

APPENDIX E: ENVIRONMENTAL ANALYSIS

E. 1 INTRODUCTION

An environmental feasibility analysis was conducted for the Los Angeles-Glendale-Burbank Corridor (Study) and provides a high-level analysis of the Los Angeles-Glendale-Burbank Corridor Study scenarios and discusses the potential environmental impacts that may occur.

E. 2 METHODOLOGY

The high-level analysis is based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines and National Environmental Policy Act (NEPA) guidance.

E. 3 SUMMARY

The Study Options have been analyzed at a high-level to determine the potential for environmental impacts. A low to high criteria is used to determine if the Project Scenario would have the potential to result in no impacts (no potential), low impacts (low potential), moderate impacts (moderate potential), or significant impacts (high potential).

Based on the analysis conducted and summarized below, L Option 2 would have the highest potential for environmental impacts as L Option 2 would operate and be constructed both within the existing Metrolink rail right-of-way (ROW) and within street ROWs. L Option 2 also consists of new stations, bridges and maintenance facility. L Option 2 would have high potential for impacts regarding aesthetics, air quality, cultural resources, displacements and acquisitions, hydrology and water quality, and transportation and traffic. Scenario 1A would have the lowest potential for impacts as only additional trains would be added to the Metrolink weekday service, no new stations are proposed, only planned and funded Southern California Optimized Rail Expansion (SCORE) improvements would occur, and all activities would be located within the existing Metrolink rail ROW.

L Option 1 would have high potential for impacts regarding air quality, cultural resources, displacements and acquisitions, and transportation and traffic. M Option 15 and RMU Option may not result in high potentials for impacts. M Option 15 would have moderate potential for impacts regarding air quality, noise, transportation and traffic, and tribal cultural resources. RMU Option would have moderate potential for impacts regarding aesthetics, air quality, displacement and acquisitions, hydrology and water quality, noise, transportation and traffic, and tribal cultural resources.

Table E-1 provides a summary of the potential for impacts.

Table E-1: Summary of Potential Environmental Impacts

LEVEL OF POTENTIAL ENVIRONMENTAL IMPACT OVERVIEW					
Environmental Resource	M Option 30	M Option 15	RMU	L Option 1	L Option 2
Aesthetics					
Agriculture and Forestry Resources					
Air Quality					

LEVEL OF POTENTIAL ENVIRONMENTAL IMPACT OVERVIEW					
Environmental Resource	M Option 30	M Option 15	RMU	L Option 1	L Option 2
Biological Resources					
Cultural Resources					
Displacements and Acquisitions					
Environmental Justice					
Energy Resources					
Geology and Soils					
Greenhouse Gas Emissions					
Hazards and Hazardous Materials					
Hydrology and Water Quality					
Land Use and Planning					
Mineral Resources					
Noise and Vibration					
Population and Housing					
Public Services					
Recreation					
Section 4(f) Resources					
Transportation and Traffic					
Tribal Cultural Resources					
Utilities and Service Systems					
No Potential for Impact	Low Potential for Impact	Medium Potential for Impact	Higher Potential for Impact		