haynesmo 4/29/2019 8:07:15 AM c:\jp\pwworkdir\haynesmo\d0136345\X2L-RW-M4103.dgn

NOTES:

1. INFORMATION IS BASED ON APPRAISAL MAPPING FROM COUNTY AND GIS; NEEDS TO BE VERIFIED.
2. GRADE SEPARATION, MAINTENANCE YARD, & SYSTEM FACILITY IMPACTS LOCATED BEYOND ALIGNMENT ARE LOCATED ON "RW-M42XX AND RW-M43XX SERIES" SHEETS.



COMMENT 2

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2462001007		2350 W EMP AVE/INVESTORS LLC	386969	22401			SYSTEMS			
2462001007		2350 W EMP AVE/INVESTORS LLC	386969	17498			SYSTEMS ACCESS			
2462001013		WALTON EMPIRE CENTER V LLC	159102	2323			SYSTEMS			
2462001013		WALTON EMPIRE CENTER V LLC	159102	6455			SYSTEMS ACCESS			
2462017912		BURBANK CITY	19635	19635			PARKING			
2463015047	TCE	N/A	6141	6141			VANOWEN REALIGNMENT			
2463015900	TCE	N/A	1658	1658			VANOWEN REALIGNMENT			
2463015009	TCE	N/A	6655	6655			VANOWEN REALIGNMENT			
2463015008	TCE	N/A	6462	6462			VANOWEN REALIGNMENT			
A		BURBANK CITY		9609			HSR TRACK CONSTRUCTION			
2462002026		N/A	7533	7533			HSR TRACK CONSTRUCTION			
2462002027	TCE	N/A	7500	7500			VANOWEN REALIGNMENT			
2462002028	TCE	N/A	7499	7499			VANOWEN REALIGNMENT			
2462002037		N/A	7094	7094			HSR TRACK CONSTRUCTION			
B		BURBANK CITY		216			HSR TRACK CONSTRUCTION			
2462002008		N/A	6779	6779			HSR TRACK CONSTRUCTION			
2462002007		N/A	6516	6516			HSR TRACK CONSTRUCTION			
C		BURBANK CITY		252			HSR TRACK CONSTRUCTION			
2462022016		POSILOVICH DANIEL R	97765	97765			SYSTEMS			
2462001801		UPRR	41777	41777			EXISTING RAIL ROW			
2462001900		LACMTA	199540	199540			EXISTING RAIL ROW			
2464001803		XXXXX	167167	167167			UPRR SIDING RELOCATION			
2464001914		UPRR	89372	89372			UPRR SIDING RELOCATION			

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1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

6/23/20

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. HAYNES
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DATE 04/30/2019

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
RIGHT OF WAY IMPACT
HSR2 3086+00 TO HSR2 3099+00

CONTRACT NO. HSR14-39
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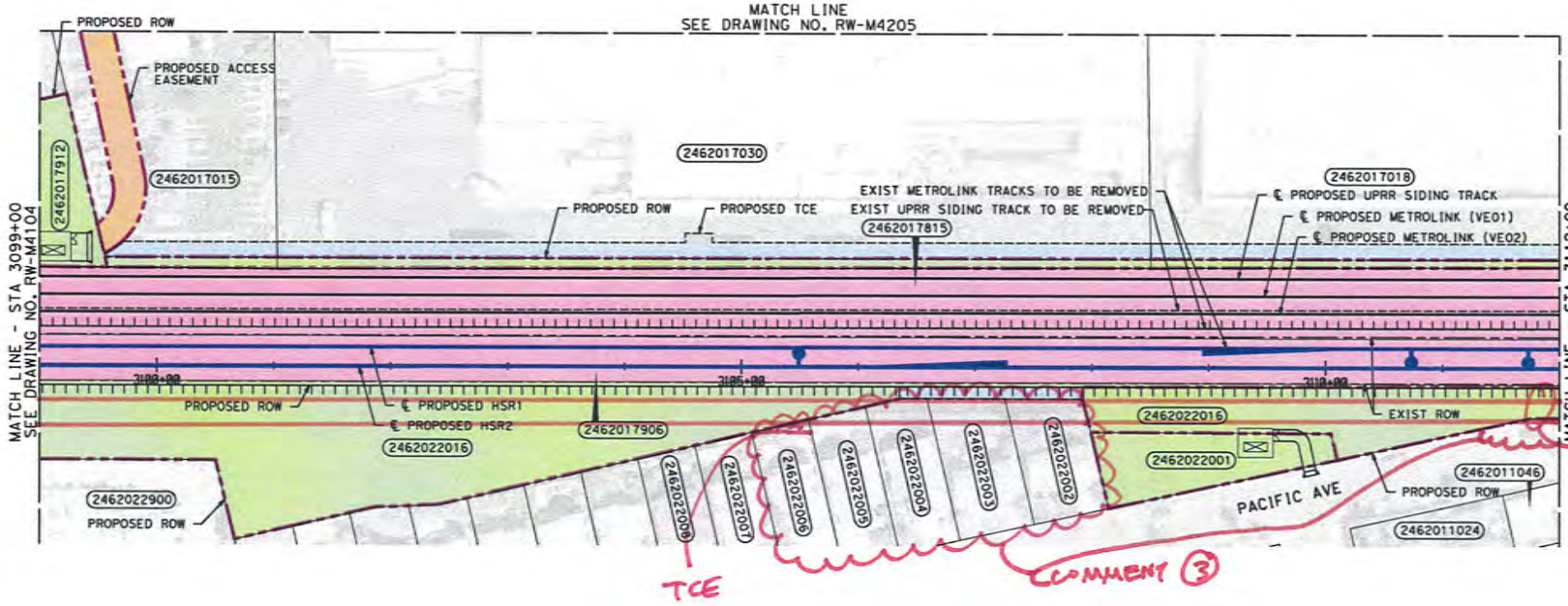
ATTACHMENT 1-38



NOTES:

1. INFORMATION IS BASED ON APPRAISAL MAPPING FROM COUNTY AND GIS; NEEDS TO BE VERIFIED.
2. GRADE SEPARATION, MAINTENANCE YARD, & SYSTEM FACILITY IMPACTS LOCATED BEYOND ALIGNMENT ARE LOCATED ON "RW-M42XX AND RW-M43XX SERIES" SHEETS.

PARCEL#	TITLE CODE	GRANTOR	AREAS (square feet or as noted) TOTAL	REQUIRED ① [UF]	EXCESS ① [UF]	REMAINDER	REMARKS	RECORDATION TYPE ②	DATE	DOC.# ④
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2462017015		BRE ESA PROPERTIES LLC	108303	1356			UPRR SIDING RELOCATION			
2462017015		BRE ESA PROPERTIES LLC	108303	13031			PARKING ACCESS			
2462017015	TCE	BRE ESA PROPERTIES LLC	108303	1872			TEMPORARY CONSTRUCTION EASEMENT			
2462017030		BURBANK EMPIRE CENTER LLC	1714606	9723			UPRR SIDING RELOCATION			
2462017030	TCE	BURBANK EMPIRE CENTER LLC	1714606	21985			TEMPORARY CONSTRUCTION EASEMENT			
2462017018		BURBANK EMPIRE CENTER LLC	455932	4107			UPRR SIDING RELOCATION			
2462017018	TCE	BURBANK EMPIRE CENTER LLC	455932	8038			TEMPORARY CONSTRUCTION EASEMENT			
2462022016		POSILOWICH DANIEL R	97765	97765			SYSTEMS			
2462022001		N/A	9070	9070			SYSTEMS			
2462017815		SOU PAC TRANS CO/SBE	202189				EXISTING RAIL ROW	- -		
2462017906		LACMTA	132791				EXISTING RAIL ROW	- -		

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY: M. HAYNES
DRAWN BY: M. HAYNES
CHECKED BY: C. LEE
IN CHARGE: K. PIRBAZARI
DATE: 04/30/2019

PEPD RECORD SET
NOT FOR CONSTRUCTION

STV 100 Years
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

50 0 50 100
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

6/23/20

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
RIGHT OF WAY IMPACT
HSR2 3099+00 TO HSR2 3112+00

CONTRACT NO. HSR14-39
DRAWING NO. RW-M4105
SCALE AS SHOWN
SHEET NO.

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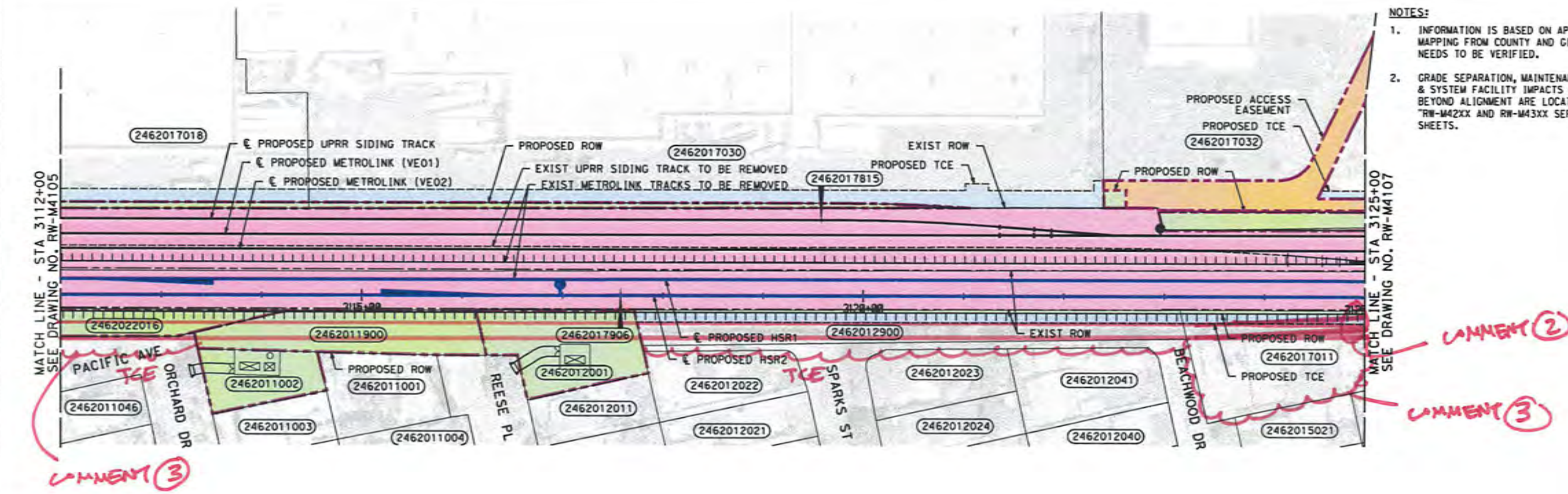
hoyneama

ATTACHMENT 1-39



NOTES:

1. INFORMATION IS BASED ON APPRAISAL MAPPING FROM COUNTY AND GIS; NEEDS TO BE VERIFIED.
2. GRADE SEPARATION, MAINTENANCE YARD, & SYSTEM FACILITY IMPACTS LOCATED BEYOND ALIGNMENT ARE LOCATED ON "RW-M42XX AND RW-M43XX SERIES" SHEETS.

PARCEL#	TITLE CODE ②	GRANTOR	AREAS (square feet or as noted) TOTAL	REQUIRED ① [UF]	EXCESS ① [UF]	REMAINDER	REMARKS	RECORDATION TYPE ③	DATE	DOC.# ④
2462017018		BURBANK EMPIRE CENTER LLC	455932	4107			UPRR SIDING RELOCATION			
2462017018	TCE	BURBANK EMPIRE CENTER LLC	455932	8038			TEMPORARY CONSTRUCTION EASEMENT			
2462017030		BURBANK EMPIRE CENTER LLC	1714606	9723			UPRR SIDING RELOCATION			
2462017030	TCE	BURBANK EMPIRE CENTER LLC	1714606	21985			TEMPORARY CONSTRUCTION EASEMENT			
2462017032		WALMART / PROV BURBANK I LLC	453024	10416			SYSTEMS AND UPRR SIDING RELOCATION			
2462017032		WALMART / PROV BURBANK I LLC	453024	20708			SYSTEMS ACCESS			
2462017032	TCE	WALMART / PROV BURBANK I LLC	453024	9907			RETAINING WALL CONSTRUCTION			
2462022016		POSILOVICH DANIEL R	97765	97765			SYSTEMS			
2462011900		BURBANK CITY 5 BY 5	11086	11086			SYSTEMS			
2462011002		N/A	6144	6144			SYSTEMS			
2462012001		PEALE GREGORY A	11144	11144			SYSTEMS			
2462012900		BURBANK CITY	17744	2058			HSR TRACK CONSTRUCTION			
2462012900	TCE	BURBANK CITY	17744	5449			RETAINING WALL CONSTRUCTION			
2462017011		RUIZ MICH&DEBI/RUIZ AL/GRACIELA	27651	2035			HSR TRACK CONSTRUCTION			
2462017011	TCE	RUIZ MICH&DEBI/RUIZ AL/GRACIELA	27651	5056			RETAINING WALL CONSTRUCTION			
2462017815		SOU PAC TRANS CO/SBE	202189				EXISTING RAIL ROW		- -	
2462017906		LACMTA	132791				EXISTING RAIL ROW		- -	

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1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

[signature] 6/23/20

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. HAYNES
DRAWN BY M. HAYNES
CHECKED BY C. LEE
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
RIGHT OF WAY IMPACT
HSR2 3112+00 TO HSR2 3125+00

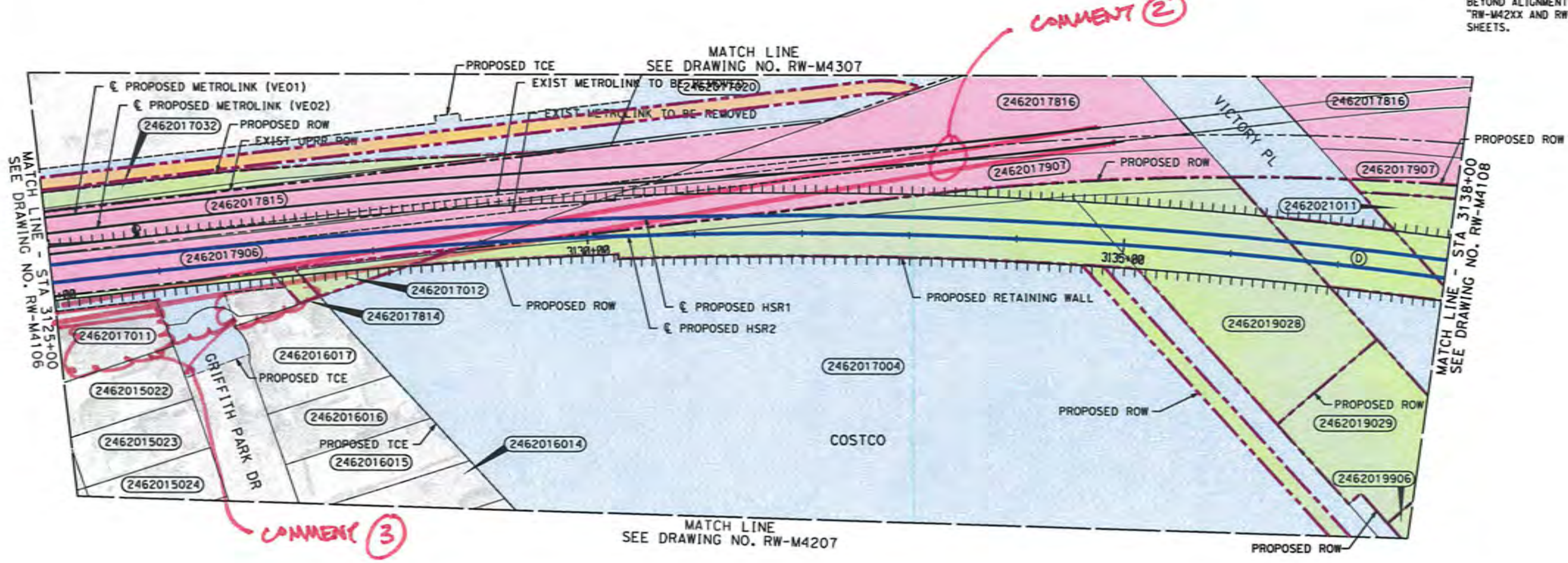
CONTRACT NO. HSR14-39
DRAWING NO. RW-M4106
SCALE AS SHOWN
SHEET NO.

haynesma 4/29/2019 8:08:36 AM c:\j\p\pwworkdir\haynesma\d0136345\X2L-RW-M4106.dgn

ATTACHMENT 1-40

NOTES:

1. INFORMATION IS BASED ON APPRAISAL MAPPING FROM COUNTY AND GIS; NEEDS TO BE VERIFIED.
2. GRADE SEPARATION, MAINTENANCE YARD, & SYSTEM FACILITY IMPACTS LOCATED BEYOND ALIGNMENT ARE LOCATED ON "RW-M42XX AND RW-M43XX SERIES" SHEETS.



PARCEL#	TITLE CODE ②	GRANTOR	AREAS (square feet or as noted) TOTAL	REQUIRED ① [UF]	EXCESS ① [UF]	REMAINDER	REMARKS	RECORDATION TYPE ⑤	DATE	DOC.# ④
2462017032		WALMART / PROV BURBANK I LLC	453024	10416			SYSTEMS AND UPRR SIDING RELOCATION			
2462017032		WALMART / PROV BURBANK I LLC	453024	20708			SYSTEMS ACCESS			
2462017032	TCE	WALMART / PROV BURBANK I LLC	453024	9907			RETAINING WALL CONSTRUCTION			
2462017020		ZRP BURBANK LLC	83701	3230			LOCKHEED CHANNEL			
2462017020	TCE	ZRP BURBANK LLC	83701	80471			STRUCTURE IMPACT			
2462017011		RUIZ MICH&DEBI/RUIZ AL/GRACIELA	27651	2035			HSR TRACK CONSTRUCTION			
2462017011	TCE	RUIZ MICH&DEBI/RUIZ AL/GRACIELA	27651	5056			RETAINING WALL CONSTRUCTION			
2462017814		SOU PAC TRANS CO	655	655			HSR TRACK CONSTRUCTION			
2462017012		RUIZ MICH&DEBI/RUIZ AL/GRACIELA	1940	1940			HSR TRACK CONSTRUCTION			
2462017004		COSTCO WHOLESALE CORP	591467	39370			UTILITY RELOCATION; LOCKHEED CHANNEL RELOCATION			
2462017004	TCE	COSTCO WHOLESALE CORP	591467	552097			UTILITY RELOCATION; LOCKHEED CHANNEL RELOCATION			
2462019028		COOPER ANDREW & MARY J	29277	29277			UTILITY RELOCATION; LOCKHEED CHANNEL RELOCATION			
2462019029		MAI KHANH QUOC/ BUI NHAT KIM	16327	16327			UTILITY RELOCATION; LOCKHEED CHANNEL RELOCATION			
D		BURBANK CITY		7168			HSR TRACK CONSTRUCTION			
2462021011		1062 N VICTORY PLACE LLC	8641	8641			UTILITY RELOCATION; LOCKHEED CHANNEL RELOCATION			
2462017815		SOU PAC TRANS CO/SBE	202189				EXISTING RAIL ROW		- -	
2462017906		LACMTA	132791				EXISTING RAIL ROW		- -	
2462017816		SOU PAC TRANS CO	59759	18160			HSR TRACK CONSTRUCTION			
2462017816		SOU PAC TRANS CO	59759				EXISTING RAIL ROW		- -	
2462017906		LACMTA	132791				EXISTING RAIL ROW		- -	
2462017907		LACMTA	45692	12106			EXISTING RAIL ROW		- -	
2462017907		LACMTA	45692				EXISTING RAIL ROW		- -	

50 0 50 100
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

6/27/20 NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. HAYNES
DRAWN BY M. HAYNES
CHECKED BY C. LEE
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
RIGHT OF WAY IMPACT
HSR2 3125+00 TO HSR2 3138+00

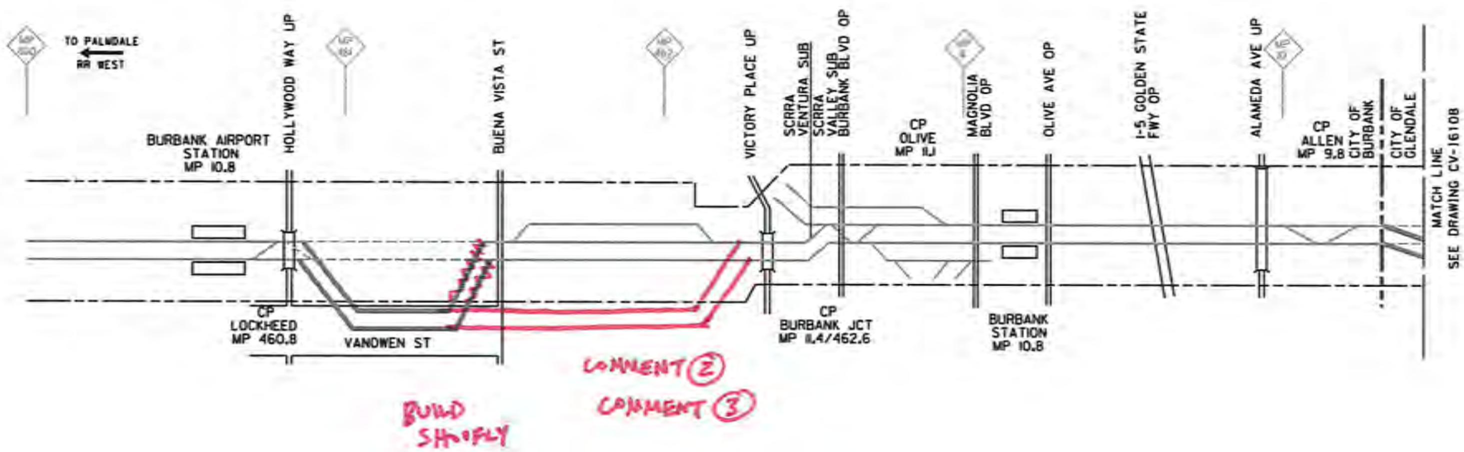
CONTRACT NO. HSR14-39
DRAWING NO. RW-M4107
SCALE AS SHOWN
SHEET NO.

haynesmo 4/29/2019 8:09:07 AM c:\jp\pwworkdir\haynesmo\d0136345\K2L-RW-M4107.dgn

ATTACHMENT 1-41

PHASE 2

6/23/20



NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY P. MAHONEY
DRAWN BY J. CANDELARIO
CHECKED BY W. QUESADA
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

PEPD RECORD SET
NOT FOR CONSTRUCTION

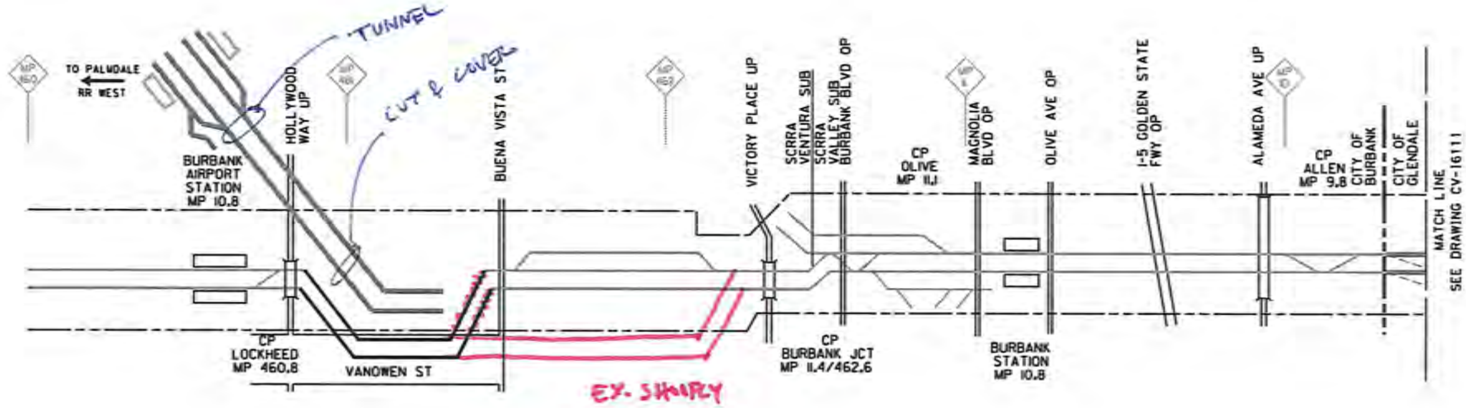
STV 100 Years
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REFINED ALIGNMENT
CONSTRUCTION SEQUENCING
SHEET 7 OF 48

CONTRACT NO. HSR14-39
DRAWING NO. CV-16107
SCALE AS SHOWN
SHEET NO.

ATTACHMENT 1-42

PHASE 3



NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY P. MAHONEY
DRAWN BY J. CANDELARIO
CHECKED BY W. QUESABA
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

PEPD RECORD SET
NOT FOR CONSTRUCTION

STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

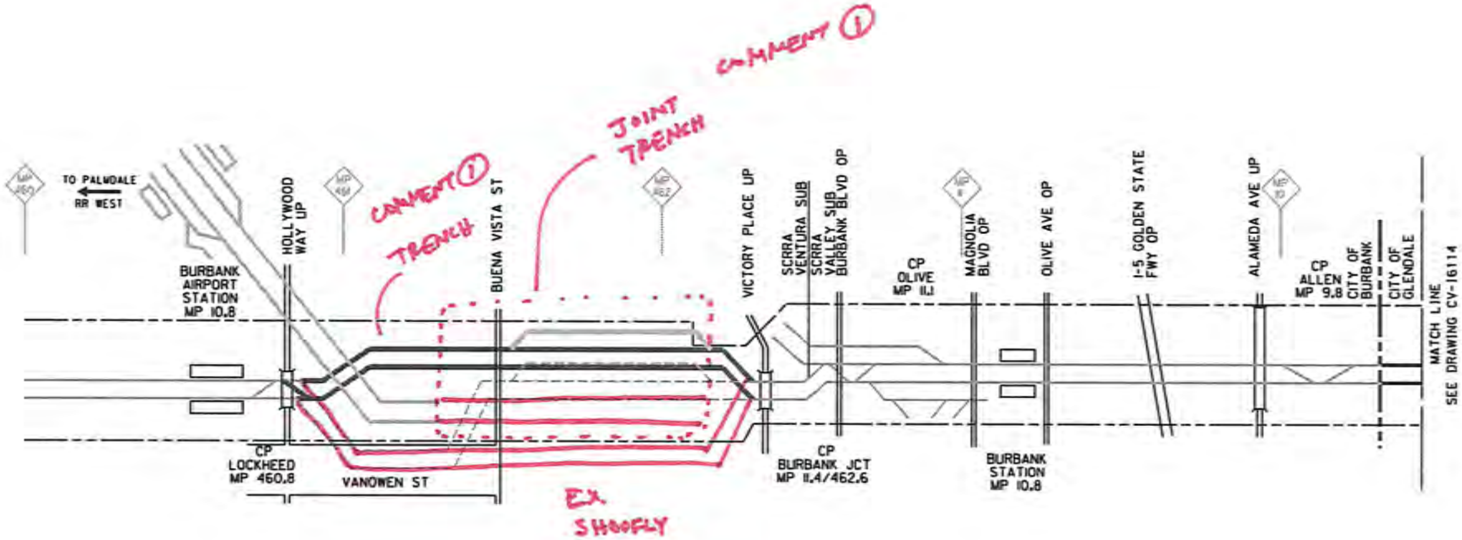
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REFINED ALIGNMENT
CONSTRUCTION SEQUENCING
SHEET 10 OF 48

CONTRACT NO. HSR14-39
DRAWING NO. CV-16110
SCALE AS SHOWN
SHEET NO.

4/29/2019 7:29:22 AM c:\jtp\pwworkdir\haynesmo\d0138982\K2L-CV-16110.dgn
Haynesmo

ATTACHMENT 1-43

PHASE 4



NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY P. MAHONEY
DRAWN BY J. CANDELARIO
CHECKED BY W. QUESADA
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

PEPD RECORD SET
NOT FOR CONSTRUCTION

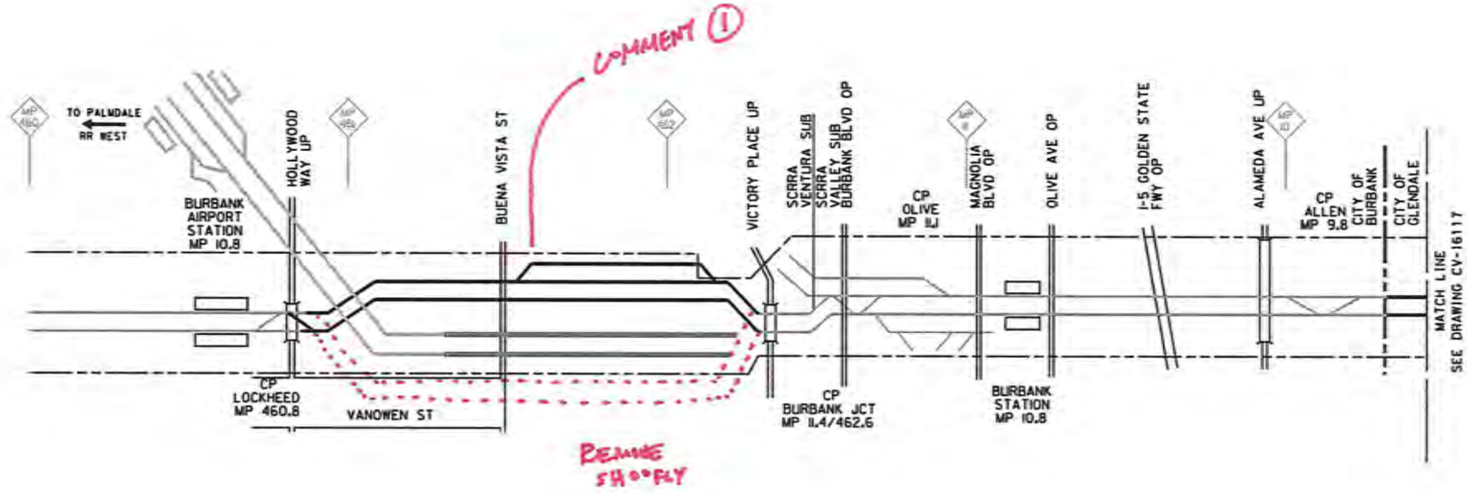
STV 100 Years
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REFINED ALIGNMENT
CONSTRUCTION SEQUENCING
SHEET 13 OF 48

CONTRACT NO. HSR14-39
DRAWING NO. CV-16113
SCALE AS SHOWN
SHEET NO.

ATTACHMENT 1-44

PHASE 5 [handwritten initials] 6/23/20



NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

DESIGNED BY P. MAHONEY DRAWN BY J. CANDELARIO CHECKED BY W. QUESABA IN CHARGE K. PIRBAZARI DATE 04/30/2019	PEPD RECORD SET NOT FOR CONSTRUCTION	STV 100 Years JACOBS	CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT BURBANK TO LOS ANGELES OPTION B REFINED ALIGNMENT CONSTRUCTION SEQUENCING SHEET 16 OF 48	CONTRACT NO. HSR14-39 DRAWING NO. CV-16116 SCALE AS SHOWN SHEET NO.		

REV | DATE | BY | CHK | APP | DESCRIPTION

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ATTACHMENT 1-45

CITY OF BURBANK
CALIFORNIA HIGH SPEED RAIL PROJECT
BURBANK TO LOS ANGELES DEIR/DEIS
COMMENT LETTER

ATTACHMENT B

Department	**Burbank Water and Power (Electric)**
DR #	**N/A**
Project Name	**California High Speed Rail Draft Environment Impact Report Comment Letter**
Location	**N/A**

Checked by:	**Bobola Akerson**	**6/23/2020**
	Senior Electrical Engineer	
Approved by:	**Bobola Akerson**	**7/8/2020**
	Senior Electrical Engineer	

General Requirements

Plan Information

1. The following information shall be included on the construction plans:
    a. Location of the existing electric service panel, if applicable.
    b. Dimensions/location of existing/proposed public improvements adjacent to project.
    c. The width and the location of all the existing and proposed easements.
    d. Fully dimensioned building elevations showing height of structure from natural grade.
    e. Proposed location of the electric service panel/meters.
    f. Proposed location of the pad-mount transformer
2. Plan approval will not be given until an electric service confirmation is obtained. Contact BWP Engineering at (818) 238-3575. The plans must show the pertinent information related to the method of service as specified on the confirmation.

Load Requirements

3. A load schedule and single-line diagram will be required to determine the extent of the electrical load requirements. An electronic copy of a plot plan of the site, showing all the existing and proposed substructures, complying with BWP AutoCAD standards should also be provided to BWP Electrical Engineering to aid the electrical design. BWP will provide full comments after the electrical sheets are provided. A meeting should be scheduled between the developer, project architect, electrical engineer, and BWP Electrical Engineering early in the design stage of each phase of the project to discuss all the issues and to finalize the location of the facilities.

4. Loads below 5MW will be fed from the existing system but will require upgrades to accommodate the new development, at the developers cost.

5. Loads 5MW or greater will require a new substation. The developer must provide the necessary space (a minimum of 125' x 120', with two 20' access roads on two sides), if a substation is required. Please contact BWP Engineering at (818) 238-3575 for details if the projected load will exceed 5MW.

Substructure

6. Overhead BWP electrical facilities traversing the development are to be converted to underground at the developer's cost. The developer will be responsible for costs involved in converting existing overhead electric services to underground for any customers impacted by this underground conversion.

7. The proposed development will require the installation of pad-mounted switches and transformers. The pad-mounted switches will be looped on the line side.

8. The proposed development will require transformer and switch pads, which have a vault underneath them. No structures are allowed to be constructed underneath these vaults.

9. The installation of pad-mounted transformers and switches will require the use of a crane or boom truck. To facilitate this installation, a vertical clearance of 40' from the transformer or switch pad level should be maintained. Any design that would restrict vertical access clearance to a level below 40' shall be subject to BWP approval.

10. Provide a minimum 14' x 18' clear accessible area at grade level on undisturbed soil with easy crane access 20-foot wide for each three phase pad-mount transformer facility.

11. Provide a minimum 10' x 17' clear accessible area at grade level on undisturbed soil with easy crane access 20-foot wide for each single-phase pad-mount transformer facility.

12. The proposed development will require the installation of 4' x 6' primary pull-boxes.

13. The proposed development will require the installation of 8' x 14' primary manholes.

14. Additional conduits may be required to provide for future needs.

15. The developer will provide 5' wide recorded easement for the new underground system from the property line to the switch and a minimum 25' x 15' clear accessible easement for a pad-mount switch. The developer's surveyor will provide a legal description of the easements, which will be reviewed by Burbank Water and Power and then processed by the Community Development Department (contact 818-238-5250 for recording).

16. No permanent structures are allowed within the easement.

17. The developer's contractor will provide as-built drawings showing the exact location of underground substructure installed to serve the property.

18. All substructure work including transformer pads, switch pads, pull boxes, grounding systems, primary conduits and secondary conduits are the responsibility of the developer

and shall be done in accordance with Burbank Water and Power drawings and specifications.

19. Any existing and proposed substructure on-site and off-site, which may affect the location of the new underground electrical system and any other improvements shall be identified and shown on the final plans in order to avoid a potential conflict with other substructure.

20. BWP will provide the following items at the developer's cost:

    a. Construction drawings for all substructure work

    b. Engineering support during construction

    c. Inspection of the work performed by the developer's contractor to ensure the work is done per the plans provided by BWP and per BWP specifications

    d. Installation of all transformers, switches, primary cables, and metering devices

    e. Termination of the secondary cables at the transformer

21. The developer's contractor shall install secondary conduits, pull cable from the transformer to the switchboard, and terminate the secondary cables on the switchgear.

22. Depending on the location of the switchgear (whether it is outside or inside the building), secondary conduits and cables will be inspected and approved by both the BWP inspector and the Building Inspector (switchgear inside the building) or by the BWP inspector (switchgear outside the building).

23. The Building Inspector will provide structural inspection of secondary conduits for compliance with the Building code-concrete encasements, fire walls, support of the conduit package, etc. The BWP inspector will inspect the amount and size of secondary conduits and cables.

Safety/Clearances

24. The State of California Public Utilities Commission General Order No. 95 requires that no building or structure be allowed to encroach within the envelope 12' vertical and 6'horizontal from any existing high voltage lines within project boundary. The actual height and location of the conductor attachment has to be surveyed and shown on the plans.

25. The State of California Public Utilities Commission General Order No. 95 requires that no building or structure be allowed to encroach within the envelope 8' vertical and 3' horizontal from any existing low voltage lines within project boundary. The actual height and location of the conductor attachment has to be surveyed and shown on the plans.

26. The State of California Public Utilities Commission General Order No. 95 requires that no temporary scaffolding, platforms or supporting framework upon which men may work be

allowed to encroach within the required clearance envelopes as stated in the previous two comments.

27. Burbank Water and Power Rules and Regulations require that no open patios or balconies will be erected underneath any high voltage overhead conductor regardless of vertical clearance.

28. Plans must be revised to avoid encroachment into the envelope as commented above. Building elevations will show the existing power poles, their height from natural grade, conductor attachment heights and locations (all surveyed), and the described above envelopes clear from any portion of the building per BWP drawing S-708 (attached).

29. The developer's contractor is responsible for protecting any existing Burbank Water and Power facilities in place. Power poles must be protected in place to prevent any movement of the pole butt during excavation. Anchors must also be protected to prevent slippage or exposure that could result in the reduction or loss of holding power. If these requirements cannot be met, then no excavation will be allowed within three feet from the face of poles and five feet from anchors.

30. The developer's contractor is responsible for protecting any existing Burbank Water and Power underground facilities from damage during construction. No crane imposed loads will be allowed on any existing manhole or pullbox structures.

31. Any excavation that restricts vehicular access to existing BWP facilities may require the relocation of such facilities at the developer's cost.

Aid-in-Construction

32. The Burbank Water and Power fees for providing electric service are Aid-in-Construction (AIC) charges set forth in Section 3.26 of BWP's Rules and Regulations for Electric Service. AIC charges are to recover the actual cost of:

    a) Providing and installing new facilities to serve the customer;

    b) Conducting feasibility studies and engineering;

    c) Relocating existing overhead or underground facilities.

33. Actual costs vary from project to project and AIC examples can be found in the Burbank Water and Power "Guide for Electric Service".

34. If any portion of the existing BWP facilities needs to be upgraded or relocated due to the subject project, it will be done at the developer's expense.

Metering/Service

35. All electrical installations must conform to the Burbank Water and Power Rules and Regulations for Electric Service (latest revision).

36. For multi-metered services all numbering must be completed in a permanent manner at all individual units and meter sockets before service can be energized. See BWP Rules and Regulations, Section 2.68 (c) for acceptable labeling (stenciling or riveted tags required, permanent marker is unacceptable). Contact Public Works Engineering for unit designations.

37. The service switchboard rating shall be limited to 3000 Amps. Five copies of EUSERC drawings of the switchboard shall be provided to BWP for approval prior to submittal to the manufacturer. Service shall not be energized unless these drawings are provided.

38. Outdoor meter locations are preferred. When adequate exterior wall space is not available, a separately locked, clearly labeled meter room is acceptable. All meter rooms must be located on the ground floor and have two exit doors equipped with panic hardware. At least one door must lead directly outside. BWP must be supplied an access key to the room, which will be installed in a lock box adjacent to the door. The developer shall consult BWP for approved location and obtain a service confirmation prior to any installations.

39. All new metered services require a path for meter communications to BWP communication networks. Installation of meters that fail to continuously communicate with BWP communication networks will require additional BWP approved equipment to be installed at the developer's expense in order to create the appropriate communications path.

Street Lighting

40. The developer is responsible for the street lighting system traversing the project. The street light system is required to be underground fed with LED luminaires. If existing lighting conditions do not satisfy this requirement, modification will have to be made at the developer's expense. Standards and luminaries will be supplied by BWP at the developer's expense. A plot plan of the site must be submitted to BWP during the initial planning stage of the project for street light design.

41. Any construction that impacts existing streetlight standards or infrastructure will require relocation at the developer's cost.

Fiber/Communication

42. Burbank Water and Power offers high-speed, high-quality fiber optics-based services through its ONE Burbank program. Fiber service is available to the project if desired. For further information, email support@oneburbank.com or call (818) 238-3113.

43. Contact AT&T at (866) 577-7726 for any phone company facility conflicts. Contact Charter Communications at (818) 847-5013 for any cable T.V. facility conflicts.

Landscaping

44. Any trees planted in the area adjacent to the street/alley will be of a type that will not grow into the existing power lines and will also have sufficient clearance from the streetlight facilities.

45. All equipment locations and screening structures will be indicated on the plans and must meet the Community Development Department and BWP Equipment Screening Guidelines. The plans will include the proposed screening method, height of screening, material finish, and color or species of vegetation. All screen walls, which are a part of, or adjacent to, the proposed building will be shown on the building elevations. All screen walls detached from the building will be included as a separate elevation. Verification of submittal requirements and recommendations for screening requirements shall be by the CDD Director or his designee.

46. BWP landscaping requirements for transformer pads and switch pads:

    Due to the natural maturation of trees and other landscaping elements, the following requirements are to be adhered to:

    a) New plantings within three feet of the back or sides of the pad and within eight feet of the front shall be of a groundcover type. This is considered the working zone.

    b) Outside of the working zone, shrubbery is acceptable within eight feet of the pads, but trees must be beyond an eight-foot radius to lessen future root conflicts.

    c) Landscaping grade shall be a minimum of five inches below the grade level of the top of transformer pads.

    d) All irrigation and sprinkler systems shall be constructed so that water shall not be directed onto the switch, the transformers, or the concrete pads. Additionally, surface water shall drain away from the concrete pads.

    Landscape plans shall adhere to the above requirements, showing proper working clearances for electrical facilities on L-sheets.

Energy Efficiency

47. The electrical design shall comply with California Building Code Title 24 energy efficiency requirements and shall use, wherever practical, surge suppressors, filters, isolation transformers, or other available means to preserve a quality of power of its electrical service and to protect sensitive electronic and computer-controlled equipment from voltage surges, sags, and fluctuations. BWP also recommends the use of an uninterruptible power supply (UPS) and a standby generator for critical loads.

48. Power factor correction to a minimum of 90% will be requested to minimize kVA demand as well as energy use. The developer must use California Nonresident Building Standard to consider and implement energy efficient electrical equipment and devices for minimizing peak demand and wasteful energy consumption.

Electric Vehicle Charging

49. At least 6% of the total parking spaces shall be capable of supporting future Electric Vehicle Supply Equipment (EVSE). Plan design shall be based on Level 2 EVSE or

greater, at maximum operating ampacity. Only underground raceways and related underground equipment per Burbank Water and Power standards are required to be installed at the time of construction. Plans shall include the locations and type of EVSE, raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all the electrical vehicles at all designated EV charging spaces at their full rated amperage. The electrical service panel shall include capacity to simultaneously charge all EVs at their full-rated amperage and shall identify the overcurrent protective devices space(s) reserved for future EV charging purposes as "EV CAPABLE." The future EV charging stations shall be placed at multiple convenient and visible locations within the new parking facilities. This requirement may be superseded by future state building mandates.

50. As part of our efforts to reduce greenhouse gas emissions, improve air quality, and enhance customer service, Burbank Water and Power's Electric Vehicle Charging program promotes the use of electric vehicles by providing rebates for the installation of Level 2 (240V) charging equipment. BWP also installs and maintains a public electric vehicle charging network, consisting of 27 Level 2 chargers and 1 DC Fast Charger (480V), with new stations added each year depending on budget and availability. For more information on the rebates and the charging network, please contact Drew Kidd, EV Program Manager at 818-238-3653 or dkidd@burbankca.gov. Additionally, information can be found at https://www.burbankwaterandpower.com/electric-vehicles.

Additional Comments

51. Any High Speed Rail Authority (HSRA) station within the City of Burbank shall be served from the City of Burbank Water and Power's electric system.

52. HSRA shall submit plans that show the required electric power needs for the proposed Burbank Facility Power Substation and Traction Power Paralleling Station.

53. All new construction of electric lines to serve the HSRA's power needs will be required to be underground lines.

54. HSRA shall protect-in-place all BWP electric and streetlight facilities within the HSRA's construction zone.

55. HSRA will be responsible for all costs associated with relocating any of BWP's electric and streetlight facilities that are deemed to be in conflict with the proposed HSR line or facilities.

56. Current plans show relocation of BWP's electric transmission and distribution lines. BWP will need to conduct extensive feasibility studies, at the project's cost, to determine the impact of this proposed work before final plans can be approved.

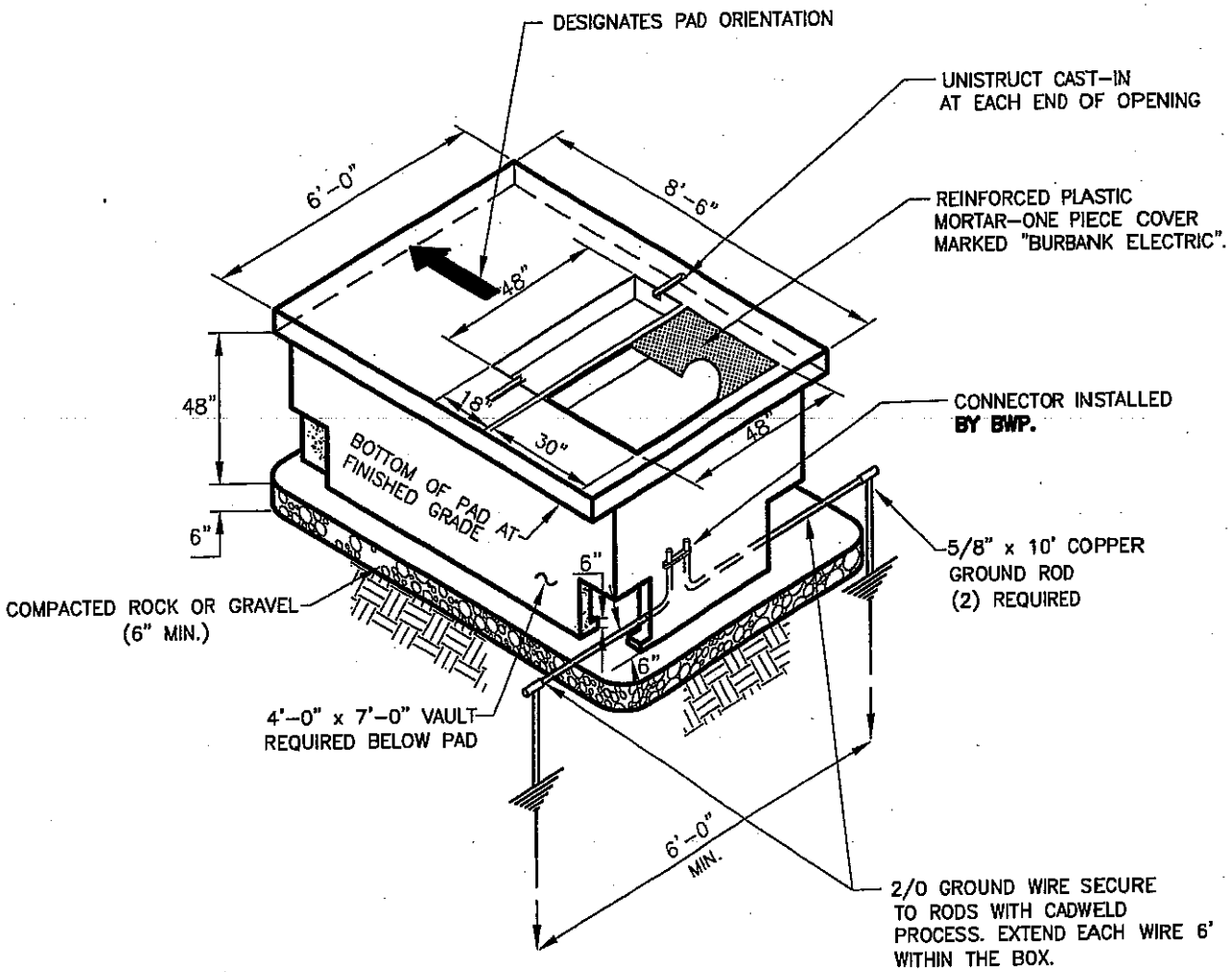
57. Current HSRA plans show several of BWP electric lines labeled as SoCal Edison Lines. HSRA is required to correct this in all plans and obtain proper records of electric facilities from BWP Electrical Engineering division.

58. HSRA shall be required to implement dust abatement in any construction areas in close proximity to BWP electrical substations.

For additional information or questions please contact Bobola Akerson, Senior Electrical Engineer, BWP at (818) 238-3570 or vakerson@burbankca.gov.

Attachments:

A. BWP Specifications for the Construction of Underground Electrical Systems
B. S-330 Three-phase 6' x 8'-6" Transformer Pad Details
C. S-458 Barrier Post Detail
D. S-461 Primary Riser Pole Grounding Requirements
E. S-462 7’ x 10.5’ Padmounted Switch Pad Details
F. S-464 4’ x 4.5’ Single-Phase Transformer Pad Details
G. S-708 GO-95 Clearances
H. S-723 Three-phase 8' x 10' Transformer Pad Details
I. S-724 Clearances for Three phase 6'x 8'-6" Transformer Pad
J. S-725 Clearances for Three phase 8' x 10' Transformer Pad
K. S-729 4’ x 6’ x 6’ Traffic Rated Pullbox Details
L. S-732 7’ x 10.5’ Padmounted Switch Clearances
M. S-794 8’ x 14’ Precast Manhole Details



6'-0" x 8'-6" JENSEN PRECAST ASSEMBLY No. K686-SB42-17 OR EQUIVALENT. (MAXIMUM TRANSFORMER WEIGHT-8,500 POUNDS)

EXCAVATION AROUND THE SLAB-BOX MUST BE FILLED WITH SLURRY.

IF THE EXISTING KNOCK-OUTS ARE NOT SUFFICIENT, CORE DRILLING FOR CONDUITS IS REQUIRED.

NOTES:

1. BEFORE STARTING ANY CONSTRUCTION OR ORDERING ANY MATERIAL, CONTRACTOR MUST CALL BWP CONDUIT MECHANIC/INSPECTOR AT (818) 238-3590 FOR A PRECONSTRUCTION MEETING AT LEAST 48 HOURS IN ADVANCE TO DISCUSS BWP CONSTRUCTION REQUIREMENTS.
2. PRIOR TO INSTALLATION, CONTACT BURBANK WATER AND POWER CONDUIT MECHANIC/INSPECTOR AT(818) 238-3590 TO SCHEDULE INSPECTION AT LEAST 48 HOURS IN ADVANCE.
3. THE CONTRACTOR MUST INSTALL THE GROUND RODS AND GROUNDING SYSTEM CALLED FOR IN THIS STANDARD WHILE IN THE PRESENCE OF THE BWP INSPECTOR AND TO THE SATISFACTION OF THOSE REQUIREMENTS DETAILED IN THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE, ARTICLES 250-83 AND 250-84.

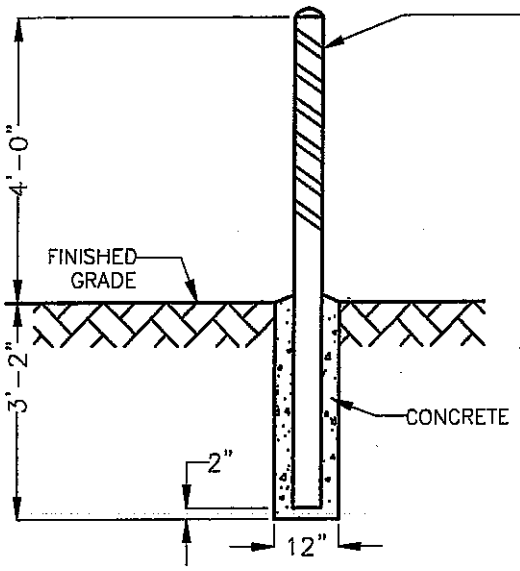
No.	REVISIONS	BY	CHECK	APP'V'D	DATE
T	UPDATED INSPECTION PHONE NUMBER	NHS	KK	KK	9-6-07
S	CHANGED DIMENSIONS & MANUFACTURER	NHS	KK	DDB	3-26-07
U	REVISED GROUNDING AND ADDED NEW NOTES.	NHS	KK	DDB	7-16-09

DRAWN	SCALE	CHECK	APP'V'D	DATE
JAW	NONE	BK	OHP	7/30/71

CITY OF BURBANK
BURBANK WATER AND POWER

6'x8'-6" THREE PHASE TRANSFORMER PAD DETAILS

DRAWING No. S-330U

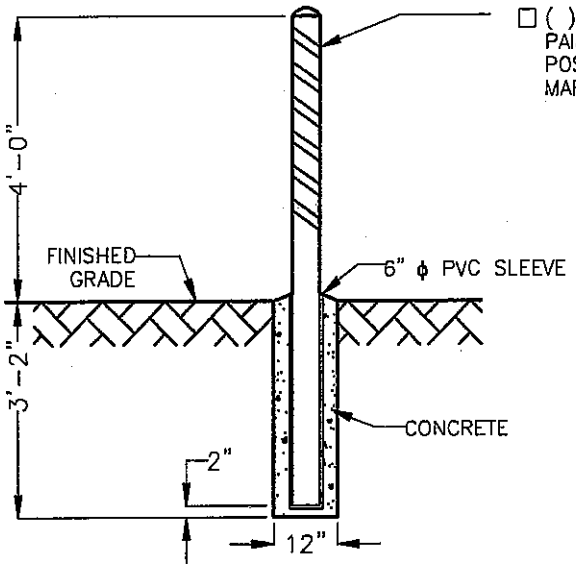


☐ ( ) 4"ϕ POST/S TO BE LOCATED 3' IN FRONT OF METER EQUALLY SPACED ON METER CENTER LINE

☐ ( ) 5"ϕ POST/S TO BE LOCATED AROUND PAD AS MARKED ON PAD DRAWING

BARRIER POST DETAIL

SCALE: 3/8" = 1'-0"



☐ ( ) 5"ϕ GALVANIZED PIPE CONCRETE FILLED PAINTED WHITE WITH RED REFLECTIVE TAPE POST/S TO BE LOCATED AROUND PAD AS MARKED ON PAD DRAWING

REMOVABLE BARRIER POST DETAIL

SCALE: 3/8" = 1'-0"

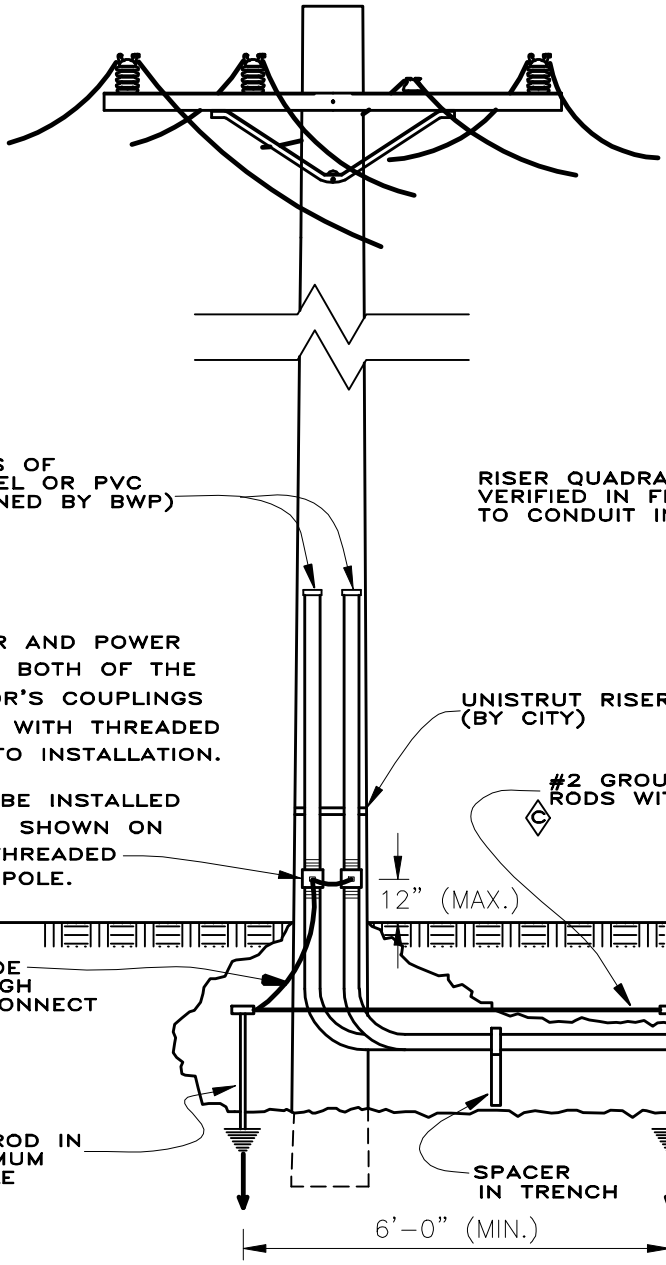
No.	REVISIONS	BY	CHECK	APP'V'D	DATE
A	REDRAWN IN AUTOCAD	DL			4/24/03

DRAWN TZ | SCALE 3/8"=1'-0" | CHECK JC | APP'V'D DDB | DATE 7-17-87

ELECTRICAL SERVICES DIVISION

BARRIER POST DETAIL

DRAWING No. S-458A



NOTES:

1. BURBANK WATER AND POWER (F) WILL EXCHANGE BOTH OF THE THE CONTRACTOR'S COUPLINGS FOR COUPLINGS WITH THREADED STUDS, PRIOR TO INSTALLATION.
2. COUPLINGS TO BE INSTALLED OPPOSITE FROM SHOWN ON (D) SKETCH WITH THREADED STUDS FACING POLE.

NOTES: (CONT'D)

3. PRIOR TO INSTALLING, CONTACT BURBANK WATER AND POWER CONDUIT MECHANIC/INSPECTOR AT (818) 238-3582 TO SCHEDULE INSPECTION AT LEAST 24 HOURS IN ADVANCE.
4. (F) THE CONTRACTOR MUST INSTALL THE GROUND RODS AND GROUNDING SYSTEM CALLED FOR IN THIS STANDARD WHILE IN THE PRESENCE OF THE BWP INSPECTOR AND TO THE SATISFACTION OF THOSE REQUIREMENTS DETAILED IN THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE, ARTICLES 250-83 AND 250-84.

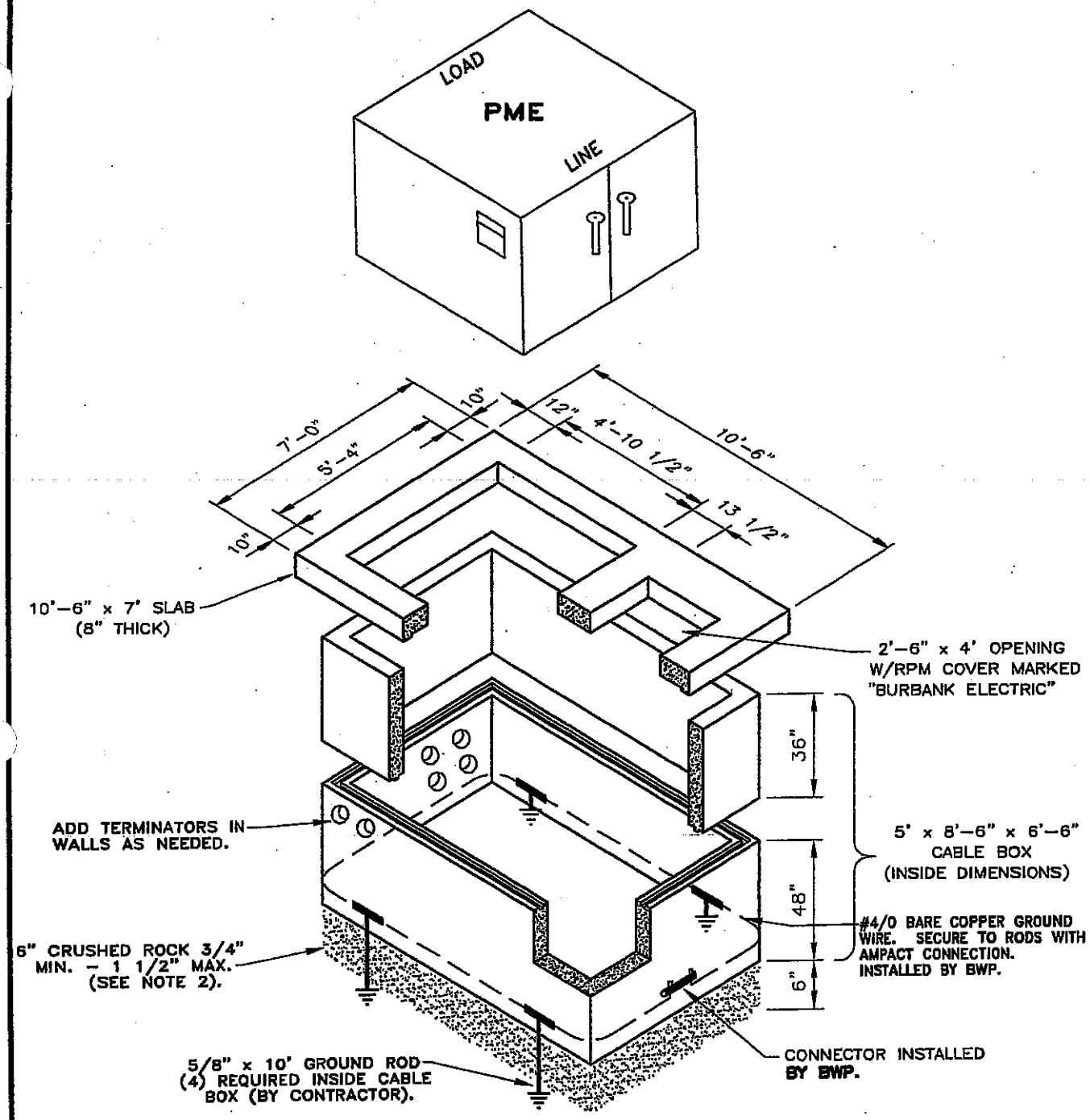
No.	REVISIONS	BY	CHECK	APP'V'D	DATE
F	REVISED NOTES	PL	KK	DDB	2/07/03
E	REDRAWN IN AUTOCAD	WAW	JJC	GLS	10/10/97
D	REVISED NOTE	TZ	JJC	DDB	5/14/91

DRAWN TZ | SCALE NONE | CHECK J.J.C. | APP'V'D DDB | DATE 12/7/87

CITY OF BURBANK
BURBANK WATER AND POWER

PRIMARY RISER POLE GROUNDING REQUIREMENTS

DRAWING No. S-461F



1. Before starting any construction and ordering any materials, contractor must call BWP Conduit Mechanic/Inspector at (818) 238-3590 for a preconstruction meeting at least 48 hours in advance to discuss BWP construction requirements.
2. Slab-box to be placed on a minimum of 6" of crushed rock. Excavation around it to be filled with slurry.
3. Prior to installation, contact Burbank Water and Power Conduit Mechanic/Inspector at (818) 238-3590 to schedule inspection at least 48 hours in advance.
4. The contractor must install the ground rods and grounding system called for in this standard while in the presence of the BWP inspector and to the satisfaction of those requirements detailed in the latest version of the National Electrical Code, Articles 250-83 and 250-84.

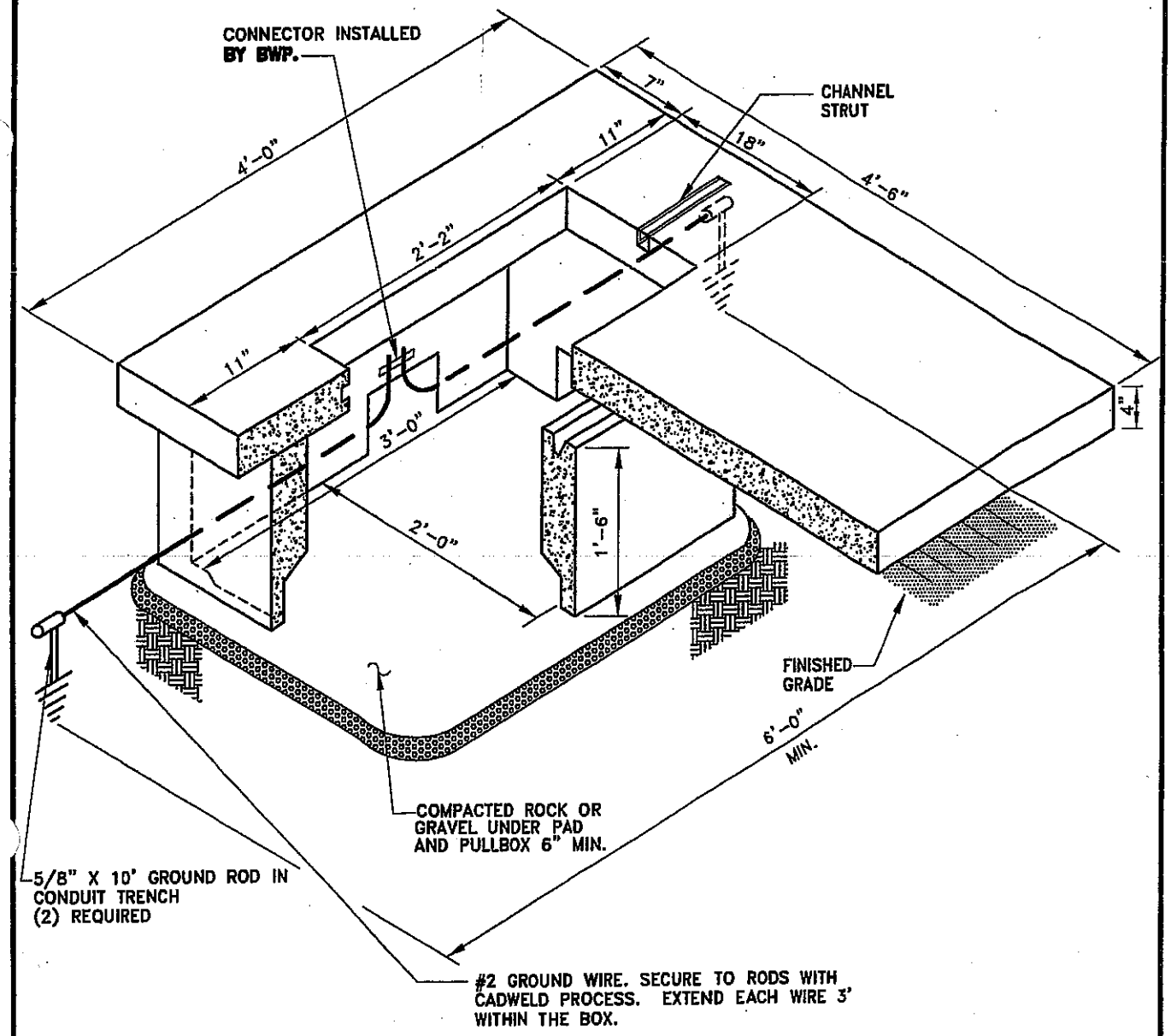
No.	REVISIONS	BY	CHECK	APP'V'D	DATE
F	REVISED NOTES	NHS	KK	DDB	7/22/09
E	REVISED NOTES #3 AND #4.	PL	KK	DDB	2/10/03
D	REVISED SIDE CLEARANCE	WAW	JJC	GLS	8/27/97

DRAWN GGC | SCALE NONE | CHECK JGR | APP'V'D DDB | DATE 1/14/88

CITY OF BURBANK
BURBANK WATER AND POWER

CABLE BOX WITH SLAB FOR PADMOUNTED SWITCH CABINET

DRAWING No. S-462F



4'-6" X 4'-0" TRANSFORMER PAD, WITH 3'-0" X 2'-0" X 1'-6" BOX JENSEN PRECAST ASSEMBLY MODEL NO. PD4854-T4-17B; HUBBEL QUAZITE NON-CONCRETE PAD MODEL NO. PH54481826F4S AND BOX MODEL NUMBER PG2436BA18; OR EQUIVALENT FOR ALL SINGLE PHASE TRANSFORMER INSTALLATIONS (MAXIMUM TRANSFORMER WEIGHT-3000 POUNDS).

MEETS W.U.C. 2.15/5P/1287 STANDARD

NOTES:

1. EXCAVATION AROUND THE SLAB-BOX MUST BE FILLED WITH SLURRY.
2. PRIOR TO INSTALLATION, CONTACT BURBANK WATER AND POWER CONDUIT MECHANIC/INSPECTOR AT (818) 238-3590 TO SCHEDULE INSPECTION AT LEAST 48 HOURS IN ADVANCE.
3. BEFORE STARTING ANY CONSTRUCTION OR ORDERING ANY MATERIAL, CONTRACTOR MUST CALL BWP CONDUIT MECHANIC/INSPECTOR AT (818) 238-3590 FOR A PRECONSTRUCTION MEETING AT LEAST 48 HOURS IN ADVANCE TO DISCUSS BWP CONSTRUCTION REQUIREMENTS.

No.	REVISIONS	BY	CHECK	APP'V'D	DATE
J	UPDATED INSPECTION PHONE NUMBER	NHS	KK	KK	9/6/07
H	CHANGED DIMENSIONS & REPLACED MANUFACTURER	NHS	KK	DDB	3/26/07
K	REVISED NOTES	NHS	KK	DDB	7/16/09

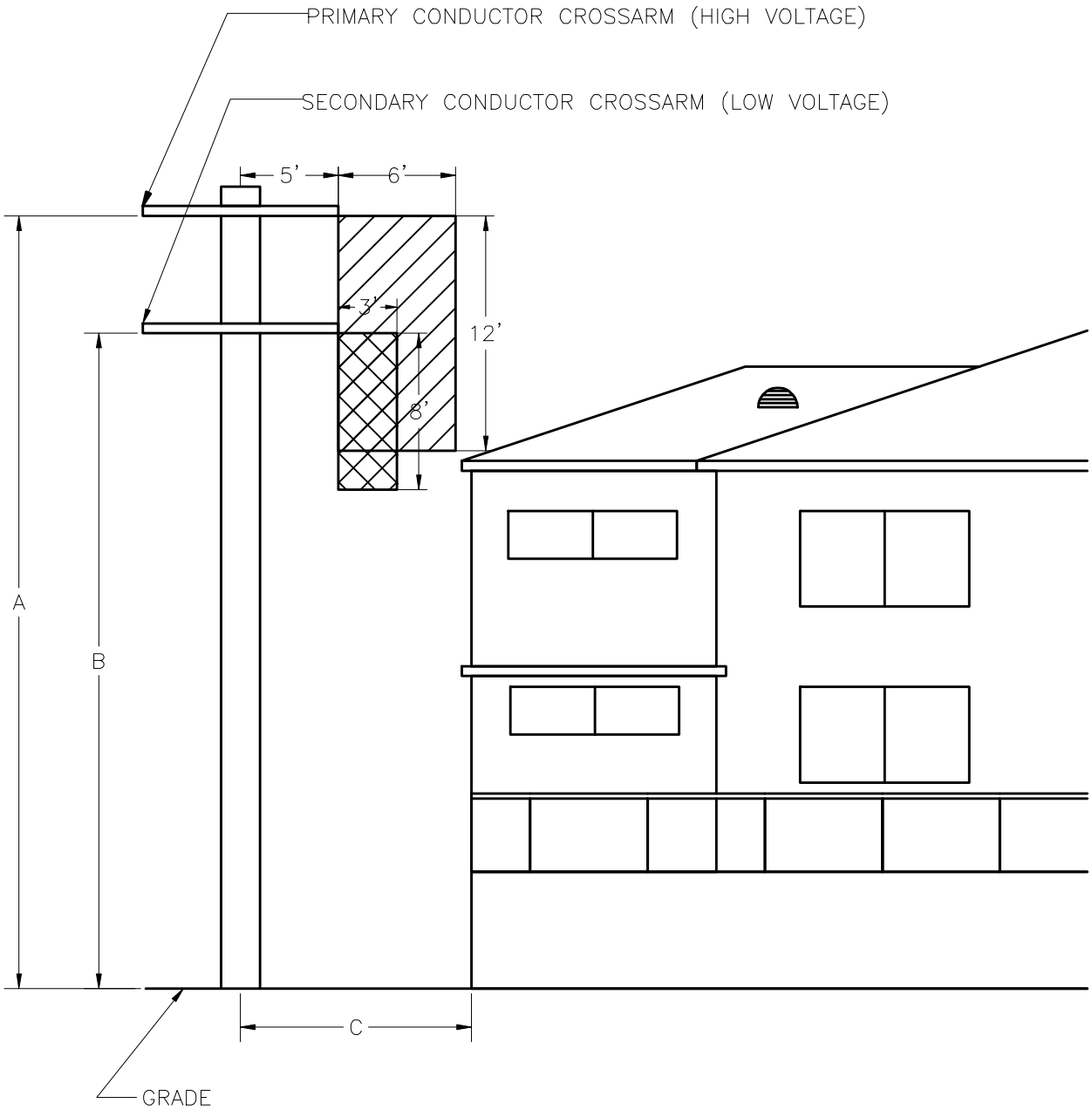
DRAWN WH | SCALE: 3/16"=1' | CHECK JJC | APP'VD DDB | DATE 4/1/88

CITY OF BURBANK
BURBANK WATER AND POWER

SINGLE PHASE PADMOUNTED TRANSFORMER PAD DETAILS

DRAWING No. S-464K

NOTE: DIMENSIONS A, B, & C SHALL BE SHOWN ON SUBMITTED PLANS



No.	REVISIONS	BY	CHECK	APP'V'D	DATE

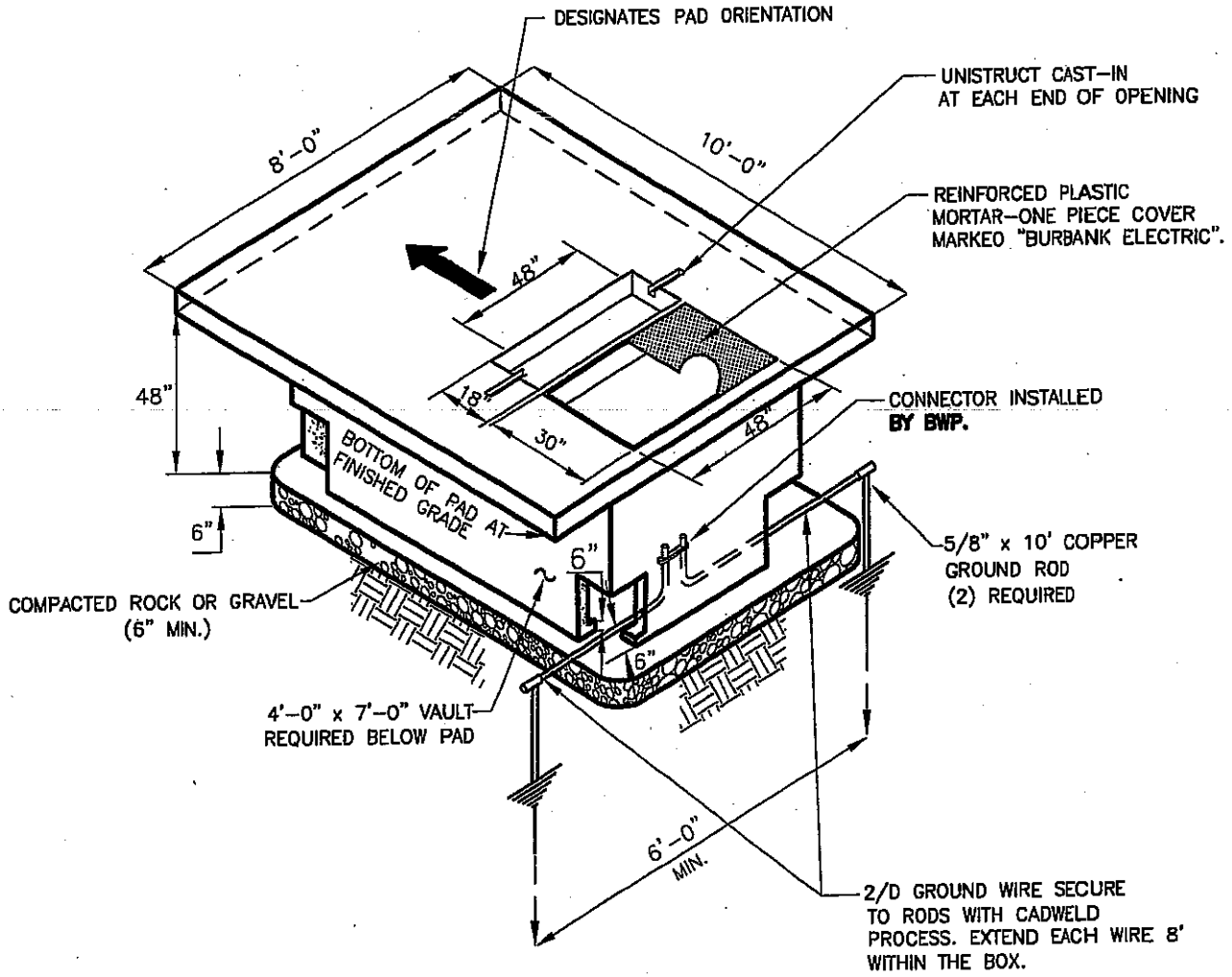
DRAWN	SCALE	CHECK	APP'V'D	DATE
DSL	NTS			8/4/03

ELECTRICAL SERVICES DIVISION

G.O. 95
CLEARANCES

DRAWING No.
S-708

ATTACHMENT 1-60



8'-0" x 10'-0" JENSEN PRECAST ASSEMBLY No. K810-SB42-17 OR EQUIVALENT. (MAXIMUM TRANSFORMER WEIGHT-18,500 POUNDS)

EXCAVATION AROUND THE SLAB-BOX MUST BE FILLED WITH SLURRY.

IF THE EXISTING KNOCK-OUTS ARE NOT SUFFICIENT, CORE DRILLING FOR CONDUITS IS REQUIRED.

NOTES:

1. BEFORE STARTING ANY CONSTRUCTION OR ORDERING ANY MATERIAL, CONTRACTOR MUST CALL BWP CONDUIT MECHANIC/INSPECTOR AT (818) 238-3590 FOR A PRECONSTRUCTION MEETING AT LEAST 48 HOURS IN ADVANCE TO DISCUSS BWP CONSTRUCTION REQUIREMENTS.
2. PRIOR TO INSTALLATION, CONTACT BURBANK WATER AND POWER CONDUIT MECHANIC/INSPECTOR AT(818) 238-3590 TO SCHEDULE INSPECTION AT LEAST 48 HOURS IN ADVANCE.
3. THE CONTRACTOR MUST INSTALL THE GROUND RODS AND GROUNDING SYSTEM CALLED FOR IN THIS STANDARD WHILE IN THE PRESENCE OF THE BWP INSPECTOR AND TO THE SATISFACTION OF THOSE REQUIREMENTS DETAILED IN THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE, ARTICLES 250-83 AND 250-84.

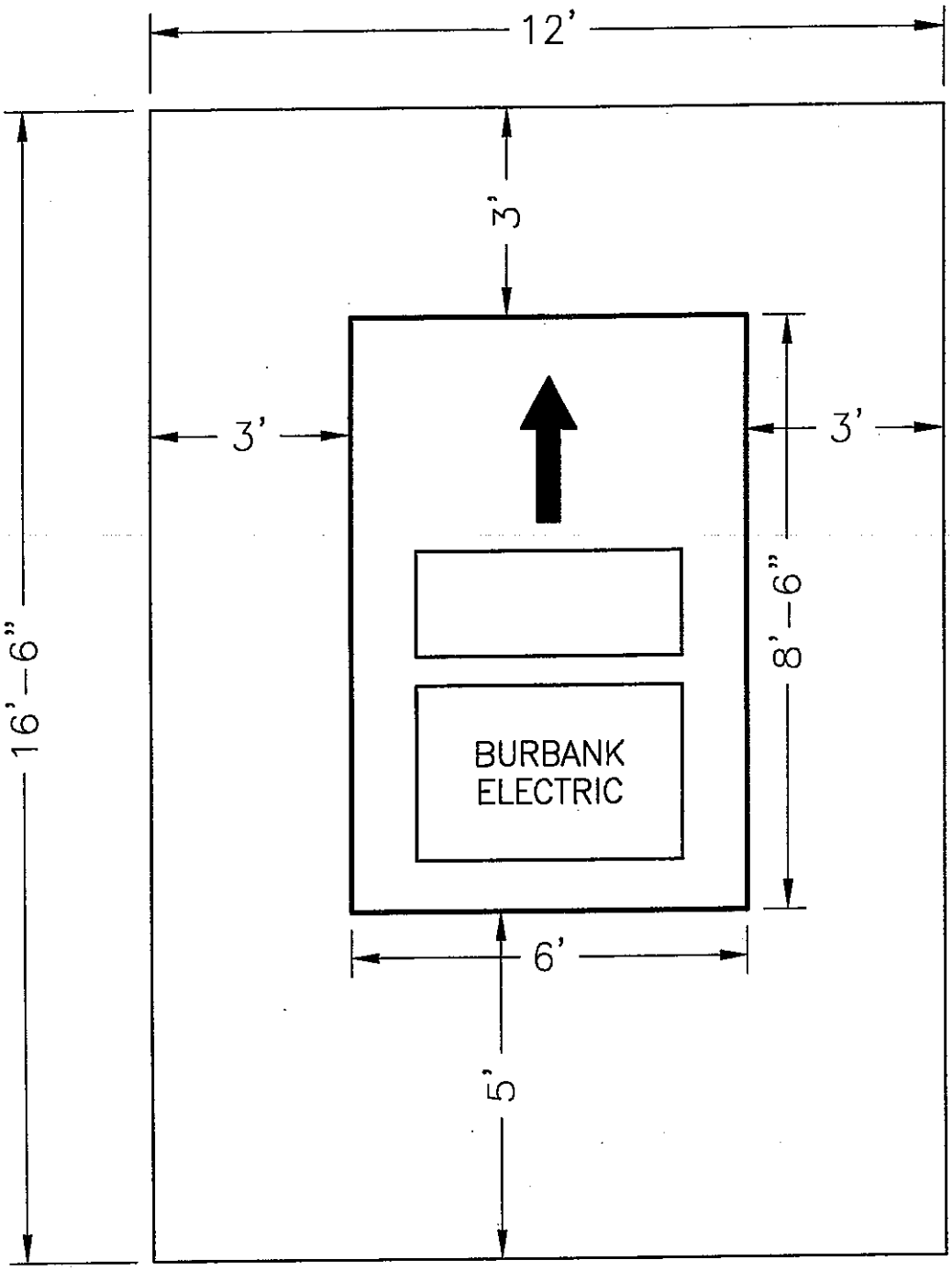
No.	REVISIONS	BY	CHECK	APP'D	DATE
B	ADDED NEW NOTES FOR SLAB-BOX & ITS KNOCKOUTS	NHS	KK	DDB	7-16-09
A	UPDATED INSPECTION PHONE NUMBER	NHS	KK	KK	9-6-07

DRAWN NHS | SCALE NONE | CHECK KK | APP'V'D DDB | DATE 3/30/07

CITY OF BURBANK
BURBANK WATER AND POWER

8'x10' THREE PHASE TRANSFORMER PAD DETAILS

DRAWING No. S-723B



6' X 8'-6" THREE PHASE TRANSFORMER PAD CLEARANCES REQUIREMENTS

NOTES:

1. PRIOR TO INSTALLATION, CONTACT BURBANK WATER AND POWER CONDUIT MECHANIC/INSPECTOR AT (818) 238-3592 TO SCHEDULE INSPECTION AT LEAST 48 HOURS IN ADVANCE.

No.	REVISIONS	BY	CHECK	APP'VD	DATE

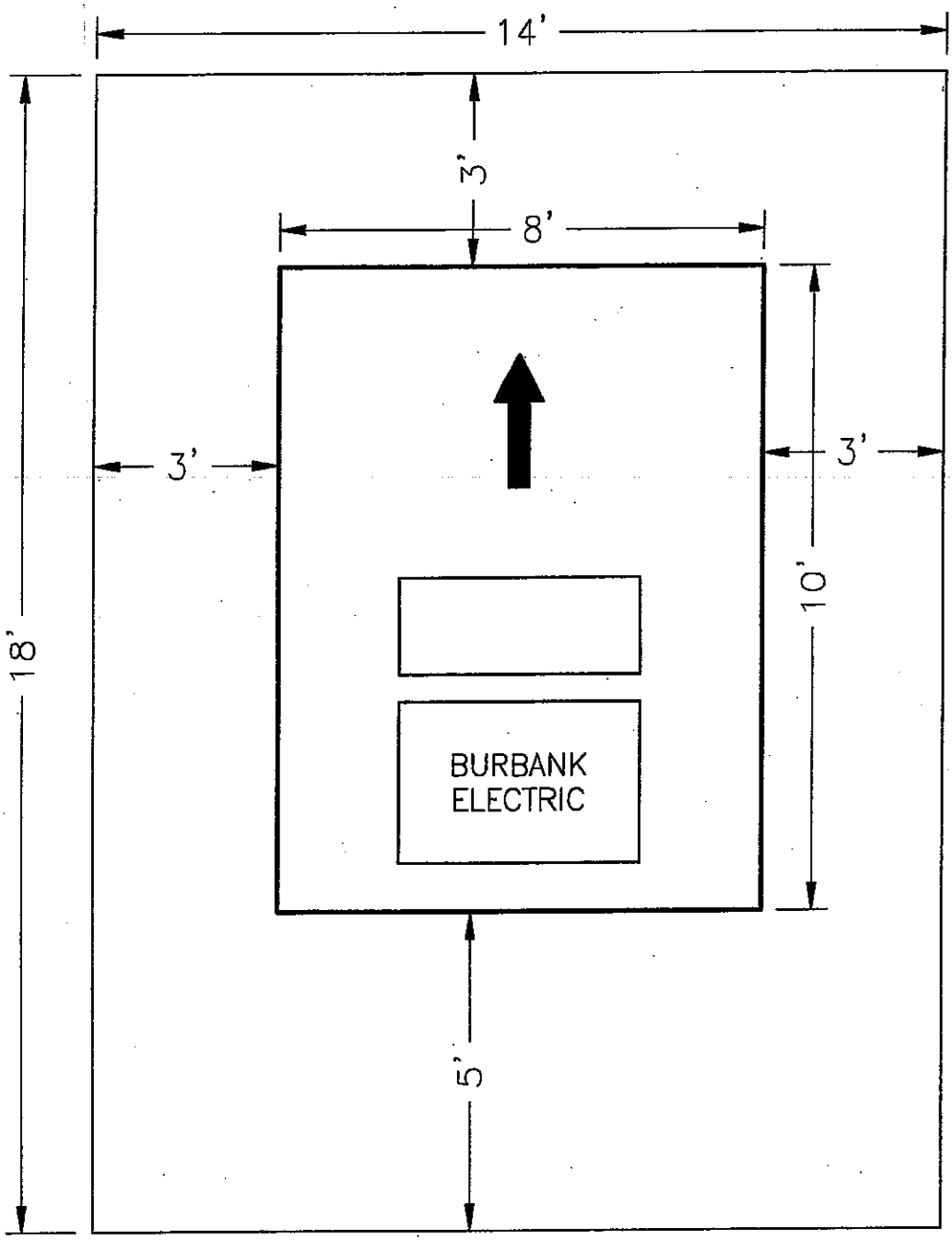
ATTACHMENT 1-87

DRAWN NHS | SCALE N.T.S. | CHECK KL | APP'VD DBP | DATE 2/1/08

CITY OF BURBANK
BURBANK WATER AND POWER

CLEARANCES REQUIREMENTS 6'-8'-6" THREE PHASE TRANSFORMER PAD

DRAWING No. S-0724



8' X 10' THREE PHASE TRANSFORMER PAD CLEARANCE REQUIREMENTS

NOTES:

1. PRIOR TO INSTALLATION, CONTACT BURBANK WATER AND POWER CONDUIT MECHANIC/INSPECTOR AT (818) 238-3592 TO SCHEDULE INSPECTION AT LEAST 48 HOURS IN ADVANCE.

No.	REVISIONS	BY	CHECK	APP'V'D	DATE

DRAWN NHS | SCALE N.T.S. | CHECK | APP'V'D | DATE 8/1/08

CITY OF BURBANK
BURBANK WATER AND POWER

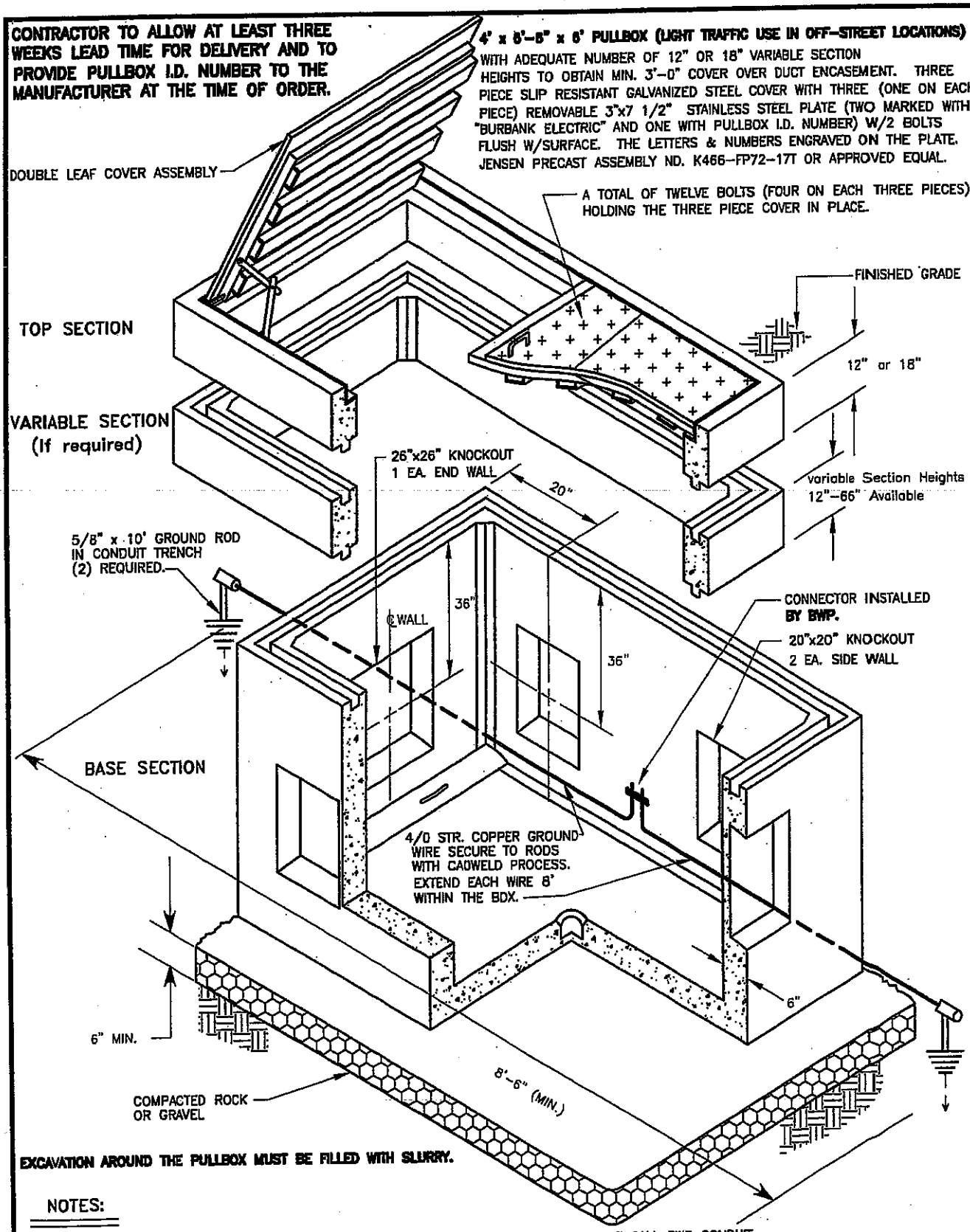
CLEARANCE REQUIREMENTS
8'x10' THREE PHASE
TRANSFORMER PAD

DRAWING No. S-0725

CONTRACTOR TO ALLOW AT LEAST THREE WEEKS LEAD TIME FOR DELIVERY AND TO PROVIDE PULLBOX I.D. NUMBER TO THE MANUFACTURER AT THE TIME OF ORDER.

4' x 6'-6" x 6' PULLBOX (LIGHT TRAFFIC USE IN OFF-STREET LOCATIONS)

WITH ADEQUATE NUMBER OF 12" OR 18" VARIABLE SECTION HEIGHTS TO OBTAIN MIN. 3'-0" COVER OVER DUCT ENCASEMENT. THREE PIECE SLIP RESISTANT GALVANIZED STEEL COVER WITH THREE (ONE ON EACH PIECE) REMOVABLE 3"x7 1/2" STAINLESS STEEL PLATE (TWO MARKED WITH "BURBANK ELECTRIC" AND ONE WITH PULLBOX I.D. NUMBER) W/2 BOLTS FLUSH W/SURFACE. THE LETTERS & NUMBERS ENGRAVED ON THE PLATE. JENSEN PRECAST ASSEMBLY NO. K466-FP72-17T OR APPROVED EQUAL.



EXCAVATION AROUND THE PULLBOX MUST BE FILLED WITH SLURRY.

NOTES:

1. BEFORE STARTING ANY CONSTRUCTION OR ORDERING ANY MATERIAL, CONTRACTOR MUST CALL BWP CONDUIT MECHANIC/INSPECTOR AT (818) 238-3590 FOR A PRECONSTRUCTION MEETING AT LEAST 48 HOURS IN ADVANCE TO DISCUSS BWP CONSTRUCTION REQUIREMENTS.
2. PRIOR TO INSTALLATION, CONTACT BURBANK WATER AND POWER CONDUIT MECHANIC/INSPECTOR AT (818) 238-3590 TO SCHEDULE INSPECTION AT LEAST 48 HOURS IN ADVANCE.
3. THE CONTRACTOR MUST INSTALL THE GROUND RODS AND GROUNDING SYSTEM CALLED FOR IN THIS STANDARD WHILE IN THE PRESENCE OF THE BWP INSPECTOR AND TO THE SATISFACTION OF THOSE REQUIREMENTS DETAILED IN THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE, ARTICLES 250-83 AND 250-84.

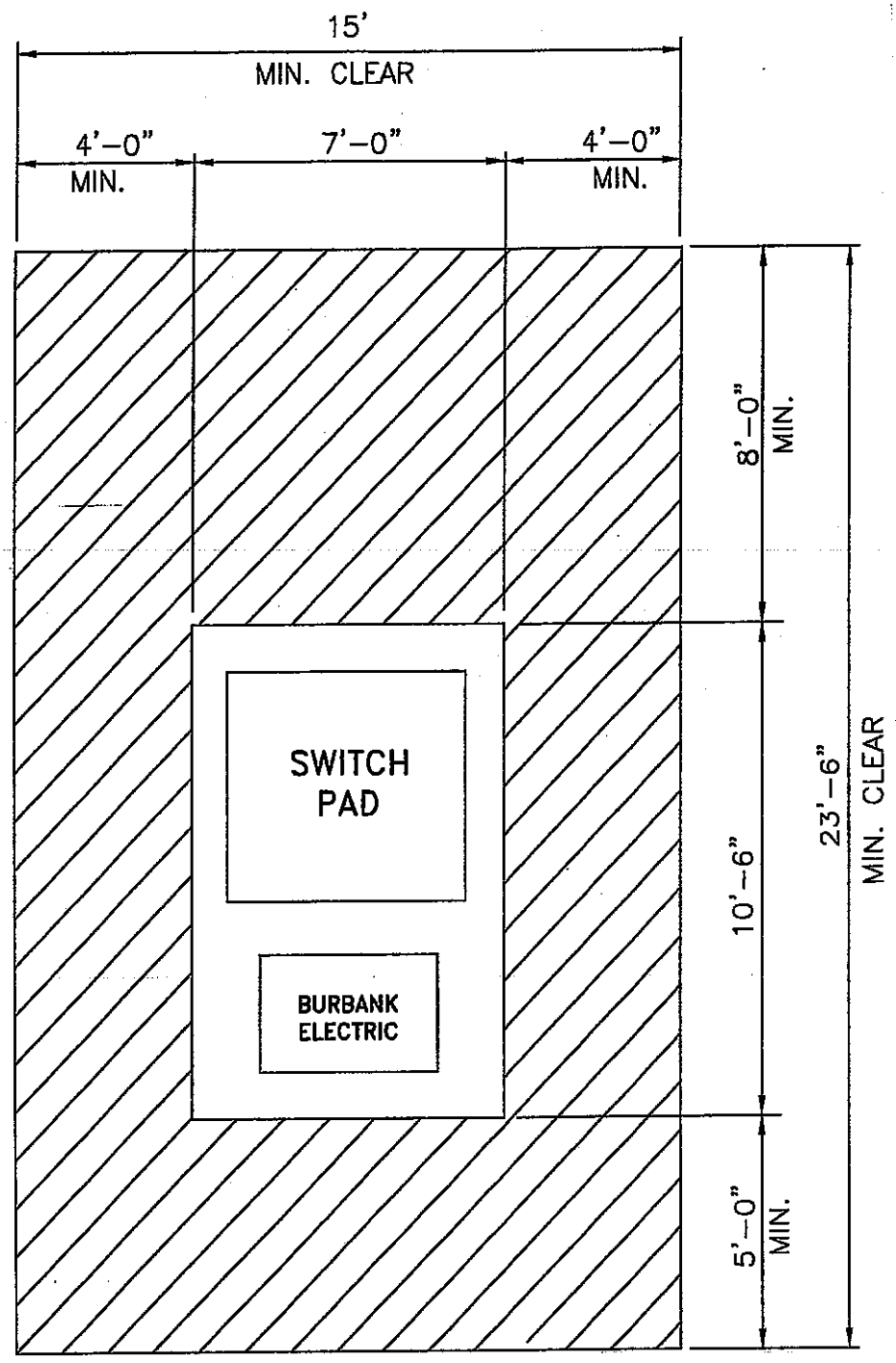
No.	REVISIONS	BY	CHECK	APP'V'D	DATE

DRAWN NHS | SCALE N.T.S. | CHECK KK | APP'VED | DATE 7/15/09

CITY OF BURBANK
BURBANK WATER AND POWER

4'x6'-6"x6' CONCRETE PULLBOX (TRAFFIC RATED) GROUNDING REQUIREMENTS

DRAWING No. S-729



7' X 10'–6" SWITCH PAD
CLEARANCES REQUIREMENTS

NOTES:

1. PRIOR TO INSTALLATION, CONTACT BURBANK WATER AND POWER CONDUIT MECHANIC/INSPECTOR AT (818) 238–3592 TO SCHEDULE INSPECTION AT LEAST 48 HOURS IN ADVANCE.

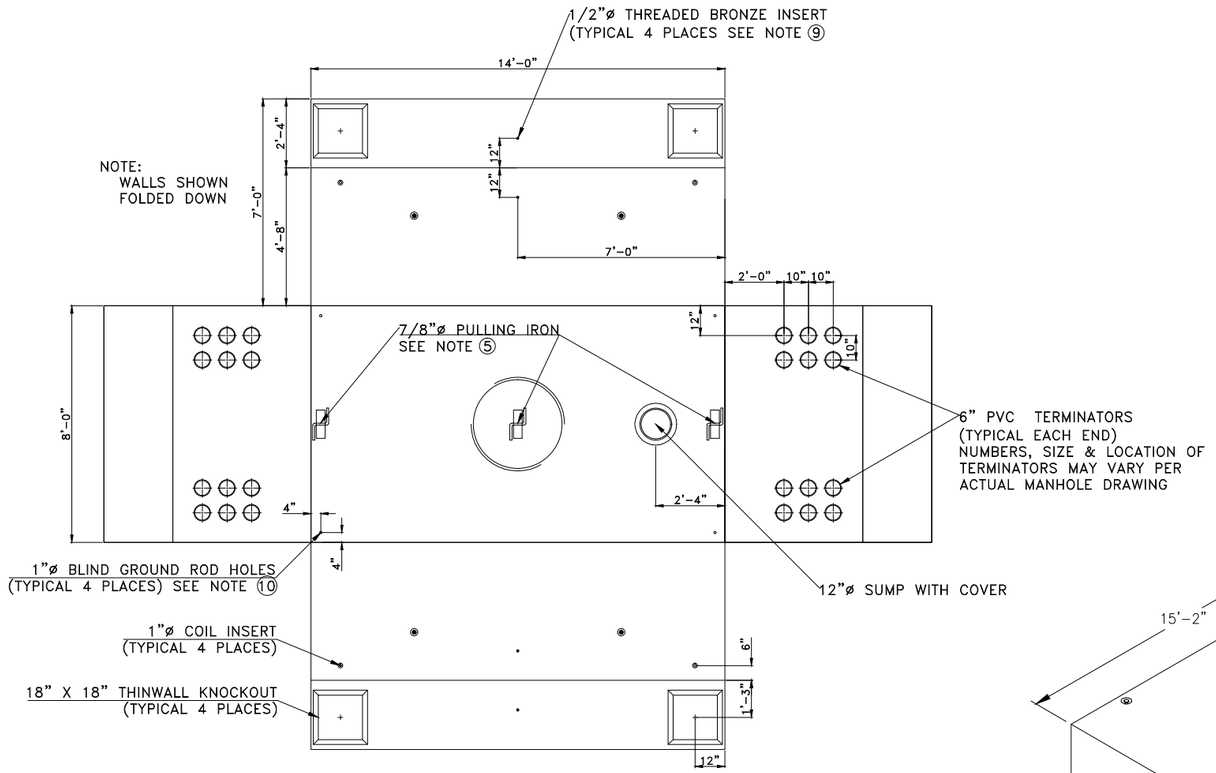
No.	REVISIONS	BY	CHECK	APP'V'D	DATE

CITY OF BURBANK
PUBLIC SERVICE DEPARTMENT

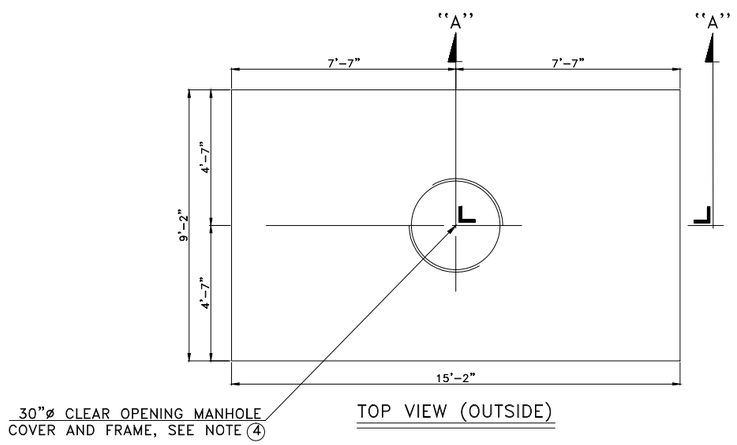
REQUIRED CLEARANCES
SWITCH PAD 7'x10'–6"

DRAWING No.
S-732

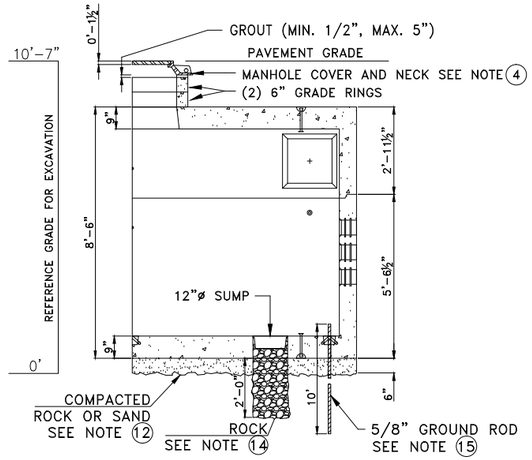
DRAWN: JDV | SCALE: NTS | CHECK | APP'VD | DATE 6/10



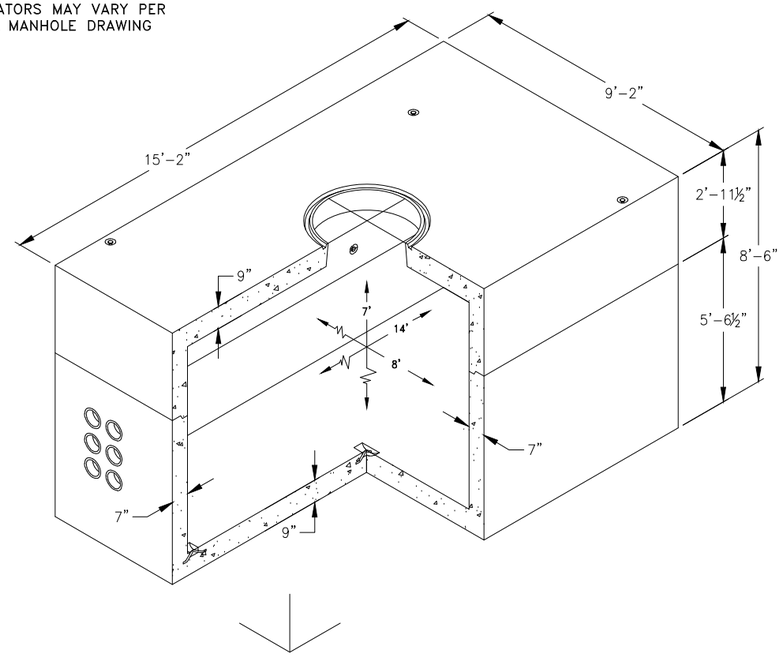
PLAN VIEW (INSIDE SURFACES)



TOP VIEW (OUTSIDE)



SECTION "A-A"
N.T.S.



NOTES

TO SUPPLIERS:

① Entire assembly to be designed per AASHTO H-20-44 bridge loading.

② Setting of structure into excavation to be performed by supplier equipment operator as part of purchase price.

③ Concrete mix shall be designed to reach a minimum strength of 5,500 psi in 28 days with normal weight aggregates.

④ Cast iron manhole cover and frame to be manufactured by Alhambra Foundry, Catalog No. A-1134. The words "BURBANK" and "ELECTRIC" shall be cast into the cover. The manhole number, as specified by BWP Engineering, shall be welded onto the cover before installation.

⑤ Pulling iron and pulling insert must withstand 10,000 lbs. working tension.

⑥ Provide preformed joint sealing compound for all joints.

⑦ Inside surfaces of manhole to be painted with white latex paint.

⑧ Steel reinforcing bars to be welded together.

⑨ 1/2" brass insert with steel rod, welded to structural steel. "GRD" shall be stenciled in red letters on the concrete above the insert. Top section - (2) core mounted / Bottom section - (2) core mounted

⑩ Provide (4) 1" diameter blind ground rod holes in floor of manhole as shown

TO CONTRACTORS:

⑪ Manhole shall be Jensen Pre-Cast/K814-FM84-17 or BWP Engineering approved equivalent.

⑫ Manhole to rest on compacted rock or sand base, minimum 6" thick.

⑬ Apply joint sealing compound per supplier's recommendation.

⑭ Fill sump cavity with rock to a depth of 2 feet.

⑮ Install (4) 5/8" X 10' copper clad ground rods. Leave 6" of the ground rod projecting above the floor.

⑯ Maximum soil cover over the roof of the structure shall not be greater than 4 feet without the written approval of the engineer.

B	CHANGED NOTE 4 & NOTE 9	CC			
A	ORIGINAL	CC	RS	CA	2/3/16

REVISIONS

CITY OF BURBANK
BURBANK WATER AND POWER
ELECTRIC UNDERGROUND SYSTEM

DETAIL SPEC FOR PRECAST MANHOLE
INSIDE DIMENSIONS: 8'-0" x 14'-0" x 7'-0" HIGH

DRAWN Calvin Clark	DATE 2/3/16	O.K.	
CHECKED Riad Sleiman	SCALE NONE	O.K.	
APPROVED T&D ENGINEERING MANAGER		DWG. NO.	S-0794B

CITY OF BURBANK
BURBANK WATER AND POWER

SPECIFICATIONS FOR THE CONSTRUCTION OF UNDERGROUND ELECTRICAL SYSTEMS INCLUDING DIVISIONS OF RESPONSIBILITY

1. SCOPE OF WORK

All work involving the construction of the electrical underground conduit system, which will include the following: securing excavation permit; cutting and removal of existing pavement; installation of concrete-encased duct sections; excavating for and installing precast electric manholes and other substructures; trenching (including shoring); backfilling; traffic control (including signs and barricades); temporary paving; permanent pavement; restriping of traffic lanes; and all items called for in these specifications whether specifically mentioned in this paragraph or not.

2. WORK TO BE PERFORMED BY THE CITY OF BURBANK

The following work shall be performed by the City of Burbank:

a. Design, layout, and, if in the public right-of-way, surveying and horizontal control

b. Inspection of overall job

c. Restriping of traffic lanes only for projects under the Annual Contract.

d. Pulling and installing all electric primary cables and wire

e. Relocation of water services that interfere with manhole installations (at the contractors expense). Contact BWP Water Division at (818) 238-3500.

3. CODES AND STANDARDS

a. The contractor shall perform his work in accordance with these specifications and all standards referred to herein. The installation of conduits shall be in accordance with Section 5 entitled "Conduit Work."

b. All work shall be in accordance with the applicable section of the latest edition of the “Standard Specifications for Public Works Construction," and all the latest supplements thereto, except as herein called for in these Specifications or except as called for in related standards of the City of Burbank Public Works Department. These standards can be purchased at the Public Works Department, 150 N. Third

St. P.O. Box 6459, Burbank, 91510.

4. NOTICE FOR STARTING WORK

The following City of Burbank departments shall be notified by the contractor at least 48 hours in advance of beginning any work in the public right-of-way:

Police, Traffic Bureau	(818) 238-3100
Fire, Dispatcher's Office	(818) 238-3473
Public Works, Traffic Engineer	(818) 238-3965
Public Works, Inspector	(818) 238-3955
Burbank Water and Power, Electrical Dist.	(818) 238-3590
Underground Service Alert, Inc.	(800) 227-2600

5. CONDUIT WORK

a. Prior to any installation, contractor will contact the BWP inspector at least 48 hours in advance at 818-238-3590.

b. The contractor shall furnish and install all conduits, fittings, spacers, and other appurtenances necessary to fulfill the requirements of these specifications.

c. The PVC conduit furnished hereunder shall be minimum Schedule 40 for the pad-mount projects and DB100 for any other projects, with heavy wall and rated for 90°C, in accordance with ASTM Standard F-512 for utilities duct. The conduit shall be Carlon or approved equal. Horizontal sweeps should be as specified on the plans with a minimum 48" radius for 4" conduit and 60" radius for 5" and 6" conduits.

d. Pipe joints must be made in accordance with standard practice for making solvent-cemented joints with polyvinyl chloride (PVC) pipe and fittings as described in ASTM Standard D2855 or its latest revision. A suitable primer must be used before the cement is applied.

e. Plastic spacers shall be used to maintain the required minimum 3" clearance between and around the conduits. The spacers shall be placed at intervals not exceeding 6 feet and shall be Carlon or approved equal.

f. Construction joints in the concrete envelope surrounding the duct package shall be so located that duct joints do not occur closer than one (1) foot from said construction joint.

g. All conduits shall be installed by the contractor according to the details on the drawings. Stakes or rods shall be driven into the soil at intervals of eight (8) feet and wired at the top to hold conduits in alignment during pouring of the concrete enclosure.

- A minimum 36" cover is required for all high voltage duct banks installed in City right-of-ways and in private property.
- A minimum 24" cover is required for all low voltage (below 600V) duct banks installed in City right-of-ways and in private property.

h. The conduit package shall be encased with a red concrete mix that consists of the following batch weights per cubic yard of concrete:

Cement (3.5 sacks)	329 lbs.
3/8" aggregate	1,618 lbs.
Sand	1,637 lbs.
Red oxide	7.5 lbs

i. Concrete mix shall be delivered and poured no later than 1 ½ hours from the time the concrete truck leaves the concrete plant. Any concrete delivered past this time limit will be rejected.

j. In placing concrete around the conduit, adjust the delivery chute so the fall of concrete into the trench is minimal. Use a splash-board to divert the flow of concrete away from the trench sides to avoid dislodging soil and stones. When placing concrete, encase from one end of the duct bank toward the other end. Do not encase from each end of the duct bank toward the center.

k. All conduit stubs shall be terminated with an approved type cap/plug.

l. All temporary and permanent conduit terminations shall be sealed tightly during non-working hours.

m. After sand and slurry backfill is completed, the contractor shall rod all conduits in the presence of a City of Burbank representative to ascertain that all conduits are clean and free. A conduit brush shall be pulled through the conduit first with a mandrel of approved size to follow. Any blocked conduit shall be cleared and repaired at the contractor's expense.

n. All conduit which is extended from existing stubs shall be brushed and mandrelled for the entire length. If any new conduit is blocked, conduit shall be cleared and repaired at the contractor’s expense.

o. A 1/4-inch polypropylene pull rope shall be installed in each conduit run and secured at both ends.

p. Where applicable, precast manholes, switch pads and enclosures, as well as compatible hardware and grounding shall be installed by the contractor and must conform to all requirements called for on the City of Burbank drawings. The contractor shall adjust manhole covers and pads to appropriate grade.

q. For most applications, the conduit sweeps at the riser pole shall be Schedule 80 PVC, with a minimum 48” radius bend for 4” conduits and a minimum 60” radius bend for 5” and 6” conduits. The contractor shall extend each conduit up the riser pole, 10 feet above the elbow couplings, also using Schedule 80 PVC. For details of this type of installation, refer to City of Burbank Drawing S-461F.

6. SWITCH AND TRANSFORMER SLAB BOX INSTALLATION

a. Prior to any installation, the contractor will contact the BWP inspector at least 48 hours in advance at 818-238-3590.

b. Slab-box for switch and transformer will be placed on a minimum of 6 inches of crushed rock. Excavation around it will be filled with slurry. The contractor will install the ground rods and grounding system while in the presence of the BWP inspector and to the satisfaction of the requirements detailed in the latest version of the National Electric Code, Articles 250-83 and 250-84.

c. The contractor must install protective barrier posts around any transformer or switch pad installation that is subject to vehicular traffic or as deemed necessary by BWP. See BWP Drawing S-458.

d. Pad-mount switches shall rest on a 10’-6” x 7’ x 8” reinforced concrete pad with an 8’-6” x 5’ vault below the pad. A 5’ minimum working clearance is required directly in front of a switch pad; an 8’ minimum working clearance is required directly in the back of the pad and a 3’ minimum from both sides. Vertical clearance must be 14’ minimum from the switch pad level. See BWP Drawing S-462. For the combined pad-mount switch/transformer pad required clearances and orientation see BWP drawings S-600 through S-606.

e. For three-phase transformer installations the contractor is required to install either a 6’ x 8’-6”x 6” or 8’ x 10’ x 6”reinforced concrete pad as dictated by BWP with a 4’ x 7’ vault below the pad. A 5’ minimum working clearance is required directly in front of the pad and 3’ minimum from both sides and back. Vertical clearance must be 14’ minimum from the transformer pad level. Details are shown on BWP Drawings S-330 and S-723.

f. For single-phase transformer installations, the contractor must install a 4’-6” x 4’ x 4”reinforced concrete pad with 2’ x 3’ pull box without a floor below the pad. The contractor must also install a 3’ x 4’ x 4“ maintenance pad in front of the transformer pad. An 8’ minimum working clearance is required directly in front of the pad and a 2’ minimum from both sides and back. Vertical clearance must be 12’ minimum from the transformer pad level. See BWP Drawing S-464.

7. PULL BOXES

a. Pull boxes will be placed on a minimum of 6” of compacted rock or gravel.

Excavation around the pull box will be filled with slurry. Prior to any installation, contractor will contact the BWP inspector at least 48 hours in advance.

b. Pull box covers will be marked “Burbank Electric” and will have a pull box I.D. number permanently attached to the cover. The contractor will provide to the manufacturer at the time of order the I.D. number obtained from BWP Engineering and will allow at least three weeks lead time for delivery.

c. Traffic rated pull box covers will be galvanized steel, slip resistant, and spring assisted. Non-traffic rated (parkway and sidewalk use) pull boxes will be spring assisted. Covers for pull boxes installed in parkways and sidewalks where there is a potential exposure to traffic will be traffic rated.

d. Pull boxes will be installed per applicable specifications: S-460, S-615, S-670, S-726, and S-729. The appropriate specification number will be shown on the construction drawing.

8. MANHOLES

a. Manholes will be placed on a minimum of 6” of compacted rock or sand. Excavation around the manhole will be filled with sand slurry. Prior to any installation, contractor will contact the BWP inspector at least 48 hours in advance.

b. Manholes will be supplied per applicable specifications: S-730, S-731, and S-794. A detail drawing for each manhole will be provided by BWP Engineering.

. 9 CONSTRUCTION METHODS

a. Removals shall be performed per Subsection 300-1.3 of the Public Works Standard Specifications. If the pavement edges are not clean, straight lines in the opinion of the Public Works Inspector, the contractor shall saw cut the edges at no extra cost.

b. Concrete curb, walks, gutters, cross gutters, driveways, and alley intersections shall be replaced in accordance with the standards of Burbank Public Works and per Subsection 303-5 of the Standard Specifications. The Public Works Inspector shall be notified at least one day in advance of the fieldwork requiring inspection at 818- 238-3955.

c. Excavations shall be supported in the manner set forth in the rules, orders, and regulations prescribed by the Industrial Accident Commission of the State of California. Trenches and manhole pits shall be to the depths shown on drawing and shall be flat on the bottom. The trench width shall not be wider than the width of the concrete envelope plus one foot. Such extra excavation shall be filled to the correct subgrade with 3.5 sack concrete. When cutting pavement, the

contractor shall avoid points and slivers. The minimum width of pavement remaining between trenches shall be five feet for asphalt and three feet for PCC.

d. Backfill shall be one-sack sand slurry and shall be done in the following manner: on pavement, backfill to subgrade in accordance with Subsection 301-1 of the standard Specifications; on landscaped areas backfill to one foot below grade. Backfill around manholes shall be brought up uniformly on all sides and be done in such a manner that there is no damage to the structure.

e. Shoring shall be in accordance with the latest revision of Title 8, Industrial Relations, of the California Administrative Code. The contractor shall assume responsibility for his work, making good any damage caused by improper supports or failure of shoring in any respect. Where trenches are four feet or more in depth, the contractor shall submit notification of work to be performed to the district office of the California Division of Industrial Safety with a copy for the engineer. If the contractor elects to use a shoring plan that differs from the State shoring system standards, the contractor shall submit a plan for approval to the City that is prepared by a registered civil engineer. Submission of such a plan does not allow the use of a shoring system less effective than the construction safety orders.

f. Placement of the ducts shall be such that the horizontal deviations shall not exceed 1" from the control points as furnished by the City surveyors.

g. Resurfacing of the trench shall be in accordance with Sections 306-1.5.1 and 306-1.5.2 of the Standard Specifications and City of Burbank Public Works Department "Asphaltic Concrete and PCC Street Repair Standards." Contact Public Works to obtain resurfacing requirements. Generally, permanent paving shall be the same type as existing and same thickness plus one additional inch. Temporary resurfacing shall be installed and maintained for at least 14 days but no longer than 30 days before permanent resurfacing. The Public Works Inspector shall be notified at least one day prior to start of permanent resurfacing at 818-238-3955.

10.. WARRANTY OF RESURFACING

By acceptance of this contract, the contractor warrants backfill, compaction and pavement for a period of five years from the date of completion. If, in the judgement of the Public Works Director of the City of Burbank, any resurfacing fails due to defects in workmanship of the backfill, compaction or paving during that five-year period, the contractor shall repair such defects and any subsequent damage and shall install new pavement, all at the contractor's expense and without cost to the City. Such repair must be made to the satisfaction of the Public Works Director.

11. PERMITS

The contractor shall be responsible for securing all permits required and for obtaining a business tax registration from the City of Burbank Building Division. Call 818-238-5220.

12. INSPECTION

The work of the contractor shall at all times be subject to inspection by the City of Burbank to make certain the installation is in accordance with these specifications and with current practice for this type of installation. The presence or absence of an inspector does not in any way relieve the contractor of any of his obligations or liabilities under this contract. Negligence to obtain any required inspection may result in removal of substructure and reinstallation with proper inspection.

a. High voltage and low voltage conduits will be inspected by the BWP inspector. Call BWP at 818-238-3590 to discuss BWP requirements and to schedule inspection.

b. Low voltage conduits will be inspected by the BWP inspector up to the service entrance pull section.

c. Building Division will be responsible for :
   - Structural inspection inside the building and compliance with the Building Code (concrete encasements, fire walls, support of the conduit package, etc.)
   - Inspection of conduits beyond the underground pull section. Call the Building Division at 818-238-5220 to schedule inspection.

d. Public Works will inspect pavement resurfacing. Call Public Works at 818-238-3955 to schedule inspection.

13. QUALIFICATIONS AND SUPERVISION

The contractor must have experience in underground electric conduit work. In the case of work performed in the public right-of-way, the contractor must have sufficient experience in performing such work. The contractor may be required or should be able to provide appropriate references and documentation. The contractor or his authorized representative, who must be technically competent to supervise and direct the progress of work, shall be in personal attendance during its performance, and such representative shall be authorized to act for the contractor in all matters relating to the work.

14. ENVIRONMENTAL COMPLIANCE AND CLEANUP

The contractor shall not discharge or permit to be discharged to any street, channel, river, storm drain, or any appurtenances thereof, any non-rain water or other fluid substance from the project or from operations pertaining to the project site without

first securing a valid National Pollutant Discharge Elimination System (NPDES) permit unless the discharge is specifically listed as exempt or conditionally exempt in the current list issued by the Regional Water Quality Control Board, Los Angeles Region. In such case, the Contractor shall implement all necessary Best Management Practices (BMPs) to ensure that any conditionally exempt discharge meets all current requirements of the Regional Water Quality Control Board and the City of Burbank. Furthermore, he shall at all times keep the premises free from accumulation of waste material or rubbish caused by his employees during the performance of work, and upon its completion, shall remove all his rubbish, tools, shoring, and surplus materials from and about the work area, leaving the site "broom clean."

15. TRAFFIC CONTROL

Traffic safety is of primary importance. Traffic control shall be as required by the City of Burbank Traffic Engineer at 818-238-3965, in accordance with Subsection 7-10 of the Standard Specifications and the latest work area traffic control handbook. To ensure public safety, the Traffic Engineer may at any time order changes in traffic control. The contractor will immediately comply with the Traffic Engineer requirements. For large scale projects, Public Works will require an engineered traffic control plan. The contractor will need to submit the plan before an excavation permit can be pulled from the Public Works Department and before the pre-construction meeting.

16. RECORDS

The contractor will provide as-builds marked clearly on the construction drawing, showing all necessary dimensions.

CITY OF BURBANK
CALIFORNIA HIGH SPEED RAIL PROJECT
BURBANK TO LOS ANGELES DEIR/DEIS
COMMENT LETTER

ATTACHMENT C

BURBANK FIRE DEPARTMENT

Memorandum

TO: David Kriske

FROM: Mark Hatch, Fire Marshal
By: Daniel King

DATE: 6/12/2020

RE: High Speed Rail

ALL NOTED INFORMATION PERTAINING TO THE PROPOSED PROJECT SHALL BE SHOWN ON PLANS SUBMITTED AS PART OF THE FIRE DEPARTMENT REVIEW FOR APPROVAL.

While there are no significant fire code requirements for this project, the owner and the owner's architect and/or contractor are responsible for ensuring compliance with all applicable provisions of fire life/safety codes. Failure to cite a specific code requirement in this preliminary document does not relieve the applicant of such responsibility.

All items reviewed are based on information provided at time of review. The comments provided do not limit or relieve the owner and the owner's architect and/or contractor from the responsibility of ensuring compliance with all applicable provisions of fire/life safety codes. Such compliances may include but are not limited to fire department access for fire fighting, including fire department vehicle access, fire water supplies and appurtenances. Further reviews may require additional requirements or limitations as the project develops and is not limited to the requirements provided in these comments.

NOTE: All references are in accordance with the 2020 Edition of the California Fire Code (CFC) and the California Building Code (CBC) as amended by the Burbank Municipal Code (BMC).

ALL NOTED INFORMATION PERTAINING TO THE PROPOSED PROJECT SHALL BE SHOWN ON PLANS SUBMITTED AS PART OF THE FIRE DEPARTMENT REVIEW FOR APPROVAL.

For additional information or questions contact the Deputy Fire Marshal or Fire Marshal at (818) 238-3473.