APPENDIX F
DRAFT EIR COMMENTS AND RESPONSES

Appendix F - Draft EIR Comments and Responses

The 45-day public review period for the Draft Environmental Impact Report (EIR) began on March 31, 2008 and ended on May 15, 2008. During the public review period, six written comment letters were received from public agencies, private organizations and one individual. Table F-1 lists the persons, organizations, and agencies that submitted comments on the Draft EIR for the River Supply Conduit Improvement – Upper Reach project.

Table F-1. Written Comments Received on the Draft EIR

Comment Set	Organization	Name	Date	Comment Numbers	Response Page No.
A	Forest Lawn	Clint Granath	April 10, 2008	A-1 to A-3	4
B	Resident	Carolyn A. Windsor	April 10, 2008	B-1	6
C	California Department of Transportation	Elmer Alvarez	April 22, 2208	C-1to C-3	8
D	City of Burbank	Greg Herrmann	May 14, 2008	D-1 to D-84	55
E	Metropolitan Transit Authority	Susan F. Chapman	May 15, 2008	E-1	80
F	Latham & Watkins	Nicole Kuklok-Waldman	May 15, 2008	F-1 to F-5	86

To facilitate review of this response document, each comment letter or email has been given a letter designation (Comment Set) and each individual comment has been assigned a number (A-1, A-2, A-3, etc.). Responses follow each letter and use the same letter/number pattern as the comments. For those responses requiring updates to the text of the Draft EIR (Executive Summary and Sections 1 through 5 of this report), excerpts are provided as part of the response. This Final EIR identifies text changes to the draft document with an underline (<u>underline</u>) to show additions and strike through (~~strike through~~) to show deletions.

Comment Set A

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April 10, 2008

Ms. Sarah Easley Perez
Environmental Program Manager
Los Angeles Department of Water and Power
111 North Hope Street
Los Angeles, California 90012

Re: Draft EIR – RSC Improvement Upper Reach – Unit 7

Dear Ms. Perez:

Attached please find Forest Lawn's February 1, 2008 letter to Ms. Nancy A. Wigner commenting on the 90 per cent design drawings for the referenced project. Please consider this attached letter as an official comment on the proposed project, for inclusion and response as part of the EIR process. **A-1**

I received for review a copy of the DEIR dated March 2008 and noted that Forest Lawn's comments were not included or addressed. I contacted Victor Soto, Project Engineer, who indicated Forest Lawn's comments should be sent directly to you.

If you need to contact me, I have enclosed my business card.

Sincerely,

Clint Granath
Chief Engineer

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February 1, 2008

Ms. Nancy A. Wigner
Manager, Trunk Line Design
Department of Water & Power
City of Los Angeles
P.O. Box 51111
Los Angeles, CA 90051-5700

Re: River Supply Conduit Improvement Upper Reach – Unit 7

Dear Ms. Wigner:

Thank you for providing Forest Lawn an opportunity to comment on the 90 percent design drawings for the referenced project, per your January 17, 2008 letter. A major concern of Forest Lawn's is the impact project construction will have on Forest Lawn Dr. traffic, access to our cemetery, noise and dust. We are also concerned about future traffic congestion and public safety during RSC inspection, testing and maintenance. Unfortunately, the 90 percent drawings don't address construction phasing or traffic channelization. Forest Lawn believes that the project, as currently designed, creates serious traffic flow problems during and after construction, which are unacceptable to Forest Lawn. More specific comments follow. **A-2**

Drawing sheet D5714-T-114 shows a 20 ft. by 40 ft. "receiving pit" constructed in Forest Lawn Dr. There is open space north of the roadway at this location and the pit should be located there, out of the roadway. A "tunnel shaft" is shown on drawing sheet D5714-T-113. Will this shaft be the access point for all construction equipment, dirt extraction and pipe installation between the shaft and Forest Lawn Dr., or will the "receiving pit" also be used? Please advise. **A-3**

Roughly 1100 ft. of the proposed RSC (stations 135 to 146) is shown located within the Forest Lawn Dr. roadway. There is vacant land along the north side of Forest Lawn Dr. in this area and the new RSC should be located there, so that traffic congestion will not occur on Forest Lawn Dr. during construction and subsequent maintenance and repair activities. In an Oct. 27, 2005 letter to William F. Delvac, Esq. concerning traffic issues on Forest Lawn Dr. relating to the Lower Reach RSC project, the City Attorney's Office stated "…the Lower Reach RSC will not be installed within Forest Lawn Drive. No lane closures on Forest Lawn Drive are expected for the proposed project…" Forest Lawn believes that if this approach is appropriate for the Lower Reach project, it is equally appropriate for the small portion of the Upper Reach project along Forest Lawn Dr. **A-4**

It appears that the new RSC design could be simplified to avoid construction in Forest Lawn Dr. by deleting cut-and-cover and continuing tunnel construction between stations 135 and 146. Perhaps the tunnel could be curved, similarly to as shown on drawing sheets D5714-T-101 and 102, and the "receiving pit" moved to the termination point of the project, shown on sheet D5714-T-115.

Thank you again for the opportunity to comment. Forest Lawn would be interested in discussing the above and other issues related to the project in more detail. I would appreciate meeting with you to work toward resolving as quickly as possible Forest Lawn's concerns about the referenced project.

Sincerely,

Clint Granath
Chief Engineer

GLENDALE HOLLYWOOD HILLS CYPRESS COVINA HILLS LONG BEACH CATHEDRAL CITY

Response to Comment Set A
Forest Lawn, April 10, 2008

A-1 Please refer to Responses A-2 to A-4 and Comment Set F.

A-2 Section 3.2 (Transportation and Traffic) and Appendix D (Traffic Study) recommend mitigation measures that include the preservation of turn lanes into and out of the nearby cemetery properties on Forest Lawn Drive during construction. Measures include the provision of higher capacity within the peak direction of travel, when lane reductions are necessary. In addition, LADWP has adopted the mitigation measures suggested by Forest Lawn in the May 15, 2008 letter from Latham & Watkins. Please see responses to Comment Set F.

A-3 LADWP is currently investigating whether the open space north of the roadway as indicated in the comment has sufficient work area and clearance from the nearby electrical towers and conductors. As noted on drawings T-113 (not a part of the DEIR) the direction of the River Crossing installation is from north to south dictating that material ingress and egress is from the "Tunnel Shaft" north of the river.

A-4 LADWP is currently investigating the feasibility of locating the receiving pit off of the roadway.

Comment Set B

818 846 6572

FROM : CAROLYN WINDSOR FAX NO. : 818 846-6572 Apr. 10 2008 05:32PM P1

April 10, 2008

BY FACSIMILE 213 367-4710

Ms. Sarah Easley Perez
LOS ANGELES DEPARTMENT OF WATER AND POWER
111 North Hope Street, Room 1044
Los Angeles, CA 90012

Re: **DRAFT ENVIRONMENTAL IMPACT REPORT**

Dear Ms. Perez:

I am in receipt of your letter advising of the above referenced Impact Report. I'm a long time resident of Burbank between California and Lima Streets just north of West Verdugo Avenue near Whitnall Highway where the upper reach of the conduit will be installed.

The reason I am writing is to bring to your attention the potential weakening of Verdugo Avenue roadway between California and Lima Streets. My residence is the second home north of Verdugo on Lima off an alley way and several times per week my home literally shakes/vibrates when a large truck travels on Verdugo. Very similar to an earthquake, but I know it's not an earthquake because I can hear the truck go by. This has been occurring for over 10-years. I don't know if there may be a potential "sink hole" or softening in that area. I'm just concerned as to the stability of this stretch of roadway on Verdugo near Whitnall when they begin excavating and digging up the ground near this area to lay the pipeline. B-1

Thank you for your time. I can be reached at 818 846-6224.

CAROLYN A. WINDSOR
608 North Lima Street
Burbank, CA 91505

Cc: Marsha Ramos, Mayor
City of Burbank (fax 818 238-5757)

Response to Comment Set B
Ms. Carolyn A. Windsor, April 10, 2008

B-1 LADWP is conducting a geotechnical investigation of the project area and will continue to study the area as part of its project design. However, comments regarding the existing conditions regarding vibration in the project area on Verdugo Avenue between California and Lima Streets are noted and will be considered in the project design. Please refer to Section 3.1 (Noise and Vibration), Section 3.5 (Geology and Hydrogeology), Section 5 (Other CEQA Considerations), Appendix C (Noise and Vibration), and Appendix A.2 (Initial Study) for more information on the geology and vibration analysis conducted for the project area.

Comment Set C

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-6696
FAX: (213) 897-1337

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IGR/CEQA No. 080413AL, DEIR
Ref. IGR/CEQA No. 070141, NOP
River Supply Conduit Improvement Upper Reach
Vic. LA-170 and 134-Various Locations
SCH# 2007011110

April 22, 2008

Ms. Sarah Easley
Los Angeles Department of Water and Power
111 N. Hope Street, Room 1044
Los Angeles, CA 90012

Dear Ms. Easley:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is to construct a new larger pipeline to replace the upper reaches of the existing River Supply Conduit (RSC) pipeline in a new alignment.

We would like to remind you that any work to be performed within the State Right-of-way will need an Encroachment Permit from the California Department of Transportation. **C-1**

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects need to be designed to discharge clean run-off water. **C-2**

Any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods. In addition, a truck/traffic construction management plan is needed for this project. Thank you for the opportunity to have reviewed this project. **C-3**

If you have any questions, please feel free to contact me at (213) 897-6696 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 080413AL.

Sincerely,

Elmer Alvarez

ELMER ALVAREZ
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

Response to Comment Set C
California Department of Transportation, April 22, 2008

C-1 Comment noted. The need for an Encroachment Permit has been identified on Table 2-6 (Summary of Required Permits and Approvals) in Section 2 of the Draft EIR.

C-2 Comment noted. The need for an NPDES Permit from the Regional Water Quality Control Board to address water runoff during construction and construction dewatering discharges has been identified on Table 2-6 (Summary of Required Permits and Approvals) in Section 2 of the Draft EIR.

C-3 Reference to the need for a Caltrans Transportation Permit has been added to Table 2-6 in response to this comment, see below.

California Department of Transportation (Caltrans)	Encroachment Permit	An Encroachment Permit is required for trenching activities near State Route 134 on-and-off ramps.
	Transportation Permit	A Transportation Permit may be needed for transportation of heavy construction equipment and/or materials on oversized-transport vehicles on State Highways.

Commenter also recommended that large size trucks travel during off-peak hours and identified the need for a construction management plan. Mitigation measure T-1 requires the preparation of a Construction Traffic Management Plan. As noted in the measure, the Plan will include information on haul routes and hours of operation (in addition to other issues identified in the measure and by local transportation agencies). No change is required to address these comments.

Comment Set D

CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT
275 East Olive Avenue, P.O. Box 6459, Burbank, California 91510-6459
www.ci.burbank.ca.us

May 14, 2008

Sarah Easley Perez
Environmental Program Manager
Los Angeles Department of Water and Power, Environmental Services
111 North Hope Street, Room 1044
Los Angeles, California 90012

Re: Comments on Draft Environmental Impact Report for River Supply Conduit Improvement Upper Reach Project

VIA FACSIMILE TO (213) 367-4710 (46 PAGES TOTAL) AND
VIA EMAIL TO Sarah.Perez@ladwp.com

Dear Ms. Easley Perez:

The City of Burbank has reviewed the Draft Environmental Impact Report (DEIR) for the Los Angeles Department of Water and Power (LADWP) River Supply Conduit Improvement Upper Reach project as a responsible agency under the California Environmental Quality Act (CEQA) and respectfully submits the following comments.

The City's comments are derived from two primary concerns. The first concern is to ensure that all potential environmental impacts from the proposed pipeline project are adequately analyzed and that all feasible mitigation measures are identified and implemented to minimize those impacts. The second concern is to ensure that information regarding the impacts and mitigation measures is adequately presented in the EIR such that Burbank residents and businesses can easily understand the project, its impacts, and the potential effect on their properties and quality of life. The City of Burbank appreciates the cooperation that has been provided by LADWP staff and consultants and hopes that these comments are received in the spirit in which they are intended. **D-1**

The City of Burbank retained the services of Impact Sciences, an environmental consulting firm, to assist the City in its review of the DEIR. Impact Sciences prepared a comprehensive set of comments on behalf of the City which is attached hereto and incorporated by reference into this comment letter. The City's concerns are discussed in greater detail in the attached comments; the City's most significant concerns are highlighted here as follows:

1. Failure to identify pit, shaft, vent, and equipment locations: The DEIR does not identify any specific locations in the City of Burbank for jacking pits and air **D-2**

shafts to be used during construction or the location of permanent above-ground vents and equipment. The City questions how more than two miles of tunneling can be completed beneath the City of Burbank without any jacking pits or shafts along the tunnel route other than the beginning of the route at Burbank Boulevard and the end of the route at Johnny Carson Park. Absent a clear discussion in the EIR about why pits and shafts are not required, the City is concerned that there may be potentially significant impacts resulting from the placement of pits and shafts at locations yet to be determined. The locations of all construction-related and permanent pits, shafts, vents, and above-ground equipment, and any potential resulting environmental impacts, should be addressed in the EIR.

D-2, Cont.

2. Lack of localized traffic impact analysis: The DEIR does not include an analysis of localized traffic impacts resulting from street blockages and closures in Burbank. In particular, the City of Burbank is concerned about traffic impacts on Burbank Boulevard due to traffic backups from Los Angeles into Burbank. The City is also concerned about impacts to other streets that intersect with Whitnall Highway, given the lack of information about specific pit and shaft locations as noted above and other above-ground equipment or improvements. There may be significant environmental impacts that should be addressed in the EIR, as well as adverse impacts to local businesses.

D-3

3. Inadequate geology and soils analysis: As discussed in detail in the attached comments, many of the City's comments on the Notice of Preparation (NOP) regarding geology and soils impacts were not addressed in the EIR, and the City's suggested mitigation measures were not included. Given the nature of this project as an underground tunneling operation, the City of Burbank has significant concerns about the assumptions that were made to arrive at the conclusions in the DEIR and the lack of thoughtful analysis regarding the potential geology and soils impacts of the project.

D-4

In addition to the concerns noted above and in the attached comments, the City of Burbank notes a concern about the future use of the existing water pipeline and any related environmental impacts. The DEIR (p. 2-2) notes that the existing concrete pipeline does not meet current pressure regulations and is at risk for breakage during an earthquake or other natural disaster. One of the stated objectives for the proposed project is to address these concerns about the existing pipeline. However, the DEIR (p. 2-8) also states that portions of the existing pipeline will remain in service transporting well water and will connect to the new pipeline. The EIR should include additional information about the continued use of the existing pipeline; how that use would differ, if at all, from the current use; and any potential environmental impacts. If any modifications or improvements to the existing pipeline would reduce potential environmental impacts resulting from its continued use, such improvements should be included as mitigation measures.

D-5

In light of the above concerns and additional concerns noted in the attached comments, the City of Burbank urges LADWP to incorporate the following modifications to existing

mitigation measures and additional proposed mitigation measures into the Final EIR. These mitigation measures and the rationale behind them are discussed in detail in the attached comments.

Noise and Vibration

1. LADWP should provide updates and additional notices to residents, tenants, property owners, and businesses throughout the life of the project. As noted in Table 2-3 of the DEIR, the project will be ongoing in the City of Burbank over a three-year period. To only provide a single notice at the beginning of the project is inadequate. Over this period of time, occupants of structures may change (new residents and tenants could move in and new business ventures started) and could be impacted from the proposed project. **D-6**

   LADWP should provide periodic notices (at least semi-annually) on the progress of the project and a second notice to all residents as the project progresses towards their properties. It is suggested that these second notices be sent as the project progresses in intervals (two to four weeks) to those residents that could be affected for the various segments of the project.

2. LADWP should include an initial monitoring evaluation program to determine the extent of noise monitoring required for various aspects of the proposed project. Mitigation measures N-1 and N-11 refer to monitoring but do not establish any thresholds for monitoring stations. Noise modeling utilized distances of 50 feet; however, it notes that at 50 feet noise thresholds would be exceeded. As such, monitoring for noise should include a series of noise stations staggered at various distances to monitor noise. If noise impacts exceed those estimated in the noise study, then the project should suspend operation until the impacts of the increased noise can be assessed. **D-7**

3. Mitigation Measure N-10 indicates that "Instructions should occur before construction enters any noise-sensitive areas." The City of Burbank requests that this be modified to state that "Instructions *shall* occur before construction enters any noise-sensitive areas." In addition, the City of Burbank requests the mitigation measure be expanded to indicate how this instruction will occur. **D-8**

4. As with noise monitoring, LADWP should implement a vigorous program for monitoring groundborne vibration. Mitigation measure N-12 refers to the monitoring program in mitigation measure N-11; the measure also notes that LADWP will take "all reasonable measures to maintain ground-vibration levels below a peak-particle velocity of 0.02 inches per second at any sensitive receptor or land use as verified during period monitoring." **D-9**

   It is strongly suggested that the monitoring program for vibration be expanded to include a staged program that will provide for a series of monitoring

stations at various distances from the tunneling alignment. This should include at a minimum monitoring stations at the distance modeling in the vibration study (100 feet) and the distances that the vibration modeling indicates may exceed thresholds (170 feet for TV and recording studios, and 150 feet for residences). Furthermore, the monitoring program should also include additional stations located at intervals (50 and 100 feet) beyond the modeled intervals to assure that vibration is not impacting any other sensitive use.

Mitigation Measure N-12 should be revised per the City of Burbank's comment on the NOP that a vibration control plan be prepared to ensure that groundborne vibration does not exceed the applicable levels at locations along the Phase UR-3 alignment. The measures that may be included in such a plan could include those identified by the LADWP.

D-9, Cont.

5. Mitigation Measure N-12 should be tied to the use of inches per second as used in the mitigation measure and the use of VdB in the text of the DEIR. A simple footnote showing the tie would probably suffice in this instance.

D-10

6. Mitigation measure N-13 requires that historic and fragile buildings within 200 feet of the tunneling portions of the alignment be identified 60 days prior to construction. This measure should be expanded to include all buildings that are potentially eligible for historic designation, and a definition of what constitutes a "fragile" building. Fragile buildings should include all structures that could be adversely impacted by ground vibration of greater than the recommended vibration limits (due to blasting) published by the former U.S. Bureau of Mines and a peak particle velocity of 1.0 inches per second. This measure should also be changed to identify all buildings within 300 feet of the alignment.

D-11

Transportation and Traffic

1. Additional mitigation measures for traffic impacts to streets in the City of Burbank resulting from the proposed project should be considered and included in the Draft EIR. As discussed in detail in the attached comments, additional traffic impact analysis should be conducted to determine what additional mitigation measures may be appropriate.

D-12

2. Additional mitigation measures should be provided regarding pedestrian access to Johnny Carson Park.

D-13

Air Quality

1. Mitigation Measure AQ-1 requires that Tier 1 non-road diesel mobile construction equipment be used on site. The measure should be revised to require the use of Tier 1 *or newer* construction equipment. Furthermore, to

D-14

ensure that the mitigation measure will be enforced, it is recommended that the following language be added to this mitigation measure:

The construction contractor shall provide to the LADWP prior to commencing construction a list of all equipment to be used for the project and its model year, engine horsepower rating, and applicable tier designation.

Additionally, Tier 2 or newer diesel generators, or alternative-fueled (e.g., gaseous fuel) generators should be considered as an alternative to the main diesel generators used during the pipe jacking/tunneling operation. This equipment would generate approximately 65 percent of the daily oxides of nitrogen (NO_X) emissions associated with this operation and 45 percent of the overall project NO_X emissions.

D-14, Cont.

2. Mitigation Measure AQ-1 requires that construction equipment shall be maintained per the manufacturer's instructions. It is recommended that the following language be added to this mitigation measure:

The construction contractor shall provide to the LADWP each month maintenance records for all non-road diesel mobile construction equipment, including but not limited to, records of engine tune-ups.

D-15

3. To ensure compliance with SCAQMD Rule 403, it is recommended that the following measure be imposed and implemented in areas requiring construction activities such as trenching near residential areas and parks:

The construction contractor shall designate a person located on-site who is trained and certified by the California Air Resources Board to conduct visible emissions evaluations (VEE). The designated person shall ensure compliance with SCAQMD Rule 403 by observing for visible dust emissions beyond the property line during daytime working hours. Observations shall be conducted in accordance with U.S. Environmental Protection Agency Method 9 (Title 40, Code of Federal Regulation, Part 60, Appendix A).

D-16

The construction contractor shall develop a written corrective action plan and provide it to the LADWP project manager. The plan shall be prepared and finalized prior to the commencement of project construction. The plan shall indicate steps to safely and adequately reduce on-site dust emissions. The plan shall contain a list of possible corrective measures. The measures shall include, but are not limited to, application of water or other soil stabilizers, temporary reduction in on-site vehicle speed, temporary reduction in construction activity, suspension of construction activity, and other appropriate measures.

In the event that visible emissions are detected beyond the property line, corrective measures shall be implemented immediately provided that it is safe

to do so. If immediate implementation of a corrective measure shall result in the creation of a hazardous situation, construction activity shall be allowed to continue for a reasonable period of time until such time that is it safe to implement corrective measures. Corrective measures shall be documented by the construction contractor in a log book accessible to the LADWP project manager. Records shall be maintained of the specific action taken, the time and date the corrective action was taken, and written verification by the appropriate on-site construction manager or supervisor that the corrective action was taken.

D-16, Cont.

4. Haul trucks for excavated waste soil represent nearly 60 percent of the daily on-road truck trips associated with the project. LADWP should consider the following mitigation measure to maximize the amount of soil hauled per trip and minimize the associated emissions:

   The construction contractor shall use double-trailer haul trucks exclusively to haul waste soil from the construction site to disposal areas.

D-17

5. LADWP should consider additional mitigation measures for on-road vehicles and off-road construction equipment because these sources were each found to exceed the SCAQMD's thresholds of significance for NO_X by a factor of four to seven times. Additional control measures and applicable emission control devices may be found on the SCAQMD website:

   www.aqmd.gov/ceqa/handbook/mitigation/onroad/MM_onroad.html
   (On-Road Engines)
   www.aqmd.gov/ceqa/handbook/mitigation/offroad/MM_offroad.html
   (Off-Road Engines)

D-18

Recreation

1. The DEIR (p. 3-59) states that the advance notification proposed under Mitigation Measure N-1 would further limit any construction impacts to recreational uses. The EIR should expand upon this statement by summarizing the requirements of N-1 and by explaining how the advance notification would limit construction impacts. However, it appears that N-1 would not limit construction impacts to recreational uses, but would only notify local residents and businesses of construction activities. Specifically, the mitigation measure states that notices would be sent to residents and businesses within 300 feet of the proposed alignment. The City questions how other users of the parks (those outside the 300-foot zones) would be notified of potential disruptions. Additionally, although the mitigation measure states that additional notices would be sent if construction delays exceed two weeks, it is not clear if notices would be sent to all recipients within the City of Burbank prior to the start of construction in November 2008, or if notices would be sent to Burbank recipients by area as construction

D-19

progresses. Given the three-year duration of construction, it seems more appropriate to notify recipients near construction activities occurring later in Phase UR-3 at that time. Therefore, the recreation mitigation potential of N-1 should be reevaluated. **D-19, Cont.**

2. The EIR (p. 3-59) states that Mitigation Measure BIO-3 would reduce impacts associated with the physical degradation of recreation areas to a less than significant level. The requirements of this mitigation measure should be summarized to more clearly demonstrate how impacts would be reduced (i.e. impacted trees in parks would be replanted). It should be noted that this mitigation measure does not address other types of vegetation that may be impacted. **D-20**

3. Mitigation Measure R-1 (p. 3-60) states as follows:

   LADWP shall coordinate construction activities and the project construction schedule with the City of Burbank, Department of Parks and Recreation...regarding the use of a portion of Johnny Carson Park as a construction staging area. This coordination shall include consideration of heavy recreational use periods, including major holidays, in construction scheduling, and providing construction notification at park facilities and offices...In addition, coordination shall include discussion of the schedule and planning for restoration of the affected park area after construction.

   Rather than deferring to coordination with the Park, Recreation, and Community Services Department regarding the use of Johnny Carson Park, the LADWP should disclose the heavy recreational use periods, including major holidays, and discuss any ways to reduce the impacts within the EIR. The specific means of reducing impacts to Johnny Carson Park should form the content of the mitigation measure. Additionally, the EIR should include mitigation to ensure that any disturbed vegetation in the parks would be restored. Although the existing mitigation measure states that LADWP will discuss restoration of the affected area of Johnny Carson Park with the Park, Recreation, and Community Services Department, a more definitive statement is needed to show how affected vegetation and infrastructure (irrigation systems, amenities, etc.) would be restored. **D-21**

Geology and Hydrology

The list of suggested mitigation measures provided in the City of Burbank's NOP comments were not directly used or addressed in the DEIR. The DEIR takes the position that mitigation measure GEO-1 will give LADWP the geotechnical information needed for design, construction, and operations so that no significant impacts occur. First, GEO-1 is restricted to liquefaction and ground lurching. Second, there is reliance on "standard practice" and the GEO-1 mitigation measure as proposed is as follows: **D-22**

GEO-1 A geotechnical investigation shall be conducted to determine areas that will be susceptible to liquefaction related phenomena. This investigation shall be conducted by a qualified professional and conform to the requirements of the City of Los Angeles. Based on the findings of this investigation, appropriate mitigation measures may be developed to reduce potential damage due to liquefaction related phenomena. Results of the geotechnical investigation will support design considerations of constructing liquefaction and ground lurching mitigation measures and/or repairing the damaged pipeline. The latter option is the standard practice for non-hazardous pipelines and typically includes consideration of economic factors.

For example, in the groundshaking discussion the DEIR indicates that LADWP will determine the actual design groundshaking levels and how they will accommodate them, and then these impacts will be reduced to less than significant. However, it is not clear how the design may change and how that may impact the construction for increased peak accelerations above the non-project-specific 0.5-0.6g that is indicated. The City of Burbank believes that this is not a feasibility issue, but rather a lack of complete disclosure relating proper design earthquake values to project design.

D-22, Cont.

Another example is groundwater monitoring adjacent to the Los Angeles River in case mounding is caused if LADWP tunnels under the River. The DEIR indicates that LADWP will monitor, but presents no plan to address an increase in liquefaction potential.

In the Project Impacts section (pages 3-77 through 3-80); many studies are suggested and partially committed to, but not in the form of mitigation measures or in the form of project-specific policies. The following reiterate many of the previously suggested mitigation measures provided by the City in the comments provided on the NOP and provide recommendations that should be included in the EIR.

1. Currently the DEIR (pages 5-5, 5-7 and 3.78) indicates that groundwater conditions assessment will identify areas where groundwater will be encountered and the water quality (PCE, TCE, and other NPDES constituents) in those areas. A dewatering plan, including storage, treatment, and disposal requirements, will be developed to insure compliance with the project NPDES permit.

   It is recommended that based on a comprehensive groundwater assessment of the Phase UR3 alignment that the LADWP:

   (1) Evaluate the presence and character of perched and continuous groundwater levels, including extent and flow properties,
   (2) Prepare an engineering-based dewatering plan that encompasses all specific segments of the alignment (in particular near the L. A. River) where there is a potential for groundwater to be encountered in the tunnel or shafts, and
   (3) Integrate the engineering dewatering needs with the need to consider water quality concerns.

D-23

2. Based on a comprehensive groundwater assessment of the Phase UR3 alignment, it is recommended that the LADWP:

   (1) Determine areas where the tunnel or shafts may affect, or be affected by groundwater (perched or continuous zones),
   (2) Monitor these zones along the Project alignment before and during construction using a series of groundwater monitoring wells above and adjacent to the tunnel alignment, and
   (3) Use the in-construction monitoring of these wells to identify any unusual conditions that might indicate a hazardous situation.

D-24

3. The Phase UR3 geotechnical investigation has been ongoing since 2007, but has not included consultation with the City and has not included reference to many previously prepared geotechnical and geology reports within the City that are representative of conditions that may be encountered in the tunnel excavation. The only LADWP geology/soils mitigation measure is GEO-1, which refers only to liquefaction. Mitigation measure WQ-1 has been cited as referring to geology/soils, but it does not apply to engineering-related construction impacts.

   It is recommended that a mitigation measure (similar to GEO-1) be prepared that relates geotechnical investigations to settlement/subsidence, tunneling methodology, potential affects of encountering boulders, groundwater, excavation stability, ground vibration, and other related topics. The geotechnical and engineering geology reports from this investigation should:

   (1) Present the comprehensive pre-construction geotechnical, engineering geology, hydrogeology, and geophysical investigation data gathered,
   (2) Describe the analysis process and methods used for the Phase UR3 route to define the ground conditions and tunneling environment in sufficient detail, and
   (3) Indicate the design recommendations necessary to achieve all stated construction and operational objectives with regard to performance standards and public safety as determined in cooperation with the City of Burbank Department of Public Works.

D-25

4. It is recommended that the comprehensive geotechnical and engineering geology investigation and analysis not focus strictly on the tunnel centerline, but shall consider areas at a sufficient distance away from the centerline to predict tunneling effects (e.g., settlement, groundwater changes, and changes in alluvial properties).

D-26

5. Regarding settlement in the area of the tunnel, the 0.5-inch trigger level mentioned in the EIR on page 3-79 was not specifically adopted. A clear mitigation measure(s) is required for monitoring prior to, during, and after construction.

D-27

It is recommended that the construction contractor be required:

(1) To limit settlement to 0.5 inch or less in the public right-of-way as a performance standard,
(2) To conduct a preconstruction survey of buildings, including dwellings, to establish a baseline against which potential construction-induced damage would be measured,
(3) To implement a subsidence monitoring program during tunneling to detect subsidence, including measurements of groundwater levels, surface and subsurface settlement, ground movement and displacement, and movement in existing infrastructure,
(4) To use compaction grouting or other method to fill voids where appropriate and offset potential settlement when excess material has been removed during excavation,
(5) To grout the tunnel in advance to provide adequate soil support and minimize settlement as geotechnical conditions require, in particular where major structures need more stringent settlement criteria than the 0.5 inch specified earlier, and
(6) Implement corrective actions, such as increased tunnel support, if measured displacement reaches 50 percent of the specified trigger level.

D-27, Cont.

6. Boulders can present challenges to tunneling equipment. This fact is somewhat acknowledged by indicating on page 2-15 of the EIR that the slurry method can have rock crushers as part of the equipment. The EIR emphasizes that no boulders were noted by URS in 2007 borings; however boulders were noted by other geotechnical reports in the City near the proposed alignment.

   It is recommended that the LADWP:

   (1) Explain fully the tunnel machine selection and method of operation based on anticipated ground conditions and
   (2) Specify the capability of the earth pressure balance or slurry shield tunneling machines that are intended to be used for this project, to process large cobbles and boulders to minimize settlement. Tunnel machine selection and method of operation shall be based on anticipated ground conditions.

D-28

7. LADWP should consult and coordinate with the USACE prior to the start of construction regarding construction methods and performance criteria in the Los Angeles River crossing.

D-29

To ensure that there are no impacts to other underground infrastructure, the City of Burbank requests and that all sewer and storm drain lines in proximity to the new pipeline be video inspected before construction, during construction, and after a suitable operational period following completion. The purpose of the inspection would be to

D-30

ensure that the pipelines are not out of alignment due to ground vibration and settlement caused by construction of the pipeline. Further, the City of Burbank requests that LADWP provide qualified independent inspectors on behalf of the City of Burbank during the duration of construction to ensure that all mitigation measures are being followed and that all City of Burbank requirements are met.

D-30, Cont.

To implement the above mitigation measures and those already identified in the DEIR and to reduce impacts to the extent possible, the City of Burbank recommends the establishment of a mitigation fund. Such a fund could be utilized in particular to address impacts on sensitive receptors and adverse impacts that may occur. Examples include but are not limited to:

- Temporarily relocating elderly or ill residents from their homes during periods when they may be most impacted by construction noise or vibration
- Repairing cracks and other structural damage caused by ground vibration
- Assisting businesses with enhanced advertising campaigns, signs, and other measures to address customers lost as a result of construction activity

D-31

If the additional mitigation measures suggested above are incorporated into the DEIR and committed to by LADWP as part of the project, the stated mitigation measures alone may be adequate to address the impacts of the project, and additional mitigation through such a fund may be minimal, if required at all.

Thank you in advance for your attention to the City's comments. If you have any questions or wish to discuss these comments further, please contact Michael Forbes, Principal Planner, at (818) 238-5250.

Sincerely,
Community Development Department

Greg Herrmann
Chief Assistant Community Development Director/City Planner

Attachment

cc: Honorable Mayor and Members of the Burbank City Council
Mary Alvord, City Manager
Dennis Barlow, City Attorney

Draft EIR Review Comments

LADWP River Supply Conduit Improvement Upper Reach Project

Dated March 2008

Department of Water and Power
City of Los Angeles

Prepared For:

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May 2008

Table of Contents

List of Figures

List of Tables

1.0 INTRODUCTION

The City of Burbank has received and is submitting technical comments in response to the Draft Environmental Impact Report (EIR) for the River Supply Conduit Improvement Project–Upper Reach released by the City of Los Angeles Department of Water and Power (LADWP) on March 30, 2008.

This document provides the City with technical comments on the analysis and potential environmental impacts with the proposed tunneling methods identified in the Draft EIR for those portions that would occur in the City of Burbank including shaft excavation, tunnel excavation, pipe installation, and site restoration. These include review of the following in Section 3, Environmental Analysis:

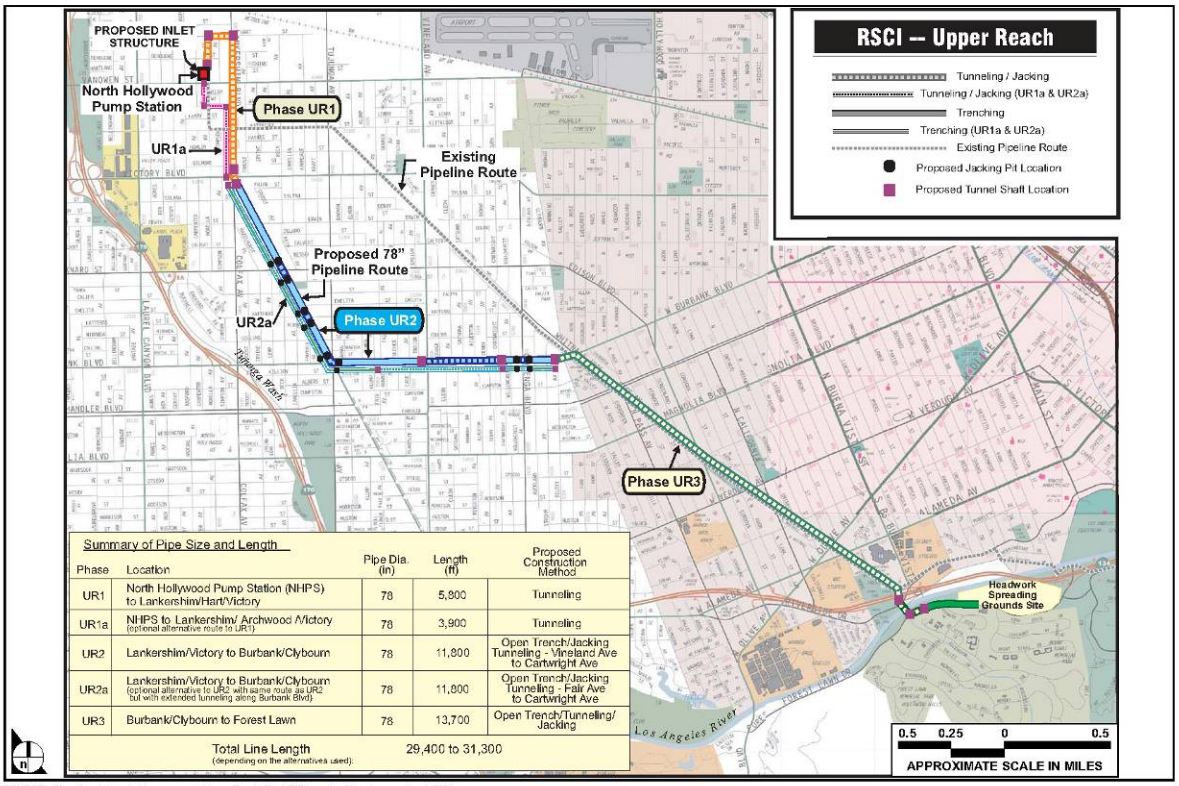
- Section, 3.1 Project Description,
- Section, 3.2, Noise and Vibration,
- Section 3.3, Transportation,
- Section 3.4, Air Quality,
- Section 3.5, Recreation, and
- Section 3.6, Geology and Hydrology.

1.1 Project Location

The proposed River Supply Conduit Improvement–Upper Reach (proposed project or Upper Reach) pipeline would be located in public street rights-of-way, and Los Angeles Department of Water and Power (LADWP) easements, new easements, and in recreation areas in the City of Los Angeles and the City of Burbank. **Figure 1, Project Location,** depicts the location of the proposed project. The area through which the pipeline is proposed to be constructed is bounded by Sherman Way to the north, U.S. Highway 170/134 (Hollywood Freeway) to the west and southwest, Interstate 5 (Golden State Freeway) to the east, and Forest Lawn Drive to the south. The Upper Reach pipeline would be located in the LADWP East Valley service area.

As illustrated, the proposed pipeline route would begin at the North Hollywood Pumping Station, travel north along Morella Avenue, east along Hart Street, south along Lankershim Boulevard, east along Burbank Boulevard, and then southeast along the Whitnall Highway utility corridor through the City of Burbank to the Headworks Spreading Grounds located along Forest Lawn Drive, on the south side of the Los Angeles River.

Comment Set D, continued



Summary of Pipe Size and Length

Phase	Location	Pipe Dia. (in)	Length (ft)	Proposed Construction Method
UR1	North Hollywood Pump Station (NHPS) to Lankershim/Hart/Victory	78	5,800	Tunneling
UR1a	NHPS to Lankershim/ Archwood /Victory (optional alternative route to UR1)	78	3,900	Tunneling
UR2	Lankershim/Victory to Burbank/Clybourn	78	11,800	Open Trench/Jacking Tunneling - Vineland Ave to Cartwright Ave
UR2a	Lankershim/Victory to Burbank/Clybourn (optional alternative to UR2 with same route as UR2 but with extended tunneling along Burbank Blvd)	78	11,800	Open Trench/Jacking Tunneling - Fair Ave to Cartwright Ave
UR3	Burbank/Clybourn to Forest Lawn	78	13,700	Open Trench/Tunneling/ Jacking
Total Line Length (depending on the alternatives used):			29,400 to 31,300	

SOURCE: River Supply Conduit Improvement, Upper Reach, Draft EIR Location Map, Aspen - March 2008

FIGURE 1

Project Location

101-013•05/08

More specifically, within the City of Burbank, the proposed project would enter the City south of California Highway 134 and the Los Angeles River at Johnny Carson Park east of Bob Hope Drive. The proposed project would then follow the alignment of an existing LADWP right-of-way in the Whitnall Highway utility (transmission) corridor northwest, crossing under Riverside Drive to West Burbank Boulevard where it would turn west and follow Burbank Boulevard out of the City into the City of Los Angeles.

The portion of the pipeline with the City of Burbank is 11,900 feet long.

1.2 Surrounding Land Uses

The majority of the proposed pipeline route would pass through urban commercial zones interspersed with residential areas, as well as the existing Whitnall Highway utility (transmission) corridor. The southern portion of the Upper Reach would pass through Johnny Carson Park (owned by the City of Burbank). Within the City of Burbank, these uses include a number of uses that would be classified as sensitive receptors, including medical facilities (e.g., St. Joseph Hospital), retirement and convalescent homes, schools (e.g., Providence High, Robert Louis Stevenson and American Lutheran Schools), and daycare centers.

2.0 BACKGROUND

On February 23, 2007, the City of Burbank, Community Development Department, as a responsible agency under the California Environmental Quality Act (CEQA), submitted comments on the Notice of Preparation (NOP) and Initial Study released by LADWP on January 25, 2007. These comments provided issues and concerns regarding the proposed project. This included comments on the project description and related analysis, City of Burbank approvals, air quality, geology/soils, hazards and hazardous materials, hydrology and water quality, noise, recreation, transportation and traffic, utilities and service systems, and other general comments.

LADWP has included a copy of the City's comments on the NOP and Initial Study in Appendix A.3 of the Draft EIR.

3.0 DRAFT EIR REVIEW

3.1 Project Description

3.1.1 Response to Initial Study Review Comments

The following comments were made by the City on the NOP and Initial Study. The Draft has provided additional information except where noted below:

1. The specific portions of the project that will utilize trenching, jacking, and/or tunneling construction method, the specific locations of jacking and receiving pits for jacking operations, and the specific locations for shafts for tunneling need to be provided.
2. The locations of permanent aboveground facilities including ventilation and monitoring stations should be provided.
3. The specific areas of Whitnall Highway Parks North and South, Johnny Carson Park, and equestrian trails south of Riverside Drive that will be closed during construction, the length of time that the areas will be closed, how these areas will be used, and how areas will be restored should be provided.
4. The location, extent, and duration of the use of public rights-of-way should be provided.

D-32

3.1.2 Review Comments

No additional comments on the project description are provided. The project description should include the previous information requested as noted in the comments on the NOP and Initial Study.

3.2 Noise and Vibration

3.2.1 Response to Initial Study Review Comments

The comments on the NOP and Initial Study noted that much of the construction of the proposed project will occur in the middle of single-family and multi-family residential neighborhoods, and in close proximity to schools, movie and television studios, and recording studios.

The City of Burbank commented that the EIR should identify sensitive receptors along the Phase UR-3 alignment and study the noise impacts on those receptors. The noise technical appendix to the Draft EIR contained within Appendix C on page 25 provides only a partial list of those sensitive receptor locations identified by the City of Burbank. Several locations that were identified such as the Disney Studios, Theodore Roosevelt School, and the City of Burbank Fire Department, to name a few, are not listed as

D-33

locations of concern on page 25. These locations are, however, identified graphically depicted on Figures 18 to 21.

The Noise and Vibration Study identifies the following as sensitive receptors.

- Universal Adult Day Care
- Fred Wolfe Films
- Whitnall Highway Park North
- Media Center Montessori Pre-school
- American Lutheran Church and School
- Robert Louis Stevenson Elementary School
- CCI Digital
- NBC TV, D Lot and NBC Studios
- Providence Saint Joseph Medical Center
- Burbank Medical Plaza and Emergency Medical Group
- Johnny Carson/Buena Vista Park
- Providence High School
- Lod Cook Center/Junior Achievement Foundation
- Forest Lawn Mortuary and Memorial Park
- Mt. Sinai Mortuary and Memorial Park

D-33, Cont.

This limited list of sensitive receptors should be expanded to include residential uses. Many elderly residents and residents requiring ongoing medical attention live in the residential units along the alignment; consideration should be given to these residents as sensitive receptors. Additionally, the distances for all sensitive receptors of concern from the proposed alignment should be provided.

The Noise and Vibration Study includes analysis of residential uses with within 150 feet and TV/recording studios within 170 feet of the proposed tunnel alignment. However, this information is not included in the EIR.

3.2.2 Description of Existing Conditions

The regulatory and existing conditions subsections in Section 3.2 of Draft EIR provide a reasonable overview in light of the project's intensity and potential to generate adverse noise impacts. However, the following comments would improve the Draft EIR by providing a clearer description of the environmental setting.

It is recommended that all tables within the section, where applicable, use the proper source for information, which is the *Medlin & Associates, Inc, RSCI Upper Reach Noise and Vibration Study* contained with Appendix C of the Draft EIR, and not merely source the information.

The Draft EIR (p. 3-8) notes limitations on construction hours within 500 feet of single-family residential zones contained in Burbank Municipal Code Section 21-209. The Burbank Municipal Code was recently amended such that construction activity is now limited to the stated hours Citywide, regardless of distance from a single-family zone. As before, the Community Development Director is authorized to grant exceptions to the hours in certain circumstances. Also, as a result of a recent renumbering of the Municipal Code, the construction hour restrictions are now contained in Burbank Municipal Code Section 9-1-1A-105.8.

D-34

The Draft EIR (p. 3-9), Table 3.1-5, Ambient Noise Levels Representative of the Project Area, indicates noise measurements with location numbers and then refers the reviewers to Appendix C of the Draft EIR to determine the location of these noise measurements. It is recommended that Figure 24 from Appendix C of the Draft EIR be added to the body of the Final EIR to better provide a graphic depiction of these locations.

D-35

It is recommended that the sensitive receptor locations and accompanying location figures be included in the body of EIR (see the Draft EIR p. 3-10) to allow the public to better comprehend the potential locations of sensitive receptors. To merely refer to Appendix C of the Draft EIR for a list of these sensitive receptor locations seems to defeat the intent of CEQA and the dissemination of information to the public and decision-makers.

3.2.3 Discussion of Impacts

The text of the Draft EIR (p. 3-12) indicates that detailed impacts on nearby receptors are discussed in Appendix C, section 6.3.2. Some of this detailed information from Appendix C needs to be brought forward and summarized for each receptor location, and in particular those locations within the City of Burbank. The text as presented in the Draft EIR is too general in nature and does not allow the reviewer to know the extent of noise level increases at each receptor location. A table with each receptor location showing the existing noise level, projected noise level during each phase of construction at the receptor location, and net increase in noise during each phase would suffice to summarize this information.

D-36

3.2.4 Mitigation Measures

The Draft EIR notes that impacts to noise and vibration could result in significant and unavoidable impacts. However, the mitigation measures provided do not provide for adequate mitigation.

Many of the mitigation measures imply that the construction contractor shall have the responsibility for implementing and thus imply that they are the responsible entity for compliance in the Mitigation Monitoring and Reporting Program (MMRP). The City of Burbank is unclear as to how a private construction contractor could take on this responsibly when the LADWP is the responsible and lead agency. Please explain in detail the enforcement of such mitigation measures by the LADWP.

D-37

The following mitigation measures are recommended in addition to those provided in the Draft EIR:

1. LADWP shall provide updates and additional notices throughout the life of the project. As noted on Table 2-3 of the Draft EIR, the project will be ongoing in the City of Burbank over a three-year period. To only provide a single notice at the beginning of the project is inadequate. Over this period of time, occupants of structures may change (new residents and tenant could move in, new business ventures started) and could be impacted from the proposed project. Additionally, the City Municipal restricts construction activity to the stated hours Citywide, regardless of distance from a single-family zone.

   LADWP should provide periodic notices (at least semi-annually) on the progress of the project and a second notice to all residents as the project progress towards their properties. It is suggested that these second notices be sent as the project progresses in intervals (two to four weeks) to those residents that could be affected for the various segments of the project.

2. LADWP should include an initial monitoring evaluation program to determine the extent of noise monitoring required for various aspects of the proposed project. Mitigation measures N-1 and N-11 refer to monitoring but do not establish any thresholds for monitoring stations. Noise modeling utilized distances of 50 feet; however, it notes that at 50 feet noise thresholds would be exceeded. Therefore, monitoring for noise should include a series of noise stations staggered at various distances to monitor noise. If noise impacts exceed those estimated in the noise study, then the project should suspend operation until the impacts of the increased noise can be assessed.

D-38

3. Mitigation Measure N-10 indicates that "Instructions should occur before construction enters any noise-sensitive areas." The City of Burbank is requesting that this mitigation measure indicate that "Instructions shall occur before construction enters any noise-sensitive areas." In addition, the City of Burbank is requesting the mitigation measure be expanded to indicate the method or how this instruction will occur.

4. As with noise monitoring, LADWP should implement a vigorous program for monitoring groundborne vibration. Mitigation measure N-12 refers to the monitoring program in mitigation measure N-11; the measure also notes that "all reasonable measures to maintain ground-vibration levels below a peak-particle velocity of 0.02 inches per second at any sensitive receptor or land use as verified during period monitoring."

   It is strongly suggested that the monitoring program for vibration be expanded to include a staged program that will provide for a series of monitoring stations at various distances from the tunneling alignment. This should include at a minimum monitoring stations at the distance modeling in the vibration study (100 feet) and the distances that the vibration modeling indicates may exceed thresholds (170 feet for TV and recording stations, and 150 feet for residences). Furthermore, the monitoring program should also include additional stations located at intervals (50 and 100 feet) beyond the modeled intervals to assure that vibration is not impacting any other sensitive use.

   Mitigation Measure N-12 should be revised per the City of Burbank NOP comment that a vibration control plan to ensure that groundborne vibration does not exceed the applicable levels at locations along the Phase UR-3 alignment should be prepared. The measures that may be included in such a plan could include those identified by the LADWP.

5. Mitigation Measure N-12 should be tied to the use of inches per second as used in the mitigation measure and the use of VdB in the text of the Draft EIR. A simple footnote showing the tie would probably suffice in this instance.

6. Mitigation measure N-13 requires that historic and fragile buildings within 200 feet of the tunneling portions of the alignment be identified 60 days prior to construction. This measure should be expanded to include all buildings that are potentially eligible for historic designation, and a definition of what constitutes a "fragile" building. Fragile buildings should include all structures that could be adversely impacted by ground vibration of greater than the recommended vibration limits (due to blasting) published by the former U.S. Bureau of Mines and a peak particle velocity of 1.0 inches per second. This measure should also be changed to identify all buildings within 300 feet of the alignment.

D-38, Cont.

3.3 Transportation and Traffic

3.3.1 Response to Initial Study Review Comments

The comments on the NOP and Initial Study requested that further information be provided regarding the specific extent and duration of use in public rights-of-way; this information is not included in the Draft EIR and should be provided. The Draft EIR (p. 3-30) notes that surface disruptions occurring within

D-39

the City of Burbank jurisdiction along the tunneling route would be for the installation of vents and other related features. The locations of where these interfere with or cross rights-of-way should be provided.

The comments on the NOP indicated that the traffic analysis must examine the anticipated impacts to specific intersections and street segments that could be impacted. The Draft EIR does list a reference to Forest Lawn Drive that would likely require closure. The Traffic study (Appendix D) indicates that the proposed project was analyzed in segments (Table 2 of the Traffic Study, Appendix D). For the City of Burbank these include:

- Burbank Boulevard east from Clybourn Avenue to Whitnall Highway
- Whitnall Highway southeast to Buena Vista Park east of Bob Hope Drive
- Across the Los Angeles River from Buena Vista Park (now Johnny Carson Park) to Forest Lawn Drive

D-39, Cont.

The Traffic Study (Appendix D) provides detailed information regarding these areas that should be included in the Draft EIR.

The comments on the NOP requested that localized impacts that may affect access to schools, business, and residents in proximity to the construction activity be provided. The EIR provides no discussion of this information. However, information is available from the Traffic Study (Appendix D). The Draft EIR should include more specific information than currently provided.

3.3.2 Description of Existing Conditions

The existing conditions should reflect access to uses such as St. Joseph Hospital, Disney Studios, and Johnny Carson Park. Information on rights-of-way that exist along the alignment should be provided.

3.3.3 Discussion of Impacts

Information included in the Traffic Study (Appendix D) should be included in the Draft EIR. Specifically, this includes the discussion related to Key Access Issues (p. 24 of the Traffic Study, Appendix D).

D-40

The Traffic Study (Appendix D, p. 24) states that:

> *There is no direct access to neighboring land uses to and from Bob Hope Drive and Riverside Drive in the immediate vicinity of Johnny Carson Park. Nearby major land uses such as the St. Joseph hospital and Disney Studios to the north on Buena Vista Street do not likely have significant trip distribution to the roadways surrounding the Park. Access to and from the SR-134 eastbound ramps could be temporarily affected during truck maneuvers between the freeway and the Johnny Carson Park site.*

However, there is no analysis provided. The Traffic Study notes, as stated above, that "there is no direct access to Johnny Carson Park" from Bob Hope Drive and Riverside Drive; however, it fails to note that the park is accessed by pedestrians. No discussion of pedestrian limits as a result of the proposed project is provided. Further, the Traffic Study states that "St. Joseph hospital and Disney Studios…do not likely have significant trip distribution to the roadways"; no qualitative information is provided to support this statement or analysis provided to address any traffic impacts to these uses as a result of the proposed project. Finally, the Traffic Study notes that impacts to "to and from the SR-134 eastbound ramps could be temporarily affected during truck maneuvers"; again, this is subjective and no analysis is provided.

The impacts to Burbank Boulevard, just west of the City of Burbank, do not consider off-site impacts that could result from Burbank Boulevard being closed as a result of the proposed project. The Draft EIR notes that:

> *Construction of the Project pipeline on Burbank Boulevard will likely occur along the northern curb of the roadway or near the centerline, depending on the location within the overall roadway. A combination of trenching and jacking would be utilized to install the replacement pipeline within the Burbank Boulevard corridor. Typical construction closures would be 35 feet in width for both trenching and jacking operations.*

The Traffic Study (Appendix D, p. 28) notes that:

D-40, Cont.

> *Fronting land uses along the Project extents within the Burbank Boulevard corridor include neighborhood commercial retail businesses and light industrial uses. On-street parking demand is high... On a majority of the blocks within the corridor, most of the on-street parking areas are occupied on a weekday. Driveway access for many fronting businesses is provided solely from Burbank Boulevard.*
>
> *The curb-to-curb width of Burbank Boulevard within the Project corridor ranges from 50 to 60 feet. Based on typical construction closures of 35 feet along the roadway, there would be 15 to 25 feet of width available for temporary travel lanes. As minimum lane widths should be 10 feet, closures within the narrower portions of Burbank Boulevard (west of Cartwright Avenue) would allow for only one travel lane during construction.*
>
> *Turn movements may be restricted from cross-streets within the Burbank Boulevard corridor during construction. Jacking would be utilized, however, under many major intersections within the corridor, minimizing significant impacts to area access.*

As Burbank Boulevard extends east into the City of Burbank, impacts associated with the proposed project could occur as traffic backs up due to lane closures along Burbank Boulevard in the City of Los Angeles. These off -site impacts will affect vehicle travel in the City of Burbank and businesses that front Burbank Boulevard and side streets. The EIR lacks any discussion or analysis of these off-site impacts.

3.3.4 Mitigation Measures

Additional mitigation measures for traffic impacts to streets in the City of Burbank from resulting from the proposed project should be considered and included in the Draft EIR. Additional mitigation measures for pedestrian access to Johnny Carson Park should be provided.

D-40, Cont.

3.4 Air Quality

3.4.1 Response to Initial Study Review Comments

The City of Burbank commented that the EIR should identify sensitive receptors along the Whitnall Highway alignment and study the air quality impacts on those receptors. The Draft EIR (Appendix C) lists and provides maps showing sensitive receptors. This limited list of sensitive receptors should be expanded to include residential uses. Many elderly residents and residents requiring ongoing medical attention live in the residential units along the alignment; consideration should be given to these residents as sensitive receptors. Additionally, the distances for all sensitive receptors of concern from the proposed alignment should be provided.

D-41

The Draft EIR includes an assessment of the local impacts on air quality in accordance with the South Coast Air Quality Management District's (SCAQMD) localized significance thresholds. While the air quality impacts to specific sensitive receptors are not analyzed, the Draft EIR provides a generic analysis of such impacts to sensitive receptors located 25 to 50 meters from the pipeline project. Additional discussion regarding this topic is found in Section 3.4.3 of these comments.

In addition, the SCAQMD's comment letter in response to the Notice of Preparation stated that the lead agency should identify any potential air quality impacts that could occur from all phases of the project and all pollutant sources related to the project. Air emissions associated with the proposed project were calculated using a standard calculation methodology accepted by the SCAQMD and incorporate SCAQMD Rule 403 fugitive dust control requirements. Emission sources included off-road equipment, on-road vehicles, and fugitive dust from soil handling and paved road travel. Detailed emission calculations and assumptions were provided in Appendix E (Air Pollutant Emission Calculations) of the Draft EIR.

D-42

The SCAQMD also commented that all feasible mitigation measures that go beyond what is required by law must be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. The Draft EIR includes three mitigation measures in addition to the required emission controls for fugitive dust under SCAQMD Rule 403; however, the mitigation measures are not sufficiently specific. Moreover, additional feasible mitigation measures should be evaluated in light of the

proximity of sensitive receptors to the pipeline construction zone and the potential for significant localized impacts of PM_{10} and $PM_{2.5}$. Additional discussion regarding this topic is found in Section 3.4.4 of these comments.

D-42, Cont.

3.4.2 Description of Existing Conditions

The regulatory setting and existing conditions subsections in the Section 3.3 of Draft EIR provide a reasonable overview in light of the project's intensity and potential to generate adverse air quality impacts. However, the following comments would improve the Draft EIR by providing a clearer description of the environmental setting.

Page 3-38: Table 3.3-2, Attainment Status for the South Coast Air Basin, shows the attainment status with respect to federal and state ambient air quality standards. It should be noted that while the air basin was previously classified as an extreme nonattainment area for the state 1-hour ozone standard, that classification was removed when the California Air Resources Board established the attainment designations for the state 8-hour ozone standard. The air basin is currently designated as nonattainment for ozone, but no new classifications for this pollutant have been adopted.

Page 3-39: It is suggested that the names of the South Coast Air Quality Management District rules be listed along with the rule number. By adding the name of the rule, its applicability and purpose are clearer to the general public who may not be familiar with these rules.

D-43

Page 3-42: Table 3.3-4, Ambient Air Quality Monitoring Data from the Project Area, should summarize the number of days that the Burbank monitoring station has exceeded the *state* 8-hour ambient air quality standard for ozone. The state standard is more stringent than the federal standard; thus, the state standard would be exceeded on more days. This revision would provide a better picture of existing air quality in the project area.

3.4.3 Discussion of Impacts

The methodology section (p. 4-43) incorrectly refers to SCAQMD Rule 401. Rule 401 (Visible Emissions) does not include fugitive dust control requirements. The correct rule is Rule 403 (Fugitive Dust).

D-44

To analyze localized impacts on ambient air quality, the Draft EIR used the lookup (screening) tables in the SCAQMD's *Final Localized Significance Threshold Methodology* (June 2003). Table 3-2 of this methodology states that the use of the lookup tables may not apply to "projects that require more than

D-45

one shift." Further, the methodology states, "LST lookup tables are limited to projects with the following parameters:

- *Five acres or smaller in size*
- *Limited to eight-hours of operation per day*
- *Limited to operations during the day*
- *It is assumed emission sources are distributed evenly across proposed site."* [emphasis added]

Portions of the pipeline project will entail operation of construction equipment and earthmoving activity for more than eight hours per day, with some equipment operating as much as 24 hours, according to the emission calculations in Appendix E and other descriptions in the Draft EIR. Accordingly, the use of the lookup tables may not accurately characterize the significance of ambient air quality impacts during the construction of the project. Emissions during late evening hours, when meteorological conditions are less conducive to good dispersion, could result in higher impacts on ambient air quality. Such a situation would be understated by using the lookup tables to determine significance. Moreover, because the project is a long, narrow linear project, rather than a roughly square to rectangular site shape that was assumed in the development of the lookup tables, the use of the tables may not be appropriate for the proposed project. Thus, the assessment of ambient air quality impacts should have been performed using an air quality dispersion model, such as ISCST3 or AERMOD, for representative scenarios to properly represent the specific conditions and impacts on sensitive receptors in the vicinity of the project route.

D-45, Cont.

3.4.4 Mitigation Measures

Mitigation Measure AQ-1 requires that Tier 1 non-road diesel mobile construction equipment be used on site. The measure should be revised to require the use of Tier 1 *or newer* construction equipment. Furthermore, to ensure that the mitigation measure will be enforced, it is recommended that the following language be added to this mitigation measure:

> *The construction contractor shall provide to the LADWP prior to commencing construction a list of all equipment to be used for the project and its model year, engine horsepower rating, and applicable tier designation.*

D-46

Additionally, Tier 2 or newer diesel generators, or alternative-fueled (e.g., gaseous fuel) generators should be considered as an alternative to the main diesel generators used during the pipe jacking/tunneling operation. This equipment would generate approximately 65 percent of the daily oxides of nitrogen (NOx) emissions associated with this operation and 45 percent of the overall project NOx emissions.

Comment Set D, continued

Mitigation Measure AQ-1 requires that construction equipment shall be maintained per the manufacturer's instructions. It is recommended that the following language be added to this mitigation measure:

D-47

> *The construction contractor shall provide to the LADWP each month maintenance records for all non-road diesel mobile construction equipment, including but not limited to records of engine tuneups.*

To ensure compliance with SCAQMD Rule 403, it is recommended that the following measure be imposed and implemented in areas requiring construction activities such as trenching near residential areas and parks:

D-48

> *The construction contractor shall designate a person located on-site who is trained and certified by the California Air Resources Board to conduct visible emissions evaluations (VEE). The designated person shall ensure compliance with SCAQMD Rule 403 by observing for visible dust emissions beyond the property line during daytime working hours. Observations shall be conducted in accordance with U.S. Environmental Protection Agency Method 9 (Title 40, Code of Federal Regulation, Part 60, Appendix A).*
>
> *The construction contractor shall develop a written corrective action plan and provide it to the LADWP project manager. The plan shall be prepared and finalized prior to the commencement of project construction. The plan shall indicate steps to safely and adequately reduce on-site dust emissions. The plan shall contain a list of possible corrective measures. The measures shall include, but not be limited to, application of water or other soil stabilizers, temporary reduction in on-site vehicle speed, temporary reduction in construction activity, suspension of construction activity and other appropriate measures.*
>
> *In the event that visible emissions are detected beyond the property line, corrective measures shall be implemented immediately, provided that it is safe to do so. If immediate implementation of a corrective measure shall result in the creation of a hazardous situation, construction activity shall be allowed to continue for a reasonable period of time until such time that is it safe to implement corrective measures. Corrective measures shall be documented by the construction contractor in a log book accessible to the LADWP project manager. Records shall be maintained of the specific action taken, the time and date the corrective action was taken, and written verification by the appropriate on-site construction manager or supervisor that the corrective action was taken.*

Haul trucks for excavated waste soil represent nearly 60 percent of the daily on-road truck trips associated with the project. LADWP should consider the following mitigation measure to maximize the amount of soil hauled per trip and minimize the associated emissions:

D-49

> *The construction contractor shall use double-trailer haul trucks exclusively to haul waste soil from the construction site to disposal areas.*

LADWP should consider additional mitigation measures for on-road vehicles and off-road construction equipment because these sources were each found to exceed the SCAQMD's thresholds of significance for

D-50

NOx by a factor of four to seven times. Additional control measures and applicable emission control devices may be found on the SCAQMD website:

www.aqmd.gov/ceqa/handbook/mitigation/onroad/MM_onroad.html (On-Road Engines)
www.aqmd.gov/ceqa/handbook/mitigation/offroad/MM_offroad.html (Off-Road Engines)

D-50, Cont.

3.5 Recreation

3.5.1 Response to Initial Study Review Comments

Based on review of the Initial Study, the City of Burbank Community Development Department requested that the following recreational impacts be evaluated in the Draft EIR: the closure of park facilities, duration of closure and impacts on users of adjacent park space; use of park facilities during closure; impacts to the large community events hosted on Johnny Carson Park; permanent aboveground facilities proposed on park areas and associated aesthetic and noise impacts; and degradation of irrigation systems, the drainage channel and other park infrastructure. While these concerns have been acknowledged by the Draft EIR, expanded discussions are required.

3.5.2 Description of Existing Conditions

A landscaped, open space area exists with a pedestrian walkway abutting Providence Saint Joseph Medical Center at the southwest corner of Alameda Avenue and Bob Hope Drive. The proposed pipeline route would traverse this open space. This particular site is not discussed in the analysis. Although the site is not a designated City park, any recreational uses and amenities should be disclosed.

D-51

The EIR states (p. 3-54) that "two elementary schools with playfields that abut the proposed route" are included in Table 3.4-1 in addition to the parks and recreation areas. However, a third elementary school, Roosevelt Elementary School, is also included in this table. Although the playfields on this campus do not abut the proposed route, this paragraph should be revised to state that "three elementary schools, two of which have playfields that abut the proposed route" are included in Table 3.4-1 in addition to the parks and recreation areas.

D-52

The text of the EIR (p. 3-56) states that a number of large and small events are held at Johnny Carson Park throughout the year. Specific events should be listed. According to the City of Burbank Parks, Recreation and Community Services Department, specific events include car shows in April, June, September and October; the St. Francis Xavier Church picnic in April; the Providence High School picnic in May; the Burbank/Burroughs High School Alumni picnic in June; and the City-sponsored Red Ribbon Day in

D-53

October.[1] The EIR must also state that Providence High School utilizes the park throughout the school season for their track team and a variety of other organized school events. **D-53, Cont.**

Figure 3.4-1, Map Location No. 14, Stevenson Elementary School, is incorrectly plotted on the map. This school is located at 3333 West Oak Street and the campus is located south of West Verdugo Avenue. Figure 3.4-1 currently plots the school north of West Verdugo Avenue. **D-54**

3.5.3 Discussion of Impacts

The text of the EIR (p. 3-54) states that the route "would be located under a hiking/horse trail that runs along the northern edge of the Los Angeles River where it would then travel through the Headworks Spreading Grounds." This description seems to suggest that the pipeline route would run beneath a segment of this trail, instead of simply crossing it as indicated in other parts of the EIR. The precise interaction between the pipeline route and this trail should be clarified.

Table 3.4-1 states that the project will tunnel under the equestrian trail leading to the Swinging Bridge. However, the text (p. 3-64) states that the project will require jacking under this trail. Since the EIR distinguishes between the tunneling construction method and the jacking construction method, the method of construction beneath the trail should be confirmed as either tunneling or jacking. Additionally, Figure 2-1 of the Project Description plots proposed tunnel shaft locations on either side of the trail, which seems to imply that the tunneling method would be used. If the jacking method shall be used, the plot on this figure should be changed to a proposed jacking pit location. **D-55**

The text of the EIR (p. 3-57) states:

> *With the exception of Johnny Carson Park, these parks [Whitnall Highway Park North and Whitnall Highway Park South] would not be physically impacted by the presence of the proposed pipeline (Table 3.4-1) because the pipeline would be constructed from staging areas outside of the Whitnall Highway parks (see Figure 2-1 for shaft locations) or near (not in) the other parks and playfields.*

Figure 2-1 in the Project Description does indicate the proposed locations of jacking pits and tunnel shafts along the entire pipeline route. However, this figure only shows three tunnel shaft locations along the portion of the route within the City of Burbank. All three tunnel shaft locations are located south of Highway 134. A fourth tunnel shaft location is plotted just outside the City's boundary. According to the figure, the majority of the Burbank route (referred to as Phase UR-3) would not contain any tunnel shafts or jacking pits. However, Phase UR-3 consists of 13,700 feet of pipeline. According to page 2-15 of the **D-56**

[1] Jan Bartolo, City of Burbank Parks, Recreation, and Community Services Department, personal communication with Betty Sears, Impact Sciences, Inc., April 18, 2008.

Project Description, the distance between a jacking pit and a receiving pit typically ranges from 250 to 500 feet under the jacking construction method. The typical distance between tunnel shafts under the tunneling construction method is not provided. However, assuming the typical distance between tunnel shafts is comparable to the distance between jacking and receiving pits and given the length of Phase UR-3 (13,700 feet), Figure 2-1 seems to be missing several jacking pit and tunnel shaft location plots for Phase UR-3. Since Figure 2-1 does not appear to identify the locations of all jacking pits and tunnel shafts for Phase UR-3, the figure does not conclusively show that the pipeline and supporting infrastructure would be constructed from staging areas outside of the Whitnall Highway parks. However, if Figure 2-1 is correct, the EIR should explain why no shafts between Highway 134 and the City boundary are necessary.

Furthermore, the EIR (p. 3-59) states that intermittent ventilation shafts would be necessary along the Whitnall Highway corridor for tunnel safety and emergency ingress/egress. The EIR states that while the location and size of the ventilation shafts have not yet been determined, one or more shafts may be necessary on or near the Whitnall Highway parks. However, the excerpt above claims that the Whitnall Highway parks would not be physically impacted by the presence of the proposed pipeline. Since ventilation shafts of an unspecified size could be installed on the parks, the parks could be physically impacted. Additionally, the Project Description lists permanent appurtenant structures, including electrical/control cabinets, buried vault ventilation intake/exhaust vents, water quality sample tap cabinets and air-vacuum release valves, which would be required over the length of the pipeline. Although the installation of these facilities on the parks may not result in a significant impact, it would still represent a physical impact. Therefore, it is inaccurate to state that the parks would not be physically impacted by the presence of the proposed pipeline.

D-56, Cont.

Even if construction staging areas would be located outside recreation areas, the EIR should disclose the type of construction activity and the extent of the work area that could still affect the Whitnall Highway parks or the school playfields abutting the route. Although the tunneling and jacking methods (as opposed to the trenching method) would be used through the Whitnall Highway corridor, construction activity on the ground level will include the excavation of ventilation shafts and appurtenant structures, at the least. Such activity could result in closures of portions of the parks or the school playfields, depending on the size of the work area and the range of impacts. The recreational uses potentially disturbed by construction activity should be further detailed, even if such impacts are not significant.

For the reasons described above, portions of the Whitnall Highway parks could be physically impacted by construction of the proposed pipeline. The EIR should disclose the locations of any proposed construction sites on the parks, the area that would be closed to the public and the duration of the

closure. Additionally, the EIR should disclose whether or not construction activities would prohibit access to any of the three parks. **D-56, Cont.**

The EIR (p. 3-59) states that the underground tunneling planned along the Whitnall Highway corridor could result in noise and vibration impacts to Whitnall Highway Park North and South. However, in the next two sentences, the EIR states that no impacts to recreational uses in these two parks would occur due to their limited recreational uses. First of all, if noise and vibration impacts would occur, this could disrupt recreational uses and impacts would occur. Noise, dust emissions, and work areas, all of which could disrupt recreational uses, should be quantified. The two sentences asserting that no impacts to recreational uses at these parks would occur should be revised to reflect that while impacts to the parks would occur during construction, such impacts would not be significant. Additionally, "limited recreational uses" is not a valid reason for concluding that no impacts to these parks would occur. Page 3-56 states that combined, both parks receive approximately 15,000 to 20,000 annual visitors, and that Whitnall Park South provides several amenities for visitors. Therefore, the assertion that recreational uses of the parks are limited is subjective. **D-57**

The EIR should disclose if construction activity beneath the hiking/equestrian trail along the Los Angeles River would temporarily block passage through the trail. If so, the anticipated duration of blocked access should be disclosed. **D-58**

Although the EIR states that the sizes of the ventilation shafts have not yet been determined, the EIR should provide a typical range of dimensions. Proposed methods of screening the ventilation shafts should also be provided. **D-59**

3.5.4 Mitigation Measures

The EIR (p. 3-59) states that the advance notification proposed under Mitigation Measure N-1 would further limit any construction impacts to recreational uses. The EIR should expand upon this statement by summarizing the requirements of N-1 and by explaining how the advance notification would limit construction impacts. However, it appears that N-1 would not limit construction impacts to recreational uses, but would only notify local residents and businesses of construction activities. Specifically, the mitigation measure states that notices would be sent to residents and businesses within 300 feet of the proposed alignment. How would other users of the parks (those outside the 300-foot zones) be notified of potential disruptions? Additionally, although the mitigation measure states that additional notices would be sent if construction delays exceed two weeks, it is not clear if notices would be sent to all recipients within the City of Burbank prior to the start of construction in November 2008, or if notices would be sent to Burbank recipients by area as construction progresses. Given the three-year duration of construction, it **D-60**

seems more appropriate to notify recipients near construction activities occurring later in Phase UR-3 at that time. Therefore, the recreation mitigation potential of N-1 should be reevaluated. **D-60, Cont.**

The EIR (p. 3-59) states that Mitigation Measure BIO-3 would reduce impacts associated with the physical degradation of recreation areas to a less than significant level. The requirements of this mitigation measure should be summarized to more clearly demonstrate how impacts would be reduced (i.e. impacted trees on parks would be replanted). It should be noted that this mitigation measure does not address other types of vegetation that may be impacted. **D-61**

Mitigation Measure R-1 (p. 3-60) states that

> *LADWP shall coordinate construction activities and the project construction schedule with the City of Burbank, Department of Parks and Recreation…regarding the use of a portion of Johnny Carson Park as a construction staging area. This coordination shall include consideration of heavy recreational use periods, including major holidays, in construction scheduling, and providing construction notification at park facilities and offices…In addition, coordination shall include discussion of the schedule and planning for restoration of the affected park area after construction.*

Rather than deferring to coordination with the Parks and Recreation Department regarding the use of Johnny Carson Park, the LADWP should disclose the heavy recreational use periods, including major holidays, and discuss any ways to reduce the impacts within the EIR. The specific means of reducing impacts to Johnny Carson Park should form the content of the mitigation measure. Additionally, the EIR should include mitigation to ensure that any disturbed vegetation on the parks would be restored. Although the existing mitigation measure states that LADWP will discuss restoration of the affected area of Johnny Carson Park with the Department of Parks and Recreation, a more definitive statement is needed to show how affected vegetation and infrastructure (irrigation systems, amenities, etc.) would be restored. **D-62**

3.6 Geology and Hydrology

3.6.1 Response to Initial Study Review Comments

Preparation of Section 3.5 of the March 2008 Draft EIR considered the Initial Study Review comments provided in February 2007.

Some areas of the technical discussion are inadequate to fully evaluate potential existing conditions (e.g., buried faults, strong ground shaking, alluvium geotechnical characterization, and groundwater near the L.A. River). There is inadequate description of the tunneling parameters and methodology (e.g., handling boulders and shut-down for maintenance and repair) to assess/describe potential impacts (e.g., subsidence/settlement, vibration). Mitigation measures, aside from reference to the Initial Study, **D-63**

GEO-1 (liquefaction and ground lurching only) and WQ-1 (hydrostatic test water discharge), are not discussed in the Draft EIR. Numerous potential studies, monitoring programs, and design elements are mentioned in the impacts section, but are related to possible future efforts (many if necessary and as needed) and unspecified LADWP "standard design and construction practices" that are not described or referenced.

It is recommended that a more complete discussion and illumination of the existing conditions be included. This discussion should result in more specific potential impacts that relate to, and are described specifically for, the City of Burbank population and infrastructure. Generalized future studies and plans have been suggested and may have been partially committed to; these must be documented in the form of mitigation measures or in the form of project-specific policies/specifications. Mitigation measures beyond GEO-1 and WQ-1 are needed to describe what will be done to mitigate impacts of various types and magnitudes, if they occur.

D-63, Cont.

3.6.2 Description of Existing Conditions

Section 3.5 of the Draft EIR contains additional general geology, seismic, and hydrogeology discussion to support conclusions regarding impacts and potential mitigation measures. In addition, studies are ongoing to collect and analyze data along the proposed UR3 alignment that should fill in specific information that is critical to the design of the tunnel and associated monitoring systems, and to the definition of construction (tunneling) techniques. The following technical issue areas have been addressed, but we do not believe the discussions are adequate to (1) determine the potential for subsurface fault movement or upwarping of alluvium along the tunnel alignment, (2) describe potential earthquake ground motions considering various earthquake attenuation relationships and the east San Fernando Valley basin effects, (3) predict local ground subsidence due to the presence of boulders impacting tunnel stability and ground vibration, and (4) eliminate the need for a dewatering plan for construction adjacent to the Los Angeles River.

D-64

Potential Surface Fault Rupture or Folding (Upwarping) of the Alluvium

The Draft EIR refers to groundwater barriers mapped for the City of Burbank General Plan and indicates that "There is no conclusive evidence that these inferred faults have experienced Holocene fault movement. These unnamed faults are not included in a State of California Alquist-Priolo Earthquake Fault Zone and thus are not considered significant active earthquake sources." It appears that the lack of conclusive evidence results from a lack of sufficient study of these groundwater barriers to determine if they might be potential locations for ground rupture or uplift. Location of these barriers outside an Alquist-Priolo Earthquake Fault Zone does not automatically eliminate concern for potential ground

D-65

rupture or warping of the shallow alluvium. No reference is found in the Draft EIR to the original sources that defined the groundwater barriers (e.g., Weber et al, 1980), only a reference to the derivative map found in the General Plan. Maps prepared prior to the 1971 Sylmar earthquake showed groundwater barriers along what was to be the main zone of fault rupture and ground breakage. This point is well made on page 47 of the General Plan, and evidence/depictions are found in Figures 10 and 11. It appears that three of these groundwater barriers (Faults 2, 4B, and 6—low to medium surface rupture potential) could impact the pipeline, one barrier (Fault 2) crosses UR2 just to the west of (and up gradient from) the City, and two barriers (Faults 4B and 6) project toward UR3 within the City. The Draft EIR indicates that there is not a "high" potential for ground rupture, but makes no statement as to what the potential is relative to these groundwater barriers. Given the depth of the tunnel (in older deposits), the chance for fault rupture could be "high." In addition, if there are buried faults below the tunnel invert (roughly 50 to 60 feet below the surface) there may be a potential for upwarping (anticlinal folding) of the alluvium over the fault, a condition observed along the buried trace of the Puente Hills blind thrust.

D-65, Cont.

Peak Earthquake Ground Accelerations

The general peak ground acceleration values presented in the Draft EIR are not provided for each fault in Table 3.5-1 and since the alignment is several miles long, an analysis should be prepared for the mid-point of the City of Burbank portion of the proposed alignment UR3. Although a peak ground acceleration estimate is provided (0.5-0.6g), there is no clear source for this estimate other than possibly a groundwater contamination report for a nearby site; it appears that this important project has not been analyzed independently. Nothing is known regarding the attenuation relationship(s) chosen; a simplified independent analysis performed as a part of this review suggests the peak acceleration value can be as high as 1g depending upon the location chosen and the attenuation relationship used. It is uncertain if the 0.5-0.6g considers the design-level or upper-bound earthquake magnitude. Also, there is no accounting in the Draft EIR for basin effects (either at specific locations or at turns in the pipeline), which the USGS has determined can be important in the San Fernando Valley alluvial basin as demonstrated by the distribution of damage from the 1994 Northridge earthquake. Without this project-specific analysis and documentation there is no ability to independently assess the adequacy of designs for various locations and geologic conditions.

D-66

Tunnel Ground Characterization, Tunneling Method, and Ground Subsidence

Geotechnical boring logs (35 within the City of Burbank over approximately 13,700 feet of tunnel, See **Figure 2, Boring Locations**, of the comments) provide information on a very small volume of alluvium and bedrock at widely separated locations. **Table 1, Summary of Boring Log Data**, provides an overview of this information. An important aspect of the tunnel method selection is the presence of boulders, which are rocks larger than about 12 inches in maximum dimension. The Draft EIR states that boulders were "not identified" in these borings. City of Burbank geotechnical studies (using the same type of small diameter hollow-stem auger borings and larger bucket auger borings for the field investigations) did encounter "boulders"; these available City studies are not referred to in the Draft EIR. These reports do not always specify the size of the boulders, but seem to indicate that, at least on a statistical basis, boulders can be expected along the proposed UR3 pipeline route. Therefore, we believe that local agency geotechnical reports should be used to assist in the characterization of the alluvium subject to tunneling in the City of Burbank and that the potential to encounter boulders should not be ruled out in the planning for the tunnel construction. The size of boulders (approaching one-third or less of the tunnel boring machine (TBM) diameter) can have an impact on the tunneling operation (e.g., breaking and removing large boulders, and maintaining tunnel pressures).

D-67

The earth pressure balance TBM is capable of doing the work in "soft ground" as claimed, although boulders do make conditions more difficult. If the tunneling operation is able to be performed "by the book," then the technology should allow subsidence/settlement to be minimized. Additives would be necessary to allow muck removal when no water is present. The practical result of boulders would be downtime during extraction, lack of tunnel support (with attendant settlement) if pressure cannot be maintained during boulder removal, dewatering during downtime where water is present, and excessive vibration compared to normal ground. Numerous tunnels have been advanced through boulders and there are means to deal with them, although this becomes more difficult as boulder size approaches about one-third of the tunnel diameter. The boulder removal is sensitive to the size of the muck slots and screw auger diameter. Sometimes slurry pressure balance (SPB) is more effective than earth pressure balance (EPB). A microtunnel boring machine of this size would be remotely operated and much less able to deal with boulders and maintain pressure conditions (http://commerce.aip.org/cart.do) in order to prevent potential local ground movement above and adjacent to the tunnel.

Comment Set D, continued

FIGURE 2

Boring Locations

Comment Set D, continued

Table 1
Summary of Boring Log Data

Sheet No.	Boring No.	Location	Grade Elevation	Invert Elevation (Est.)	Top of Tunnel (Est.)	Cover over Tunnel (Est.)	Approximate Tunnel Boring Depth Interval (Top and Bottom)		Abbreviated Material Description within the Boring Interval
TUNNEL									
101	B-53	Whitnall Highway ii Burbank Blvd.	609.92	547	559	51	51	63	Sand, dense to medium dense with coarse gravel
102	B-54	Whitnall Highway	608.81	545	557	52	52	64	Sand, dense to medium dense with coarse gravel
102	B-55	Whitnall Highway	604.38	541	553	51	51	63	Sand, dense to medium dense with 2.5-inch gravel and silt
103	B-56	Whitnall Highway at Chandler Blvd.	600.21	537	549	51	51	63	Sand, dense to medium dense with 2-inch gravel and silt
103	B-57	Whitnall Highway between Chandler Blvd. and Pass Ave.	596.36	533	545	51	51	63	Sand, dense to medium dense with 1-foot gravel layer and silty sand
104	B-58	Whitnall Highway between Pass Ave. and Maple St.	593.19	528	540	53	53	65	Sand, dense to medium dense with 2-inch gravel and tr. cobbles greater than 3 inches
104	B-59	Whitnall Highway between Pass Ave. and Maple St.	589.87	528	540	50	50	62	Sand, dense to medium dense with 2-inch gravel
104	B-60	Whitnall Highway between Maple St. and Magnolia Blvd.	586.25	523	535	51	51	63	Sand, dense to medium dense with 2.5-inch gravel
105	B-61	Whitnall Highway between Magnolia Blvd. and Kenwood St.	583.6	520	532	52	52	64	Sand, dense to medium dense with 2.5-inch gravel and 3.5-foot gravel layer
105	B-62	Whitnall Highway between Kenwood St. and Screenland Ave.	575.53	516	528	48	48	60	Sand/Sand with gravel, dense to medium dense with 2.5-inch gravel
106	B-63	Whitnall Highway between Screenland Ave. and Hollywood Way	571.69	511	523	49	49	61	Sandy silt/and, med. to very dense, gravel to 2-inches

Comment Set D, continued

Sheet No.	Boring No.	Location	Grade Elevation	Invert Elevation (Est.)	Top of Tunnel (Est.)	Cover over Tunnel (Est.)	Approximate Tunnel Boring Depth Interval (Top and Bottom)		Abbreviated Material Description within the Boring Interval
106	B-64	Whitnall Highway between Screenland Ave. and Hollywood Way	567	507	519	48	48	60	Sand, dense to medium dense with 2-inch gravel
107	B-65	Whitnall Highway between Hollywood Way and Verdugo Ave.	566.32	503	515	51	51	63	Sand with gravel, dense to medium dense with 2-inch gravel
107	B-66	Whitnall Highway between Hollywood Way and Verdugo Ave.	562.99	498	510	53	53	65	Sand with gravel, dense to medium dense with 2.5-inch gravel
108	B-67	Whitnall Highway between Hollywood Way and Verdugo Ave.	559.82	494	506	54	54	66	Sand/silty sand with gravel, dense to medium dense with 2.5-inch gravel and 3-foot gravel bed
108	B-68	Whitnall Highway between Verdugo Ave. and California St.	556.53	492	504	53	53	65	Sand/sand with gravel, dense to medium dense with 2.5-inch gravel
108	B-69	Whitnall Highway between Verdugo Ave. and California St.	554.4	488	500	54	54	66	Sand with gravel, dense to medium dense with 2.5-inch gravel and 3-inch clayey silt interbed
109	B-70	Whitnall Highway between Verdugo Ave. and California St	551.6	487	499	53	53	65	Sand, dense to medium dense with coarse gravel
109	B-71	Whitnall Highway between Verdugo Ave. and California St.	550	483	495	55	55	67	Sand/sandy silt with gravel, dense to medium dense with 2-inch gravel and 2-inch clayey silt interbed
110	B-72	Whitnall Highway between California St. and Fairview St.	543.35	478	490	53	53	65	Sand, dense to medium dense with 2.5-inch gravel and silt
110	B-73	Whitnall Highway between California St. and Fairview St.	539.22	473	485	54	54	66	Sand, dense to medium dense with 2.75-inch gravel
110	B-74	Whitnall Highway between Fairview St. and Olive St. Ave.	532.45	469	481	51	51	63	Sand with gravel, dense to medium dense with 1.5-inch gravel and 2-foot sandy silt interbed
111	B-75	Whitnall Highway between Olive St. and Alameda Ave.	528.9	466	478	51	51	63	Sand, dense to medium dense with coarse gravel

Comment Set D, continued

Sheet No.	Boring No.	Location	Grade Elevation	Invert Elevation (Est.)	Top of Tunnel (Est.)	Cover over Tunnel (Est.)	Approximate Tunnel Boring Depth Interval (Top and Bottom)		Abbreviated Material Description within the Boring Interval
111	B-76	Whitnall Highway between Alameda Ave. and Catalina St.	525.9	463	475	51	51	63	Sand, dense to medium dense with 2.25-inch gravel
112	B-77	Whitnall Highway between Alameda Ave. and Catalina St.	528	460	472	56	56	68	Sand with gravel, dense to medium dense with 2.5-inch gravel and 3' sandy silt interbed
112	B-78	Whitnall Highway between Parkside Ave. and 134 FWY	516.92	455	467	50	50	62	Sand with gravel, dense to medium dense with 2.5-inch gravel and 3-foot sandy silt interbed, sandy clay at base
112	B-79	Whitnall Highway between Parkside Ave. and 134 FWY	509.25	452	464	45	45	57	Sand with gravel, dense to medium dense with 2.5-inch gravel and 3-foot gravel bed
113	B-80	Whitnall Highway between Parkside Ave. and 134 FWY	509.02	449	461	48	48	60	Gravel/sand/Sand with gravel, 3-foot gravel bed at top, dense to medium dense with up to 4-inches
113	B-81	Whitnall Highway between 134 Fwy and Riverside Drive	511.21	444	456	55	55	67	Sand/Topanga Formation., dense to very hard, 6-foot sand with gravel over pebbly sandstone
114	B-82	Forest Lawn Drive	508.47	448	460	48	48	60	Topanga Formation., very hard, pebbly sandstone
TRENCH									
114	B-83	Forest Lawn Drive	507.35	490	502	5	5	17	Not available
114	B-84	Forest Lawn Drive	509.38	498	510	-1	-1	11	Not available
115	B-85	Forest Lawn Drive	513.91	498	510	4	4	16	Not available
115	B-86	Forest Lawn Drive	509.12	495	507	2	2	14	Not available
115	B-87	Forest Lawn Drive	507.8	493	505	3	3	15	Not available

Source: LADWP, April 2008, Boring Logs by URS Corporation.

Dewatering and Liquefaction Potential near the L. A. River

The text indicates groundwater levels are mostly too deep to have liquefaction be a concern; however, they do state "The liquefaction analysis will consider historic high water table levels as a conservative design standard." This is appropriate. The URS borings did not encounter perched water conditions and the DEIR does not indicate if LADWP will consider potential perched water in the analysis. It is indicated that "If necessary, develop, or require the tunnel contractor to develop, a dewatering plan that includes storage, treatment, and disposal of groundwater, that complies with the requirements of the project NPDES permit." Because there will very likely be water encountered at the L. A. River, and it may be necessary to stop the TBM and perform repairs or maintenance while in this area, a dewatering plan should be prepared not only for NPDES purposes, but for construction purposes as well.

D-68

References Cited

There are references to GTC, 2007 (Geotechnical Consultants, Inc.) and Myra L. Frank & Associates (2000), but there are no source documents noted in the References Cited.

D-69

3.6.3 Discussion of Impacts

Operational risks from strong seismic ground shaking: The assumed peak ground accelerations are unsupported and appear to be too low; they were not prepared for this specific project and do not consider basin effects such as amplification. The comment about failure causing flooding was not addressed, apparently assuming a failure will not occur. If this is not a realistic possibility, then an explanation is required.

D-70

Post-construction local settlement potential from strong seismic ground shaking: The DEIR indicates that the EPB TBM method will prevent subsidence/settlement and not disturb materials beyond the tunnel diameter. If they do not encounter boulders (>12 inches) or significant groundwater this may well be true. The approach in this DEIR is to make predictions and do some monitoring, and deal with any instance when/if it happens. The DEIR lacks adequate description of means, methods, and approaches (other than unknown standard practices) that would be applied to prevent or remediate local settlement.

D-71

2.1.2 Construction-induced settlements, Construction-induced dewatering related subsidence, Construction-induced ground collapse (crater formation): Planned mitigation refers to standard practice for subsidence, settlement, and corrosion protection, but provides no detail as to the standard practices that would be employed. E.g., for subsidence the Draft EIR states (page 3-79) that "LADWP will analyze the potential for ground subsidence to occur during tunneling, and will identify project-specific trigger levels that would require corrective action should subsidence occur." This does not provide a clear idea

D-72

as to how this would prevent damage, only that "when we see it we will see what is needed" to correct (the effects of) ground subsidence. It does not seem that the subsidence should have to be experienced to the defined trigger level (0.5 inch?). A trigger level is not clearly specified as having been adopted by the project. Of course, if the trigger level is reached then possible corrective methods should be enumerated and it should be agreed that the LADWP will take all necessary corrective actions including repairs, as needed. Since it appears that the LADWP will use a microtunneling EPB TBM (12 feet in diameter), this could make a difference in handling boulders with potential impacts as indicated above. There is no mention of contingency plans and alternative methods for handling boulders. The DEIR also indicates that "The project specifications will require that the contractor conduct the tunneling process under pressure at all times to prevent soil loss and the development of narrow chimneys that may migrate to the surface." As previously noted, boulders may, as a practical matter, prevent this specification from always being met by the contractor.

D-72, Cont.

The Draft EIR also indicates "Implementation of a Subsidence Monitoring Program is standard practice during construction of large diameter pipelines and tunnels in urban area," but no program is presented and there is no commitment to it in a mitigation measure. Again, "LADWP will implement corrective actions, such as increased tunnel support, if measured displacement reaches the specified trigger levels. Implementation of standard design and construction monitoring practices would reduce this impact to a less-than-significant level and no mitigation measure is required." This once again is after-the-fact when subsidence reaches the thresholds. Some prescriptive, quantified amount, e.g. preventative action at 25 percent of the threshold, is required.

D-73

Dewatering is discussed as unlikely, but if needed will be done according to standard practice. This is described as it relates to liquefaction and there is reference to *"Implementation of these specialized construction practices and LADWP standard practice as discussed in Criterion GEO-2 would reduce this impact to a less-than-significant level."* However, Criterion GEO-2 is not a mitigation measure, but an impact criterion therefore there is nothing to describe what would be done. There is no GEO-2 in the Initial Study. The same approach is taken with operational subsidence and contamination from dewatering.

Subsequent to the Draft EIR release in response to an April 21, 2008 City question, the LADWP indicated that:

> *On page 3-78, the reference to the mitigation measure should read "GEO-1" rather than "GEO-2." On page 3-80, 3rd paragraph, the reference should read "Mitigation Measure WQ-1" rather than "GEO-2" and in the final paragraph, the second sentence should read "With the implementation of LADWP standard practices and the previous geology and hydrology measures in the Initial Study (GEO-1 and WQ-1), impacts from geology and hydrogeology would be less than significant."*

D-74

Mitigation measure WQ-1 reads "**WQ-1** All hydrostatic test water shall be treated for contaminants and toxic substances to meet the NPDES hydrostatic test permit before being discharged into surface water bodies, as approved by the local Regional Water Quality Control Board or Bureau of Sanitation. All hydrostatic test water that does not meet the NPDES hydrostatic test permit requirement shall be discharged to an appropriate waste handling facility and not to surface water bodies." This does not address the promised "(A) groundwater assessment and discharge plan," but rather disposal of well pump-test water. The dewatering comment above still stands.

D-74, Cont.

The "ability to isolate areas of the pipeline" to minimize flood impacts and "contingency planning would be necessary if there are areas where this potential exists" are not addressed adequately (see page 2-17). Regarding "It must be determined if this will alter the local flow paths for subsurface water" the only discussion is at the L. A. River for mounding, nothing for possible perched water. If perched water cannot be an issue, then this needs to be stated and defended. It still appears that for areas "susceptible to liquefaction, the more likely approach would be forego the more costly design considerations and repair the damaged pipeline after the fact." This is not acceptable to the City if the damaged pipeline leads to damage of local structures.

D-75

3.6.4 Mitigation Measures

The list of suggested mitigations provided in the comments to the Initial Study were not directly used or addressed. The Draft EIR takes the position that GEO-1 will provide the geotechnical information needed for design, construction, and operations so that no significant impacts occur. First, GEO-1 is restricted to liquefaction and ground lurching. Mitigation measure GEO-1 as proposed is: *"**GEO-1** A geotechnical investigation shall be conducted to determine areas that will be susceptible to liquefaction related phenomena. This investigation shall be conducted by a qualified professional and conform to the requirements of the City of Los Angeles. Based on the findings of this investigation, appropriate mitigation measures may be developed to reduce potential damage due to liquefaction related phenomena. Results of the geotechnical investigation will support design considerations of constructing liquefaction and ground lurching mitigation measures and/or repairing the damaged pipeline. The latter option is the standard practice for non-hazardous pipelines and typically includes consideration of economic factors."*

D-76

Second, there several examples of LADWP's reliance on "standard practice," e.g., for subsidence, settlement, and corrosion protection, but there is no detail in the document, and no reference to specific policies or procedures that could be readily identified, that describes the standard practices that would be employed. Relative to design standards, for example, in the groundshaking discussion the Draft EIR indicates that LADWP will determine the actual design groundshaking levels and how they will accommodate them, and then these impacts will be reduced to less than significant. But, nowhere in the

document is it described how the design may change and how that may impact the construction for increased peak accelerations above the non-project-specific 0.5-0.6g that is indicated. Would higher acceleration levels require thicker steel and different welds or more concrete, necessitating truck trips, etc? This does not seem to be a feasibility issue, but a lack of complete disclosure of standard practice relating proper design earthquake values to project design.

D-76, Cont.

Another example is groundwater monitoring adjacent to the Los Angeles River in case mounding were caused if LADWP tunnels under the river. The DEIR indicates that LADWP will monitor, but presents no plan to address an increase in liquefaction potential. In the Project Impacts section (pages 3-77 through 3-80); many studies are suggested and partially committed to, but not in the form of mitigation measures or in the form of project-specific policies. The following reiterate many of the previously suggested mitigation measures provided by the City in the comments provided on the NOP and provide recommendations that should be included in the EIR.

1. Currently the Draft EIR (pages 5-5, 5-7 and 3.78) indicates that groundwater conditions assessment will identify areas where groundwater will be encountered and the water quality (PCE, TCE, and other NPDES constituents) in those areas. A dewatering plan, including storage, treatment, and disposal requirements, will be developed to insure compliance with the project NPDES permit.

   It is recommended that based on a comprehensive groundwater assessment of the Phase UR3 alignment that the LADWP:

   (1) Evaluate the presence and character of perched and continuous groundwater levels, including extent and flow properties,

   (2) Prepare an engineering-based dewatering plan that encompasses all specific segments of the alignment (in particular near the L. A. River) where there is a potential for groundwater to be encountered in the tunnel or shafts, and

   (3) Integrate the engineering dewatering needs with the need to consider water quality concerns.

D-77

2. Based on a comprehensive groundwater assessment of the Phase UR3 alignment, It is recommended that the LADWP:

   (1) Determine areas where the tunnel or shafts may affect, or be affected by groundwater (perched or continuous zones),

   (2) Monitor these zones along the Project alignment before and during construction using a series of groundwater monitoring wells above and adjacent to the tunnel alignment, and

D-78

(3) Use the in-construction monitoring of these wells to identify any unusual conditions that might indicate a hazardous situation. **D-78, Cont.**

3. The Phase UR3 geotechnical investigation has been ongoing since 2007, but has not included consultation with the City and has not included reference to many previously prepared geotechnical and geology reports within the City that are representative of conditions that may be encountered in the tunnel excavation. The only LADWP geology/soils mitigation measure is GEO-1, which refers only to liquefaction. Mitigation measure WQ-1 has been cited as referring to geology/soils, but it does not apply to engineering-related construction impacts.

   It is recommended that a mitigation measure (similar to GEO-1) be prepared that relates geotechnical investigations to settlement/subsidence, tunneling methodology, potential affects of encountering boulders, groundwater, excavation stability, ground vibration, and other related topics. The geotechnical and engineering geology reports from this investigation should: **D-79**

   (1) Present the comprehensive pre-construction geotechnical, engineering geology, hydrogeology, and geophysical investigation data gathered,

   (2) Describe the analysis process and methods used for the Phase UR3 route to define the ground conditions and tunneling environment in sufficient detail, and

   (3) Indicate the design recommendations necessary to achieve all stated construction and operational objectives with regard to performance standards and public safety as determined in cooperation with the City of Burbank Department of Public Works.

4. It is recommended that the comprehensive geotechnical and engineering geology investigation and analysis not focus strictly on the tunnel centerline, but shall consider areas at a sufficient distance away from the centerline to predict tunneling effects (e.g., settlement, groundwater changes, and changes in alluvial properties). **D-80**

5. Regarding settlement in the area of the tunnel, the 0.5-inch trigger level mentioned in the EIR on page 3-79 was not specifically adopted. A clear mitigation measure(s) is required for monitoring prior to, during, and after construction. **D-81**

   It is recommended that the construction contractor be required:

   (1) To limit settlement to 0.5 inch or less in the public right-of-way as a performance standard,

(2) To conduct a preconstruction survey of buildings, including dwellings, to establish a baseline against which potential construction-induced damage would be measured,

(3) To implement a subsidence monitoring program during tunneling to detect subsidence, including measurements of groundwater levels, surface and subsurface settlement, ground movement and displacement, and movement in existing infrastructure,

(4) To use compaction grouting or other method to fill voids where appropriate and offset potential settlement when excess material has been removed during excavation,

D-81, Cont.

(5) To grout the tunnel in advance to provide adequate soil support and minimize settlement as geotechnical conditions require, in particular where major structures need more stringent settlement criteria than the 0.5 inch specified earlier, and

(6) Implement corrective actions, such as increased tunnel support, if measured displacement reaches 50 percent of the specified trigger level

6. Boulders can present challenges to tunneling equipment. This fact is somewhat acknowledged by indicating on page 2-15 of the EIR that the slurry method can have rock crushers as part of the equipment. The EIR emphasizes that no boulders were noted by URS in 2007 borings; however boulders were noted by other geotechnical reports in the City near the proposed alignment.

It is recommended that the LADWP:

(1) Explain fully the tunnel machine selection and method of operation based on anticipated ground conditions and

D-82

(2) Specify the capability of the earth pressure balance or slurry shield tunneling machines that are intended to be used for this project, to process large cobbles and boulders to minimize settlement. Tunnel machine selection and method of operation shall be based on anticipated ground conditions.

7. LADWP should consult and coordinate with the USACE prior to the start of construction regarding construction methods and performance criteria in the Los Angeles River crossing.

D-83

3.7.6 Alternatives

The EIR (p. 3-58) states that the middle section of Johnny Carson Park would be used as a staging area for construction activities and would be closed for the entire duration of construction activities. Since the use of Johnny Carson Park as a staging area would result in a significant and unavoidable recreational impact, has LADWP considered using the Headworks Spreading Grounds as a staging area instead of the park? The Project Description (p. 2-11) identifies the Spreading Grounds as a possible staging area. If this site is a feasible staging area, why is Johnny Carson Park assumed to be the staging area in the analysis, while the Spreading Grounds is not mentioned or evaluated as another option? Similarly, the use of the Spreading Grounds should be evaluated as an alternative in Section 4.4, Alternative Impact Analysis.

D-84

Response to Comment Set D
City of Burbank, May 14, 2008

D-1 Comments noted. LADWP shares the concern with ensuring all potential environmental impacts have been addressed and has prepared an EIR that meets the intent and requirements of CEQA.

D-2 For Phase UR3 of the project or the route along the Whitnall Highway, there will be both temporary construction ventilation shafts and permanent ventilation structures. At the time of publication of the Draft EIR, the locations had not been determined. In response to the comment, the location of the temporary shafts and permanent ventilation structures have been identified and included in Section 2 Project Description.

Change to Section 2.4.2.2 Appurtenant Structures in the Project Description

The Upper Reach pipeline would also include construction of appurtenant structures as follows:

- Vaults
- Ventilation Systems
- Maintenance and Access Holes
- Flow Meters and Monitoring Equipment
- Electrical and Mechanical Cabinets
- Valves including isolation, air vacuum, and air release
- Blowoff Systems
- Cathodic Protection System and Test Stations.

The permanent above ground facilities consist of electrical/control cabinets located in proximity to buried valve vaults, buried vault ventilation intake/exhaust vents, water quality sample tap cabinets (estimated two locations), and air-vacuum release valves which are typically required every 1,200 to 2,600 feet (see Figure 2-2) for tunneling projects of this type. ~~The exact locations of these structures is yet to be determined.~~ The proposed location of the ventilation shafts and structures are noted below:

Proposed Temporary Ventilation Shaft Locations

- Morella Avenue parkway north of Vanowen Street
- Northeast parkway at Morella and Archwood Street (UR1a)
- Lankershim Boulevard parkway north of Victory Boulevard
- Lankershim Boulevard parkway south of Victory Boulevard
- Tower parcel on the south end of Whitnall Highway Park North, north of Chandler or the tower parcel on Pass Avenue south of Chandler
- Tower parcel on Screenland north of Clark
- Tower parcel within utility corridor adjacent to Jacaranda Avenue cul-de-sac
- Near tower within parking lot north east of Fairway Street and Olive Avenue
- Johnny Carson Park at tunnel shaft site
- Temporary shaft locations for UR2 have not been identified at this time

Additional Ventilation-Related Structures and Pipeline Facilities

- Burbank Boulevard east of Lankershim Boulevard - Aboveground control cabinet
- Burbank Boulevard west of Clybourn Avenue - Aboveground control cabinet
- Johnny Carson Park – location of permanent blow-off outlet buried vault with hatch or manhole cover at the surface for controlled drainage of the trunk line

- North parkway of Forest Lawn Drive at the Los Angeles River – aboveground control cabinet and air release vacuum valve
- Headworks – air release vacuum valve
- Permanent ventilation structures at the location of tunnel shafts and jacking pits (see Figure 2-2 Proposed Pipeline Route)

The construction ventilation shafts would be approximately 48-inch (four-feet) to 60-inch (five-feet) diameter shaft with approximately 15-foot by 15-foot k-rail (concrete temporary barrier). The area would fenced, screened, and placed within the utility ROW. The fence would be cabled and locked to restrict entry. The permanent ventilation shafts would be approximately 24-inch (two-feet underground) diameter with an approximately 16- to 24-inch wide structure on the surface similar to the example provided in Figure 2-2 (see air release vacuum valve). The air release vacuum valve shown in the figure has an approximate eight-inch diameter whereas the one proposed for the project would be approximately 16 to 24 inches wide. The permanent ventilation on the surface would consist of either one approximately 16 to 20- inch or three approximately eight-inch structures similar to the one shown on Figure 2-2.

The ventilation shafts would take approximately eight weeks for construction and site clean up. Once the project reaches the shaft site, there would be another three weeks of construction to close the shaft if a temporary site, or to install the pipe and connect to the trunk line if the shaft would be used as permanent ventilation for the project. LADWP would restore the site to original condition after construction.

Change to Section 3.4 Recreation. The Recreation section of the EIR (Section 3.4 Recreation) has been revised to address the potential location of a temporary construction shaft on or near the Whitnall Highway Park North. Section 3.4.4 Impacts and Mitigation Measures has been revised as noted below to reflect the potential location of a temporary shaft on the south end of Whitnall Highway Park North, as noted in the above table.

Disrupt Access to or Activities within Established Recreational Areas. (Criterion REC-2)

As shown on Figure 3.4-1, the proposed project alignment would be under or near eight recreational areas including the Whitnall Highway Park North, Whitnall Highway Park South, both elementary schools (Maurice Sendak and Stevenson), and the northern and southern portions of Johnny Carson Park. With the exception of Johnny Carson Park, these parks would not be ~~physically~~ significantly impacted by the presence of the proposed pipeline (Table 3.4-1) because the pipeline would be constructed from staging areas outside of the Whitnall Highway parks (see Figure 2-1 for shaft locations) or near (not in) the other parks and playfields, and only a temporary construction shaft would be placed south of Whitnall Highway North Park. This potential construction shaft would be a 48-inch (four-foot) diameter shaft protected by a 15-foot by 15-foot k-rail (concrete temporary barrier), fencing, and screening. The construction shaft would be placed within the utility ROW.

~~However,~~ ~~d~~During project construction, approximately ~~15,000 square feet~~ five acres of Johnny Carson Park (the area south of Highway 134 and north of Riverside Drive) would be used as a staging area for construction activities including the storage of equipment such as machinery and pipe. In addition, this area would be used for field offices, general work, material storage and handling, as well as the location of a tunneling shaft (approximately 15,000 square-feet of surface

area). This middle section of Johnny Carson Park would remain closed for the entire duration of construction activities, currently expected to be approximately three years. During this time, the entire ~~15,000 square foot~~ five-acre area of the park would be fenced off and no public uses would be allowed. ~~No other recreational areas would be impacted by construction of the project.~~

(Note: Reference to a 15,000 square foot area of Johnny Carson Park was corrected in the above paragraph because the 15,000 square foot area refers to the surface area of the tunneling shaft. This clarification was also made in Section 2 (Project Description) and in Section 3.4 (Recreation). The total area proposed for construction staging is five acres, which is the middle section of the park owned by the City of Los Angeles [area south of Highway 134 and north of Riverside Drive]. As noted in Section 3.4 (Recreation), the entire middle section of Johnny Carson Park would be closed for the duration of construction (approximately three years). This clarification does not result in a change to the significance determination because the assessment assumed that the entire five-acre area would be closed during construction and, therefore, the Draft EIR determined that impacts to recreation would be significant and unavoidable.)

Directly or indirectly disrupt activities in recreational areas.

(Revision made to second paragraph in this discussion)

During the proposed tunneling, intermittent ventilation shafts would be necessary for tunnel safety and to provide emergency ingress/egress shafts. These ventilation shafts are necessary along the Whitnall Highway (City of Burbank) because the tunneling in this area would exceed 11,000 feet in length. ~~While the location and size of these ventilation shafts has not been determined, t~~There is the potential that one or more ventilation shafts would be necessary on or near the parks along the Whitnall Highway. The shafts would be placed in areas shielded from public view and would not be expected to disrupt recreational activities on the Whitnall Highway. In addition, the advance notification proposed under Mitigation Measure N-1, would further limit any construction impacts to recreational uses by informing residents of the proposed location and duration of construction activities so that they can plan their use of park facilities.

D-3 The traffic impact analysis conducted as part of the EIR considers the impacts of traffic within the City of Burbank. As designed, the proposed project would include a tunnel shaft along Burbank Boulevard in the City of Los Angeles (see Figure 2-1 of the EIR). The report acknowledges that there will be reduced lanes during construction, includes two mitigation measures to reduce impacts along Burbank Boulevard, and states that the installation of vents and other surface structures would not result in significant traffic impacts.

Significant traffic impacts from the project on local roadways within Burbank would be unlikely, as roadway capacity reductions during project construction have not been identified. Recommended mitigation measures include the provision of all existing travel lanes on Burbank Boulevard during project construction. Significant impacts on this roadway relate to on-street parking supply and not traffic capacity. Secondary traffic impacts on area local roadways would therefore be less than significant.

See Response to D-2, above, for information on the location of temporary construction shafts and permanent ventilation structures.

D-4 LADWP has responded to all applicable comments presented in the City of Burbank Notice of Preparation comment letter (February 23, 2007). See table below. In addition to the information

presented in the Draft EIR, this response package presents additional clarification and information responding to comments submitted by the City of Burbank on the Draft EIR (May 14, 2008). Additional information has also been provided to address the City's comments on the geology and soils analysis, see Responses D-22, D-23, and D-72.

NOP Comment	How Addressed
Project Description	
Details need on trenching, jacking, and/or tunneling methods and locations	Figure 2-1 (Proposed Project Route) provides information on the location of shafts Table 2-2 (Summary of Phase Characteristics and Construction Method) was revised to address comment regarding the construction method
Location of permanent above ground structures and whether located in parks	Section 2.4.2.2 (Appurtenant Structures) was added to describe what additional structures would be needed for the project Section 3.4 (Recreation) includes description of what structures would be placed at parks, if any. Note: Section 3.4 was revised to add in additional information included in this response to comments, see Response D-2.
Specific areas of the Whitnall Highway Parks North and South, Johnny Carson Park and equestrian trails that would be closed because of the project	Section 3.4 discusses the use of approximately 5 acres of Johnny Carson Park for the Project. This will not cause closure of any other portions of the park.
Location, extent, and use of public ROW and expected street closures	Figure 2-1 includes information on the location of trenching activities and the shaft locations that would impact traffic. Section 3.2 (Transportation and Traffic) addresses traffic and addresses street closures along the entire route. Section 2.4 (Proposed Project) states that the project would be placed within city streets and the existing Whitnall Highway.
City of Burbank Approvals	
Confined Space Entry Permit – Burbank Fire Department	Table 2-6 (Summary of Required Permits and Approvals) includes the list of permits and approvals from the City. This permit is identified on the table.
Traffic Control Plan – Public Works Department	Table 2-6 (Summary of Required Permits and Approvals) includes the list of permits and approvals from the City. This permit is identified on the table.
Noise and Vibration Control Plan – Public Works Department	Section 3.11 (Noise and Vibration) includes mitigation and monitoring measures to reduce noise and vibration. This section has been revised to add specific reference to a noise and vibration plan. See Response D-9.
Water Discharge Permit – Public Works Department	Table 2-6 (Summary of Required Permits and Approvals) includes the list of permits and approvals from the City. This permit is identified on the table.
Air Quality	
Acknowledge sensitive receptors	Section 3.3.3 (Environmental Setting) in Air Quality includes a discussion of sensitive receptors. Sensitive receptors were identified on aerial maps and distributed to technical team. Maps are found in the noise assessment in Appendix C. Sensitive receptors were also identified in the Initial Study in a table format.
Geology and Soils	
Operational risks from strong seismic shaking	Although impacts to geology and soils were found to be less than significant with mitigation in the Initial Study, the Draft EIR included a detailed Geology and Hydrogeology discussion. See Section 3.5 of the Draft EIR. LADWP is conducting a comprehensive geotechnical investigation to evaluate geology, seismicity, and soils condition that will be used in finalizing the design of the project.

NOP Comment	How Addressed
Post-construction local settlement potential from strong seismic shaking	LADWP has committed to the use of earth-pressure balance tunnel boring machine to minimize disturbance of the natural formations during construction that may later experience consolidation during seismic shaking. LADWP is conducting a geotechnical investigation to evaluate geology, seismicity, and soils condition that will be used in finalizing selection of the tunneling method and pre- and post-construction measures to reduce local settlement.
Post-construction liquefaction potential from strong seismic shaking Suggested Mitigation: Groundwater assessment and monitoring; model effects	LADWP is conducting a geotechnical investigation to evaluate geology, seismicity, and soils condition that will be used to characterize the liquefaction potential along the alignment (see D-22 and 23). Groundwater assessments are standard practice as described in Response D-23 and revised Section 2 (Project Description) of the Draft EIR. Post-construction groundwater monitoring requirements have been included in the revised GEO-1 to assess potential changes to liquefaction potential due to local groundwater mounding.
Construction-induced settlements	LADWP has committed to the use of earth-pressure balance tunnel boring machine to minimize disturbance of the natural formations during construction. LADWP is conducting a geotechnical investigation to evaluate geology, seismicity, and soils condition that will be used in finalizing the design of the project.
Construction-induced ground collapse	LADWP has committed to the use of earth-pressure balance tunnel boring machine to minimize disturbance of the natural formations during construction. LADWP is conducting a geotechnical investigation to evaluate geology, seismicity, and soils condition that will be used in finalizing the design of the project.
Construction-induced dewatering-related subsidence Suggested mitigation: 1. Comprehensive study 2. Study sufficient distance from centerline 3. Limit settlement to 0.5 inches or less 4. Use compaction grouting to fill voids 5. Grout tunnel in advance for support 6. Monitor settlement 7. Preconstruction survey of buildings,dwellings 8. Define contract specifications for tunnel construction 9. Capacity of EPB to process large cobbles and boulders 10. Coordinate with ACOE	LADWP is conducting a geotechnical investigation to evaluate geology, hydrogeology, and soils conditions that will be used in finalizing the design of the project. 1. See comment above. 2. See Response D-26 3. See Response D-2 4. Pre-construction grouting will be evaluated in the geotechnical investigation. 5. Pre-construction grouting will be evaluated in the geotechnical investigation. 6. See Response D-23. This is one of LADWP proposed measures. 7. Addressed through Mitigation Measure N-13 in Section 3.1 (Noise and Vibration). 8. Contract specifications are in progress but are not part of CEQA process. 9. See Responses D-28 and D-72. 10. Table 2-6 (Summary of Required Permits and Approvals) identifies the ACOE as an agency that will be consulted in the permitting and approval process.
Information on decommissioned pipeline	Section 2.4.2.3 (Existing Upper Reach Pipeline) of the Project Description includes a discussion of the existing pipeline. This section was revised based on new comments. See Response D-5.
Impacts from underground obstructions	Preliminary geotechnical information did not reveal potential for underground obstructions. See Responses D-28 and D-72.

NOP Comment	How Addressed
Hazards and Hazardous Materials	
Must disclose project's proximity to Burbank Operable Unit	Section 5.1 (Response to Public Scoping Comments) includes a discussion of the San Fernando Valley Superfund Sites.
Impacts from release of large amounts of potable water under pressure	The Initial Study in Appendix A.2 includes a discussion of the maximum amount of water that could be discharged over a four day period during hydrostatic testing. Information on dewatering activities is also presented in the Initial Study. This information is supplemented by the emergency response procedures presented in Section 2.7.3 (Emergency Response) in the Project Description.
Impacts associated with use of soil conditioners	Soil conditioners were identified in Section 2 (Project Description). This section has been modified to further clarify the type of conditioners that will be used.
Interference with emergency response plans; traffic control plans will be required, review by the City	Table 2-6 (Summary of Required Permits and Approvals) includes the list of permits and approvals from the City. This permit is identified on the table. Mitigation Measure T-1 addresses the construction traffic management plan.
Encountering contaminated groundwater	Section 3.5 (Geology and Hydrogeology) and Section 5 (Other CEQA Considerations) address the potential to encounter contaminated groundwater.
Emergency response	The Initial Study includes a thorough discussion of emergency response providers in the project area including those services that would be provided by the City of Burbank.
Hydrology and Water Quality	
Changes in local water levels and groundwater spreading	The Initial Study includes discussion of how the project would impact local water levels. This information is supplemented in Section 3.5 (Geology and Hydrogeology) and in Section 5 (Other CEQA Considerations)
Noise	
Identify sensitive receptors	See Section 3.1 (Noise and Vibration)
Background noise Measurements	See Section 3.1 (Noise and Vibration)
Thresholds of Significance Suggested mitigation: 1. Mufflers on construction equipment 2. Noise curtains to reduce noise 5dbs or more and reduce line of sight 3. Noise Control Plan 4. Send notice to residents within 2000 feet of construction alignment; Sign legible at 50 feet 5. Community liaison program and 24-hour hotline 6. Limit construction hours	See Section 3.1 (Noise and Vibration) 1. Mitigation Measure N-2 2. Mitigation Measure N-5 3. Mitigation Measure N-11 4. Mitigation Measure N-2. This measure requires notices within 300 feet not 2000 feet, but other notification was identified in Draft EIR, see Response D-6. 5. Mitigation Measure N-11 6. See discussion of construction hours in Section 3.1 (Noise and Vibration)
Noise in neighborhoods and near businesses	Section 3.1 (Noise and Vibration) includes a discussion of noise and vibration impacts. Appendix C includes the Noise and Vibration Study conducted by Medlin and Associates.
Groundborne Noise and Vibration	
Sensitive receptors	See Section 3.1 (Noise and Vibration)
Background groundborne vibration measurements – preconstruction survey of buildings	Mitigation Measure N-13
Thresholds of significance and Vibration Control Plan	See Section 3.1 (Noise and Vibration) and Mitigation Measure N-11
Recreation	
Use of park space for project and impacts associated with use	Section 3.4 (Recreation) includes a discussion of parks that would be impacted with the project.

NOP Comment	How Addressed
Transportation and Traffic	
Extent and duration of use of public streets; impacts to localized areas of the City	Section 3.2 (Transportation and Traffic) includes a thorough discussion of traffic impacts. Appendix C includes the Traffic Study conducted by KOA Corporation for the project.
Emergency access	Table 2-6 (Summary of Required Permits and Approvals) includes the list of permits and approvals from the City. This permit is identified on the table.
Utilities and Service Systems	
Impact of project on future utility construction and existing relocation of existing utility infrastructure	Section 3.7 (Hazards and Hazardous Materials) includes discussion of how existing utilities would be addressed. Future utilities would be addressed through the permits that are required and identified on Table 2-6 Summary of Required Permits and Approvals.
General Comments	
Acknowledge proximity of residences	Both the Initial Study and the Draft EIR acknowledge the land uses adjacent to the project route.
Examine alternatives to the proposed alignment	Consistent with CEQA requirements, Section 4 (Alternatives) addresses the alternatives that were evaluated and compared to the proposed project, and those that were eliminated from consideration and why.

D-5 The comment refers to the discussion in Section 2.4.2.3 (Existing Upper Reach Pipeline) in the Draft EIR regarding the future use of the existing Upper Reach pipeline. LADWP would like to continue to use the existing pipeline in the future, however further study is needed before the pipeline can be used. Preliminary planning investigations have begun including coordination with the Department of Health Services. At this time, the existing pipeline is proposed as a well collector pipeline (as noted in the Draft EIR); however, whether supporting facilities can be planned, designed, and constructed in time for the commissioning of the proposed Upper Reach pipeline has not been determined. Therefore, any future use of the existing pipeline would require a separate CEQA compliance review. Section 2.4.2.3 has been revised as follows:

2.4.2.3 Existing Upper Reach Pipeline

The existing pipeline, from the North Hollywood Pump Station to the Hollingsworth Spillway Structure, would ~~remain in service after completion of proposed Upper Reach pipeline~~ be decommissioned for future use. Planning-level studies are underway to determine if ~~Once the proposed Upper Reach pipeline is in operation,~~ the existing pipeline ~~would~~ could be used to transport well water from the Erwin, Whitnall, and Verdugo ground water wells. ~~The pipeline will continue to operate as part of the water system reconnecting to the new RSC pipeline north of Travel Town Pump Station~~. LADWP would conduct separate CEQA compliance for any future use of the existing pipeline.

D-6 The comment states that only one notice will be provided during construction. However, the Draft EIR includes the following notices during construction:

- MM N-1: Advance notice by mail two to four weeks prior to construction to residents, property owners, and businesses
- MM N-1: Construction delays of more than two weeks then an additional notice will be mailed.
- MM N-1: Notification in local newspapers stating when and where construction will occur
- MM T-5: 48-hour advance notification for disrupted access or reduced parking capacity at specific residents, businesses, or recreational facility
- MM T-6: Advance notification and coordination with all emergency responders (police, fire, ambulance and paramedic services)
- MM R-1: Notification of construction activities at affected park facilities and offices

In addition to the above notification, the Draft EIR includes mitigation measures that require coordination with local agency and resource departments with regard to the construction schedule and planning, and a 24-hour contact person and hotline to respond to questions and comments regarding construction activities.

LADWP prefers to limit the amount of paper notification to reduce the amount of paper products used for this project. However, to address the request for additional notices, Mitigation Measures N-1 has been revised to include reference to the project website and construction signs. See revisions to Mitigation Measure N-1 below.

N-1 LADWP or its construction contractor shall provide advance notice, between two and four weeks prior to construction, by mail to all residents or property owners and businesses including the television and recording studios within 300 feet of the pipeline alignment. The announcement shall state specifically where and when construction will occur in the area. If construction delays of more than two weeks occur, an additional notice shall be made, either in person or by mail. Notices shall provide tips on reducing noise intrusion, for example, by closing windows facing the planned construction. The LADWP shall also publish a notice of impending construction in local newspapers, stating when and where construction will occur, and place signs at construction sites with construction contact information.

The notices shall provide a contact person and hotline where residents or business owners can call on a 24-hour basis with questions or comments during the construction period. LADWP or its construction contractor shall promptly respond to all inquiries regarding construction noise and vibration. On-site measurements may be needed to determine if noise or vibration levels are significantly above expected levels. Notices and construction signs will include a website address, which will be updated quarterly and where interested parties can obtain construction and project-related information.

D-7 The mitigation measures identified in Section 3.1 Noise and Vibration are recommendations made by Medlin and Associates, the acoustical consultant for the project. Mitigation Measure N-11 specifically states that noise and vibration shall be monitored by a qualified acoustical consultant and specifies that additional spot checks will be conducted as well as any measures needed to address noise complaints. This monitoring measure does not specify a required distance or location for monitoring construction noise; the measure assigns the decision of distance and location to the qualified acoustical consultant. LADWP believes that the measure provides protection from noise as written and has not revised the measure to specify a distance. The qualified acoustical consultant will make his or her determination of distance and location during construction activities, which will be more responsive and better tailored to each specific area along the construction route in comparison to specifying a distance, which may not apply to all areas. Therefore, no change is necessary to the noise mitigation measures based on this comment.

D-8 The suggested change to the mitigation measure has been made as noted below:

N-10 LADWP or its construction contractor shall instruct all personnel, including subcontractor personnel, of the necessity for, and methods of, controlling noise and vibration impacts on sensitive receptors and land uses. Instruction ~~should~~ shall occur before the start of construction. ~~enters any noise-sensitive areas~~. LADWP shall provide instruction on the necessity for controlling noise and vibration impacts to contractor at project kick-off meeting and advise the contractor to provide updates at monthly construction meetings. Contractor shall be responsible for instruction to on-site personnel.

D-9 As noted in Response D-7, all noise and vibration mitigation measures were identified by Medlin and Associates. During construction, the qualified acoustical consultant selected to perform the noise and vibration monitoring for the project will determine the location and distance for monitoring during construction as identified in Mitigation Measure N-11. Mitigation Measure N-11 has also been updated to include the preparation of a construction noise and vibration plan to ensure groundborne vibration does not exceed the applicable levels at locations along the proposed alignment.

N-11 LADWP or its construction contractor shall monitor noise and vibration under the guidance of an independent qualified acoustical consultant along the project alignment to ensure the measures described in N-1 through N-10 are effectively reducing noise levels. Monitoring shall be conducted quarterly and documented. Monitoring shall include additional spot-checks of the noise and vibration levels near sensitive receptors/land uses including the television and recording studios and any additional measurements to resolve issues reported as part of the 24-hour hotline required as part of Mitigation Measure N-1. LADWP, under the guidance of the acoustical consultant, shall have the authority to cease any construction activity which significantly exceeds noise thresholds or is causing substantial disturbance to sensitive receptors or land use (as determined by the number of concerns received at a specific location) until additional noise or vibration-reducing measures are implemented. The qualified acoustical consultant will prepare a construction noise and vibration plan that documents monitoring events, monitoring thresholds, and incorporates other noise and vibration mitigation measures identified in the EIR.

D-10 As noted in the comment Mitigation Measure N-12 refers to inches per second, a criteria used by the Bureau of Mines for structures. The comment requests reference to VdB, which is a velocity vibration used by the Federal Transit Administration. To address the comment, Mitigation Measure N-12 has been revised to include reference to VdB, as shown below.

N-12 LADWP or its construction contractor shall take all reasonable measures necessary to maintain ground-vibration levels below a peak-particle velocity of 0.02 inches per second (72 VdB) at any sensitive receptor or land use as verified during periodic monitoring by a qualified acoustical consultant required as part of Mitigation Measure N-11. Such measures may include any of the following:

- Adjust the speed of the TBM cutting wheel (it is possible that the rotational speed of the cutting wheel may coincide with natural frequencies of nearby structures, thus amplifying the induced vibration; increasing or decreasing the wheel speed would likely reduce this impact).
- Use alternate TBM cutting surfaces (different cutting surfaces, if available, may induce varying levels of vibration into the soil, particularly with regard to soil composition and condition).
- Minimize the undulations and roughness of muck-train tracks (a muck car which rolls smoothly over its tracks will induce less vibration into the surrounding soils).
- Minimize the number of junctions in the muck-train tracks (previous experience indicates that muck-train vibration impacts are greatest near junctions in the tracks, where disjoints are likely to occur in the rails).
- Minimize gaps between adjoining rails.
- Mount muck-train tracks on resilient pads or springs.
- Maintain roundness of muck-train wheels.
- Lessen the load of the muck-trains (lightly-loaded cars will induce less vibration into surrounding soils than heavily-laden cars).

D-11 The comment requests definition of a "fragile" and "historic" building. However, Mitigation Measure N-13 states that a building inspector or architectural historian may be needed to support the identification of "historic" and "fragile" buildings. No definition was added to the measure to allow either the building inspector or architectural historian flexibility in how they determine what buildings are in poor condition and may be impacted. It is in LADWP's best interest to ensure that all potentially affected buildings are identified, and the measure was written to meet that goal. Therefore, no change is needed to address this comment.

The comment also requests that LADWP expand the inventory of fragile and historic buildings from 200 feet to 300 feet. The 200-foot distance for the survey was based on the potential area of impact from vibration. Page 41, Appendix C, Noise and Vibration Study, states: "In summary, impacts related to ground-vibration are anticipated for this project due to muck-train operation and are projected to extend 150 feet or 170 feet from the tunnel alignment depending upon whether the affected receiver is a residence or a TV-recording studio." The 200-foot distance is consistent with the potential extent of impact as identified by a qualified acoustical consultant. As no rationale was provided for increasing the distance of the building inventory, the suggested change was not made.

D-12 KOA Corporation prepared the Traffic Study for the project. Appendix D includes a copy of the completed report. KOA prepared a thorough review of the streets and roadways that would be impacted by the proposed project and identified mitigation measures that would reduce impacts. The analysis of impacts presented in Section 3.2 (Transportation and Traffic) was based on, and includes the recommendations of, the KOA Corporation study in Appendix D. Also, refer to Response D-3.

D-13 The comment requests that LADWP provide additional mitigation to address pedestrian access to Johnny Carson Park. The construction activities at Johnny Carson Park are proposed in an area owned by the City of Los Angeles, which are leased to the City of Burbank, and in an area that has low public use because it is detached from the main activities of the other areas of the park. As noted in Section 3.4 (Recreation) the proposed project plans to use an area between the 134 Freeway off ramp and Riverside Drive. Pedestrian access to the park is not likely to come from the east side of the park (location of proposed tunnel shaft within park area), but from the west side where more residences and businesses would have better access to park facilities even without the proposed construction activities. Pedestrian access to the park will be available on existing sidewalks south of Riverside Drive as well as sidewalks west of the proposed construction staging area.

D-14 Mitigation Measure AQ-1 in Section 3.3.4 of the Final EIR has been updated to include the following text, which is believed to meet the intent of the recommendation.

AQ-1 LADWP shall implement the following mitigation measures to reduce NO_x, PM10, and PM2.5 emissions from non-road construction vehicles during construction:

- Tier ~~1~~ 2 non-road diesel mobile construction equipment shall be used on-site. Prior to construction, the construction contractor shall provide LADWP a list of equipment over 50 hp and forecasted to be used for at least a month during construction, including model year, engine horsepower rating, and applicable tier designation.
- Tier 2 or newer diesel generators, or alternative-fueled (e.g., gaseous fuel) generators shall be considered as an alternative to diesel generators for use during the pipe jacking/tunnel operations.
- Construction equipment shall be maintained in tune per manufacturer's specifications. The construction contractor shall provide LADWP with maintenance records on a monthly basis for non-road diesel mobile construction equipment over 50 hp used for at least a week in any given month, including but not limited to records of engine tune-ups.

– Diesel engine idle time shall be restricted to no more than five minutes, except for construction equipment that needs to be maintained at idle to perform.

D-15 Mitigation Measure AQ-1 in Section 3.3.4 of the Final EIR has been updated to include a modified version of the recommended text, but which meets the intent of the recommendation. See Response D-14 for the revised measure (third bullet).

D-16 The comment requests a mitigation measure that requires an on-site certified person to carry out a visible emission evaluation. LADWP has not included a mitigation measure to address this issue. The implementation of the Mitigation Monitoring Program ensures compliance of project mitigation measures and the LADWP Resident Engineer will confirm contractor's implementation of best management practices, project mitigations, permit conditions, and all applicable rules and regulations. However, the City of Burbank can hire a certified visible emissions evaluator to be onsite during construction. As noted in Response D-23, LADWP is required to comply with SCAQMD Rule 403. Refer to this response for more information.

D-17 Mitigation Measure AQ-1 in Section 3.3.4 of the Final EIR has been updated to include a modified version of the recommended text, which is believed to meet the intent of the recommendation. See Response D-14 for the revised measure.

Specifying the use of double-trailer haul truck exclusively for hauling waste soil from the construction site to disposal areas would potentially create other substantial impacts related to the ability of double-trailers to access/egress from the areas where they would be used, the space they would take up while loading or staging, and other potential traffic impacts (both safety and traffic delay) of the slow moving and poor turning radius of double-trailer haul trucks. Furthermore, the roads in the project area may have restrictions on such trailers or total weight (bridges), which would need to be considered. Therefore, this suggestion was not included as one of the revisions to the mitigation measure. Use of double-trailer haul trucks would be at the discretion of the construction contractor.

D-18 The comment suggested reference to the SCAQMD website for additional mitigation measures for on-road vehicles and off-road construction equipment. Changes have been incorporated in the air quality mitigation measure to address this comment. See Response D-14.

D-19 The intent of N-1 is to provide notification of construction activities to residents, businesses, and property owners within 300 feet of the pipeline alignment. It was identified as a measure to reduce impacts on the use of parks during construction because if residents are informed about the construction period and the purpose, then park visitors can plan to use other areas of Johnny Carson park or other parks during construction of the proposed project. The sentence identified in the comment has been modified as follows:

> In addition, the advance notification proposed under Mitigation Measure N-1, would further limit any construction impacts to recreational uses <u>by informing residents of the proposed location and duration of construction activities so that they can plan their use of park facilities</u>.

The commenter also asks how other park users will be informed of the disruption to park facilities. Mitigation Measure R-1 includes the requirement of posting notices of construction activities at affected park facilities. In addition, Mitigation Measure N-1 includes the requirement for posting signs and placing newspaper ads in local newspapers regarding construction activities. Please see Response D-6 regarding the noticing that will occur on the proposed project.

D-20 The Initial Study in Appendix A.2 of the Draft EIR provides the baseline information regarding biological resources and vegetation along the proposed project alignment. The Initial Study also

includes detail on the requirements of the City of Los Angeles and the City of Burbank. These local agency ordinances require approval prior to tree removal and replacement as defined by the respective ordinances. Please refer to Section 3.4 (Biological Resources) in the Initial Study for more information on the requirements of the local agency ordinances and on other vegetation and biological resources identified along the proposed project alignment. Additionally, Mitigation Measure R-1 has been revised to include restoration of park vegetation for the portion of Johnny Carson Park that will be used as a construction staging area (see Response D-21 below).

D-21 As discussed in Section 3.4 (Recreation) under the description of Johnny Carson Park, the heavy use periods of the park and the type of events that occur on the Park are identified based on information provided by the City of Burbank. Typical park activities occur in the main area of the Park and not in the area proposed for construction staging. The construction staging area will use approximately 5 acres of a 20-acre park. Because project design has not been completed, specifics cannot be discussed and included in the EIR. Therefore, it is appropriate to have the agencies coordinate the construction activities and schedule once the final design of the proposed project has been completed. However, a change was made to the mitigation measure to clarify that restoration will include both vegetation and infrastructure, see change below.

R-1 No less than 60 days prior to construction, LADWP shall coordinate construction activities and the project construction schedule with the City of Burbank, Department of Parks and Recreation and City of Los Angeles, Department of Parks and Recreation regarding the use of a portion of Johnny Carson Park as a construction staging area. This coordination shall include consideration of heavy recreational use periods, including major holidays, in construction scheduling, and providing construction notification at park facilities and offices. The notice shall also identify alternate park facilities. In addition, coordination shall include discussion of the schedule and planning for restoration of the affected park area (vegetation and infrastructure including irrigation systems and park amenities) after construction.

D-22 **NOP Comments.** The comment states that the mitigation measures suggested in response to the NOP by the City of Burbank were not directly used or addressed in the EIR. The table presented in Response D-4 summarizes the comments made in the City's February 23, 2007 letter and lists the areas where the comment is addressed in the EIR or how the issue was considered in the analysis.

See Response D-23 for information on LADWP Standard Practices.

How studies affect design. While the discussion in the Draft EIR focuses on environmental issues that does not preclude the LADWP from preparing a comprehensive geotechnical evaluation that will be used in preparing the final design of the project. As noted earlier, LADWP is conducting a comprehensive geotechnical evaluation as part of the design portion of the project. The report will cover the following issues:

- Site Conditions and Geologic Setting – topography, land use, regional and site geology, seismicity, and seismic hazards
- Ground Characterization – subsurface conditions, groundwater, gas conditions, expansive and collapsible soils
- Geotechnical Interpretation of Subsurface Conditions (based on soil boring information)
- Recommendations – construction methods including consideration of underground obstructions, shaft excavation for pits, boiling and heave of shaft bottoms, tunneling and jacking in sand, soil design parameters for pipeline, thrust blocks, tunneling-induced surface settlement, anticipated ground movements, instrumentation monitoring program

- Design Review
- Construction Monitoring

LADWP will use the information obtained on groundshaking levels in the design of structures such as buried shafts and vaults, equipment foundations and anchorage, and aboveground structures. In addition, LADWP applies established pipeline monitoring and emergency response procedures as discussed in Section 2.7.3 (Emergency Response) in the Project Description.

To clarify the scope of the geotechnical investigation as noted above, Mitigation Measure GEO-1 (Appendix A.2 - Initial Study Section 3.6) has been revised to include reference to all of the areas that will be considered in the investigation and to include requirements for post-construction groundwater monitoring. GEO-1 was intended to require a comprehensive project-specific geotechnical investigation to support design of the project, although the original text of GEO-1 focused on liquefaction as this issue was identified as a significant impact in the Initial Study. The revised text is presented below in strikethrough (deletions) and underline (additions) to clearly identify changes made to the measure.

GEO-1 Prior to final project design, LADWP or its consultant shall prepare a ~~A~~ geotechnical investigation ~~shall be conducted~~ to determine areas that will be susceptible to liquefaction related phenomena and to identify the local and regional geologic and seismic setting, subsurface soil conditions, presence and character of perched or continuous groundwater including aquifer parameters, presence of toxic or combustible gases along tunnel segments or deep excavations, and potential for corrosive and expansive soil. This investigation shall be conducted by a qualified professional and conform to the requirements of the City of Los Angeles. Based on the findings of this investigation, appropriate ~~mitigation~~ measures ~~may~~ will be developed to reduce potential damage due to liquefaction related phenomena and to address site-specific subsurface conditions and excavation methodology. The geotechnical analysis will determine seismic design ground shaking and liquefaction potential. Results of the geotechnical ~~investigation~~ analysis will support design considerations ~~of~~ to address seismic shaking and ~~constructing~~ to implement liquefaction and ~~ground lurching~~ lateral spreading control ~~mitigation~~ measures.~~, and/or repairing the damaged pipeline. The latter option is the standard practice for non-hazardous pipelines and typically includes consideration of economic factors.~~ Although it is considered unlikely that groundwater levels will be affected by the project, LADWP shall conduct a post-construction monitoring program in areas where the bottom of pipe is at or below historic high groundwater level. Monitoring will be conducted two to four times per year over two rainy seasons. If monitoring identifies mounding which exceeds the historic high groundwater level, an evaluation for increased liquefaction potential will be performed. If increased liquefaction potential is identified, control measures will be developed to address any substantial effects that may result during a design level earthquake.

The revisions do not change the significance determination presented in Section 3.5 (Geology and Hydrogeology) because the intent of the measure has not changed and the additional language does not present new information. All of the topics included in the revisions were discussed in Section 3.5 (Geology and Hydrogeology) of the Draft EIR. The Final EIR has been updated to include this revised mitigation measure in the Executive Summary, Section 3.5 (Geology and Hydrogeology), and Appendix B of the EIR.

For information on studies that will be conducted and that were identified as "standard practice" in the Draft EIR, see Response D-23, below.

D-23 The comment states that there are studies mentioned in the Draft EIR that are not included as mitigation measures in the document. These studies include standard practices and

environmental commitments that have been made by the LADWP for this project. To consolidate these measures all in one location, Section 2.5.6 (LADWP Project Measures) has been added to the Project Description to address these standard practices and environmental commitments. The discussion of the groundwater assessment and the post-construction monitoring has been moved from Section 5 (Other CEQA Considerations) to the Project Description to address this comment. See added text below:

2.5.6 (New) LADWP Project Measures

LADWP applies standard practices in construction and operation of its projects. In addition, other measures may be added to address project-specific site conditions (i.e. groundwater assessment). This section identifies the standard practices and other measures that LADWP will apply to the project. The standard practices that will be applied to the project are summarized below.

Standard Practices:

- Project Controls
  - Air Quality and Dust Control - measures to control dust include, for example. use of water trucks and street sweepers throughout the work day; promptly remove mud, dust, dirt, or debris; implement SCAQMD Rule 403
  - Noise Control – minimize noise level during all phases of work; equipment in good operating order
  - Project Signs and Notices – requires construction sign with superintendent's, mayor's, and engineer's name; 24-hour hotline, project website address, and notice that no vehicles will be allowed on site before 7 am; construct and post signs for businesses
- Repairing and Patching – requires that repair match the previous work in material, form, and construction; also replace and repair existing paving
- Tree Pruning – detailed specification for working near or around trees and tree canopies; requires certified arborist to be consulted for any pruning of trees
- Tree Protection – requires protection of trees in project work area shown on construction drawings; requires tree protection and maintenance to performed under direction of a licensed arborist
- Landscape Irrigation
  - General Requirements – requires care in excavating and working near existing utilities; investigate utilities and show on a map
  - Trenching – conduct all excavations in accordance with Tree Protection guidance (noted above)
  - Pre-construction conference
  - Products (pipes, fittings, valve boxes); products handling; irrigation record drawings
  - Closing of Pipe and Flushing of lines – mains and laterals
  - Field Quality Control
  - Maintenance
  - Clean-up
  - Pipeline Assembly – laying of lines, backfill, compaction
- Landscape Planting - all landscape planting including soil preparation, planting, seeding, staking, and clean-up; requires certified arborist
- Tree Relocation – onsite relocation and maintenance of designated trees
- Landscape Maintenance and Plant Establishment – maintain landscape in an attractive condition

Other Measures:

Groundwater Assessment. LADWP will conduct a groundwater assessment in tunneled portions of the alignment and/or implemented in any portion of the alignment where groundwater

dewatering is necessary. The assessment will determine the likelihood that groundwater and contaminated groundwater will be encountered at the time of tunnel construction. The groundwater assessment will generally include:

- Construct piezometers/monitoring wells along the alignment from Alameda Avenue to the south side of the Los Angeles River at an approximate 500-foot spacing. The well locations should be selected to remain functional during construction.
- Contact the Mobil Service Station (3020 Olive Avenue) to gain access for monitoring of MW-6 (LUFT site downgradient well).
- Conduct routine water level and water quality monitoring prior to construction to assess groundwater conditions, seasonal water level fluctuations, and water quality. The groundwater baseline data should span about one year and include a minimum of two water quality testing events. Water quality data should be current at the time of bidding.
- Analyze the available data to determine the likelihood that groundwater and contaminated groundwater will be encountered during tunnel construction.
- If necessary, develop, or require the tunnel contractor to develop, a dewatering plan that includes storage, treatment and disposal of groundwater, that complies with the requirements of the project NPDES permit.
- Project plans and specifications will include the results of the groundwater assessment and the dewatering plan. The LADWP resident engineer will oversee the contractor's compliance with the dewatering plan and NPDES permit.

Post-construction Groundwater Level Monitoring. As described in revised Mitigation Measure GEO-1, LADWP will conduct a post-construction monitoring program in areas where the bottom of the pipe is at or below the historic high groundwater level, which LADWP will address as part of the recommendations of the geotechnical investigation. Monitoring will be conducted to monitor water levels two to four times per year in select piezometers and to effectively identify groundwater mounding up gradient of the tunnel. This water level monitoring program will include provisions to measure water levels in the same wells to establish pre-construction gradients. The post-construction water level data will be evaluated to determine if a mound exists and, if so, whether the liquefaction susceptibility changed (increased) in those areas.

Subsidence Monitoring Program. Prior to, during, and after project construction, LADWP will implement a Subsidence Monitoring Program in tunneled portions of the alignment and/or in any portion of the alignment where groundwater dewatering is necessary. LADWP will address subsidence monitoring as part of the recommendations of the geotechnical investigation. LADWP will analyze the potential for ground subsidence to occur during tunneling, and will identify project-specific trigger levels that require corrective action should subsidence occur. During tunneling, the monitoring program will address detection of subsidence, including measurements of groundwater levels, surface and subsurface settlement, ground movement and displacement, and movement in existing infrastructure as needed. LADWP will implement corrective actions, such as increased tunnel support, if measured displacement reaches the specified trigger level.

D-24 The Draft EIR Section 5 (Other CEQA Considerations) included information on the groundwater assessment that will be conducted as part of the project. As noted in Response D-23, the groundwater assessment has been moved to the Project Description so that all environmental measures proposed by LADWP and incorporated into the project are listed in one location. The comment regarding how groundwater will affect the tunnel or shafts will be part of the groundwater assessment and geotechnical investigation, which is in process.

LADWP will use the recommendations from these studies in the final design of the project. Post construction monitoring has been included in the revised GEO-1.

D-25 Refer to Response D-22 for information on the topics that will be addressed in the geotechnical report for the project. LADWP will provide a copy of the report to the City of Burbank. In addition, LADWP will request copies of the geologic studies or information that the City has stated has been prepared for other projects in the City of Burbank and that could be applied to this project.

D-26 The information obtained from the boring logs will be from data collected along the centerline of the project route because this data will be used for design purposes. However, the analysis in the geotechnical report will go beyond the centerline of the route.

D-27 The comment requests the addition of a mitigation measure that addresses subsidence monitoring. As noted in Section 3.5 (Geology and Hydrogeology), a subsidence monitoring program is one of LADWP's standard practices. This monitoring program has been added to Section 2 (Project Description) and made a formal part of the project. See Response D-23 for the revision.

D-28 The geotechnical investigation that is underway for the project will evaluate the ability of tunneling equipment to handle boulders. While the 2007 borings from URS did not identify boulders in the area, the comment notes that boulders were identified in studies conducted for other projects in the City of Burbank. As noted earlier, LADWP will formally request copies of these reports and will review and consider information that is applicable to this project.

D-29 Comment makes reference to the need to coordinate with the US Army Corps of Engineers for construction at the Los Angeles River. Table 2-6, Summary of Required Permits and Approvals, includes reference to the need for a Section 10 permit from the US Army Corps of Engineers.

D-30 The commenter requests video inspection of sewer and storm drains in proximity to the pipeline. This is a standard permit request and will be required as part of the permit process. The commenter also requests an independent inspector for the City of Burbank. The City may hire their own inspector at the job site as long as the inspector coordinates with the construction manager and provides advance notification to LADWP. The LADWP will inspect the construction site according to its design and construction requirements.

D-31 The commenter requests that a mitigation fund be set up to fund the relocation of residents or the elderly if needed during the project. The LADWP will not implement a mitigation fund as requested because: (1) LADWP has a construction claims procedure in place and available to address these issues on a case-by-case basis; and (2) LADWP does not anticipate that any business or resident will need to be relocated as a result of the project, and standard practices as summarized in the Project Description (see Response D-23) include the requirement to post signs for businesses during construction.

D-32 The following addresses the numbered comments as presented in the comment:

1. Figure 2-2 of the Draft EIR illustrates the location of tunnel shafts and jacking pits as well as the location of the trenching versus the tunneling. Please refer to this figure for more information.

2. See Response D-2.

3. Section 3.4 (Recreation) includes information regarding the project's impact on park facilities. No park will be closed during construction as a result of the proposed project. However, as noted in the EIR, an approximately 5-acre area of Johnny Carson Park (total

park area is 20 acres) will be closed and used for construction staging. This area of the park is owned by the City of Los Angeles and is identified on Figure 3.4.1. A description of how the area will be used is presented in Section ES.2 ([Executive Summary} Environmental Analysis), Section 2.5.2 (Staging Areas), Section 3.1.4 (Noise Impacts and Mitigation Measures), Section 3.2.4 (Transportation/Traffic Impacts and Mitigation Measures), and Section 3.4.4 (Recreation Impacts and Mitigation Measures). Mitigation Measure R-1addresses restoration of the area of Johnny Carson Park that will be used for construction staging. See Response D-21 for the modification of the measure based on earlier comments. See Response D-2 for information on the ventilation shafts that will be located on the south end of Whitnall Highway Park North. In addition, the equestrian trail that borders the Los Angeles River will not be impacted by the project. As noted in Section 3.4.3 (Environmental Setting), the project would be constructed under the trail and would not impact the use of the trail during construction.

4. Section 2.6 (Pipeline Construction Methods) includes descriptive information on the length of time each method of construction will take for pipeline construction. Table 2-3, Proposed Construction Schedule, includes information on the estimated duration of each phase of the project. Figure 2-2, Proposed Pipeline Route, illustrates the phases identified on the above mentioned table.

D-33 The list identified in the comment was a list identified in Appendix C, Noise and Vibration Study, as being "receivers of concern due to their proximity to the project." The discussion above this list identifies residences as being sensitive receptors.

The comment also states that the Noise and Vibration Study considers residences as sensitive receptors but the EIR discussion does not. This statement is incorrect. Section 3.1 (Noise) defines sensitive receptors as including residential areas. Aerial maps were used in the Noise and Vibration Study, which are referred to in the discussion of sensitive receptors in the EIR, to show the location of residences along the route. However, because of the number of single- and multi-family homes, residences are not specifically labeled on the aerial figures in the Noise and Vibration Study.

D-34 Although the source reference is correct as presented in the Draft EIR, the source for Tables 3.1-5, 3.1-6, and 3.1-7 has been changed in response to the comment, as noted below.

Source: ~~Appendix C~~ Medlin & Associates, Inc., RSCI Upper Reach Noise and Vibration Study, October 2007, Section 5.2 and Table 4.

The comment states that the Burbank Municipal Code has been amended and states that now construction activity is limited to the stated hours regardless of distance from a single-family home (see 9-1-1A-105.5 Construction Hours). However, the comment refers to the section of the Burbank Municipal Code that addresses construction hours in general and not the section that deals with construction in residential areas, which is similar to the section cited in the Noise Section. The text has been revised to show the new code number and title. The new language adds an additional sentence that states that the hours apply to residential zones that are 500 feet or less, presumably, from the construction activity.

Burbank Municipal Code. ~~Chapter 21, Article 2~~ Title 9 (~~Environmental Protection – Noise Control~~ Building Regulations – Environmental Protection) of the Burbank Municipal Code regulates the emission of noise within the City. Per Burbank Municipal Code §~~21-209~~ 9.3.209, it is unlawful for any person performing a construction activity that requires a building permit in any zone other than R-1, R-1-H, and R-1-E, within a radius of 500 feet measured from the nearest property line of any residentially zoned property, to operate construction equipment or perform any outside construction on buildings, structures or

projects other than during the following hours (sites 500 feet or less from a residential zone):

Monday – Friday	7:00 a.m. to 7:00 p.m.
Saturday	8:00 a.m. to 5:00 p.m.
Sunday and Holidays	None

D-35 The appendices are part of the Draft EIR and are easily accessible by the public if more detail on a specific issue is required. CEQA Guidelines Section 15147 (Technical Detail) states an EIR shall include summarized technical data and that "placement of highly technical and specialized analysis and data in the body of the EIR should be avoided through the inclusion of supporting information and analyses as appendices to the main body of the EIR." CEQA Guidelines Section 15150 (Incorporation by Reference) also states that an EIR "may incorporate by reference all or portions of another document which is a matter of public record or is generally publically available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of the EIR or Negative Declaration." The format of the Draft EIR as released to the public meets the intent of CEQA and provides supporting studies as appendices, which are easily accessible to the public. No change is needed.

D-36 Refer to Response D-35 above. With respect to noise levels at each receptor location, it is noted in the EIR that noise-contour figures are provided in Appendix C, Figures 27 through 50. This graphical representation provides a broader illustration of project-related noise impacts along the alignment. Implementation of Mitigation Measures N-1 through N-11 would reduce potentially significant short-term construction noise impacts to the extent feasible.

D-37 The comment questions the identification of the construction contractor as being responsible for implementing specific mitigation measures and assumes that the contactor is the responsible entity. Consistent with CEQA Guidelines Section 15097, Mitigation Monitoring or Reporting, a Mitigation and Monitoring Program was prepared as part of the Final EIR. As specified in this section of the CEQA Guidelines, a monitoring program is required as part of the approval process of a project and, therefore, a program for monitoring mitigation measures is required at the Final EIR stage.

Appendix B.2 includes the Mitigation Monitoring Program for the proposed project. The program identifies the specific department within the LADWP responsible for ensuring implementation of a respective measure consistent with CEQA requirements. CEQA Guidelines Section 15097(a) states: "A public agency may delegate reporting or monitoring responsibilities to another public agency or private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program." No change is needed based on this comment.

D-38 The responses below correspond to the numbered comments in the comment letter.

1. See Responses D-6 and D-34. In addition to the notices identified in these responses, LADWP also has a "door hanger" policy. LADWP will hang a notice on the door of all properties (residences and businesses) within 200 feet of the construction route. This notice will be provided seven to 14 days prior to construction in a specific area.

2. See Response to D-7.

3. See Response to D-8.

4. See Response to D-9.

5. See Response to D-10.

6. See Response to D-11.

D-39 See Responses D-3 and D-35.

D-40 See Responses D-3 and D-13.

D-41 As discussed in the Draft EIR, Section 3.3.3 under "Sensitive Receptors," residential areas are considered to be sensitive receptors because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. While residential receptors are not specifically listed in Appendix C, the EIR states that based on the land use survey residential receptors are dispersed along the entire project route. The areas where residential receptors existing along the alignment are identified in Appendix C, Figure 3, which is provided on an aerial map, in which residences are clearly identifiable. Impacts to residential receptors are also considered in the Air Quality analysis with respect to the localized significance thresholds (Criterion AQ-2).

D-42 Comment states the basis for the SCAQMD LSTs; however, the actual comment is addressed in Section 3.4.3 of the letter. Please see Response to Comment D-45. Comment states that "the mitigation measures are not sufficiently specific" and provides additional discussion in Section 3.4.4 of the letter. Please see Response to Comment D-14 through D-18.

D-43 As recommended in the comment, the names of the SCAQMD rules have been added with the rule numbers in Section 3.3 of the Final EIR. Table 3.3-4 has also been updated to show the number of days that the Burbank monitoring station exceeded the State 8-hour CAAQS.

Table 3.3-4. Ambient Air Quality Monitoring Data from the Project Area

(Note: only the CAAQAS values in ozone changed therefore only this portion of the table is shown. Bolding added to show change)

Ozone (O_3)			
Maximum 1-hour concentration (ppm)	0.137	0.142	0.166
No. Days Standard Exceeded			
CAAQS (1-hour) > 0.09 ppm	27	13	25
Maximum 8-hour concentration (ppm)	0.109	0.108	0.128
No. Days Standard Exceeded			
CAAQS (8-hour) > 0.070 ppm	**52**	**23**	**34**
NAAQS (8-hour) > 0.08 ppm	7	2	12

To confirm the status of the State classification for the 1-hour ozone standard, Theresa Najita, Air Pollution Specialist, Air Quality Branch Planning and Technical Support Division of the California Air Resources Board was contacted. She confirmed that the classification for the State 1-hour ozone standard is still valid and that classifications for the 8-hour standard have not yet been adopted, only designations. Table 3.3-2 has been updated to show the designation for the new State 8-hour ozone standard.

Table 3.3-2. Attainment Status for the South Coast Air Basin

(Bolding added to show change)

Pollutants	Federal Classification/Designation	State Classification/Designation
Ozone	Severe Non-Attainment (8-hr) [a]	Extreme Non-Attainment (1-hr) Non-Attainment (8-hr)
PM10	Serious Non-Attainment	Non-Attainment
PM2.5	Non-Attainment	Non-Attainment
CO	Serious Non-Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment

Source: CARB, 2006, USEPA, 2007a.

~~Note(s)~~Definitions: CO = carbon monoxide; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide; PM10 = particulate matter less than 10 micrograms in diameter; N/A = Not Applicable.

Note: a) SCAQMD has requested reclassification of the SCAB to extreme non-attainment for the federal 8-hour ozone standard.

D-44 Section 3.3.4 of the Final EIR has been updated to refer to SCAQMD Rule 403 (Fugitive Dust) and not Rule 401 (Visible Emissions).

D-45 The methodology used in the Draft EIR was based on discussions with Steve Smith of the SCAQMD for a linear project. The SCAQMD provided comments on the NOP but did not submit any formal written comments on the Draft EIR. Because the project is a linear project, the analysis treats each construction spread as a separate project for localized impacts as the whole alignment will not be under construction all at one time. SCAQMD has determined that the use of the lookup tables is a more reasonable approach than modeling the emission impacts at dozens or hundreds of individual construction sites, even though these construction projects do not conform perfectly with the LST look-up table methodology. Additionally, significant localized impacts were determined, so changing the approach even if it were warranted would not change the overall significance findings for localized impacts.

D-46 See Response D-14.

D-47 See Response D-15.

D-48 See Response D-16.

D-49 See Response D-17.

D-50 See Response D-18.

D-51 The comment states that a landscaped open space at the southwest corner of Alameda Avenue and Bob Hope Drive was not included in the Draft EIR. On June 26, 2008, Aspen visited the park or landscape area mentioned in the comment. A rod-iron fence encloses the park area. No trespassing signs are posted on the locked entry gates. This private open space area is owned and camera-monitored by NBC Studios. The location of this private park has been added to Figure 3.4-1 (Recreational Areas along the Proposed Pipeline Route) and a short description of the park was added to Section 3.4 (Recreation). The project would tunnel under and would not impact this private open space.

The text below was added to Section 3.4 (Recreation) to describe this private open space or park.

- **NBC Studios Park (Private).** A small private park or open space is located on the southwest corner of Alameda Avenue and Bob Hope Drive. Based on a site visit, the park includes park benches (about three), landscaped area, and a short walking pedestrian path. There is also a transmission tower within the park area. A rod-iron fence completely encloses the park and "No

Trespassing" signs are posted on the locked entry gates. NBC Studios sits directly east and south of this private park. According to signs posted at the park, the property is owned and camera-monitored by NBC Studios.

Note: The comment states that Providence Saint Joseph Medical Center abuts the landscaped open space. However, Johnny Carson Park is the open space that abuts the medical center. The only open space near Alameda Avenue and Bob Hope Drive is the private park described above, which abuts NBC Studios. Therefore, the discussion above addresses the private park at Alameda Avenue and Bob Hope Drive.

D-52 LADWP has revised the sentence on page 3-54 of the Draft EIR as suggested in the comment. The change is shown below.

In addition to the park and recreation areas, ~~two~~three elementary schools, two of which have playfields that abut the proposed route, have been included in ~~thet~~Table 3.4-1.

D-53 The description of activities or events held at Johnny Carson Park was based on information provided by the City of Burbank. However, the information has been updated consistent with the activities identified in the comment. The revised text, shown below, refers to the 11.5-acre main portion of Johnny Carson Park.

This area of the park receives approximately 50,000 annual visitors and typically, hosts one large event per month from March through November, with attendance ranging from 1,000 to 5,000 people. According to the City of Burbank Parks, Recreation and Community Services Department, specific events include car shows in April, June, September, and October; The St. Francis Xavier Church picnic in April; the Providence High School picnic in May; the Burbank Burroughs High School Alumni picnic in June; and the City-sponsored Red Ribbon Day in October. Providence High School uses the park throughout the school year for their track team and a variety of organized school events. In addition, this area hosts smaller events (150 to 300 people) on a weekly basis, including dog shows, picnics, and church events. All events typically occur in the main event area, near the outdoor stage and restrooms.

D-54 Figure 3.4-1 (Recreational Areas along the Proposed Pipeline Route) has been modified to correct the location of Stevenson Elementary School.

D-55 The comment refers to a statement regarding the project route as located under a hiking/horse trail. The proposed project will be underground or under the trail and will not impact the trail.

A river crossing would typically be installed by the jacking casing method. However, for this project, the contractor may decide to use the same equipment and liner material on-hand as used for the tunneling because equipment and manpower will be setup and available on the southern end for tunneling, where the tunneling will originate. To address this comment, the text in Section 3.4 (Recreation) has been modified to state jacking/tunneling to allow flexibility in which method is used. However, the underground crossing proposed as part of this project would not impact the recreational trail no matter which method was used.

Revision to Table 3.4.1 (Recreational Areas Within the Study Area

Griffith Park, Equestrian Trail leading to Swinging Bridge(20)	Project will jack/tunnel under trail

- **Equestrian Trail leading to Swinging Bridge (within Griffith Park).** As mentioned above, an equestrian trail runs along the northern portion of the Los Angeles River just south of the lower section of Johnny Carson Park. This trail is a Los Angeles County and Army Corps of Engineers flood control easement that is managed by LADPR within Griffith Park (LADPR 2007b). This easement runs along the northern portion of the Los Angeles River where it meets the Circle K Stables and crosses the river by way of the Swinging Bridge to the Pollywog Equestrian Area. This trail within the project area consists of a soft earthen path with a wooden post fence running

along the north and a chain link fence along the south separating the trail from the river. No other equestrian amenities were observed along the trail in the project area. The proposed project would require jacking/tunneling under this trail as well as the Los Angeles River.

D-56 Refer to Response D-2 for information on the intermittent ventilation shafts and the size of the shafts. The comment also refers to the potential closure of parks in the City of Burbank. No park will close as a result of the project. There will be areas that will be temporarily impacted on a portion of Johnny Carson Park and in or near Whitnall Highway North. Also see Response D-21.

D-57 See Response D-2.

D-58 As noted on page 3.54 of the Draft EIR, the proposed project route would be placed underground or under the Los Angeles River trail. Construction activities would be underground or away from the trail - north (at Johnny Carson Park) or south (on the Headworks property south of the river bed). Also see Response D-55.

D-59 See Response D-2

D-60 See Response D-6.

D-61 See Response D-20.

D-62 See Response D-21.

D-63 See Response D-23.

D-64 See Response D-22 and D-23 for information on the geotechnical study and the measures proposed by LADWP to reduce geologic and groundwater/water-related impacts.

D-65 Comments noted. See Responses D-22, D-23, and D-66.

D-66 See Response to D-22 and D-23. Contrary to statements made in the comment, LADWP has contracted with URS to prepare an independent geologic, geotechnical, hydrologic, and seismic evaluation of the project area, which will be used in the design of the project. The information presented in the CEQA document provides a sufficient level of information to determine impacts and to identify the need for mitigation, but a greater level of detail is needed for the final design of the project. The recommendations of the geotechnical investigation will be incorporated into the design and planning of the proposed project.

D-67 See Response D-22 and D-23.

D-68 See Response D-22 and D-23.

D-69 The comment mentions two map references and states they are not included in the references section of the Draft EIR. The first reference (GTC, 2007) is included on the maps in Section 3.5 (Geology and Hydrogeology) to state that the map was prepared by GTC and not Aspen. The intention was to identify that although the document includes reference to Aspen as the report preparer, the maps were prepared by GTC using the identified data sources. This reference applies to Figures 3.5-1, 3.5-2, and 3.5-3. The reference was added to the EIR.

The second reference (Myra L Frank & Associates 2000) refers to a specific document that was used to prepare Figure 2-3 (Typical Jacking Operations) and Figure 2-4 (Typical Tunneling Operations). An additional website address is noted on the maps where some of the pictures were obtained for the figures. Both of these sources have been added to the Section 7 (References) of the EIR.

See additional references noted below.

GTC (Geotechnical Consultants, Inc.), 2007. Preparation of geology section and maps for the Draft EIR.

Myra L. Frank & Associates, Inc. 2000. Prepared for the City of Los Angeles Department of Public Works. Draft Environmental Impact Report. Northeast Interceptor Sewer, Eagle Rock Interceptor Sewer. June.

http://www.istt.com/index.cfm?menuID=65&cmid=63&object_IS=4, International Society for Trenchless Technology; accessed photos winter 2007.

http://www.microtunneling.com/topics/photos.htm, Microtunneling Inc;. accessed photos winter 2007.

D-70 The comment is not clear; it addresses peak ground acceleration and then mentions flooding but provides no point of reference for the statements. The peak acceleration is assumed to be in reference to the statement on page 3-71 that states "maximum recorded acceleration exceeded 1.0g (g is the acceleration due to gravity) at several sites, with the largest recorded (1.8g) at Tarzana, about 4 miles south of the epicenter (National Earthquake Center, 2007)." Consistent with CEQA requirements, this discussion presents the environmental setting for Geology and Hydrogeology based on available documented sources, which were all referenced in the discussion. The information on strong groundshaking was presented (based on published studies) in the CEQA document but was not meant as a guideline for design of the project.

A discussion of flooding potential is presented in the hydrology section of the Initial Study, which is found in Appendix A.2 of the Draft EIR. Only Geology and Hydrogeology were addressed in Section 3.5 (Geology and Hydrogeology) of the Draft EIR to address specific comments received during scoping. Refer to Response D-22 for information on how the City of Burbank's NOP comments were addressed.

The information obtained on groundshaking levels in the geotechnical investigation will be used in the design of structures such as buried shafts and vaults, equipment foundations and anchorage, and aboveground structures. In addition, LADWP applies established pipeline monitoring and emergency response procedures discussed in Section 2.7.3 (Emergency Response) in the Project Description. Also refer to Response D-22.

D-71 See Response D-22 and D-23.

D-72 See Response D-22 and D-23 for information on the scope of the geotechnical study and to review the changes to the Project Description regarding the LADWP Project Measures. In addition, the comment mentions the need for a contingency plan to address the potential for encountering boulders during the tunneling operation. As described in Section 2.6.3 (Tunneling Method) the project will use one of two types of Tunnel Boring Machines or TBMs: Slurry Pressure Balance or Earth Pressure Balance TBMs. A micro tunnel boring machine, as noted in the comment, will be used for jacking. The TBM proposed for tunneling can accommodate boulders up to one-third their size, which would be an approximate 4-foot diameter boulder for this project. LADWP will develop contingency plans to address the potential to encounter boulders, as noted in the comment, and include in the project design. Within the Whitnall Highway and in the event that a recovery shaft is needed, LADWP would work with the City of Burbank to ensure minimal impact to park facilities, residential areas, and improvements along the proposed project route.

D-73 Comments noted. See Response D-22 and D-23.

D-74 Comments noted. See Response D-22 and D-23.

D-75 Section 5 (Other CEQA Considerations) in the Draft EIR states that LADWP would implement a groundwater assessment prior to finalizing design of the project. As shown in Response D-23, all of the measures identified as standard practice in the Draft EIR are now included in one location in Section 2 (Project Description).

D-76 Comments noted. See Response D-22 and D-23.

D-77 Comments noted. See Response D-22 and D-23

D-78 Comments noted. See Response D-22 and D-23

D-79 Comments noted. See Response D-22 and D-25.

D-80 Comments noted. See Response D-26.

D-81 Comments noted. See Response D-22.

D-82 Comments noted See Response D-72.

D-83 See Response D-29.

D-84 The two confirmed locations for construction staging areas are a portion of Johnny Carson Park, which is owned by the City of Los Angeles and leased to the City of Burbank, and the Headworks Spreading Grounds owned by the City of Los Angeles. Therefore, Headworks cannot be evaluated as an alternative to Johnny Carson Park. LADWP has not confirmed other locations at this time. The two confirmed locations (Johnny Carson Park and Headworks) are noted on Figure 2-1 as tunnel shaft locations. The text of Section 2.5.2 (Staging Areas) has been revised as noted below to clarify that two locations are confirmed constructions staging area sites.

2.5.2 Staging Areas

During pipeline construction, LADWP's construction contractor would establish temporary yard locations for staging and storage of miscellaneous construction materials and equipment. As there are currently three phases of construction scheduled for this project, it is expected that a minimum of one staging area per phase would be required. The contractor(s) would be responsible for scouting and securing suitable local lots for staging areas. The two confirmed staging area locations include an approximate five-acre area of Johnny Carson Park (area south of Highway 134 and north of Riverside Drive) and the Headworks Spreading Grounds. ~~However,~~ Other possible staging areas identified for the proposed project include ~~the Headworks Spreading Grounds, Johnny Carson Park north of Riverside Drive,~~ open right-of way within the Whitnall Highway~~,~~ or local LADWP facilities, including the North Hollywood Pump Station.

A five-acre area within the 20-acre Johnny Carson Park will be used for construction staging. The area to be used in Johnny Carson Park is owned by the City of Los Angeles and leased to the City of Burbank. The size of the construction staging area represents approximately 25% of the overall park area. This means that 75% of the park will be available and open for public use during construction of the proposed water pipeline, and the construction staging area will be located in an area with limited park amenities.

Comment Set E

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

May 15, 2008

Ms. Sarah Easley Perez
Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, CA 90012

Dear Ms. Perez:

Los Angeles County Metropolitan Transportation Authority (Metro) is in receipt of the Draft Environmental Impact Report (DEIR) for the River Supply Conduit Improvement – Upper Reach project. Although the DEIR acknowledges potential short-term impacts on a number of bus stops during construction of the project:

1. Several transit corridors with Metro bus service could be impacted by the project. Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. Other Municipal Bus Service Operators including LADOT may also be impacted and therefore should be included in construction outreach efforts;

2. In addition, Aspet Davidian, Director of Major Project Capital Engineering, should be contacted at 213-922-5258 regarding the project's potential impacts on Metro's Red Line North Hollywood rail station;

3. If during construction access to Metro ROW is required, the city or their contractor should contact Velma Marshall, Deputy Executive Officer of Real Estate at 213-922-2415 for right-of-entry permits.

E-1

If you have any questions regarding this response, contact me at 213-922-6908 or by email at chapmans@metro.net.

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,

Susan F. Chapman
Program Manager, Long Range Planning

Response to Comment Set E
City of Los Angeles Metropolitan Transit Authority (Metro)
May 15, 2008

E-1 Section 3.2.4, Impacts and Mitigation Measures, indentifies the Metro bus lines that have the potential to be impacted by the Project. It was noted in the traffic analysis that bus stops could be accommodated outside of the construction closure areas on the analyzed roadways without adverse impacts to transit access. No significant impacts were identified to the Metro lines from the proposed project. However, in response to the request for coordination with Metro, Mitigation Measure T-9 has been modified as follows:

T-9 LADWP shall coordinate in advance with City of Los Angeles Department of Transportation (LADOT), City of Burbank, and the Metropolitan Transportation Authority (Metro) to avoid restricting movements of public transportation. Notification shall include proposed locations, nature, timing, and duration of any construction activities and any access restrictions that could impact existing bus stops and service routes. The Traffic Construction Management Plan (Mitigation Measure T-1) shall include details regarding public transportation coordination and procedures. Copies of the plan shall be provided to the LADOT, City of Burbank and Metro.

Comment Set F

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File No. 021662-0011

LATHAM & WATKINS LLP

May 15, 2008

VIA MESSENGER AND FACSIMILE

Ms. Sarah Easley Perez
Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, CA 90012

Re: Draft Environmental Impact Report for the Upper Reach River Supply Conduit Project, SCH # 2007011110

Dear Ms. Easley Perez:

On behalf of our client, Forest Lawn Memorial-Park Association and Forest Lawn Mortuary ("Forest Lawn"), we have reviewed the Draft Environmental Impact Report for the Upper Reach River Supply Conduit Project, SCH # 2007011110 ("Draft EIR"). Forest Lawn has an understandable interest in the Upper Reach River Supply Conduit Project ("Project"), as its Hollywood Hills site is located across the street from the Headworks Spreading Grounds, and also shares its main access road, Forest Lawn Drive, with the Headworks site. As a result, Forest Lawn appreciates this opportunity to comment on the Draft EIR.

As you can imagine, Forest Lawn works hard to ensure that its guests and visitors have a peaceful and dignified experience at the Hollywood Hills location, and Forest Lawn has some concerns about the Project that it requests be addressed in the Final EIR.

A. The Noise Levels Proposed by the Current Draft EIR are Not Properly Mitigated

The level of ambient noise at a cemetery such as Forest Lawn is a concern not only for Forest Lawn, but also the loved ones of those who are buried on the property. Forest Lawn acknowledges and thanks DWP for Mitigation Measure N-5, which recognizes noise barriers shall be used to keep noise levels to 75 dBA or below and near Forest Lawn. However, Forest Lawn is concerned that traditional noise shielding may not be effective in the Project as Forest Lawn is elevated on a hill above Forest Lawn Drive and the Headworks Facility, which may allow sound to travel to Forest Lawn that might not otherwise travel along the same grade. Thus, Forest Lawn would like assurances from DWP that noise levels at Forest Lawn—and not

F-1

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immediately adjacent to the noise source or applicable noise barrier—will be no higher than 75 dBA.

Forest Lawn would also like to request an additional mitigation measure related to any activity that cannot be reduced to 75 dBA (*i.e.*, the initial jackhammering required to access a pipeline) be coordinated with Forest Lawn at least 72 hours in advance, and that DWP work with Forest Lawn to reduce increased noise sources during graveside services at Forest Lawn adjacent to the Project. **F-1, Cont.**

B. Traffic Conditions Caused by the Construction of the Project are Not Properly Mitigated

The open-trench construction method is problematic for Forest Lawn because of the potential impacts to traffic on the highly-traveled Forest Lawn Drive. Forest Lawn Drive is the only accessway to Forest Lawn Hollywood Hills. While Forest Lawn appreciates the mitigation measures added to the Draft EIR addressing specific turn lane access to Forest Lawn Hollywood Hills, Forest Lawn would like to suggest that tunneling, instead of open-trench construction, would reduce the potential traffic impacts of the Project. The closure of two or more lanes of Forest Lawn Drive would create significant impacts—despite the Draft EIR analysis to the contrary—to the operation of Forest Lawn Drive. Thus, Forest Lawn requests that the DWP consider tunneling instead of open trenching on Forest Lawn Drive. **F-2**

Forest Lawn also has a list of standard mitigation measures it has requested in the past with respect to DWP projects on Forest Lawn Drive; Forest Lawn requests that this list of mitigation measures be added to the Final EIR to provide for a construction management plan to mitigate impacts related to funeral processions leading into the Forest Lawn site, and to ensure that its visitors have reasonable access to the site during operating hours. Specifically, Forest Lawn requests the construction management plan include a meeting, prior to commencement of construction, to discuss construction plans and schedules, general traffic mitigation plans, and visual mitigation measures to reduce blight on Forest Lawn Drive; direct access to site management for the construction site to address immediate issues that may arise in and around Forest Lawn Drive; and 72 hour notice of major impairments to the roadway. A copy of these mitigation measures are attached to this letter as Attachment A. **F-3**

C. Alternatives

Forest Lawn is aware that several alternatives have been analyzed as part of the Draft EIR. Forest Lawn supports the current alignment, when compared to the alternative alignments presented in the Draft EIR. Nevertheless, if DWP should consider alternative alignments, Forest Lawn would prefer the alternative or any future modified alternative with the least amount of impact to, and use of, Forest Lawn Drive. **F-4**

Comment Set F, continued

D. Conclusion

Forest Lawn very much appreciates this opportunity to comment on the Draft EIR, and hopes to work with the DWP to ensure that the quiet sanctuary of the memorial park is maintained while infrastructure improvements occur to improve life for everyone in Los Angeles.

Please feel free to contact me should you have any questions.

Very truly yours,

Nicole Kuklok-Waldman
of LATHAM & WATKINS LLP

cc: Suzanne Davidson, Esq., Forest Lawn

LA\1858486.2

Mitigation Measures for the Upper Reach Final EIR

I. A CONSTRUCTION MANAGEMENT PLAN, IN COOPERATION WITH FOREST LAWN, SHALL BE IMPLEMENTED TO MINIMIZE PROJECT INTERFERENCE WITH FOREST LAWN HOLLYWOOD HILLS.

The Final EIR for the Lower Reach Project shall include a detailed construction management plan that addresses several concerns of Forest Lawn Hollywood Hills. The measures to be included in the Construction Management Plan that will be included in the in the Final EIR include:

A. Visual mitigation measures to limit blight on Forest Lawn Drive.

Visual mitigation measures designed to limit visual blight on Forest Lawn Drive and the Forest Lawn Drive 134 freeway off-ramp shall be used. Visual blight mitigation measures can include, but are not limited to, the use of screens and off-site parking of machinery and equipment.

B. Direct access to Construction Management Personnel.

Forest Lawn will be provided with direct access information for decision-making construction management personnel, including site foremen, to allow Forest Lawn to advise workers at the site of problems, concerns, or upcoming events that might affect the construction site. These decision-making construction management personnel shall be available to Forest Lawn Monday through Friday during working hours. Forest Lawn shall also be provided with an emergency on-call number for after-hours, weekend, and holiday emergencies.

F-5

C. No street parking on Forest Lawn Drive.

No vehicles will be parked along Forest Lawn Drive. This includes construction employee vehicles not in the immediate use at the site. All parking shall take place at the Headworks Spreading Grounds or other related sites to minimize impacts to drivers using Forest Lawn Drive or the Forest Lawn Drive 134 freeway off-ramp, as well as to minimize impacts of employees and other individuals using private parking areas not intended to accommodate parking for the construction project.

D. Notice of any major impairments to Forest Lawn Drive or the Forest Lawn Drive 134 freeway off-ramp, or other potentially disruptive construction actions, 72 hours prior to impairment.

Forest Lawn shall be notified 72 hours in advance of any impairment of Forest Lawn Drive of the Forest Lawn Drive 134 freeway off-ramp. Impairments shall be defined as, but not limited to, roadway and lane closures, incoming large equipment drop-offs or installations that could significantly affect traffic flow, and the use of loud (such as jackhammers) or potentially-distracting construction equipment for over one hour.

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E. No construction on Sundays and Holidays.

No construction shall occur on Sundays and Holidays. Construction occurring on Sundays and Holidays could lead to potentially dangerous traffic scenarios due to the increased traffic of Forest Lawn and Mount Sinai visitors on Sundays and Holidays.

F. First priority traffic flow for funeral processions.

No construction equipment, trucks, or other construction-related vehicles shall stop or slow roadway through traffic when a funeral procession is attempting to pass the site to enter or exit the Forest Lawn property. No construction site employee shall stop or slow roadway through traffic when a funeral procession is attempting to pass the site to enter or exit the Forest Lawn property. Processional traffic, both entering and exiting the Forest Lawn facility, shall have first priority to moving or backing construction equipment or vehicles or other roadway slowdowns or stoppages. All modifications to traffic signals shall also give funeral processions first priority in expediently passing the construction site.

F-5, Cont.

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Response to Comment Set F
Latham & Watkins LLP (on behalf of Forest Lawn)
May 15, 2008

D-1 Comments noted. LADWP shares the concern with ensuring all potential environmental impacts have been addressed and has prepared an EIR that meets the intent and requirements of CEQA.

F-1 LADWP agrees to coordinate with Forest Lawn on construction activities that may cause noise to temporarily go above 75 dBA at the Forest Lawn Memorial Park. Based on this comment, an advanced notification measure has been added to the Final EIR. See Response F-3 below.

F-2 LADWP will evaluate Forest Lawn's request to extend tunneling and/or reduce construction within Forest Lawn Drive per Comment/Response A-3 and A-4 to reduce traffic impacts on Forest Lawn Drive. Given the location near the Los Angeles River, both the Los Angeles County Flood Control and the US Army Corps of Engineers must approve the suggested tunneling change. If feasible and permitted by these agencies, LADWP will implement extended tunneling. (Note: To limit construction under the Los Angeles River, the shaft at Johnny Carson Park would remain if LADWP extends tunneling as suggested.)

F-3 LADWP has added the mitigation measure presented below to the Final EIR to address the request for a construction management plan that would include measures specific to Forest Lawn. The measure has been added in the Mitigation Monitoring Program (Appendix B.2) and in the list of mitigation measures (Appendix B.1) under "Other Identified Measures."

> **O-1** LADWP shall prepare a memorial park Construction Management Plan to mitigate impacts related to funeral processions leading into the Forest Lawn Memorial Park and Mount Sinai Memorial Park, and to ensure visitors to the memorial parks have reasonable access to the site during operating hours. The plan shall be prepared to include all Final EIR mitigation measures that apply to the memorial parks, such as T-7, and address the following issues:
>
> - Meeting Prior to Start of Construction
> - Limit Visibility of Equipment
> - Construction Personnel Contact Information
> - Construction Vehicle Parking
> - Advance Notification to Forest Lawn and Notification from Forest Lawn to LADWP
> - No Construction on Holidays or Sundays
> - Priority for Funeral Processions

F-4 Comments noted. Mitigation measures were identified in the Draft EIR and now in the Final EIR to reduce impacts to Forest Lawn Drive and Forest Lawn Memorial Park.

F-5 LADWP has incorporated the suggested mitigation measures in the Final EIR. See response to Comment F-3.