



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section Scoping Comment Card

NAME: BRIAN SAEKI, CITY MANAGER

DATE: AUGUST 29, 2014

MEETING LOCATION: SYLMAR LIBRARY (08/12/14)

AFFILIATION: CITY OF SAN FERNANDO

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CITY: SAN FERNANDO

STATE: CALIFORNIA

ZIP: 91340

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)

STATEWIDE

PALMDALE TO BURBANK

*NOTE: This does not substitute for formal request to receive legal notices.

BURBANK TO LOS ANGELES

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

PLEASE SEE ATTACHED LETTER.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

PLEASE SEE ATTACHED LETTER.

ADDITIONAL COMMENTS:

PLEASE SEE ATTACHED LETTER.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov.
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.



August 29, 2014

Mark A. McLoughlin
Director of Environmental Services
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Transmitted via US Mail and Email
(palmdale_burbank@hsr.ca.gov)

ATTENTION: PALMDALE TO BURBANK SECTION PROJECT LEVEL EIR/EIS

SUBJECT: California High-Speed Rail Authority, Palmdale to Burbank Section Project;
City of San Fernando Scoping Comments

To Whom It May Concern:

The City of San Fernando City Council continues to be opposed to California High-Speed Rail Authorities proposed SR-14 high-speed rail alignment route for the Palmdale to Burbank Project Section that includes a surface high-speed rail line through the City of San Fernando. The SR-14 high-speed rail alignment will require amongst other things, grade separations, sound walls, and double tracking through its 1.6 mile portion that runs through the City of San Fernando. The proposed SR-14 rail line alignment at surface and an elevated rail design would effectively split the community in half and obliterate the City's historic downtown area and civic center area that are located on both sides of the proposed pathway of the High-Speed Rail Project. The City's Police Department, City Hall, Public Works Operations Facilities, the San Fernando Middle School Auditorium (potential local historical landmark), and the Cesar Chavez Monument are adjacent to or within 300 feet of the existing railroad right of way that is being considered as the future route of the proposed high-speed rail road.

City staff request that the following potential environmental impacts be considered as part of the development of the proposed Environmental Impact Report and Environmental Impact Statement prepared for the Palmdale to Burbank Project Section:

- **Transportation:** How will pedestrian and vehicular access be provided across Brand Boulevard, North Maclay Avenue, Hubbard Avenue, and Jessie Street that provide the only North-South access through the City of San Fernando? Pedestrians use these four streets as the paths of travel between the northern and southern portions of the City of San Fernando; with much of the pedestrian traffic occurring on North Maclay Avenue and Brand Boulevard as visitors, employees, and residents seek access to the civic center area along North Maclay Avenue and Brand Boulevard and students and parents walk and/or drive to San Fernando Middle School located just north of the existing rail line at 130 North Brand Boulevard. What mitigation measures will be used to separate vehicle and



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pedestrian traffic from high-speed rail traffic and rail lines? What impact will result from possible grade separations or similar design features for needed public safety access to properties on both sides of the new high-speed rail line? What impact will occur to City of San Fernando Police Department emergency response times due to the proposed SR-14 high-speed rail line alignment and associated grade separations on Maclay Avenue, Brand Boulevard, Hubbard Avenue, and Jessie Street? What impact will occur to neighboring residential streets due to the required modifications to streets adjacent to those through streets that will have to have grade separation from the proposed route including such streets as First Street, Truman Street, and potentially Second Street and San Fernando Road? What will be the impact to the City's Public Works Department yard facility located at the southeastern terminus of First Street, which currently has access to the southern portion of the City along Jessie Street?

- **Noise and Vibration:** Currently, the Metrolink Rail Commuter Lines and Southern Pacific Railroad lines cause substantial noise and vibration with commuter rail lines operating at 60+ miles per hour with higher frequencies in the morning and evening travel times; Southern Pacific rail cars travel at slower speeds but the length of trains create noise from horns and wheels travelling on metal rails. What would be the noise and vibration impacts of the surface level high-speed rail line potentially travelling at up to four times the speed of current Metro commuter rails to neighboring commercial, industrial, civic residential, industrial, and institutional uses including a sensitive receptor site like the San Fernando Middle School location? What types of mitigation measures would be implemented to dissipate noise such as sound walls, depressed rail lines, underground rail lines, et cetera?
- **Public Utilities and Energy:** What impact will the proposed SR-14 high-speed rail line alignment with surface track through the City of San Fernando have to the existing sewer, water, and high pressure gas lines that are currently located underground with one or more of said utilities located on such streets as Hubbard Avenue, Maclay Avenue, Brand Boulevard, and Jessie Street.
- **Safety and Security:** What safety and security impacts will result for pedestrian, vehicles, and emergency service providers due to the proposed SR-14 high-speed rail line and associated surface level high-speed rail line through the City of San Fernando?
- **Socioeconomics and Communities:** What socioeconomics and community impacts will occur to the City of San Fernando as it relates to: the physical divide created by a high-speed rail line infrastructure project that passes through a predominantly Latino working class community with no rail line access; disruption of the physical makeup of the community; adverse economic impacts to the community by increasing the physical separation of the downtown area and neighboring civic uses from the neighboring commercial, industrial, institutional and residential land uses that exist on both sides of the



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existing railroad right of way and proposed future SR-14 high-speed rail alignment; social equity issues attributed to the undergrounding of rail line segments and placement of stations in more affluent communities such as Santa Clarita, Burbank, and Los Angeles?

- **Environmental Justice:** What impacts will occur to existing bike/pedestrian pathways now developed adjacent to the existing railroad right of way/future SR-14 high-speed rail alignment? What impact will occur to the proposed Pacoima Wash Greenway Corridor Project being developed within the City of San Fernando and similar greenway corridors along the Pacoima Wash in the neighboring communities of Sylmar and Pacoima in the City of Los Angeles?
- **Seismic:** What seismic impacts are attributed to the proposed surface level high-speed rail line through the City of San Fernando? What mitigation measures will be implemented to deal with a high-speed rail line derailment during a seismic event through the City of San Fernando, which could effectively eliminate through pedestrian, vehicular, and emergency vehicle access along Hubbard Avenue, Maclay Avenue, Brand Boulevard and/or Jessie Street?
- **Cultural Resources:** What impacts to cultural resources such as the San Fernando Middle School and Auditorium (potential local historic resources) and the Cesar Chavez Monument, a nationally recognized monument to former civil rights leader Cesar Chavez?
- **Aesthetic and Visual Quality:** What aesthetic and visual quality impacts will occur from possible grade separation of streets, new sound walls and/or fencing securing the high-speed rail line right of way, and from new lighting and rail line track equipment that may need to be located adjacent to the rail tracks?
- **Parks, Recreation and Open Space:** What impacts to the community will result from the potential elimination and/or altering of greenway corridors, bike/pedestrian pathways and public access to said recreational and open spaces? The City of San Fernando has continued to promote healthy lifestyles through the expansion of new pedestrian and bicycle pathways such as the one existing adjacent to the existing railroad right of way/future high-speed rail line. What impact will this project have to public access to already limited park, recreation, and open space areas within the community?
- **Station Planning, Land Use, and Development:** Is the proposed SR-14 high-speed rail line alignment consistent with the City of San Fernando General Plan Land Use, Circulation, Housing, Conservation, Open Space, Safety, Noise, and Historic Preservation Elements goals, objectives, and policies? What impacts does SR-14 high-speed rail alignment with surface track through the City of San Fernando have on project-adjacent land uses as allowed under the City's zoning regulations, San Fernando Corridors Specific Plan and proposed Transit



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Oriented Development Overlay Zone that includes residential (i.e., multifamily) land uses in close proximity to the proposed high speed rail line?

Furthermore, the City would strongly encourage the consideration of an alternate route that completely foregoes use of the SR-14 alignment through the Palmdale to Burbank Project Section. Instead, City of San Fernando staff is suggesting that the CHSRA Board and staff conduct a detailed environmental assessment and economic analysis to determine the feasibility and environmental impacts attributed to the use of one or more high-speed rail alignments through the "Alternate Corridor-New Study Area" as noted in the CHSRA's scoping meeting presentation provided at the scoping meetings held during the month of August 2014.

Respectfully Submitted By:

A handwritten signature in black ink, appearing to read "B. Saeki".

Brian Saeki
City Manager