

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
 Web Site www.nahc.ca.gov
 e-mail: ds_nahc@pacbell.net



March 18, 2008

Mr. Walter Davis

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

One Gateway Plaza
 Los Angeles, CA 90012

Re: SCH#2007071056: CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for **CANOGA TRANSPORTATION CORRIDOR METRO ORANGE LINE EXTENSION (NORTH)**; Los Angeles County, California

Dear Mr. Davis:

The Native American Heritage Commission is the state agency designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c) (CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

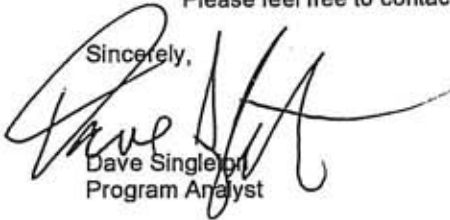
- √ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ <http://www.ohp.parks.ca.gov>. The record search will determine:
 - If a part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- √ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- √ Contact the Native American Heritage Commission (NAHC) for:
 - A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.
 - The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).
- √ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - A culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.

- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- √ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
 - * CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.
- √ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.
- √ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

1-1

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

**Native American Contacts
Los Angeles County
March 18, 2008**

Charles Cooke
32835 Santiago Road
Acton , CA 93510

(661) 733-1812 - cell
suscol@intox.net

Chumash
Fernandeno
Tataviam
Kitanemuk

Julie Lynn Tumamait
365 North Poli Ave
Ojai , CA 93023
jtumamait@sbcglobal.net
(805) 646-6214

Chumash

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362
(805) 558-1154 - cell
805 492-7255

Chumash
Tataviam
Feñrnandeño

Patrick Tumamait
992 El Camino Corto
Ojai , CA 93023
yanahea2@aol.com
(805) 640-0481
(805) 216-1253 Cell

Chumash

Owl Clan
Dr. Kote & Lin A-Lul'Koy Lotah
48825 Sapaque Road
Bradley , CA 93426
(805) 472-9536

Chumash

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

Fernandeno Tataviam Band of Mission Indians
William Gonzalaes, Cultural/Environ Depart
601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
ced@tataviam.org
(818) 837-0794 Office
(805) 501-5279 Cell
(818) 837-0796 Fax

Fernandeno
Tataviam

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez
981 N. Virginia
Covina , CA 91722
(626) 339-6785

Yowlumne
Kitanemuk

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007071056; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Canoga Transportation Corridor Metro Line Extension (North); Los Angeles County, California.

**Native American Contacts
Los Angeles County
March 18, 2008**

San Fernando Band of Mission Indians

John Valenzuela, Chairperson

P.O. Box 221838

Newhall , CA 91322

tsen2u@msn.com

(661) 753-9833 Office

(760) 885-0955 Cell

(760) 949-1604 Fax

Fernandeño

Tataviam

Serrano

Vanyume

Kitanemuk

Randy Guzman - Folkes

1931 Shadybrook Drive

Thousand Oaks , CA 91362

ndnrandy@hotmail.com

Chumash

Fernandeño

Tataviam

Shoshone Paiute

Yaqui

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007071056; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Canoga Transportation Corridor Metro Line Extension (North); Los Angeles County, California.

DEPARTMENT OF TRANSPORTATION
 DISTRICT 7, OFFICE OF PUBLIC
 TRANSPORTATION AND REGIONAL PLANNING
 IGR/CEQA BRANCH
 100 SOUTH MAIN STREET
 LOS ANGELES, CA 90012
 PHONE (213) 897-3747
 FAX (213) 897-1337

*Flex your power!
 Be energy efficient!*

April 8, 2008

Mr. Walt Davis
 Metropolitan Transportation Authority (Metro)
 One Gateway Plaza
 MS 99-17-2
 Los Angeles, CA 90012

Re: *Canoga Transportation Corridor*
 Draft Environmental Impact Report
 IGR/CEQA No. 080305/EK
 SCH No. 2007071056, Vic. LA-27-PM

Dear Mr. Davis:

Thank you for the opportunity for the California Department of Transportation to review the Draft Environmental Impact Report for the proposed Canoga Transportation Corridor. The project proposal is to extend transit service from the terminus of the existing Metro Orange Line at the Canoga Station, north to the Chatsworth Metrolink Station. Extensions of transit service further north to park-and-ride facilities at the State Route 118 freeway were deemed infeasible or ineffective (Summary section 2.2). Based on review of the information received, we have the following comments:

New transit routes being considered for the extension are on or near to Canoga Avenue. Although some alternatives mentioned in the Notice of Preparation involved transit use of Topanga Canyon Boulevard, which is State Route 27, no Orange Line use is proposed for that Boulevard. However, possibly some automobile-access new transit users of the Chatsworth station would use State Route 27 and the SR-118 freeway and its interchanges. We note that these two State Routes and the SR-118 freeway are described in the Report as parts of the highway system in the study area, but we do not find discussion of traffic impacts to them. Would impacts, such as increased commuter use of interchanges of SR-118, be insignificant? We would appreciate specific word of significance or insignificance of such traffic impacts, in any case. For dealing with impacts, the City of Los Angeles might preferably take possession of SR-27 under the State's relinquishment process. If significant impacts would be mitigated, minor modifications like signal improvements may be done through the State's relinquishment. More complex improvements would need to go through a formal project initiation process.

We would be glad to work with Metro and the City on any aspect of mitigation and accommodation of the transit proposals, and we invite consultation. With means such as Caltrans District 7 Bus Rapid Transit policy (DP-27), we favor such transit improvements that improve overall mobility.

Incidentally, since the Metrolink station at Chatsworth is involved in the proposals, we hope that you are actively soliciting comments from the Metrolink staff.

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2-2

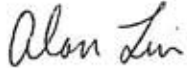
Mr. Walt Davis

Page 2 of 2 pages

April 8, 2008

If you have any questions, you are welcome to telephone me at (213) 897 – 6696 or to contact our IGR project review coordinator Edwin Kampmann at (213) 897-1346. In contacting, please refer to our internal record number 080305/EK.

Sincerely,

for 

ELMER ALVAREZ
IGR/CEQA Program Manager
Caltrans, District 7

cc: Scott Morgan, State Clearinghouse

COLORADO RIVER BOARD OF CALIFORNIA

770 FAIRMONT AVENUE, SUITE 100
GLENDALE, CA 91203-1068
(818) 500-1625
(818) 543-4685 FAX



April 9, 2008

Mr. Walt Davis
Project Manager
Metropolitan Transportation Authority
One Gateway Plaza, 22nd Floor
Los Angeles, CA 90012-2952

Regarding: SCH No.: 2007 071 056: Draft Environmental Impact Report (EIR) for the Metro's Canoga Transportation Corridor Project, Los Angeles County, California

Mr. Davis:

The Colorado River Board of California (CRB) has received a copy of draft EIR for the Metro's Canoga Transportation Corridor Project, Los Angeles County, California. The project would extend the Metro Orange Line from its current westerly busway terminus at the Canoga Park and Ride Lot to the Chatsworth Metrolink Station. At this juncture, the CRB has determined that it has no comments regarding the proposed project.

3-1

If you have any questions, please contact me at (818) 500-1625.

Sincerely,


Gerald R. Zimmerman
Executive Director

cc: State Clearinghouse



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

April 17, 2008

Walt Davis
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
MS 99-17-2
Los Angeles, CA 90012

Subject: Canoga Transportation Corridor, Metro Orange Line Extension (North)
SCH#: 2007071056

Dear Walt Davis:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on April 14, 2008. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2007071056) when contacting this office.

Sincerely,

A handwritten signature in cursive script that reads "Terry Roberts".

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures

cc: Resources Agency

4-1



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>

South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201



April 14, 2008

Mr. Walt Davis
Los Angeles County Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012



**Draft Environmental Impact Report for Canoga Transportation Corridor
SCH # 2007071056**

Dear Mr. Davis:

The Department of Fish and Game (Department) reviewed the Draft Environmental Impact Report (DEIR) for the proposed extension of rapid transit bus service from the existing Orange Line Terminus at Canoga Boulevard near Vanowen Boulevard, north to the Chatsworth Metrolink Station in the San Fernando Valley.

We prepared the following statements and comments pursuant to our authority as Trustee Agency with jurisdiction over natural resources affected by the project under the California Environmental Quality Act (CEQA Section 15386) and Responsible Agency (Section 15381) over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq) and Fish and Game Code Section 1600 et seq. regarding impacts to streams and lakes.

Impacts to Biological Resources

1. Impacts to Native Birds – The DMND describes habitat within the project site that may support native bird species.
 - a. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests, including raptors and other migratory nongame birds (as listed under the Federal MBTA).
 - b. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
 - c. If avoidance of the breeding bird season is not feasible, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the project proponent should arrange for weekly bird surveys to detect protected native birds

5-1

occurring in the habitat that is to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys should be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the project proponent should delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest. Construction personnel should be instructed on the sensitivity of the area. The project proponent should record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

5-1

Impacts to Riparian Resources

2. Department Jurisdictional Drainages - The DEIR states on page 4.12-5 of the water resources section that "Construction within the Los Angeles County Flood District facilities, Los Angeles River and Santa Susana Creek would be restricted during the rainy season from October 15 to April 15."

5-2

- a. A discussion regarding impacts to Department jurisdictional drainages and impacts to biological resources should be included within the Biological Resource section of the DIER.

- b. The Department requires a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact (including preliminary geotechnical activities and bridge work) of a lake or streambed, bank or channel or associated riparian resources. The Department's issuance of a SAA is considered a project that is subject to CEQA. To facilitate our issuance of the Agreement, the Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) document for the project. The DEIR for the project is lacking at the present time. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to any lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

5-3

Thank you for this opportunity to provide comments. Please contact Mr. Scott Harris, Environmental Scientist, at (626) 797-3170 if you should have any questions and for further coordination on the proposed project.

Sincerely,



Edmund J. Pert
Regional Manager
South Coast Region

Mr. Walt Davis
April 14, 2008
Page 3 of 3

cc: Ms. Helen Birss, Los Alamitos
Ms. Terri Dickerson, Laguna Niguel
Ms. Kelly Schmoker, Glendora
Mr. Scott Harris, Pasadena
Ms. Jamie Jackson, Altadena
HabCon-Chron, Department of Fish and Game
✓ State Clearinghouse, Sacramento

SPH:sph

spharris/LACMTA Canoga Transportation Corridor /DEIR 2008



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Member Agencies:
Los Angeles County
Metropolitan Transportation
Authority.
Orange County
Transportation Authority,
Riverside County
Transportation Commission.
San Bernardino
Associated Governments,
Ventura County
Transportation Commission.
Ex Officio Members:
Southern California
Association of Governments,
San Diego Association
of Governments,
State of California.

April 2, 2008

Mr. Walt Davis
Project Manager, Metro
One Gateway Plaza
Los Angeles, Ca 90012-2952

SUBJECT: Southern California Regional Rail Authority (SCRRA) Comments on the Environmental Impact Report (EIR) for the Canoga Transportation Corridor, Metro Orange Line Extension (North)

Dear Mr. Davis:

On July 13, 2007 we received your letter notifying us of the Notice of Preparation of an Environmental Impact Report for the Canoga Transportation Corridor, Metro Orange Line Extension (North). Thank you for the opportunity to comment. On Tuesday July 31, 2007 my engineering and public projects staff discussed with you and your consultants some options to address access to Chatsworth Station and the impact of buses on 8-minute headways on at-grade crossings. We would like to request further such consultation as the project progresses. Our comment letter for the NOP/EIR was submitted on August 8, 2007.

6-1

As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink on member agency-owned and on private freight railroad rights of way. Additionally, SCRRA provides a range of rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA member agencies are the Los Angeles County Metropolitan Transportation Authority (Metro) – previously referred to as MTA, Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC)

Based on the proximity of the Metrolink Ventura County rail line and Chatsworth Station to the proposed project, the following recommendations are being conveyed by SCRRA:

- 1. If the project travels on city streets, significant grade crossing improvements at Lassen Street should be considered. As we noted at our meeting, this at-grade crossing has 32 weekday passenger trains, and 6 daily freight trains operating across it. The addition of large buses on 8-minute headways needing to make an immediate left hand turn on Old Depot Plaza Road could have a serious adverse impact on safety at the crossing. The analysis needs to consider alternate traffic circulation plans to reduce pedestrian and vehicular risks, ranging from improved at-grade crossing controls to potentially a new grade separation.

6-2

2. Future train volumes will add to the need for improvements. Currently 10 daily Amtrak trains pass through this area and there are plans to add at least 4 more trains in the next ten years. Metrolink service is expected to grow from 20 daily trains today to 28 trains by 2015 and 34 by 2020.

6-3

	<u>2007</u>	<u>2015</u>	<u>2020</u>	<u>2030</u>
Metrolink	20	28	34	42
Amtrak	10	likely expansion to 12 or 14		
Freight	6	expected expansion		

3. We understand the project requires a 65-foot wide right-of-way. Given that the use in the project includes a bikeway, we would request consideration of fencing to ensure separation of bikers from the railroad right-of-way. It should be noted that there is not 65 feet width available in the Metrolink right-of-way for this project.

6-4

4. It is essential that the EIR address how the buses will serve the Chatsworth Station without adversely impacting existing station access for automobiles and buses.

6-5

5. We request that the EIR address the potential affect of the project on Metrolink ridership on the Ventura County Line between the Ventura County border and Los Angeles Union Station.

6-6

We request and expect to receive timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of the written proposed responses to our comments on this environmental document and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

6-7

If you have any questions regarding these comments please contact Laurene Lopez, Community Relations Administrator, at (213) 452-0288 or by e-mail at lopezl@scrta.net.

Sincerely,

Gray Crary,
Assistant Executive Officer, Operating Services *on behalf of*
David Solow
Chief Executive Officer

cc. D.J. Miller, Union Pacific
Rosa Muñoz, CPUC
Pat Chen, Metro
Susan Chapman, Metro
SCRRA Central Files



California Regional Water Quality Control Board Los Angeles Region



Recipient of the 2001 *Environmental Leadership Award* from Keep California Beautiful

Linda S. Adams
Agency Secretary

320 W. 4th Street, Suite 200, Los Angeles, California 90013
Phone (213) 576-6600 FAX (213) 576-6640 - Internet Address: <http://www.waterboards.ca.gov/losangeles>

Arnold Schwarzeneg
Governor

April 9, 2008

Walt Davis, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 22 Floor, Mail Stop 99-22-7
Los Angeles, CA 90012

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR CANOGA TRANSPORTATION CORRIDOR PROJECT

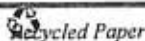
Dear Mr. Davis:

We have reviewed the Draft Environmental Impact Report (Draft EIR), dated March 3, 2008, for Canoga Transportation Corridor Project (Canoga Project) that will provide four miles of dedicated bus lanes from the existing Metro Orange Line (MOL), at Canoga Station in Woodland Hills to Chatsworth Metrolink Station. This Canoga Project will consist of about six park-and-ride and turn-around stations.

We are providing comments on the Draft EIR, as follows:

1. Section 2, Table 2-1 of the Draft EIR did not technically describe alternative storm water best management practices (BMPs) treatment train. Rather the project will continue the practice of installation of Stormceptor® units as BMP at the MOL Canoga station. Please consider BMP treatment suites as was discussed in our meetings and described in our follow-up responses dated October 5, 2006, and September 7, 2007, (please see attached). 7-1
2. Our letter of September 7, 2007, offered guidelines on the use of infiltration BMPs to avoid adverse impacts to groundwater at the Canoga station concurrent with the preparation of an EIR. Please utilize the results of the study and/or analyzes performed for storm water management for the Canoga Project to inform your actions 7-2
3. In the same letter, we indicated that the Draft EIR include an addendum (to Section 4.12 - Water Resources), called the Water Quality Technical Report. Please describe in the addendum in-depth preliminary plans for each storm water mitigation measure for the Canoga Project, particularly for the six park-and-ride stations – we have already noted our support for your planned vegetated swales along the busways. However, you omitted the technical discussion on integration of storm water management in the park-and-ride stations. 7-3

California Environmental Protection Agency

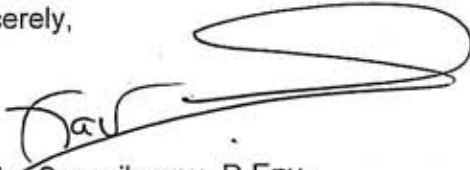


4. Please show and describe (in the addendum), conceptual storm water mitigation site plans for all the park-and-ride stations and other stations. Specifically, describe typical and atypical runoff volume controls in combination with proposed treatment suite of BMPs using the numerical mitigation design criteria.

7-4

If you have any questions, please call Carlos D. Santos at (213) 620-2093.

Sincerely,



Xavier Swamikannu, D.Env.
Chief, Storm Water Permitting

- cc: Bruce Fujimoto, Division of Water Quality, SWRCB
Linda C. Wright, Chief, Transit Grant Program, Caltrans District 7
Juan Guzman, Chief, State Transit Branch, DMT, Caltrans HQ
Jim Hartl, L.A. County Regional Planning
Angelique Carreon, L.A. County Regional Planning
Roger Dames, Deputy Executive Officer, MTA ,
Cris B. Liban, Principal Environmental Specialist, MTA
Shahram Kharaghani, WPD, City of Los Angeles
J. Todd Stanford, TRC Solutions, Chatsworth, CA 91311

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

Main Office

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90017-3435

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Transportation and Communications

Alan D. Wapner, Ontario

April 9, 2008

Mr. Walt Davis, Project Manager
Metro
One Gateway Plaza, MS 99-22-9
Los Angeles, CA 90012
DavisWA@Metro.net

RE: SCAG Comments on the Draft Environmental Impact Report (Draft EIR) for the Canoga Transportation Project –SCAG No. I20080125

Dear Mr. Davis,

Thank you for submitting the **Draft Environmental Impact Report (Draft EIR) for the Canoga Transportation Project –SCAG No. I20080125**, to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed project would extend the Metro Orange Line from its current westerly busway terminus at the Canoga Park and Ride lot, north for a distance of approximately four miles to the Chatsworth Metrolink Station.

We have evaluated this project based on the policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project. The RCPG, RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>. The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. Please provide a copy of the Final Environmental Impact Report (FEIR) for our review. If you have any questions regarding the attached comments, please contact Christine Fernandez at (213) 236-1923. Thank you.

Sincerely,

Jacob Lieb, Program Manager
Environmental Planning Division

8-1

DOCS#145134v1

**COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
CANOGA TRANSPORTATION PROJECT –SCAG NO. I20080125**

PROJECT DESCRIPTION

The proposed project would extend the Metro Orange Line from its current westerly busway terminus at the Canoga Park and Ride lot, north for a distance of approximately four miles to the Chatsworth Metrolink Station. The Canoga Transportation Corridor will be an extension of the existing Metro Orange Line (MOL) between the Canoga Station in Woodland Hills and the Chatsworth Metrolink Station in the northwestern San Fernando Valley (SFV).

The Canoga Transportation Corridor is located in the west San Fernando Valley area within the City of Los Angeles, generally 30 miles northwest of the Los Angeles Central Business District (CBD). The Corridor begins at the existing Warner Center Transit Hub located on Owensmouth Avenue between Erwin and Oxnard Streets. The Corridor's northern terminus is the Chatsworth Metrolink Station.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Final EIR.

Regional Growth Forecasts

The Final EIR should reflect the most current SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The forecasts for your region, subregion, and cities are as follows:

Adopted SCAG Regionwide Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted City of Los Angeles Subregion Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	4,176,079	4,237,887	4,298,891	4,357,359	4,413,425
Households	1,393,635	1,460,680	1,528,771	1,596,055	1,663,002
Employment	2,031,342	2,095,758	2,157,226	2,213,427	2,265,209

Adopted City of Los Angeles - Unincorporated Area Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	60,347	64,560	68,718	72,705	76,523
Households	14,752	15,750	16,763	17,760	18,750
Employment	24,241	24,932	25,582	26,169	26,686

Adopted City of Los Angeles Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	4,090,125	4,147,285	4,203,702	4,257,771	4,309,625
Households	1,372,873	1,438,731	1,505,615	1,571,712	1,637,475
Employment	1,994,358	2,057,435	2,117,623	2,172,642	2,223,338

1. The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

The Draft 2008 RTP Baseline Growth Forecast (built upon subregion/local jurisdiction input) was released on November 1, 2007 by the Community, Economic and Human Development Committee (CEHD) along with the Draft 2008 RTP and RCP for public review and comment. You may wish to review these forecasts to determine compatibility with any Project Forecasts. The following 2035 forecasts are provided for your reference for the City of Los Angeles, CLA area (unincorporated and COG), and SCAG Region. The forecasts for the intervening years (2010, 2015, 2020, 2025, and 2030) will be included in the 2008 RTP Baseline Growth Forecast.

2035 Forecasts ¹	Population	Households	Employees
City of Los Angeles	4,415,773	1,616,578	1,994,134
City of Los Angeles (CLA) – Unincorporated Area	66,428	15,699	27,124
City of Los Angeles - Subregion	4,509,435	1,638,823	2,037,472
SCAG Region	24,056,000	7,710,000	10,287,000

1. Source: Draft 2008 RTP Baseline Growth Forecast
(http://scag.ca.gov/forecast/downloads/RTP_baseline_forecasts_1001.xls)

8-3

- 3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*

SCAG Staff Comments: Population and housing trends used in this Draft EIR were based on the SCAG growth forecast for the City and County of Los Angeles (Table 4.3-1, page 4.3-1 of the Draft EIR). Therefore, SCAG staff conclude the proposed project is consistent with SCAG Policy 3.01.

8-4

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the # of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17 *Support and encourage settlement patterns, which contain a range of urban densities.*

8-5

SCAG Staff Comments: Based on the consistency analysis provided in Table 4.1-4 (page 4.1-46 to 4.1-47 of the Draft EIR), SCAG staff conclude the proposed project would be consistent with SCAG

Policies 3.12 through 3.14 with either Alternative 3 (Canoga On-Street Dedicated Bus Lanes Alternative) or Alternative 4 (Canoga Busway Alternative).

- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*
- 3.19 *Support policies and actions that preserve open space areas identified in local, state, and federal plans.*
- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

SCAG Staff Comments: The proposed project "lies entirely within a developed, urban area." According to tables 4.14-1 and 4.14-2 in Chapter 4.13 [Biological Resources] of the draft EIR, there were no special status species of plants or wildlife found within the vicinity of the project site during a site survey. Therefore, SCAG staff conclude the proposed project would be consistent with SCAG Policies 3.18 through 3.20.

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management goals to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

SCAG Staff Comments: As mentioned in Chapter 4.3 [Population, Housing & Environmental Justice] of the draft EIR, the proposed project has located transit stations to provide convenient access for the adjacent communities which have a high proportion of minority and low-income residents. There are no housing displacements associated with the project and thus no disproportionate impact on affordable housing or the general housing stock is expected. Therefore, SCAG staff conclude the proposed project is consistent with SCAG Policy 3.27.

OPEN SPACE AND CONSERVATION CHAPTER

The Open Space and Conservation Chapter goals related to the proposed project include:

- 9.01 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region.*
- 9.02 *Increase the accessibility to open space lands for outdoor recreation.*
- 9.03 *Promote self-sustaining regional recreation resources and facilities.*

SCAG Staff Comments: As discussed in Chapter 4.4 [Parklands and Other Community Facilities], alternatives 2, 3, and 4 would provide increased transit access to existing parklands within the community. Therefore, SCAG Staff conclude the proposed project would be consistent with SCAG Policies 9.01, 9.02, and 9.03.

REGIONAL TRANSPORTATION PLAN

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- RTP G1*** Maximize mobility and accessibility for all people and goods in the region.
- RTP G2*** Ensure travel safety and reliability for all people and goods in the region.
- RTP G3*** Preserve and ensure a sustainable regional transportation system.
- RTP G4*** Maximize the productivity of our transportation system.
- RTP G5*** Protect the environment, improve air quality and promote energy efficiency.
- RTP G6*** Encourage land use and growth patterns that complement our transportation investments.

SCAG Staff Comments: The proposed project is a four mile expansion of the Metro Orange Line. The project will be located in an almost built-out, urban area that would increase transit options for the local community and improve the connectivity of the transit system in general. For these reasons, SCAG staff conclude the proposed project is generally consistent with SCAG Regional Transportation Goals.

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

- GV P1.1*** Encourage transportation investments and land use decisions that are mutually supportive.
- GV P1.2*** Locate new housing near existing jobs and new jobs near existing housing.
- GV P1.3*** Encourage transit-oriented development.
- GV P1.4*** Promote a variety of travel choices

Principle 2: Foster livability in all communities.

- GV P2.1*** Promote infill development and redevelopment to revitalize existing communities.
- GV P2.2*** Promote developments, which provide a mix of uses.
- GV P2.3*** Promote "people scaled," walkable communities.
- GV P2.4*** Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable prosperity for all people.

- GV P3.1*** Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- GV P3.2*** Support educational opportunities that promote balanced growth.
- GV P3.3*** Ensure environmental justice regardless of race, ethnicity or income class.
- GV P3.4*** Support local and state fiscal policies that encourage balanced growth
- GV P3.5*** Encourage civic engagement.

8-5
cont

April 9, 2008
Mr. Davis

SCAG No. I20080125

Principle 4: Promote sustainability for future generations.

- GV P4.1** *Preserve rural, agricultural, recreational, and environmentally sensitive areas.*
- GV P4.2** *Focus development in urban centers and existing cities.*
- GV P4.3** *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4** *Utilize "green" development techniques*

8-5
cont

SCAG Staff Comments: See Staff comments for Regional Transportation Goals.

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

8-6



Department of Planning and Economic Development
of the CITY OF LOS ANGELES

DATE / April 15, 2008

354 South Spring Street / Suite 800
Los Angeles / California 90013-1258

TEL: (213) 473-1000 F: 213 977 1665
www.crala.org

Mr. Walt Davis
Project Manager, Orange Line Extension Study
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: CRA/LA Comments on the DEIR for Canoga Transportation Corridor

Dear Mr. Davis:

Thank you for this opportunity to comment on the Draft Environmental Impact Report ("DEIR") for the Canoga Transportation Corridor ("Extension"). My staff has appreciated the time that senior Metro staff took to brief them on this project and its importance to the regional transportation system.

The CRA/LA supports the northern extension of the Orange Line from Woodland Hills to the Chatsworth Metrolink station as it will provide especially-valued regional mobility to the west and northwest portions of the San Fernando Valley and the rest of the Southern California Region. The proposed Extension would benefit the CRA/LA's Reseda - Canoga Park Earthquake Recovery Redevelopment Project Area, by serving it with the station proposed at Sherman Way, providing additional transit choices and opportunities for revitalization for the community.

Of particular importance to CRA/LA are improvements to the Canoga Avenue streetscape. The extensive landscaping that would be expected in the current railroad right-of-way would be a major step forward in remediating blight in the corridor. The bikeway and pedestrian accommodations that this project would provide are sorely needed, as much of Canoga Avenue's sidewalks are deficient and the heavy traffic makes it unsafe for bicycles. CRA/LA staff looks forward to working closely with Metro's project design team in optimizing potential enhancements to both Canoga and its intersection with Sherman Way.

CRA/LA understands that, due to its funding source, the current project's schedule is extremely tight and precludes consideration of some complex facility and system design issues. As planned, the Sherman Way station is proposed as an extensive park-and-ride facility. However, we would strongly recommend that future phases of the Orange Line's development fully investigate the potentials for joint development and transit-oriented development around key stations, such as Sherman Way, which would greatly add to the Orange Line's benefits to the community.

In its present configuration, transit-oriented development potentials appear to be very limited, in large part because of the noise and other emissions associated with current bus operations. We would, therefore, place a premium on future options that would convert the Orange Line to

9-1

9-2



electric-powered transit, such as light rail or electric trolley buses. Well-designed, fully electric transit would reduce community noise levels and would move the Orange Line towards full sustainability and zero carbon emissions.] 9-2 cont

Attached are more detailed technical and policy comments on the DEIR that we hope are helpful. Please feel free to call myself or Jay Virata of my staff at 213-977-1658 with any questions.] 9-3

We look forward to working with Metro on this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Estolano", with a long horizontal flourish extending to the right.

Cecilia V. Estolano
Chief Executive Officer

CVE: er

Attachment:

- Cc: Honorable Antonio Villaraigosa, City of Los Angeles
Honorable Dennis Zine, City of Los Angeles
Honorable Brad Sherman, U.S. Congress
Honorable Alex Padilla, State of California Senate
Honorable Lloyd Levine, State of California Assembly
Richard Katz, LACMTA Board
Roger Snoble, LACMTA CEO
Jaime de la Vega, Mayor's Office
Rita Robinson, LADOT
Gary Lee Moore, LABOE
Gail Goldberg, LADCP

Attachment
**CRA/LA Comments on
LACMTA DEIR on Canoga Transportation Corridor**

I. Alternatives

The CRA/LA supports the design and implementation of the LACMTA Canoga Transportation Corridor ("Corridor").

The CRA/LA also supports Alternative 4 (Canoga Busway) with Option 5 (Elevated / Underground Grade Separation of Railroad Tracks & Lassen Street) as the logical mode choice and environmentally superior alternative for the Corridor. (See pgs. 3-23 and 3-53)

The Canoga Busway is consistent with the City of Los Angeles' General Plan and CRA/LA's Reseda - Canoga Park Earthquake Recovery Redevelopment Plan as well as supports the greater mobility efforts of the City of Los Angeles, LACMTA, and Metrolink in providing various mode choices for its residents, commuters, and visitors. The Canoga Busway will utilize the existing LACMTA right of way thereby maximizing transit time and minimizing traffic impacts. The Canoga Busway will also better serve the San Fernando Valley's communities and centers by its more strategic location of its proposed route and stations. To the Canoga Park community's benefit, the Canoga Busway traverses the CRA/LA's Reseda - Canoga Park Earthquake Recovery Redevelopment Project Area thereby providing a critical and additional modal choice for the transit dependent.

9-4

In particular, the Canoga Busway would link transit dependent communities from Woodland Hills to Chatsworth by the extension of the existing LACMTA Orange Line and with the existing / future transit network in the City of Los Angeles, the County of Los Angeles, and the greater Southern California Region. The Canoga Busway with Option 5 would also lay the groundwork to allow the conversion of the Busway to a Light Rail Transit system if future funding becomes available. Option 5 - the Elevated / Underground Grade Separation - would also improve transit times by minimizing traffic impacts on the local street system. Yet the design and implementation of the Canoga Busway will not ensure increased transit usage without also addressing opportunities for transit-oriented districts, joint development, access, visual and aesthetic enrichment, well designed communities, better transit and circulation systems, and noise attenuation. The following sections address both the projected impacts and mitigations for the Canoga Busway.

II. Land Use & Development

" Encouraging future development in centers and in nodes along corridors that are served by transit. ... And encourage the development of centers, districts and selected corridors such that the land uses, scale and built form allow them to function as centers and support transit use, both in daytime and nighttime. "

City of Los Angeles General Plan

The CRA/LA supports the provision of a LACMTA Park'n'Ride lot at the Sherman Way station but only with a 35% reduction in parking spaces in order to reduce traffic, circulation, and parking impacts and to better provide for joint development opportunities.

9-5

The CRA/LA also supports the conversion of LACMTA construction staging areas and Park'n'Ride lots into joint development sites through coordination between LACMTA, CRA/LA, and City of Los Angeles' City Planning and Transportation Departments.

The CRA/LA supports the creation of these transit nodes with joint development opportunities. Those features would further implement the City of Los Angeles General Plan and the CRA/LA Reseda - Canoga Park Earthquake Recovery Redevelopment Plan, add to the future ridership of the proposed transit

9-6

system, and create a greater viability of these places for residents and businesses. The Canoga Busway has stations that would be excellent for joint development opportunities if designed in such a manner. The Sherman Way station is within the CRA/LA's Reseda - Canoga Park Earthquake Recovery Redevelopment Plan and has new residential and commercial development in its immediate area. As such, the future use and development of the Sherman Way station would provide for mutual opportunities for the local community, LACMTA, the City of Los Angeles, and CRA/LA.

9-6

The current and future transit dependency is far greater in the community of Canoga Park than Woodland Hills or Chatsworth. The Sherman Way Station will have greater ridership totals than the Victory Station or Chatsworth with full build out of the Busway. To relocate the parking spaces being removed at the existing Victory station because of the Canoga Busway to the proposed Sherman Way station only further burdens the Sherman Way Station. This unnecessary and needless parking is not substantiated with traffic numbers and transit ridership since the projected parking utilization of the Sherman Way Station is only 66%. The CRA/LA is therefore recommending that the number of parking spaces at the Sherman Way Station be reduced by 35% in order to provide for its greater usefulness and reduce the redundancy of available parking.

9-7

LACMTA also needs to ensure that the Sherman Way Station has enhanced pedestrian / vehicular ingress and egress, station design elements (i.e. seating, lighting, signage, landscaping, etc), location of ancillary functions (i.e. traffic signal equipment, transformers, etc), etc. The current station design and layout will create vehicular and pedestrian conflicts at the intersection of Sherman Way and Canoga Avenue. The turning movements, the crosswalk timing, the traffic signal timing and synchronization will create a greater amount of traffic congestion. These future conditions need to be mitigated to allow more than the necessary time for pedestrians and vehicles to arrive and leave the station as well as the surrounding residences and businesses. The LACMTA would also need to assist LADOT with a parking mitigation plan to restrict or disallow illegal parking, "double parking", etc.

9-8

All of these impacts and the necessary mitigations need to be carefully evaluated and resolved prior to the issuance of the FEIR.

III. Visual & Aesthetic Impacts

The CRA/LA supports the design of the Canoga Busway with its landscaped corridor and pedestrian / bicycle pathway. The CRA/LA also support the design of the proposed stations to be consistent with the existing station design of the LACMTA Orange Line.

The Canoga Busway is project to provide a much improved transit corridor from Woodland Hills to Chatsworth. The proposed landscape corridor and pedestrian / bicycle pathway will greatly enhance the current decrepit right of way. The landscape should be greatly planted with large trees and shrubs to screen the Corridor as well as mitigate the visual impact of the future Busway and existing commercial / industrial uses along the Corridor. In particular, the trees should be at least ½ the width of Canoga Avenue to ensure the maximum screening of the Busway and the creation of Canoga Avenue as a Transit Boulevard a la Market Street in San Francisco, Constitution Avenue in Washington D.C., Rue de Rivoli and Champs d'Elyses in Paris, etc. The Canoga Busway's landscaping design should also provide a stenographic experience for both the transit rider and the adjoining resident.

9-9

The Canoga Busway will be enhanced by the retaining the existing right of way design treatment and station design of the LACMTA Orange Line. Maintaining the design consistency will provide the necessary aesthetic and system connection with the existing LAACMTA transit system.

IV. Traffic, Circulation, and Parking

"Streets serve multiple functions (movement of vehicles, bicycles and pedestrians), and multiple users. They must therefore be designed to accommodate these functions and users."

City of Los Angeles General Plan

9-10

The current and future transit dependency is far greater in the community of Canoga Park than Woodland Hills or Chatsworth. The Sherman Way Station will have greater ridership totals than the Victory Station or Chatsworth with full build out of the Busway. To relocate the parking spaces being removed at the existing Victory station because of the Canoga Busway to the proposed Sherman Way station only further burdens the Sherman Way Station with unnecessary and needless parking since the projected parking utilization of the Sherman Way Station is only 66%. The CRA/LA is therefore recommending that the number of parking spaces at the Sherman Way Station be reduced by 35% in order to provide for its greater usefulness and reduce the redundancy of available parking.

LACMTA also needs to ensure that the Sherman Way Station has enhanced pedestrian / vehicular ingress and egress, station design elements (i.e. seating, lighting, signage, landscaping, etc), location of ancillary functions (i.e. traffic signal equipment, transformers, etc), etc. The current station design and layout will create vehicular and pedestrian conflicts at the intersection of Sherman Way and Canoga Avenue. The turning movements, the crosswalk timing, the traffic signal timing and synchronization will create a greater amount of traffic congestion. These future conditions need to be mitigated to allow more than the necessary time for pedestrians and vehicles to arrive and leave the station as well as the surrounding residences and businesses. The LACMTA would also need to assist LADOT with a parking mitigation plan to restrict or disallow illegal parking, "double parking", etc.

9-11

V. Noise & Vibration

The CRA/LA supports additional noise attenuation along the Canoga Busway in the immediate surrounding area between the Los Angeles River and Saticoy Avenue.

If not mitigated, the increased noise and vibration level that will be brought by the Canoga Busway will negatively impact the surrounding residential neighborhoods and commercial areas. The immediate surrounding area in Canoga Park between the Los Angeles River and Saticoy Avenue contains active and vibrant residential neighborhoods and commercial districts in Canoga Park proper. The provision of landscaped areas is very helpful in mitigating the visual and aesthetic impacts of the Canoga Busway but it is not the full answer. To assist in mitigating these impacts, the LACMTA needs to provide both landscaped noise attenuation walls on the eastside and landscaped berms on the westside of the Canoga Busway.

9-12

Los Angeles Unified School District

Office of Environmental Health and Safety

DAVID L. BREWER III
Superintendent of Schools

DAVID HOLMQUIST
Chief Operating Officer

YI HWA KIM
Interim Director

April 16, 2008

Mr. Walter Davis
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

**SUBJECT: Canoga Transportation Corridor DEIR
State Clearing House No. 2007071056**

Thank you for giving the Los Angeles Unified School District (LAUSD) the opportunity to comment on the DEIR for the Canoga Transportation Corridor Project, a proposed four-mile extension of Metro Orange Line service from the Canoga Park & Ride Lot to Chatsworth Metrolink Station. Based on the size and proximity of the proposed development, it is our opinion that environmental impacts on the surrounding community (traffic, noise, air pollution, etc.) will occur for project alternatives 3 and 4. Since these project alternatives will likely have a significant impact on LAUSD schools, measures designed to help reduce or eliminate such impacts are included in this response.

10-1

Owing to the project's potential to impact local air quality, we ask that construction-related activities in proximity to our schools occur during summer recess when students and staff are not present. Should construction activities overlap with the District's instructional calendar, we request that a direct line of communication with site construction personnel be established with the affected schools to report conditions that may impact the health and learning environment of school occupants. Please contact me at (213) 241-3199 and I will help coordinated communication with school administrators.

10-2

Also, the *School Developer Fees* referenced in you report are not valid. Current *School Developer Fees* are available from the LAUSD Developer Fee Office at (213) 743-3670. The District updates this information on a yearly basis. The last update occurred in October 2007.

10-3

Respectfully,

Glenn Striegler – PG
Environmental Assessment Coordinator

Attachment

- c: Pat Schanen – Deputy Director LAUSD OEHS
- Alexander Morelan – Site Assessment Manager LAUSD OEHS
- Bill Piazza – Environmental Assessment Coordinator LAUSD OEHS
- Randi Cooper – Senior Project Manager for CEQA New Schools Construction Program

*Environmental Review File
Metro Orange Line Extension Project*

Los Angeles Unified School District

Office of Environmental Health and Safety

DAVID L. BREWER III
Superintendent of Schools

DAVID HOLMQUIST
Chief Operating Officer

YI HWA KIM
Interim Director

ENVIRONMENTAL IMPACT RESPONSE

Construction of the **Canoga Transportation Corridor Project**, a proposed four-mile extension of Metro Orange Line service from the Canoga Park & Ride Lot to Chatsworth Metrolink Station (*SCH No. 2007071056*) warrants the following measures to address environmental impacts related to school traffic, pedestrian routes, and transportation safety issues for District schools along the proposed alignment:

- **School Bus Access**

- Prior to construction, contact LAUSD Transportation Branch at (323) 342-1400 regarding potential impact to school bus routes.
- Maintain unrestricted access for school buses during construction.
- Comply with provisions of the California Vehicle Code by requiring construction vehicles to stop when encountering school buses using red flashing lights.

10-4

- **School Pedestrian/Traffic Safety Access**

- Not endanger passenger safety or delay student drop-off or pickup due to changes in traffic patterns, lane adjustments, altered bus stops, or traffic lights.
- Maintain safe and convenient pedestrian routes to LAUSD schools (LAUSD will provide School Pedestrian Route Maps upon your request).
- Maintain ongoing communication with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.
- Install appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Not haul past affected school sites, except when school is *not* in session. If that is infeasible, not haul during school arrival and dismissal times.
- Not staging or parking of construction-related vehicles, including worker-transport vehicles, adjacent to school sites.
- Provide crossing guards when safety of students may be compromised by construction-related activities at impacted school crossings.
- Install barriers and/or fencing to secure construction equipment and site to prevent trespassing, vandalism, and attractive nuisances.
- Provide security patrols to minimize trespassing, vandalism, and short-cut attractions.

10-5



LOS ANGELES CITY COUNCILMEMBER
GREIG SMITH
TWELFTH DISTRICT

April 15, 2008

Walter Davis, Project Manager
Metro
One Gateway Plaza, 22nd Floor
Mail Stop 99-22-7
Los Angeles, CA 90012

RE: Comments to Canoga Transportation Corridor Draft EIR

Dear Mr. Davis:

Thank you for the opportunity to comment on the Draft EIR for Metro's proposed Canoga Transportation Corridor. I have long been a proponent of a major north-south transit connection in the Northwest San Fernando Valley and look forward to the opportunities that such an expansion would bring to the area. As such, I have reviewed the Draft EIR and submit the following preferred alternatives and comments:

Alternative 4: Canoga Busway

The Canoga Busway Alternative provides for a seamless transition with Metro's existing Orange Line busway, enabling us to capitalize on current ridership successes and expand transit connectivity. The use of Metro's dedicated right-of-way for a north-south transit corridor would result in increased service reliability, minimizes the potential for on-street bus and vehicle conflicts, and beautifies the corridor.

11-1

Northern Segment Option 3: At-Grade Parallel Crossing of Lassen West of Tracks

Acquisition of the property to the west of the Chatsworth Metrolink Station on the north side of Lassen Street for the northern terminus of the line would provide the most operational flexibility with the least impact to nearby sensitive uses. Further, this option eliminates the need for buses to cross the railroad tracks to enter the station.

11-2

Optional SR-118 Connection

I appreciate Metro's forward-thinking approach in projecting the potential demand for ridership from the SR-118. However, I agree with the assessment that the inclusion of a park-and-ride lot in the scope of this project is infeasible due to low forecasted demand and the potential interruption to existing land uses in the area.

11-3



Mr. Walter Davis
Page 2
April 15, 2008

Noise Impacts

Please consider soundwalls in locations where specific circumstances warrant additional height above the standard six-foot privacy wall. To prevent the attraction of graffiti and the need for constant maintenance on walls throughout the corridor, I also ask that specific proactive measures (such as the planting of climbing vegetation) be considered.

11-4

Coordination with the Los Angeles Department of Transportation

As with any project of this scope, I encourage ongoing dialogue between Metro and the LADOT to determine what traffic control measure installations and adjustments are necessary to support the safe integration of the new system.

11-5

Finally, I commend Metro for the extensive outreach efforts to local Neighborhood Councils, residents, businesses and other interested parties throughout this process. I am confident that this open dialogue will lead to the selection of a project that benefits us all.

Thank you for your consideration.

Sincerely,


GREIG SMITH
Councilmember, Twelfth District

GS:hl

CITY OF LOS ANGELES

CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
TRANSPORTATION

3055 Main St., 10th Floor
LOS ANGELES, CA 90012
(213) 973-4470
FAX (213) 972-8418
<http://www.lacity.org/tdot>

RITA ROBINSON
GENERAL MANAGER

April 16, 2008

Walter Davis, Transportation Project Manager
San Fernando Valley/North County Planning Team
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: COMMENTS ON THE CANOGA TRANSPORTATION CORRIDOR DEIR

Dear Mr. Davis,

Thank you for the opportunity to review the Draft EIR for the Canoga Transportation Corridor. We look forward to continuing our work with you on the development of this important transit project in the City of Los Angeles.

We have three principal concerns about the project:

- Treatment of the northern terminus of the alignment. We have serious safety and operational concerns about the alignments that require buses to cross the Union Pacific railroad tracks on Lassen St. in order to access the Chatsworth Metrolink Station and would oppose any Alternative that includes this feature. For safety and efficiency reasons, we recommend a full grade separation of the alignment over the railroad tracks and Lassen St., as presented in Alternative 4 – Northern Segment Option 5. If a grade separation is not possible, we would support an at-grade alignment that allows buses to enter the Station without having to cross the railroad tracks on Lassen St. These include Alternative 4 – Northern Segment Option 3 & 3a and Alternative 4 – Northern Segment Option 4 as presented in the Draft EIR.
- Traffic capacity at major cross street intersections along the Busway. Based on our experience with traffic operations along the Metro Orange Line, we recommend that Metro increase the number of approach lanes on major cross streets that intersect the proposed Busway. We have seen extensive traffic queuing and delay on major cross streets at intersections along the Metro Orange Line where traffic volumes are comparable to east-west arterials that would intersect the proposed Busway. While some

12-1

12-2

approaches are already recommended for widening in the Draft EIR, most are not. This may be because of lower traffic volumes, but these volumes are comparable to north-south arterials that cross the Metro Orange Line where queuing and delay problems have occurred


12-2

- Location of replacement parking. The proposed Dedicated Bus Lanes would require removing approximately 169 on-street parking spaces during peak periods, but it appears that only 125 new park-and-ride parking spaces are proposed to mitigate the impact. The new replacement parking would be located only at Roscoe Blvd. and Sherman Way, while the impact extends as far north as Marilla St. We request that Metro provide additional replacement parking within proximity of the impacted segments and analyze the potential impact of spillover parking demand in adjacent neighborhoods.

12-3

Attached are more detailed comments on the Draft EIR. If you have any questions, please contact Kang Hu @ (213) 972-8627 or Susan Bok @ (213) 972-8623 of my staff.

Sincerely,



Rifa L. Robinson
General Manager

Attachment

- c Borja Leon, Mayor's Office
- Jonathan Brand, Council District 3
- Hannah Lee, Council District 12

RR:SB

COMMENTS ON THE CANOGA TRANSPORTATION CORRIDOR DRAFT EIR
LOS ANGELES DEPARTMENT OF TRANSPORTATION
April 16, 2008

DEIR SECTION 3.0 PROJECT DESCRIPTION

- 1.1 LADOT opposes any alignment that requires buses to cross the railroad tracks on Lassen St. Buses accessing the Chatsworth Metrolink Station must either be grade separated or cross Lassen St. on either side of the tracks. Therefore, *Alternative 2, Alternative 3 – Northern Segment Options 1 & 2, and Alternative 4 – Northern Segment Options 1 & 2* would not be acceptable. In our letter dated February 12, 2008, we detailed our concerns about these alignments and requested that those alignments be omitted from consideration as the Locally Preferred Alternative.

12-4

The inherent safety risk at all railroad crossings is compounded on Lassen St. by the proximity of Old Depot Rd. to the railroad tracks. Old Depot Rd. provides access into the Chatsworth Metrolink Station from Lassen St., so eastbound buses on Lassen St. approaching the Station would make a left turn at Old Depot Rd., just after completing the right turn out of the proposed Busway, or Owensmouth St., and crossing the railroad tracks. The short distances between the proposed Busway, railroad tracks and Old Depot Rd. would make it difficult and unsafe for buses to merge into the left turn pocket. The pocket actually starts west of the tracks, and buses entering the pocket at that location would have to stop at the tracks by law, regardless of whether the signal were green. Buses exiting the Chatsworth Station at Old Depot Rd. and traveling westbound on Lassen St. toward either the Busway or Owensmouth St. would face similar operational problems at the rail crossing. There could also be spillback into traffic lanes or the railroad tracks if multiple buses were queued in the westbound left turn pocket for the Busway. These safety and operational problems would be exacerbated with the longer articulated buses now in use on the Metro Orange Line.

Metrolink, Amtrak and Union Pacific also operate numerous trains on the railroad tracks daily. With frequent trains during peak periods, and frequent service planned for the Canoga Transportation Corridor, bus coupling ("bunching") can be expected on Lassen St. as buses are delayed at the rail crossing. Freight trains especially create unpredictable delays since they don't run on a fixed schedule.

12-5

- 1.2 The Concept Design section for the Busway (Alternative 4) states that relocating or undergrounding of utilities will not be part of the project's budget and that Metro would only coordinate any changes if DWP decides they are necessary. We understand that DWP no longer pays for utility relocation, and Metro needs to budget for the work if it is determined that utility relocation is required to complete the project.

12-6

- 1.3 The utility relocation summary is vague in describing to what extent utilities will have to be relocated. Detail what is meant by "major" versus "minor" utility relocation and discuss how relocation will be funded.

12-7

1.4 DEIR incorrectly states, in reference to transit signal priority, that "Subsequent signal cycles would compensate cross streets for shortened cycles." This is a misleading statement, and the sentence should be deleted. 12-8

1.5 DEIR incorrectly states, in reference to transit signal priority, "if headways become too short... the peak direction of passenger demand would be given the higher level of priority treatment." This is not true, and either the sentence should be deleted or the project description altered to include development of this signal priority feature. 12-9

DEIR SECTION 4.1 LAND USE AND DEVELOPMENT

2.1 Dedicated Bus Lane *Alternative 3 - Northern Segment Option 3*, as described on Page 4.1-35, states that the bike path would end at Marilla St. This is not consistent with other descriptions of this *Alternative*, and Figure 3-5 on Page 3-12 shows the path terminating at Lassen St. Clarify the extent of the bike path throughout the DEIR. 12-10

2.2 There is no reference to a multi-use path for the Dedicated Bus Lane *Alternative 3*. However, Figure 3-7 on Page 3-14 shows a multi-use path up to Lassen St. Add multi-use path into description. 12-11

2.3 *Busway Alternative 4 - Northern Segment Options 2, 3 and 3a* do not describe the extent of the bikeway/multi-use path. Describe extent of multi-use path. 12-12

2.4 The Canoga Transportation Corridor must be integrated into the current re-study of the City's Warner Center Specific Plan. The Locally Preferred *Alternative* should be consistent with the vision encompassed by the Plan, and any bus routes through Warner Center should be flexible enough to accommodate the uses and growth anticipated in the Plan. 12-13

2.5 Metro should work closely with LADOT and the Los Angeles Department of City Planning to ensure that the Corridor will provide access to proposed land use developments to the east and west of the proposed Canoga Station at Vanowen St. This should include allowing pedestrian access from the properties located to the east of the Canoga Station. 12-14

DEIR SECTION 4.7 TRAFFIC, CIRCULATION AND PARKING

3.1 All PM Peak Hour traffic delay numbers for Existing Conditions are different from an earlier draft of the Traffic, Circulation and Parking section submitted to LADOT for review on January 9, 2008. Nearly all of the delay numbers are lower, possibly reducing the number of "significantly impacted" intersections. The numbers need to be verified and the discrepancy explained. 12-15

3.2 The DEIR states that "Left turn pockets into driveways are not anticipated" with regard to the creation of median islands for the Dedicated Bus Lane *Alternative 3*. Trucks may depend on the existing two-way left turn lane median, and creating a raised median island could complicate freight deliveries in an industrial district. An assessment of left 12-16

<p>turn utilization that considers left turn volume into driveways, as well as vehicle type, should be conducted before this Alternative is considered further</p>	<p>12-16</p>
<p>3.3 Mitigation Measure 4.7-1 calls for an increase in signal cycle length from 50 seconds to 90 seconds for the traffic signal at the intersection of Owensmouth Av. and Lassen St. to mitigate delays resulting from the introduction of a westbound left turn phase and articulated buses. It is unlikely that an increase in cycle length alone will mitigate the impact. Additionally, articulated buses making a right turn onto eastbound Lassen St. from northbound Owensmouth Av. may block eastbound through and/or westbound left turn movements. The DEIR is not explicit in saying that this mitigation measure will apply to other Alternatives (and sub-Alternatives) that may utilize Owensmouth Av. and Lassen St. LADOT requests that Metro include mitigation for obstruction of northbound Owensmouth Av. due to articulated buses by designing for enough roadway width for articulated buses to make right turns without blocking, or being blocked by, left and through movements along Lassen St. These mitigation measures should apply to all Alternatives and Options that use this intersection. Note also that any Alternatives that use this intersection to make a northbound right turn movement onto eastbound Lassen St. would not be supported by LADOT if a railroad crossing on Lassen St. is assumed.</p>	<p>12-17</p>
<p>3.4 Mitigation Measure 4.7-7 (Canoga Av. & Nordhoff St.) does not propose improvements to increase eastbound or westbound street capacity. Based on LADOT's experience with the Metro Orange Line intersection with Reseda Blvd., two through lanes are inadequate during peak period traffic. LADOT requests that Metro widen Nordhoff St. to provide one left turn lane, three through lanes, and one right turn lane for both east and west directions.</p>	<p>12-18</p>
<p>3.5 Mitigation Measure 4.7-8 (Canoga Av. & Roscoe Bl.) does not propose improvements to increase eastbound street capacity. Capacity needed for eastbound traffic is very similar to that needed for westbound traffic, and the westbound approach is proposed to be increased to three through lanes. LADOT requests that Metro widen Roscoe Bl. to provide one left turn lane, three through lanes, and one right turn lane for both east and west directions.</p>	<p>12-19</p>
<p>3.6 Mitigation Measure 4.7-9 (Canoga Av. & Saticoy St.) does not propose improvements to increase eastbound or westbound street capacity. Based on experience with the Metro Orange Line intersection with Reseda Blvd., two through lanes is unlikely to be sufficient during peak period traffic. LADOT requests that Metro widen Saticoy St. to provide one left turn lane, three through lanes, and one right turn lane for both east and west directions.</p>	<p>12-20</p>
<p>3.7 Mitigation Measure 4.7-10 (Canoga Av. & Sherman Way) does not propose improvements to increase eastbound street capacity. Capacity for eastbound traffic is very similar to westbound traffic, which is getting improved to 3 through lanes. Widen Sherman Way to provide one left turn lane, three through lanes, and one right turn lane for both east and west directions.</p>	<p>12-21</p>

- 3.8 Mitigation Measure 4.7-13a calls for providing a total of 125 park-and-ride spots, however, Table 4.7-8 shows that during the peak, a total of 169 vehicles utilize on-street parking. Additionally, the new parking is relocated, requiring customers and employees to walk a potentially longer distance to their destinations. LADOT requests that Metro provide parking beyond the peak maximum of 169 vehicles, provide additional replacement parking closer to the on-street parking that has been removed, and consider spillover parking impacts into adjacent neighborhoods.

12-22
- 3.9 There are no proposed improvements to increase westbound street capacity along Valerio St. for the Busway Alternatives. The traffic movement is currently a shared left, right and through lane. The shared left and through lane arrangement may cause accidental queuing over the Busway crossing if potential left turners fail to utilize left turn signals. LADOT requests that Metro provide left turn channelization for eastbound Varier St. and widen if necessary.

12-23
- 3.10 Mitigation Measure 4.7-11 does not discuss a park-and-ride lot at Roscoe Blvd. for the Dedicated Bus Lane Alternative 3. In Mitigation Measure 4.7-13a, a Roscoe Blvd. park-and-ride lot is discussed for the Busway Alternative 4 and should also be included for Alternative 3.

12-24
- 3.11 Mitigation Measure 4.7-13 describes a scenario with on-street parking along the western curb for the Dedicated Bus Lane Alternative 3 as a potential parking mitigation measure. For safety and operational purposes, LADOT requires that the total width of a bus lane with curbside parking be a minimum of 22 feet.

12-25

GENERAL COMMENTS

- 4.1 There are frequent references to a 17-foot parallel bikeway/pedestrian path with a 10-foot wide bike path and 7-foot pedestrian path. LADOT's minimum width for a bike path is 12 feet, 5 feet for a pedestrian path, and 10 feet for a multi-use path.

12-26
- 4.2 With the exception of the *No Project Alternative*, all Alternatives should include pedestrian signal upgrades (e.g., count-down pedestrian heads), signal timing and operational improvements, installation of ATSAC cameras at locations critical to monitoring transit flow and relocation/redistribution and installation of new bus stop/stations where needed.

12-27
- 4.3 For Alternatives 3 and 4, LADOT expects similar designs and improvements that were implemented on the Metro Orange Line for operational and safety purposes - signals running Adaptive Traffic Control System (ATCS) with full detection, ATSAC cameras covering all signalized intersections, bus crossing signs, bus coming LED signs, red light photo enforcement, etc.

12-28

LETTER 13

From: Freddy Maldonado [fmaldonado@hgcomm.net]
Sent: Wednesday, March 05, 2008 4:28 PM
To: Davis, Walter
Subject: PLEASE EXPAND !!!!!
Importance: High

Finally some sense into METRO.

I have 45 Employees who ride the Commuter express or Orange line and always arrive LATE due to the poor access from Los Angeles to Chatsworth Area.

Please Help us out in this matter.

13-1

Thank you.

Regards,

L. Freddy Maldonado

HG Communications Inc.
Human Resources Manager

Tel: (818) 341-4171

Fax: (818) 407-1447

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LETTER 14

From: Jerry Chipchase [dodgingtiger@sbcglobal.net]
Sent: Thursday, March 06, 2008 12:19 PM
To: Davis, Walter
Subject: Orangeline extension to Chatsworth Rail Station

Dear Mr. Davis

Something to think about. The shortest distance and most cost effective way to get between point A and B is a straight line. As a resident of the Chatsworth Mobile home park, located directly across the street from point B, the train station, I submit to you this Idea. I have read that your plan has the Orangeline running on the east side of the tracks. Once you reach our park, the homes near the tracks would be too close to the route. The park consists of four rows of Mobile Homes. If the MTA purchased the east row close to the tracks, the route could make nearly a straight shot across Lassen St into the train station.

Now as far as the displaced residents, offer them a fair price for the homes, and if some wish to remain, offer people in other spaces in the park a fair price for their homes until you have about 50. You can move the homes or put new ones in the park, they are mobile.

I would sell my home for a fair price, as I believe many others might.

Just a thought.

Jerry Chipchase

14-1

LETTER 15

From: Rennybob@aol.com
Sent: Friday, March 07, 2008 2:03 PM
To: Davis, Walter
Subject: Re Orange Line expansion

Dear Mr. Davis,

I received the mailer re the extension of the Orange Line from Warner Center to Chatsworth.

In October 2007 we were faced with a transportation issue. We have one car. Purchasing another car was out of the question yet our son needed to get to Los Angeles five days a week for classes at The Colburn School in downtown LA.

We were able to solve our problem by using the Metrolink to get us there and the Red Line and Orange Line on the return trip. Either my husband or myself have to drive to the Canoga Station for a pick up because the Orange Line doesn't continue.

It would be a huge help and definitely more convenient if the Orange Line ran between Chatsworth and Warner Center. We would have the option of either taking the Metro system both ways or the at the very least be able to stay on the Orange Line into Chatsworth.

Three of his classmates live in Simi Valley. They would likely take the Metro if they could pick it up closer to Simi Valley. Chatsworth is certainly more convenient for a parent to do a pick up from Simi Valley.

I strongly believe that any and all improvements will be used and appreciated by many people. The Orange line has been a success...keep up the good work!

Thank you,
Renee Unger
Chatsworth, CA

It's Tax Time! [Get tips, forms and advice on AOL Money & Finance.](#)

15-1

LETTER 16

Ms. Betty Gelman
22037 Burbank Blvd. Unit 1F
Woodland Hills, CA 91367

March 7, 2008

MTA
1 Gateway Plaza
99-22-9
Walt Davis
LA, CA 90012

Dear sir:

This is in response to a notice mailed to me.

Metro (MTA) built a HUB in Warner Center. The area is growing in leaps and bounds with all the construction going on. I thought the HUB on Owensmouth was supposed to be for buses and people who ride them? Why are you taking all the bus routes away from this area?

16-1

Very truly yours,



LETTER 17

From: David Goldstein [digoldst@yahoo.com]
Sent: Friday, March 07, 2008 4:25 PM
To: Davis, Walter
Subject: Canoga Corridor - Orange Line Extension

Mr. Davis,

I read this news item on the website:

"Metro has evaluated a Canoga Avenue busway option that would extend the existing Metro Orange Line on an exclusive right-of-way, and a Canoga Avenue Busway that would operate on a bus-only lane along a widened Canoga Avenue."

I live in Chatsworth and I would very much welcome the extension of the Orange Line...as a way to get to work, a faster way to go downtown, and as a faster more effective way to use public transit as a way to get places. One time I had to take the red line to Union Station, and found it was just as easy to drive to North Hollywood as to Owensmouth and Oxnard.

With the extension, I could basically walk to the Transportation Center to go downtown...so much easier. Then, the main thing would be to get the Orange Line to run conveniently on weekends. I could go to the Staples Center, Olivera St, etc. It opens up a ton of options. I have taken Amtrak and Metrolink from the Chatsworth station and it works great. They just need to open up an Amtrak ticket automated booth.

As far as an environmental risk, there are plenty of spaces in the Chatsworth Transportation lot, and very little congestion along Lassen and Devonshire. Might need to open up Canoga, and possibly Owensmouth.

I hope you do this extension.

Sincerely,

David Goldstein
Chatsworth resident

LETTER 18

From: Tina [tina@nupuf.com]
Sent: Saturday, March 08, 2008 9:24 AM
To: Davis, Walter
Subject: Canoga Transportation Corridor Hearings

As a long time resident of Canoga Park [41 yrs], I am very pleased that the Metro folks have finally decided to add Canoga Avenue to the Metroline service. With the cost of gas going through the ceiling, I have used the Orange line frequently, parking at the Canoga Ave. lot. If the Canoga Ave. route is added - I could leave my car at home, saving money, reducing traffic, etc. etc.

18-1

It is my hope that Metro will take the opportunity to use the existing rail line right-of-way. This would help in cleaning up its entire length [exception being the old railroad bridge] and hopefully, improve the area. The Orange line route, with its walking and bikeways, well maintained appearance, etc. has been a pleasure to see. Also, by utilizing the rail line right-of-way, it would reduce traffic congestion on Canoga Ave.

Thanks
Tina
tina@nupuf.com

LETTER 19

From: Fred [fifrey@earthlink.net]
Sent: Saturday, March 08, 2008 2:40 PM
To: Davis, Walter
Subject: Orange Line DEIR

I am VERY much in favor of extending the Orange Line. I am 68 years old and blind in one eye. Although I drive now, including the trip to the Canoga Orange Line station about once a week, in the future I might not be able to do so. With the extension, I could walk to the Sherman Way station.

The Orange and Red Lines are wonderful - I can go downtown to the library, museums, etc., and sometimes take the Gold Line to Pasadena for the many attractions there.

Frederick Frey
Canoga Park

19-1

LETTER 20

From: Alexander Friedman [alek3000@juno.com]
Sent: Sunday, March 09, 2008 8:44 PM
To: Davis, Walter
Subject: Re: Orange Line Extension project

Dear Mr. Davis,

I am happy to provide feedback on the Orange Line busway extension, and would like to give two brief comments:

1) Yes, I am all in support of the Canoga extension to Chatsworth Metrolink station. Great idea! And -] 20-1

2) I think the PRIORITY project should be extending the eastern end of the Orange Line terminal (i.e. the North Hollywood station) to Burbank Airport. (known as Bob Hope airport) I think this is a critically important link, since it will give a reliable and fast option for people to get to the Airport (currently there's no other option than bus 163, which has only sporadic service; or commuter rail that doesn't run on weekends!) The airport is not too far from the North Hollywood station, so I believe investment will be quite inexpensive. Please seriously consider the Bob Hope airport extension.] 20-2

Thank you.

Alexander,
mass transit supporter,
and daily MTA patron
Hollywood, California
323-465-8511

LETTER 21

Hilda V. DeMars
6020 Nevada Ave. #4
Woodland Hills, CA 91367

March 10, 2008

Walt Davis, Project Manager
Metro
One Gateway Plaza, 99-22-9
Los Angeles, CA 90012

Dear Mr. Davis:

As a senior, living on a fixed income, I am greatly disappointed in the chaos, confusion and lack of consideration for the public.

In answer to your first question: Yes, I would like to see the Orange line extended.

But on the other hand, building/construction of new homes in Canoga Park, Woodland Hills and Warner center has increased tremendously.

Metro is spending money tons of money on TV advertising "go Metro". How can anyone "go Metro" when you are cutting 12-16 bus routes in this area? Who stays up late at night and comes up with these insane ideas?

The utter confusion with bus routes, cutting them, shortening them, canceling them, re-routing them is driving us crazy. We need buses. We ride buses. What is going on? If you take away our buses, how can we "go Metro"?

Sincerely,



21-1

LETTER 22

From: Rey, Ingrid [irey@calstatela.edu]
Sent: Tuesday, March 11, 2008 10:47 AM
To: Davis, Walter
Subject: Canoga Corridor extension

Dear Walt Davis,

I am writing you in support of the extension of the Orange Line through the Canoga Corridor. I am a frequent user of both the Orange Line (I attend both Pierce College and Valley College) as well as the Metrolink (I also go to CSULA and have an internship in downtown LA). I live by Canoga Ave and Chase and have quite a difficult time getting to either the Orange Line or the Metrolink in a timely manner. As you may know, there aren't any lines currently serving Canoga Ave, so I am forced to use line 245 on Topanga av, which only runs every 45 minutes. This extension would make my commute a lot easier and stress-free. In addition, I highly believe that use of both the Orange Line and Metrolink will increase.

22-1

Thank you,

Ingrid Rey
818-620-6305
irey@calstatela.edu

LETTER 23

From: Erica Rey [vintagexbeauty@sbcglobal.net]
Sent: Tuesday, March 11, 2008 11:39 PM
To: Davis, Walter
Subject: Thanks for orange line extension

The orange line extention is a great idea. Thanks for your concideration towards all of us that go metro -Erica

23-1

LETTER 24

From: Silvana Rey [bsassil@sbcglobal.net]
Sent: Tuesday, March 11, 2008 11:31 AM
To: Davis, Walter
Subject: orange line

I have 3 college students and all of them used the orange line and sometimes the train.
We support the Orange Line extension.
It's a great idea.

Thanks

Family Rey and friends.

24-1

LETTER 25

JMBM | Jeffer Mangels
Butler & Marmaro LLP

Timothy Martin
Direct: (310) 712-6824
Fax: (310) 712-3330
TMartin@jmbm.com

1900 Avenue of the Stars, 7th Floor
Los Angeles, California 90067-4308
(310) 203-8080 (310) 203-0567 Fax
www.jmbm.com

Ref: 61317-0001

March 13, 2008

VIA E-MAIL AND U.S. MAIL

Walt Davis
Transportation Planning Manager
Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-9
Los Angeles, CA 90012-2952

Re: National Ready Mixed Concrete Plant, 6969 Deering Ave., Canoga Park (the "Site")

Dear Mr. Davis:

On behalf of National Ready Mixed Concrete Company ("National"), I would like to take this opportunity to thank you and your colleagues at Metro for meeting with us on Thursday, March 6, 2008 (the "Meeting") regarding Metro's proposed expansion of the Orange Line (the "Project"), particularly as it relates to the Project's potential impact on National's continued concrete production operations at the Site.

National is pleased that Metro intends to take all feasible steps to ensure that the Project, under all contemplated alternatives, can coexist with National's continued use of the Site as an economically viable concrete plant.

As we have previously communicated to you, National produces and sells approximately 150,000 cubic yards of concrete produced annually at the Site, virtually all of which is used for construction, remodeling and street work in the San Fernando Valley. National generates approximately \$15 million in sales annually, more than \$1 million in sales tax annually and employs at least the equivalent of 19 full-time workers at the Site. National's operations at the Site have been a mainstay of the economic growth and prosperity of the San Fernando Valley for many years.

We understand that Metro is currently focused on evaluating the environmental and other relevant impacts from two main Orange Line expansion alternatives: (1) an On-Street Dedicated Bus Lane Alternative, and a (2) Bus-Way Alternative.

According to Metro staff, and from our preliminary review of the Draft Environmental Impact Report for the Project, the On-Street Dedicated Bus Lane Alternative would

not require Metro's use of any portion of the Site. In contrast, the Bus-Way Alternative would require permanent use of an approximately 31 foot north/south strip the western portion of the Site.

National is currently evaluating the feasibility of continuing to operate its concrete production facility at the Site in light of the Project's likely ultimate approval and construction, particularly if the Bus-Way Alternative is implemented by Metro as the preferred alternative.

Although National is still in the process of conducting its internal evaluation in this regards, National has identified the following preliminary issues/requirements that must eventually be addressed and resolved:

1. We understand that the portion of the Site that Metro will require under the Bus-Way Alternative has not yet been determined with precision, and that an exact determination may not occur for some time.

However, National would greatly appreciate if Metro (or its consultants) can, in the near future, provide National with design plans or figures that depict the anticipated maximum area of the Site required by the Project under this alternative. National's ongoing evaluation will benefit from obtaining information regarding such a "worst-case" scenario. National hopes that subsequent engineering by Metro will in actuality reduce the Project's impact on the Site.

2. As we discussed at the Meeting, implementation of the Bus Way Alternative will almost certainly necessitate relocation of National's existing materials storage areas to another portion of the Site, much of which is currently is used for truck parking. As a result, in order for National to continue to utilize the Site in an economically viable manner, a feasible, alternative location for truck parking (for up to 15-20 trucks) must be identified and rights for its long-term use obtained.

Metro staff/consultants identified a possible location(s) for truck parking purposes a short distance to the north of the Site. National would appreciate being kept closely apprised of any developments regarding the availability of these (or other) potential alternative truck parking locations.

3. National understands that implementation of the Bus-Way Alternative will necessitate permanent closure of the Site's existing Canoga Ave. vehicular entrance/exit, and that implementation of the On-Street Dedicated Bus Lane Alternative will likely require permanent closure of this existing entrance/exit.

In the event this permanent closure occurs, all vehicular traffic to and from the Site will have to occur via Deering Ave., which is a small street ending in a cul de sac adjacent to the southern end of the Site. In order for National to accommodate all traffic via Deering, the existing Deering entrance/exit will have to be moved approximately 75-100 feet to the south, and must be widened to accommodate the increased traffic flow.

25-1

25-2

25-3

Walt Davis
March 13, 2008
Page 3

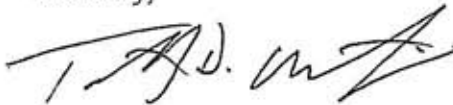
National appreciates Metro's willingness to support and assist National in this regard, particularly as it relates to any approvals that may be required from the City of Los Angeles.

4. National will have to expend substantial sums of money if the Bus-Way Alternative is implemented, in order to feasibly continue concrete production at the Site. However, National will understandably be reluctant to make any significant investments at the Site, given National's existing status as a month-to-month tenant of Metro.

As we discussed at the Meeting, National is and will continue to be interested in purchasing the balance of the Site from Metro, after Metro completes construction of the Bus-Way Alternative. National understands that Metro believes it is premature to discuss specifics of such a transaction. However, National urges Metro to expedite such a process, to the extent possible, in order to give National the reasonable assurances it will need to make long-term investments in the Site.

Thank you for your cooperation and attention to these matters. Please do not hesitate to contact us with any questions.

Sincerely,



TIMOTHY MARTIN for
Jeffer, Mangels, Butler & Marmaro LLP

TDM:tdm

cc: Dave Ollis
Allen Ellis

25-4

LETTER 26

Chatsworth Community Coordinating Council

P.O. Box 3383 • Chatsworth, CA 91313

March 14, 2008

Walt Davis, Project Manager – Metro
One Gateway Plaza 99-22-9
Los Angeles Ca 90012

Dear Mr. Davis:

The Board of the Chatsworth Community Coordinating Council met in regular meeting on March 10, 2008. A motion was passed unanimously to send our comments on the Metro Orange Line Chatsworth extension.

We oppose strongly any extension of the line beyond (north) of the Chatsworth Metrolink Station. The principal reasons for this opposition are:

26-1

The proposed extension north on DeSoto Ave. to the 118 Freeway will add significantly to this already congested freeway-access artery.

26-2

The 100 projected parking spaces at DeSoto and the 118 Freeway are too few to warrant the extension of the line. They would negatively impact the freeway on and off ramps, and increase congestion on Chatsworth streets. There is sufficient room at the Chatsworth Metrolink station to develop a much larger parking area and this station is a short distance from the 118 Freeway.

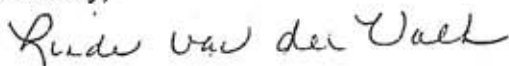
26-3

Devonshire Blvd. is a major east-west highway through our community. The access from the Chatsworth Metrolink station to Devonshire Blvd. is difficult for the existing "normal-sized" buses. For the extended length buses used by the Orange Line, access will be very disruptive to traffic at this point and in the left-turn lanes at Devonshire and DeSoto Ave..

26-4

Please register our comments for the Public Comment Forum at the Public Hearings on March 19th and March 26th.

Sincerely,



Linda van der Valk, CoPresident.



LETTER 27

From: Serge Artoonyan [artoonyan@gmail.com]
Sent: Sunday, March 16, 2008 6:40 PM
To: Davis, Walter
Subject: Orange Line Extension

Dear Mr. Davis,

I believe that extension of Orange line to Chatsworth would be another costly mistake which would only add to the mistakes made by the construction of Orange line as a bus dedicated line instead of extending the Red line in form of light rail.

We have yet to see the positive impact of Orange line. With millions of tax payer dollars spent, the 101 freeway remains congested as ever. I have yet to see any business people getting off their cars and taking the Orange line which essentially is a bus which has to make stops at all intersections.

It's time for the Metro Transportation Authority to come to its senses and put a project that actually speaks to the senses and reality of the current situation. As a person who gets stuck in the traffic along with millions of others in the valley, we demand better solutions in the form of light rail which seems to be the only way out of our current predicament. Extending the bus line would do nothing but wasting precious tax payer money on a project which is doomed to failure.

No matter how much the MTA tries to put a positive spin on the success of the Orange line, it is a fact known to most of us bloggers that light rail would have had much more appeal to all of us who work in the business districts.

Sincerely,

Serge A.

27-1

LETTER 28

From: Charles Flynn [cjflynn@dcinemacompliance.com]
Sent: Monday, March 17, 2008 10:30 AM
To: Davis, Walter
Subject: Canoga Corridor response

Hello

Regarding the Canoga Bus Line

1.) Put a huge "Park and Ride and Bus" Station at DeSoto offramp. Get people out of their cars, or make it easy for me to take the bus to a Simi Fwy carpool. Leave room for commercial shops like coffee and copies, and virtual board room. Charge next to nothing for people to park and take the bus to places south all day.

And if you really are brave and want to have your name go down in history as prescient and wise, make the parking lot building multi-use. Put a floor of low income family homes, or rooms for the homeless or rooms for families with indigent persons (where one spouse might be still capable of assisting their Alzheimer loved-one, for example.)

2.) Put a station at Saticoy (Sherman Way and Roscoe are too far to walk to) and if you don't want to stop each time, allow express busses to bypass it.

3.) Lot's of trees. Canoga used to be famous for its trees.

28-2

Charles Flynn
7643 Loma Verde
Canoga Park, CA
C J Flynn

LETTER 29

From: Ronald Balbuena [ronaldjustin@yahoo.com]

Sent: Monday, March 17, 2008 7:59 PM

To: Davis, Walter

Subject: Fwd: Orange Line extension.

The proposed extension is great and adds flexibility to the SFV public transportation system! The orange line has been a great success so far and should be expanded!!!

29-1

Note: forwarded message attached.

Be a better friend, newshound, and know-it-all with Yahoo! Mobile. [Try it now.](#)

LETTER 30



BUILDING A BETTER
BIKE-ABLE LA COUNTY
WWW.LABIKE.ORG

634 S Spring St, Suite 821
Los Angeles, CA 90014
Phone (213) 629-2142
Fax (213) 629-2259

March 19, 2008

To the Metro Planning Board:

As a resident of Canoga Park since 1995, and as a member of the Los Angeles County Bicycle Coalition, I believe that I am not alone in saying that the proposed Metro Orange Line extension will be of great benefit to those who live and work in the area.

I personally believe that the most viable option for the Orange Line extension is the dedicated busway paralleling Canoga Avenue. In terms of planning and construction, it will be the least disruptive, most efficient, option in making this important project possible. In practical terms the extension will have relatively low impact on local traffic patterns while allowing easy mass transit between the West San Fernando Valley and the rest of the greater Los Angeles area, as well as convenient connections to MetroLink and Amtrak for commuters in the Simi Valley-Ventura County region.

However, the Orange Line extension cannot be considered a complete transit solution without the inclusion of a dedicated Class I bicycle path as part of its planning, design and construction. A bike path will offer an extra choice to commuters who desire an efficient route to the Chatsworth Amtrak-MetroLink station and also to businesses in the immediate area and adjoining neighborhoods. It will provide the additional benefit as a safe recreational zone for cyclists, runners and others, which will in turn allow more efficient use of local roadways for motor vehicle traffic. Perhaps the best benefits will be that the inclusion of a bicycle path will be of little additional cost to the overall project while also making the area more aesthetically pleasing.

The existing Orange Line busway has proven to be an unqualified success for both Metro and commuters, and the Class I bicycle path that runs alongside it is also a success as a clean, efficient and safe route for thousands of individuals who use it for commuting and recreation every day. This is the perfect solution for the West San Fernando Valley.

Sincerely,

A handwritten signature in black ink, appearing to read "Rex Reese". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Rex Reese
818-716-5429
rreese@earthlink.net

30-1

LETTER 31

Harry Tischler
Political Activist
Man in the Wheelchair
U. S. Navy Veteran

anoga Transportation Corridor
a Park - March 19, 2008 - 6:30 p.m.

(818) 772-6000 HTischler@sbcglobal.net

Affiliation (i.e. organization, resident, business name): _____

Address: _____

Phone #: _____ Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Transition Orange Line to Red Line
went on - nice to be able to maneuver
scooter & strapped before driver leaves

Red Line to Orange Line
- 500 people waiting to get on
- should have priority to get on.
- doesn't happen

~ Should be allowed to get on
across street while drivers are
on break.

31-1

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.

LETTER 32



Comment Sheet – Canoga Transportation Corridor
New Academy of Canoga Park – March 19, 2008 – 6:30 p.m.

Name: DORY BYEAS

Affiliation (i.e. organization, resident, business name): ACME LAUNDRY PRODUCTS

Address: 21600 WILSON ST. CHATSWORTH

Phone #: 818-341-0700 Email Address: DORY@PEERLESS-ACME.COM

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

I HAVE 3 CONCERNS:

1. THERE HAS NOT BEEN ENOUGH TIME TO REVIEW ENVIRONMENTAL IMPACT REPORT. SO I'D LIKE MORE TIME TO REVIEW

32-1

2. WHILE PROJECT IS BEING EVALUATED IT WILL BE DIFFICULT TO SELL OR LEASE FACILITY. KNOWING THAT THE FUTURE PROJECT COULD POTENTIALLY IMPACT USE OF THE PROPERTY.

32-2

THE LONGER IT TAKES TO DETERMINE IF THE PROJECT MOVE FORWARD THE LONGER THE VALUE OF MY PROPERTY IS IMPACTED

3. I DO NOT KNOW WHAT PORTION OF MY PROPERTY IS IMPACTED

32-3

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

Comment Sheet – Canoga Transportation Corridor
New Academy of Canoga Park – March 19, 2008 – 6:30 p.m.

Name: Brent Butterworth

Affiliation (i.e. organization, resident, business name): _____

Address: 22251 Bassett St., Canoga Park, CA 91303

Phone #: 818-704-8810 Email Address: brentbutterworth@yahoo.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

- Thank you for holding this meeting!
- I'm very excited about this extension - the Orange Line and its accompanying bike path have been a real boon to the Valley.
- The plan for a separate bus way is clearly superior - lower cost and fewer displaced businesses
- I would like to see a bike path (or at least a bike lane) from the Chatsworth station to Old Santa Susana Pass road. That would give us a safe bike route all the way from Simi Valley to Burbank!
- Also, if/when this project is built, some sort of safe bike way from west of Topanga Canyon Blvd. to the Orange Line would be great (around Sherman Way or Vanowen)

33-1

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.

LETTER 34



Comment Sheet – Canoga Transportation Corridor
New Academy of Canoga Park – March 19, 2008 – 6:30 p.m.

Name: LARRY SACK

Affiliation (i.e. organization, resident, business name): RESIDENT

Address: 21351 BRYANT

Phone #: 818 882 0423 Email Address: lsack@earthlink.net

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

RIGHT-OF-WAY BUSWAY is the option
that makes the most sense. Operation, Safety, cost.

THE SAFETY & operational issues would
seem to outway the cost issues at the
north end. Option 5 (overpass on Lassen)
would seem highly desirable.

Parthenia Station would be a significant
SERVICE ~~both~~ (and new riders) to the huge
number of apartments both east & west
of Canoga

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Comment Sheet – Canoga Transportation Corridor
New Academy of Canoga Park – March 19, 2008 – 6:30 p.m.

Name: Marlys Sack
Affiliation (i.e. organization, resident, business name): Resident
Address: 21351 Bryant Canoga Park, Ca. 91304
Phone #: 818-882-0423 Email Address: lesack@earthlink.net

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

I would favor the bus way on the railroad
property.
Parthenia station may be good I don't
know how it will impact our property tho.

35-1

LETTER 36



Comment Sheet – Canoga Transportation Corridor
New Academy of Canoga Park – March 19, 2008 – 6:30 p.m.

Name: William Bowling
Affiliation (i.e. organization, resident, business name): Aerospace Cancer Museum of Education
Address: P.O. Box 1636, Topanga, CA 90290
Phone #: 310-428-5085 Email Address: williamprestonbowling@yahoo.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

In The Executive Summary of Appendix G of
The Draft EIR you talk about VOC's
associated with Rocketdyne. Don't Forget the
other Pratt-Whitney Rocketdyne site at DeSoto
and if you are going to dig up the train
tracks, Rocketdyne frequently used these
tracks to transport up the ~~the~~ Santa Susana
Field Lab. Hazardous chemicals need to be
looked at. Will DTSC be involved.
Is the dust from grading safe?

36
-1

LETTER 37



Comment Sheet – Canoga Transportation Corridor
New Academy of Canoga Park – March 19, 2008 – 6:30 p.m.

Name: RAY D. LOPEZ

Affiliation (i.e. organization, resident, business name): _____

Address: 19727 W. WELBY ST. WINNETKA, CALIFORNIA

Phone #: (818) 357-4351 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

I WOULD LIKE TO SEE TO IT THAT THE M.O.L.'S BUSWAY BE EXPANDED FROM VICTORY AVENUE'S WEST-BOUND CURVE STARTING FROM NORTH VARIEL ST. UNTIL IT BEGINS FROM THE CANOGA ST.'S PARKING LOT FROM VANDOWEN ST. TO CHATSWORTH'S METROLINK STATION UPON USING OPTION NUMBER 4 TO LINK THAT AFOREMENTIONED AREA TO STOP AT DEVONSHIRE ST.'S CIVIL-DE-SAC AREA TO DISCHARGE PASSENGERS.

IN ADDITION, CANOGA ST. REALLY NEEDS A VERY BRAND NEW LOCAL LINE 246 BUS SO DESPERATELY BAD THAT THOSE RIDERS WHO USE THE M.O.L. CAN USE THE MONDAY-THROUGH-SATURDAY BUS AS AN ALTERNATE TAKE TO USE FOR WORK, SCHOOL, SHOPPING, ETC. STARTING FROM 5 A.M. UNTIL IT ENDS AT THE 10 P.M. HOUR, FROM OWENSMOUTH ST.'S M.O.L. HUB AS ITS STARTING POINT TO THE OLD DEPOT ROAD'S CHATSWORTH METROLINK STATION DEPOT.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.

37
-1

37
-2

LETTER 38



Comment Sheet – Canoga Transportation Corridor New Academy of Canoga Park – March 19, 2008 – 6:30 p.m.

Name: SHELDON H. WALTER
Affiliation (i.e. organization, resident, business name): Retired Professional, Age 80.
Address: 6755 Rhodes Avenue #131, North Hollywood, CA 91606-1358
Phone #: (818) 982-1617 Email Address: Residence Senior Center

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Continuing presentation at above hearing suggest replace Busway proposal with elevated RAIL transit such as METRO Blue Line, Green Line or Gold Line in Los Angeles. Important configuration is GRADE SEPARATION between transit system and heavily travelled East-West arterials (Van Owen, Sherman Way, Saticoy, Roscoe, Parthenia, Nordhoff, Plummer, Lassen) with hundreds of thousands of trucks, buses, vehicles, bicycles and pedestrians daily. With the proximity to busy Canoga Avenue difficult intersections for the Busway to navigate with accident prospects. Must design system to avoid collisions!

Present Orange line buses should not exceed 10MPH while crossing intersections with cross traffic. Frequently Orange Line buses must wait behind red lights to allow cross traffic through. Have observed this while riding the Orange Line buses, which otherwise is excellent, comfortable,

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.

transportation, Recommended Orange Line type Busway along the Pacific Coastline in Los Angeles urbanized area, encountering few intersections with little traffic there, Rapid RAIL transit like METRO Red Line, planned METRO purple line subway to the sea, and METROLINK is rapid mass transit from 50 to 80 MPH on totally exclusive right-of-way with grade separation or gates at crossings, New York City, Chicago, San Francisco and Miami have good examples, with Boston and Philadelphia. Such transit can be constructed OVER existing about 60 businesses along METRO's Canoga Avenue right-of-way. Air rights.

I must endorse the comments of the first gentleman who spoke at the March 19, 2008 hearing. Another young man suggested a light rail connection. In conclusion, METRO must construct and operate the best rapid transit system in the world. All indications are that Los Angeles will continue rapid population growth, now Los Angeles has over 4,000,000 within city limits, County over 10,000,000 and region near 20,000,000 perhaps larger megalopolis than New York region.

Ridership on METRO buses and rails should help reduce "green house gases" and traffic gridlock and paraplegia's greatest challenge now (this century). [Orange Line buses are environmentally sound with LNG, liquid natural gas propulsion]. RAIL's clean transit.

LETTER 39

From: sachikoliou@yahoo.co.jp
Sent: Wednesday, March 19, 2008 10:43 PM
To: Davis, Walter
Subject: Comment Sheet-Canoga Transportation Corridor

Sachiko Liou
Resident
9950 Topanga Canyon Blvd. #43
Chatsworth, CA 91311
(818)286-8692 sachikoliou@yahoo.co.jp

Dear Mr. Walt Davis, Metro Project Manager,

I took Orange line to go to down town once. but it was very inconvenient because I had to drive to Victory Blvd. Orange line is excellent and I am very excited that you will extend the line to Chatsworth. I plan to use them a lot.
I appreciate your hard work.

39-1

Easy + Joy + Powerful = Yahoo! Bookmarks x Toolbar



Comment Sheet – Canoga Transportation Corridor
New Academy of Canoga Park – March 19, 2008 – 6:30 p.m.

Name: Joyce Riggle

Affiliation (i.e. organization, resident, business name): _____

Address: 8554 Canoga Ave, Canoga Park, 91304

Phone #: 518 341-4624 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

I am in favor of the busway] 40-1

My concern is the type of fence that will be built. This is a residential area (between Roscoe and Parthenia)] 40-2

The fence will be my view from my front yard]



Helen Daniell
7355 Nita Ave.
Canoga Park, CA 91303

TO: WALT DAVIS,
PROJECT - MANAGER,
METRO,
ONE GATEWAY PLAZA,
99-22-9,
LOS-ANGELES. CA. 90012.

Dear MR. Walt,

today I received your information letter regarding the (^{METRO-}ORANGE line) extension, which is good idea. I'm sure some people will benefit from it, But. I don't think a lot of people will be able to use it. Because the metro orange line. Buses. Running only on main streets. How about providing some shuttles. which runs every districts to pickup passengers to the bus stop. a lot of people live 3-4 lights from the stations.
p.t.o

a lot of people are middle age or older,
it is not easy to walk to the
stations to get in the Bus.

we have to take our cars,
if we have to take our cars 3-4
lights. we then go all the way when
we intend to go.

I have spoken a lot of 70+ older age
groups. all of them told me it is not
practical - some of them they don't
even drive cars. that's why my
suggestion including a lot of people
I talk. they thought would be a
idea to provide shuttles so that
those shuttles could pick up passengers
in every district. to take to the Bus Stop!
Thank you for giving me this opportunity to
express my opinion.
Respectfully,
Helen Daniels.

LETTEER 42

CARL OLSON
P.O. Box 6102
Woodland Hills, California 91365
818-223-8080

Destructive Impacts of Proposed Chatsworth Extension Of LACMTA Orange Line Busway March 19, 2008

Destruction of 50 Businesses with No Replacement

The proposed busway from the Chatsworth train station would destroy 50 thriving businesses along the east side of Canoga Avenue, and would not find equivalent locations for their relocation that is convenient for their customers, suppliers, employees, and owners. This is a serious blow in the face of the current economic slowdown/recession. Because of the destruction of the 50 thriving business, hundreds of employees would be jobless, thousands of customers would be dis-served, and hundreds of suppliers to the businesses would lose out. In addition the 50 other businesses on the west side of Canoga would suffer because of lost customer traffic on Canoga Avenue. There is a severe lack of commercial/industrial locations in the West Valley, and MTA has failed to identify ANY COMPARABLE location for each of the 50 current businesses. Instead, MTA should sell the land to these businesses and use the many millions of dollars to keep down the MTA taxes.

42-1

Worsening of Existing Orange Line Service to Warner Center

The travel time from North Hollywood to Warner Center has already been degraded significantly by slowing up the buses and stopping them at about 70% of cross streets. The current travel time is nearly an hour. The additional Chatsworth-bound buses from North Hollywood would need to alternate with the Warner Center-bound ones, thus requiring one of two things: Much less direct service to Warner Center, or the establishment of a costly shuttle bus from the Canoga Avenue station to Warner Center. Either way, it will take MUCH MORE TIME for riders to get to and from Warner Center than now. It will also reduce the frequency of direct service between Warner Center and North Hollywood.

42-2

No Real Ridership, and MTA's Unbelievable Numbers

Currently there is no real ridership base for Canoga Avenue between Victory Boulevard and the Chatsworth Train Station. The current ridership base is so low that no regular bus service currently exists on Canoga. The parallel De Soto Avenue bus line has so low ridership that there is not even Sunday service. The proposed line would be lucky to get 500 riders per day if and when it opens. That's because MTA has not identified ANY new source of ridership. The ride from Chatsworth Train Station to North Hollywood would be well over an hour on a schedule that alternates with Warner Center. In making ridership projections, the MTA has refused to use real numbers by establishing a regular bus line on Canoga as a measure of good faith. Instead it has concocted a projection of 14,000 weekday riders after 20 years of existence. MTA refuses to explain how it came up with these preposterous numbers. It has not even said how many riders would be in the first year.

42-3

Destruction of \$200 Million of Social Capital

The use of \$200 million in tax dollars for the Orange Line extension would be a vast destruction of social capital. Actually, the amount would be much higher with the destruction of many millions more in annual operating costs for extremely few riders. The funds should be redirected immediately to help the many thousands of residents who are suffering from traffic jams. These are the 95% of the public which pay the MTA taxes and use their vehicles for work, business, school, shopping, recreation, and civic activities such as this hearing. Undoubtedly 95% of the people here, including MTA officials, came by their own vehicles. Plenty of dire problems could be solved by using the \$200 million for immediate added freeway capacity on the 101, 405, 118, and other freeways. MTA should live up to its duty to the 95% of the public for the public service of free flowing and speedy traffic.

42-4

LETTER 43

From: Rob Harmon [rharmon2@socal.rr.com]
Sent: Thursday, March 20, 2008 8:49 PM
To: Davis, Walter
Subject: Comment Sheet- Canoga Transportation Corridor

Rob Harmon
A-1 Lawnmower
7123 Canoga Ave.
Canoga Park, CA. 91303
818-348-3930
a1lawnmowerinc@socal.rr.com

The busway is by far the most logical and desirable alternative that has been presented. Not only will it be less disruptive while being constructed, it will be the most functional when completed. It also costs less, which is a real bonus.

43
-1

LETTER 44

From: hotelcal69@netzero.net
Sent: Friday, March 21, 2008 11:47 AM
To: Davis, Walter
Cc: smith@council.lacity.org; mayor@lacity.org
Subject: DISREGAURD FOR SENIORS, HANDICAP / Law Suit

Mr. Walter Davis, Metro Project Manager.

I am sending this email with the true feeling it is going to be totally disregarded. However, for future reference and support I am going on record as an attempt to notify prior to construction.

I live on Parthenia at the corner of Canoga. The back of my mobile home sits directly next to the supposed traffic through-way of the Orange line. I now have been informed that there is **NOT** a **SOUND BARRIER FENCE** going to be placed. As an individual whom has lived at this location for 18 years this total disregard for mine and my Wife's Quality of life is unacceptable. This whole situation of disregard for the **Senior and Handicapped** individuals living on fixed incomes within these premises is **Appalling** to say the least. I intend to copy this to *Greg Smith, Councilman as well as The Mayor Antonio Villaraigosa and Mr. Arnold Schwarzenegger Governor.*

44-1

HOW DARE you politicians have such an UN-caring attitude for many individuals. I intend to get a Noise Break Wall placed for our abilities to exist. If this fails, I am forming a committee which with the **roll of the first bus** will file all legal litigation against the City of Los Angeles for its disregard of its Handicap, its Seniors and personal property. Litigation for violation of our right to have a Quality of Life will be included. As will disturbing the peace (decimal Testing will be performed) and any and all other situations which can be legally attached by said Attorney. All individuals shall be named who ignore, participate and perpetrate any violation of rights and or Quality of Life issues.

It seems to me that by now the City of Los Angeles with all its pending suits would realize that the days of total Domination, Disregard for its citizens and **"UNTOUCHABLE"** attitude would have cased by now. When the ground breaking begins, if there is **NO WATER TRUCK** to keep down the dust, a health violation suit **WILL** be filed immediately. Dust like that carries Toxins, Bacteria's and Viruses. It can cause everything from Lung Infiltrates, Valley Fever and even the Henta Virus. All can and usually are **Death Causing especially to Seniors or individuals with Heath issues.**

44-2

My, Our Tax dollars have helped make this line possible. We **DEMAND** that our tax dollars be used to protect us from **Sound Contamination**. We have the **HUMAN RIGHT** to a Quality of Life **WITHOUT** noise, consumer trespass and trash issues. A 6 foot wall stops none of the above.

Did the wealthy in Van Nuys Chandler area get just a 6' wall? How about the Businesses in Warner Center? **NOPE**. I've seen it all. If we are denied the same **FAIR** treatment, perhaps Discrimination can be added to the list of the suit. Let's see if the Mayor and Governor **REALLY** want equality for **ALL**. This is the **RESPOCIBILITY of ALL STATE and CITY EMPLOYEES** to follow through with this **correction of Human Right Violations.**

44
-3

WE REQUEST A SOUND BARRIER WALL FROM CANOGA and PARTHENIA, down CANOGA to at least NORDOFF and CANOGA.

Sincerely

David R. Harmon MBA

cc: Greg Smith: Councilman Arnold Schwarzenegger: Governor of California

Antonio Villaraigosa: Mayor of Los Angeles California

Legal File.

3/25/2008

LETTER 45

Lee S. Elowe
8801 Eton Ave. #121
Canoga Park, CA 91304
(818) 885-6577

March 23, 2008

Mr. William Davis
Canoga Transportation Corridor
Project Manager
Metro
One Gateway Plaza
Los Angeles, Ca 90012

Dear Mr. Davis:

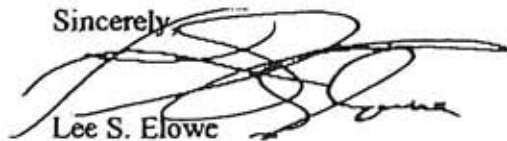
We the residents of Riviera Mobile Estates located at 8801 Eton Ave. Canoga Park, Ca are writing to complain to you regarding the building of a sound wall along Canoga Ave.

We have been informed that you will not build a sound wall and instead build a privacy wall. All day long we are subject to the traffic noise and exhaust fumes from the cars traveling north and south on Canoga Ave. I myself am subject to the same noise and exhaust fumes, but from both Parthenia Blvd and Canoga Ave. We hear the motorcycles and the accidents when they happen at all hours of the day. Now we will also be exposed to the noise and fumes from the buses. I realize that the extension will benefit everyone, but are we any less deserving than the residents along Victory Blvd.? We have noticed that you have built sound walls along the residential area where the Orange Line runs.

Again I ask you, do we deserve any less that what they got ? If you build along the right of way, those of us that live along side of Canoga Ave will be subject to the noise and fumes of the buses that run all day long. Please remember that Riviera Mobile Estates is a Senior Mobile Home Park and their health is of primary importance. I am sure that you would not want your parents exposed to the noise and fumes of the buses.

We are asking you to please build the Sound Wall !!! After all we the taxpayers are helping with the building of the extension. I hope you will give this letter due consideration.

Sincerely,



Lee S. Elowe
and Residents of
Riviera Mobile Estates.

45-1

cc: Senator Barbara Boxer
cc: Representative Brad Sherman
cc: Councilman Greig Smith

	<u>SIGNATURES.</u>	<u>SPACE NUMBER</u>
1	Michelle Darley	119
2	Janet Dal Segnani	120
3	John E. Elmer	120
4	Lee Elowe	121
5	DEA, Natalie Han	<u>118</u>
6	Robert J. Kim	#113
7	M. M. Kim	#111
8	D. Kim	#111
9	Darcy Newman	#109
10	Sharon Snyder	#116
11	Ralph Mercedes	#32
12	Melanye Carroll	#27
13	Marianne Taylor	#28
14	Alexander L. Pappas	#25
15		
16		
17		
18		
19		
20		

LETTER 46

21500 Lassen St. #176
Chatsworth, CA 91311
March 24, 2003
1-818-349-2588 home
1-818-212-0960 cell

Mr. Walt Davis
Project Manager
Metro, One Gateway Plaza, 99-22-9
Los Angeles, CA 90012

Dear Mr. Davis:

I am a resident of the above Chatsworth Mobile Home Park, in one of the 198 homes here.

I lived in a Condo in Tarzana for 16 ½ years before moving here, glad to have it safer and quieter than my previous residence. I accepted the trains passing by day and night yards away from us from what I had before in an area with gangs, excessive people noise, etc.

I moved here in 2003 (in my 1967 home here) to spend the rest of my life here. I'm a senior citizen, a baby boomer, widow.

We have not just noise we have learned to live with by trains day and night who honk excessively, but also the dust that gets into our appliances, breaking them. But we had to accept things 'as is' – we have no wall at all between the train tracks and us for privacy (no 6') nor sound (no 8') but how do you go about getting that much needed 8' wall? I know we should have 8' wall so maybe my two computers wouldn't have gotten dust-choked and recently broken from the trains going by, kicking up dust.... It can't be healthy to breathe in either. No other place I lived in had this much dust, my not having lived before this close to trains. **We must have an 8' wall no matter what else is done or not.**

We also have no traffic light so it's a battle scene getting in and out of our park along with the busses across the street also trying to enter and exit at the same time. **For any changes made, we must have a light installed!!!**

Mostly, we have to worry about rent control being abolished to have us all out on the streets if that happens, and now this.....

Come see our park in person. It's an above-average looking park as I visit so many so regularly for my interest in how 'we are doing' compared to others, and we are very 'up there' in our upkeep. See what it would mean if you or your family members had this park get hit with eminent domain issues with no place to go.....

There is alternatives to putting your new depot inside our park, inviting criminals in as now we are very private to the outside world.

I hope you will make the correct decision affecting so many vulnerable, lives!

Sincerely,


Gwenne L. Lefkowitz

46-1

46-2

46-3

46-4

LETTER 47

From: Wendy Newman [newman.wendy@gmail.com]
Sent: Monday, March 24, 2008 1:34 PM
To: Davis, Walter
Subject: I'm a pebble on the beach or one grain of sand, not important in huge number or celebrity BUT

Dear daviswa@metro.net:

I as so many others here in my mobile home park expect to live out our lives here 'to the end', some already here more than 20 years. We had the security of being told it would never be hit by eminent domain takeovers, leaving residents virtually homeless as having no other family to go live with, no \$\$ to start over elsewhere. Our park has built up in my 4 years with 1/4 million dollar homes I call 'mansions' moving in place of over 40 year old homes being taken out. My home is 1967! I moved in 2003.

I desired only to be away from gangs, excessive people noise, a safe haven away from the work world as I'm newly retired on widow's benefits. I puzzled why there was no wall next to the train tracks, but had to accept things as they are.

NOW, we would really have to have a 8' tall wall for sound-proofing not just 6' for privacy if we are getting more and more public transportation going by us, few yards away from our residences. The dust alone has resulted in two of my computers being 'knocked down' (I call it) and had to wait months to get parts from Sony Vaio far away to get repairs done. We must have a wall if more and more transportation comes our direction, not to mention the night noise as well, and the danger of more criminals pouring in as we will be a town without borders, so to speak, with no wall as is now.

Our value will take a nose dive if we destroy the entrance to look like a depot with all our beautiful landscaped homes inches away--we are a park of 198 homes right now. Please come look and see us, not just on paper or by phone, but come see us physically to see what will be destroyed if a bus depot invades our place, and if the extra transportation does not provide us some extra protection.

We must have a traffic light or NO ONE will be able to get in and out of the train station across the street from us, as well as the proposed busses added, and then our park residents. It will be a catastrophe. I hope and pray you put yourselves or your family members in our shoes to see what life would be like.....Sincerely, Gwenne L. Lefkowitz

Chatsworth Mobile Home Park, 21500 Lassen St.#176, Chatsworth, Ca 91311

47-
1

47-
2

LETTER 48

From: Karebear1799@aol.com
Sent: Monday, March 24, 2008 7:27 PM
To: Davis, Walter
Subject: CHATSWORTH MOBIL HOME PARK

First of all, the traffic problem. We have always for the past 20 years have had traffic problems with accidents and near misses. Why now is it an issue??

48-1

Second of all, we have always needed a privacy wall and have always asked for one. We have always had transients who have made homes on the tracks for 20 years. Is it now being addressed because the manager is now moving over to the railroad side of the park? If one of the concerns are the graffiti makes our beautiful park look like a trailer park, there are more important issues to solve that problem. The other side of the park by the wash looks like a war zone and all the oleanders have been removed because they died, exposing the horrible looking chain gate and giving full view to the warehouses on the other side of the wash which people are actually living in trailers and dumping all their trash. I have never seen such a horrible, filthy, dumpy, low life view from any trailer park or any community living. It not only looks like a trailer park from the outside, but the inside as well. That's where a wall or new trees or something needs to be put up. I know people who do not even want to look at houses in the park for sale because its lack of upkeep. All the partying and drinking and drug deals, bottles of beer are being thrown in the wash along with the gangs defecating and urinating in the wash is visible to every resident. This has been a constant problem, and brought to managements attention several times, just to be ignored. Most of the homeowners should be evicted for never keeping up their space. I have seen the same houses in the past 17 years deteriorate more and more each day. Nothing has been done. If they have been told, it was never followed up. These houses are eyesores and should not be allowed to live that way. They almost look inhabitable. It is embarrassing to bring any one here for any reason.

48-2

I do not know who you are or exactly who wants what done. None of this is clear. The e-mail provided is incorrect, so I will mail this and give a copy to Jan the manager to bring along with her to the meeting.

I am not clear on who wants what done. Since we all cannot attend the meeting, maybe more detailed letter can be put in our park mailbox as this one was.

Just go look through the chain linked fence from inside the park you cannot say that this is considered the finest mobile home park. Just look at the houses and the age of the house, and condition the of houses in this park, and say this is the finest mobile home park. There is nothing anyone can do to make this park more trailer looking. Every night the police are here at someone's house to deal with a drunk family or a drug deal or violence or theft. This park is a disgrace and someone should come in and revamp the entire park. If people were screened and rules followed through and the residents were dealt with, this park may be considered a decent park at best. To call this the finest park, you must have seen very few parks. All the fine parks I have visited have none of these problems. I have never seen such a sorry excuse for a Mollie home park. There is no pride taken in this park except for handful of residents. If the owner ever saw the condition of this park, I think he would sell it and never look back. He would not want to do what it would take to make this one of the finest parks.

The manager sets no example. If someone is speeding, she just speeds up and passes them and goes in front of them and says slow down. By her speeding up, she could kill someone. I notice her speed on her cart is around 15-20 miles always. chasing someone or not. I also think the security guard should at least have a light or something letting drivers know he is standing in the middle of the street. His all black uniform is a safety factor. There could be a fatal accident even going 10 mile per hour when you cant see a black object in front you until you have hit it.

48-3

So I hope you can understand that there are many more important factors involved than just a wall. That is not the answer, not even close.

Thank you for your time

cc: Jan-Manager
cc: Nowell
cc: Walt Davis

LETTER 49

-----Original Message-----

From: Maierhoffer, Chelan [mailto:Cmaierhoffer@MCHonline.org]
Sent: Tuesday, March 25, 2008 12:30 PM
To: Davis, Walter
Subject: Metro Orange Line Expansion

Dear Mr. Davis,

As a resident of Chatsworth Mobile Home Park, located at 21500 Lassen Street, I am writing to you today to express my strong objection to the Metro Orange Line Expansion using the entrance/exit of Chatsworth Mobile Home Park for their use.

At peak traffic times it is nearly impossible to get in and out of the park and I fear that the expansion of the Orange Line will only compound these problems.

Residents of CMP are requesting traffic lights at this intersection as well as a privacy wall to cut down on the noise and pollution that would accompany this expansion.

We have learned to deal with the noise pollution and the vibration of the Metro Link, Amtrack and countless freight trains on a daily basis, please respect our homes and our community by taking our requests into serious consideration.

Many thanks,

Chelan Maierhoffer
Executive Assistant
Mission Community Hospital
14850 Roscoe Blvd.
Panorama City, CA 91402
Telephone: 818.904.3685
Fax: 818.904.3529
Email: cmaierhoffer@mchonline.org

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49-1

From: Warner Center TMO [mailto:tmo@warnercenter.org]
Sent: Tuesday, March 25, 2008 1:21 PM
To: Davis, Walter
Subject: Testimony of the Canoga DEIR

MEMO

DATE: March 25, 2008
TO: Walt Davis, Metro
FROM: Chris Park, Director, Warner Center TMO
RE: Comments on Canoga Orange Line extension

=====

Following up on our recent discussion about the Canoga Orange Line extension study, I have consulted with the major Warner Center employers and property owners, and we offer the following comments:

The Warner Center TMO (Transportation Management Organization) is a nonprofit public/private partnership with the mission of improving mobility for those who commute to our key activity center. As such, the TMO is supportive of attractive commute alternatives which offer options to driving alone. The current Orange Line Busway has proven extremely popular to Warner Center-bound commuters, and we view an extension up to the Chatsworth Transportation Center as a positive commute opportunity which will increase our Orange Line ridership even further. Currently, we know from surveying employees that a few thousand commuters live and travel along the route of the proposed extension, and we are confident many will find this option attractive. Regarding which route to choose, our key concern is that the most effective route will be one that affords the quickest travel time. Many commuters compare transit with their driving time. Regarding whether or not the route should be extended all the way up to the 118 Freeway, the TMO does not believe that going all the way to the 118 would substantially increase ridership, and there are many disadvantages extending it that far, based on your environmental analysis. The most important location will be the Chatsworth transportation center. Please contact us if we may provide more comment or support of this proposed extension.

50-
1

"Davis, Walter" <DAVISWA@metro.net> wrote:
| <<Canoga DEIR Presentation (MPM Edits).ppt>>

From: margery brown [mailto:probationdiva@yahoo.com]
Sent: Wednesday, March 26, 2008 9:41 AM
To: Davis, Walter
Subject: Metro Orange Line extension

This extension is of concern because the Abandon Train line you are proposing to use formerly carried radioactive and chemical waste from Pratt-Whitney (formerly Rocketdyne) to the Chatsworth station and beyond. There were accidental spills on occasion.

We are concerned about carcinogenic dust flying around while you are bulldozing the property to prepare the extension. We urge you to contact the Department of Toxic Substance Control (DTSC) and make sure that all of the soil is properly tested before you start on any kind of construction. And it will be important that you use dust suppression methods when grading the soil.

There are a number of environmental activists who are concerned with this whole area and preventing harm to surrounding residents from carcinogenic contaminants.

Please add my comment to your EIR process.

Thank you,

Margery Brown
22500-8 Jeffrey Mark Ct.,
Chatsworth, CA 91311

818-772-7124

51-1

Be a better friend, newshound, and know-it-all with Yahoo! Mobile. [Try it now.](#)

From: cvbsmail@att.net [mailto:cvbsmail@att.net]
Sent: Wednesday, March 26, 2008 4:50 PM
To: Davis, Walter
Subject: Metro Orange Line

Mr Walt Davis
Metro Project Manage
One Gateway Plaza
Los Angeles, CA 90012

Mr. Davis,

My name is Greg Murchland, I am President of Central Valley Builders Supply. Our company was established in 1948 and has been owned and operated by the Murchland family since its founding. We have 60 years of faithful service to out community and industry. We have endured extremes in our business from the weather to business cyclces and earthquakes. We have always been there for our employees and customers doing what we do every Monday through Saturday. We continue to manage our operation from our main office in Reseda since 1948. We have expanded in other locations in the San Fernando, Santa Clarita, and Antelope Valleys.

In January of 2006 we were fortunate to acquire Deering Builders Supply, formally known as Canoga Builders. This company was operated by the Winchell Family and in their early days they were a customer of Central Valley. They later became a very strong competitor of Central Valley but in recent years and because of failing health of Mr. Winchell the family decided to sell their business to Central Valley. The location is at 7119 Deering Avenue. This is approximately 300' south of Sherman Way and next to the right of way purchased by Metro and is now being considered as a north south Metro Orange Line to connect Warner Center to Chatsworth. This location is the site of a proposed 250 space " park and ride".

At this location on Deering Avenue and when we took control from the Winchell Family they employeed three people. Sales at this location had dwindled to \$25,000.00 per month. Currently we have seven employees and do about \$250,000.00 monthly or about \$3,000,000 annually. We have a target of \$10,000,000 annually in about five years with twenty employees. All these positions will be filled by blue collar workers with perhaps the exception of managers. Currently business tax being generated for the city if \$3,000.00 with projected business tax about \$10,000.00. Additionally we pay about \$78,000.00 annual rent to Metro. Obviously we feel if our location here was replace by a parking lot it would be a dis-service to the community. The omission of a service orientated business, the loss wages, and tax revenues would not enhance the surrounding areas.

52-
1

Within close proximity to the parking lot at Vanowen Street it seems redundant to put one at Sherman Way. If you consider a one-half mile radius of that location you would find the area has more businesses than residences. Comparing Winnetka Avenue and Reseda Boulevard park and ride lots I find both those lots appear to have at best a 25% occupancy during any part of the day! When both of those areas are surrounded by apartments and single family homes. I feel a parking lot further north beginning at Roscoe Boulevard would better serve the public and not disrupt our businesses at Central Valley. If consideration of lot location is important would it not be acceptable to think if a lot was located at Parthenia Street and you lived within 3 to 5 miles either east or west and somewhere in between Sherman Way and Parthenia of the proposed line a person

52-
2

could drive on a diagonal course and distance would be equal if the lot was at Roscoe, Parthenia or Sherman Way.

Further there are other established businesses that has been spared relocation, Jacobi Building Supply is directly across the street of the Vanowen Parking lot. I know they had pleaded their position and it appears they prevailed in their quest to stay at their current location. Central Valley should be extended the same privilege to stay at our location on Deering Avenue as Jacobi Building Supply has on Canoga Avenue.

52-
3

Please respond to me whether your opinion is positive or negative. Also if you could make any suggestions that you further enhance my cause. I would like to go on record and state that we would make numerous improvements, such as but not limited to property line walls, green belt areas, attractive paving stone in side walks. All maintenance and improvements would be paid for by Central Valley. I look forward to hearing your response.

Sincerely,
Greg Murchland
President
Central Valley Builders Supply

LETTER 53

March 26th 2008

Mr Walt Davis
Project Manager
Metro, One Gateway Plaza, 99-22-9
Los Angeles, Ca 90012

Dear Mr. Davis

I am writing about my concerns regarding the proposed extension of the Orange Line.

I live in the Chatsworth Mobile Home Park, where there are some 200 homes. Our park has been here for 44 years and is considered on of the finest in the valley. This is our home and we strive to keep it in the best possible condition. Our park management is excellent, and always concious of maintaining this status.

The Chatsworth Metro Station is directly across from our park entrance, and the increased traffic connected with this operation makes it extremely difficult for us when we enter/exit the property. The Orange Line will make this problem even worse and This should be a major consideration in planning for traffic flow.

53-1

I object to any proposal for the Metro line to use any of our common area, or our entrance/exit. That area is vital to us for parking when using the clubhouse and pool, since street parking is not allowed. Any reduction in the size of this area would be a great hardship.

53-2

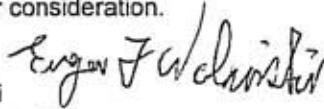
We will definitely need a privacy/sound wall. We have had problems in the past with transients setting up camp against our west wall. Our management has dealt with these, but it's an ongoing problem.

53-3

Please consider these suggestions when planning your project.

Thank you for your consideration.

Sincerely,
Eugene F Walinski
21500 Lassen ST. spc10
Chatsworth, Ca 91311



cc/Jan McLeod



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Sherry Moyes

Affiliation (i.e. organization, resident, business name): resident / property owner

Address: 21017 Cohasset Street, Canoga Park CA 91303

Phone #: _____ Email Address: Shesherr@~~my~~fastmail.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

None of these programs address the real needs of residents in Chatsworth or Canoga Park. Even if the 40,000 extra persons were to use the Chatsworth/Canoga Blvd. line - that will be no balance to the loss of businesses this project will displace, the negative impact on traffic from North to South, East to West on De Soto and Topanga and Roscoe and Satiray.

54-1

Further, you are not taking into consideration that ridership will never be as high as you project and none of these options will make up for the deterioration of air quality, loss of business tax revenue of the displaced businesses and the negative impact this entire project could have on property values all along the proposed route.

54-2

This is a BAD idea overall and does not benefit the cities or citizens in any way - whatsoever. Sierra's and Starbucks are better for this Area's economy and spirit.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: William Bowling
 Affiliation (i.e. organization, resident, business name): ACMELA.org
 Address: P.O. Box 1636, Topanga, CA 90290
 Phone #: 310-428-5085 Email Address: williamprestonbowling@yahoo.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

In Appendix G of your DEIR you acknowledge the fact of offsite VOC's from the Pratt-Whitney Rocket&no facility was impacted the existing orange line Park and Ride Areas. I would urge you to get DTSC involved before and if you decide to use the Abandon train tracks as a bus-route. This area was used for hazardous waste transportation for years. If and when there is grading, hazardous dust may compromise the health of surrounding neighborhoods. Air-monitoring equipment should be utilized in coordination with DTSC and other agencies.

Thank You

55-1



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: ED LEVINE

Affiliation (i.e. organization, resident, business name): TEACHER, CHATSWORTH HS

Address: 21618 LOS ALAMOS, CHATS

Phone #: 818 428 8460 Email Address: elevine@lqusol.net

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

I AM CONCERNED BUS TRIPS ACROSS LASSEN
DURING MORNING PEAK TIMES WILL INTERFERE
W/OUR STUDENTS ABILITY TO GET TO SCHOOL ON
TIME. MANY COME TO US FROM TOPANGA
CANYON BLVD & THE FREQUENCY OF THE LASSEN
STREET CROSSINGS BY THE BUSES WILL
RESULT IN OUR PROBLEM. SCHOOL BEGINS
NOW @ 7:45. I CAN SEE OPTION 5 WOULD
BE BEST FOR US.

56-
1

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: ANDRE VAN DER VALK

Affiliation (i.e. organization, resident, business name): DESIGN REVIEW BOARD

Address: 10524 EDEN AVENUE CHATSWORTH 91311

Phone #: (818) 774 0813 Email Address: JALIDAT@AOL.COM

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

1) REFLECT TOPANGA / DEVONSHIRE SPECIFIC

PLAN ON YOUR TOPANGA + MARILLA PROPERTY,

AND THE NORTH SIDE OF THE DEVONSHIRE (TRAIN DEPOT)

PROPERTY.

57-1

2) STRONG COMMUNITY FEELINGS AGAINST

GOING FURTHER NORTH OF TRAIN DEPOT

ON DEVONSHIRE, THEN DESOTO TO THE 118

AND THE BUILDING OF A PARK + RIDE

57-2

3) SAFETY CONCERNS ON GOING OVER TRAIN

TRACKS AT MARILLA / LASSEN GOING NORTH

TO DEPOT.

57-3

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Harvey Sklar

Affiliation (i.e. organization, resident, business name): Ace Auto + Truck, Inc.

Address: 21250 Nordhoff St. Chatsworth Ca 91311

Phone #: 818-992-6622 Email Address: janetsklar@sbcglobal.net

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

1. We feel that Alternative 4 Canoga Busway (separate lanes on right-away -not street) is the best way to go.

2. We feel that construction should start as soon as possible. Transportation for people going to jobs, school (Pierce) and downtown is very important and needs to be activated immediately!

58-1



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: CAROL NOSE

Affiliation (i.e. organization, resident, business name): 1200 LASSEN ST, SPIKE

Address: CHATSWORTH MOBILE HOME PARK

Phone #: 818-241-7465 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

THE GRADIENT LINE WOULD CREATE
 FARMING PROBLEMS THAT IT WOULD SOLVE.
 THE TRAFFIC ON LASSEN INTO OUR PARK
 WOULD NECESSITATE STOP LINES ENTERING
 OUR MOBILE HOME PARK. SINCE WE HAVE SENIOR
 DRIVERS (MANY), SOME ACCIDENTS WOULD
 OCCUR.

SURELY ALL THE GREAT MINDS AT
 METRO CAN RESOLVE THIS PROBLEM WITHOUT
 BOTHERING OUR LITTLE COMMUNITY

THANK YOU

59
-1



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: DARLENE BROWN

Affiliation (i.e. organization, resident, business name): _____

Address: 21500 LASSEN ST #29

Phone #: 818-341-8590 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

I live in mobilehome park on Lassen at the railroad tracks. I do not want to have a portion of the property taken for this busway.

60-1

A 30 ft high overpass on Lassen would be ugly to look at and also would block our very nice view of the mountains that we now have.

60-2

A 8-12 ft wall would have to be erected all along the busway by the mobilehome park.

60-3

A traffic signal is/would be necessary for easier entrance and exit to mobilehome park.

60-4

Option 4 and 4A and 5 are the worst options especially the underpass of tracks putting busway directly behind our homes.

60-5



Metro

LETTER 61

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: DARLENE BROWN

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #29 Chatsworth CA 91311

Phone #: 818-341-8590 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

Please consider "NO BUILD" or "ON THE STREET" routes first.

Do not use "Option 4" going through part of our mobilehome park.

Any of the routes or options will still make more traffic and congestion and make it ever harder and more dangerous to enter or exit mobilehome park.

Option 5 with the overpass will be ugly and block the views we have.

Please consider options 1 - 2 - 3 only.

Thank you

Darlene Brown

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.

returned a form when I was at the meeting on 3/26/08



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Diane Bateson

Affiliation (i.e. organization, resident, business name): _____

Address: 101 46 Owensworth Ave

Phone #: 818 349-7259 Email Address: diankasya@hotmail.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Buses on Old Depot Road can be
heard from houses along Owensworth
and the street to west east

concerned that Option C would
be closer and we would hear it

62-1



Metro

Comentarios – Corredor de Transportación de Canoga
Chatsworth High School – 26 de marzo del 2008 – 6:30 p.m.

Nombre: Ronald Steiner

Afiliación (ejemplo: organización, residente, nombre del negocio): _____

Dirección: 9950 Topanga Cyn Bl #38, Chatsworth, CA 91511

Teléfono: 818.341.3047 Correo Electrónico: RON.LUISA.STEINER@GMAIL.COM

Gracias por asistir a esta reunión de Metro. Por favor provea sus comentarios sobre los siguientes temas relacionados al Resumen del Borrador de Impacto Ambiental:

I am 100% in favor of this project. I would prefer
the off street Alt. Like the existing Orange Line.
I would plan to use it going to work. I would prefer
option 3 for the Chatsworth Station

63-1

Por favor use el otro lado de esta hoja para comentarios adicionales. Puede someter sus comentarios por correo a: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 o por correo electrónico a daviswa@metro.net. Todos los comentarios deben ser sometidos antes del miércoles, 16 de abril del 2008, a las 5 p.m.



Metro

LETTER 64

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Shirley Dethloff

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #81, Chatsworth CA 91311

Phone # (818) 882-5942 Email Address: shirleyd22@A.T.T.net

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

I am a 80 year old widow and have had to call 911 for help, when I had my stroke, and when I had fallen and fractured my pelvis, a fire truck always comes when the medics are out on another call. They are huge and if a lot of cars are in the front of our park, it would ~~be~~ ^{cause} a delay in getting help. People don't get over to the side when they hear the siren they either keep on doing what they were doing or just stop right where they are. This was a senior park before it became a ~~senior~~ ^{family} park, there are a lot of ~~senior~~ ^{senior} calling for help, please don't clog up our entrance.

64-1

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: L. Deniz

Affiliation (i.e. organization, resident, business name): resident

Address: 10402 Independence Ave

Phone #: _____ Email Address: ldeniz@scholastic.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

I welcome the extension, however I think it would make sense to have some kind of link for Ventura residents to access the orange line ext. Perhaps a transfer pass to ride the metro link.

65-1

I prefer option C for parking w/ restaurant/shopping along Devonshire. My alternate choice is A w/ street level parking. I also thought the grid or figure 3-14 Alt 4 Northern Segment option 2 to option C parking is the best option. I drive to Warner or daily & am excited about this North/South bound option.

65-2

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

LETTER 66

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: WERNER CLARK

Affiliation (i.e. organization, resident, business name): RESIDENT

Address: 9629 BADEN AVE CHATSWORTH CA 91311

Phone #: 818-998-0778 Email Address: WERNER@TRIDENTMAIL.COM

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

WE NEED A SEPERATE BUSWAY, JUST LIKE THE
EXISTING ORANGE LINE THAT RUNS EAST & WEST.

WE HAVE TO GET THE BUSES OFF THE STREETS.
I DRIVE TOPANGA CANYON BLVD EVERY MORNING
BETWEEN 5:30 AND 6:00 AM AND THE BUSES ARE
BLOCKING THE BOULEVARD ON THEIR WAY TO THEIR
SCHEDULED ROUTES.

ENLARGING CANOGA AVENUE IS NOT A GOOD SOLUTION.
ALL THE LAND FOR THE BUSWAY HAS BEEN ACQUIRED
AND IT SHOULD BE USED FOR THE PURPOSE INTENDED.

66-1

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

English

Comentarios – Corredor de Transportación de Canoga
Chatsworth High School – 26 de marzo del 2008 – 6:30 p.m.

Nombre: Nancy P. TuranoAfiliación (ejemplo: organización, residente, nombre del negocio): Mobil Home Park.Dirección: 21500 Loma St #24 Chatsworth Ca 91311Teléfono: 818-709-8105 Correo Electrónico: _____

Gracias por asistir a esta reunión de Metro. Por favor provea sus comentarios sobre los siguientes temas relacionados al Resumen del Borrador de Impacto Ambiental:

① To run through our Park or to close to our Park will jeprodize the safty of the residents. (anyone can ride a bus) we are unscen by the street we want to

67-1

permain that way. ② The beauty of our mts. is already Com promised by business buildings to build such a high road extention would reduce us to a trailer Park -which we are NOT! it would reduce the value of our homes and desuede Quality poten tial Residents from wanting to move here.

67-2

③ We already have enough 'noise' Polution from the extra heavy volume of train transportation - they blow the horn at 3AM., the Air Polution, Dust Polution from the heavy volume of traffic going to the Metro link - I Prefer the purple route to all others. their must be a sound wall. Please

67-3

Sorry its hard to write on my lap!! 😊

Por favor use el otro lado de esta hoja para comentarios adicionales. Puede someter sus comentarios por correo a: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 o por correo electrónico a daviswa@metro.net. Todos los comentarios deben ser sometidos antes del miércoles, 16 de abril del 2008, a las 5 p.m.



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Stan & Connie MILLER

Affiliation (i.e. organization, resident, business name): Homeowner

Address: 22146 Hiawatha St 91311-2020

Phone # 818 892 3985 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

1. Like Off-Street Alt. #4, Option 3, Option C. 68-1

2. The loss of parking spaces should be kept to a min. 68-2
At Chatsworth Station

3. Need ~~#~~ Sound Walls. 12' min. 68-3

4.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Teena Takata
Affiliation (i.e. organization, resident, business name): Chatsworth Neighborhood Council, SSMPA
Address: 9629 Baden Ave Chatsworth, CA 91311
Phone #: 818 326-1533 Email Address: teena@besttax.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

REQUEST use of dedicated busway - existing intersections in this area are generally "F" rated, with little ability to improve due to existing development. Traffic will increase dramatically after Porter Ranch and other already-approved projects are completed. Keep existing roadways for private cars.

69-1

Of the various busway alternatives, I believe Option 4 is the best. Although it impacts the mobile home park negatively, it has the best long term flow of traffic

69-2

and pedestrians. Getting pedestrians to go over or under the railroad tracks will be difficult. Aligning the new busway with the existing Old Depot Road makes sense from design and will have the least effect on the very poor intersection at Owensmouth and Lassen.

69-3

69-4

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.

Comments are personal and not a position taken by the Neighborhood Council

Near Lassen

if option 4 is used, land on west side of tracks at depot should be ~~used~~ acquired for use as current and future parking lot - before you have to tear down (as yet unbuilt) industrial buildings on these lots, to accommodate future rider increases.

69-5

Consider relocation of mobile home park to equal - cost effective facilities to be built. You would then have transit-oriented land for development for ~~leftover~~ unused parts of the mobile park that were relocated.

69-6



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Karen Keegan

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #181 Chatsworth CA 91311

Phone #: _____ Email Address: Keeg8@aol.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

Mr Davis

I emailed you a letter, however, I neglected to say that the privacy wall should be 8', no higher!

70-1

Also, we need a traffic light to ease the congestion to the Metro Entrance.

70-2

I've heard talk about an "overpass" - my Gpd - don't block our beautiful views of these Godgiven Mountains.

70-3

We have no skyscrapers here in Chatsworth. It's not a big city - this is horse country! Simple, easy enjoyable living. Where does an "overpass" fit into this →

equation? It doesn't!

Please keep our area "City free" of
30' walls, + overpasses.

A Concerned
"Country"
Resident.



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Gwenne Lefkowitz

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space # 176 Chatsworth CA 91311

Phone #: 818 344-2588 Email Address: newman.wenby@gmail.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

There was no car pool for me to
come^{3rd}, but attached, I emailed
& faxed snailmailed my
comments!

Gwenne

71-1



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Deborah Scott

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #169 Chatsworth CA 91311

Phone #: _____ Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

I strongly object to any consideration being given to Option 4 which come onto our property using our entrance/exit for Metro use. We have gross concern about the ill ready heavy traffic flows causing added problems getting in & out of the park; so we need consideration given to allow us more time that we have now to enter and exit our property.

We need at least a 8 foot privacy wall because transients can get up & over a 6 foot wall. Options 2, 3 & 4 are OK in this preferred order, however Option 5 with the 30 foot overpass is not acceptable because it will ruin the view and get of our mountains, which has had an added value to our homes.

7
2
1
7
2-
2
72-3



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: PATRICIA SMITH

Affiliation (i.e. organization, resident, business name): Resident - SINCE PARK OPENED

Address: 21500 Lassen St. Space # 168 Chatsworth CA 91311

Phone #: 818.341.0504 Email Address: patsmithf16@SBC.NET

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

ALTHOUGH TOO ILL TO ATTEND MEETINGS, FROM THE INFOR-
MATION I HAVE, ~~OF~~ MAKING OUR FRONT ENTRANCE A PART OF METRO
IS ABSOLUTELY IMPOSSIBLE - SHOULD NOT EVEN BE CONSIDERED.

THESE ARE PRIVATE RESIDENCES - NOT A PUBLIC THROUGHWAY.

IT WOULD SEEM TO ME GOING TO THE WEST - (ACROSS
THE RR TRACKS) WOULD BE MORE FEASIBLE. CUTTING OFF

OUR VIEW OF THE MTNS. WOULD CERTAINLY MAKE OUR HOMES
OF LESSER VALUE & TURNING THE PARK INTO ANY KIND OF
^{PARTICIPANT} ~~PARTICIPANT~~ IN THE METRO LINE WOULD BE A HUGE MISTAKE

DO LIKE THE IDEA OF CLOSER PUBLIC TRANSPORTATION
& ^{WE} CERTAINLY NEED A SIGNAL AT OUR ENTRANCE/EXIT -
WHATSOEVER HAPPENS

AN 8-FT. PRIVACY WALL IS ALSO AN EXCELLENT IDEA

7
3
1

73-
2

73
-4



Metro

LETTER 74

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Susan Hatfield

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #164 Chatsworth CA 91311

Phone #: 818-678-9040 Email Address: 151sharkey@yahoo.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

I strongly object to the idea of using the front entrance of the Park for Metro use.

It is already a very busy traffic area and to make it worse shows little concern

for the welfare of the residents of this Park as well as other traffic along Lassen.

A privacy wall of at least 8 feet high

will help our home values as well as

keep the quiet ambience of the Park.

Thank you for your consideration

74-1

74-2



Metro

LETTER 75

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Kristen Miller

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #158 Chatsworth CA 91311

Phone #: 818 341-9217 Email Address: kmiller(a)scolor.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

I am very concerned about the safety issues that may occur with option 4.

You need to provide a guard + gated entrance 24 hours to ensure the ~~residents~~ our safety.

We need an 8 foot privacy wall.

Kristen Miller

75-1

75-2



Metro

LETTER 76

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Norbert Witkowsky

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #38 Chatsworth CA 91311

Phone #: 818-576-0498 Email Address: None

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park 76-1
I object to option 4 and 5

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: SHEILA GITTINS

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #80 Chatsworth CA 91311

Phone #: 818-349-2364 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

77-1

I would like you to consider taking option #4 off the plans for the Metro Gold Line Extension. We already have a heavy traffic flow making getting in and out of the Park difficult as it is

77-2

Most of us residing here are retired and on social security and this is our only place we can live safely. That is why we ask for a wall higher than 6ft. to give us more security from transients and the like

77-3

Thank you

Sheila Gittins



Metro

LETTER 78

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Robert - Fran Lomprey

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #192 Chatsworth CA 91311

Phone #: 818/341-6308 Email Address: rinda@sgm@aol.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

Many older people live here because of the great park they don't want to leave.

Then you have the younger ones moving in because its such a nice park with children.

We definitely need safety and an easier time entering and exiting our park for pedestrian & traffic flow. A few options can be tolerated but 'NO' on 4 or 5. 2 is best, maybe 3 or 4a.

Please do not spail our view or make it almost impossible to ^{enter or} leave our park and turn it into something that would become a 'Trailer park' blight in a beautiful community.

78-1

78-2

78-3

78-4

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

LETTER 79

Comment Sheet - Canoga Transportation Corridor
Chatsworth High School - March 26, 2008 - 6:30 p.m.

Name: EDNA + LAURIE VASILE

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #146 Chatsworth CA 91311

Phone #: 818 7090940 Email Address:

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

Please do not consider Option 4. We already have great difficulty entering and exiting our Park - it would be intolerable to have our entrance exit used for Metro use. Please NO on Option 4 & Option 5 is also unacceptable.

79-1

Options 2, 3 and 4A would be preferred - in that order.

79-2

Thank you -

Laurie Vasile



Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Carmell Patton

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space # 187 Chatsworth CA 91311

Phone #: _____ Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

We need the 8ft privacy wall.

We are greatly concerned about the traffic.

We need some ^{traffic} lights at the entrance of our park

Option ¹⁵ not acceptable

80-1

80-2



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: MARGIE SMITH ~~S~~

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #186 Chatsworth CA 91311

Phone #: 818-718-7289 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

WE HAVE A BEAUTIFUL PARK. A VERY WELL KEPT PARK AND A BEAUTIFUL MANAGER ~~JAN~~ AND NOW YOU WANT TO COME ALONG TAKE IT AWAY FROM US. I HAVE BEEN AT LEAST 30 YEARS HERE. SOME OF THESE OLDER PEOPLE WOULD NOT HAVE A PLACE TO GO THE NOISE WOULD ~~BE~~ ^{VERY} BE BAD FOR THEM. SO WE WILL FIGHT TO KEEP ^{you} FROM DOING THE THINGS TO ARE PARK. WE ^{DO} NOT WANT A TUNNEL TO CROSS THE ^{LASSEN} STREET IN FRONT OF ARE CLUB HOUSE IT TAKE THE ^{view} OF MOUNTAIN AWAY FROM US. WE NEED A RED LIGHT GOING OUT OF ARE PARK THE BUSES ARE BAD TRYING TO COME ON LASSEN ST WE NEVER HAD THAT PROBLEM UNTIL THE TRAIN ^{METRO} STATION WENT IN. ^{4/3/08} Margie Smith

81-1
81-2
81-3
81-4



Metro

LETTER 82

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: VIVIAN LOREDO

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space # 114 Chatsworth CA 91311

Phone #: (818) 709-0127 Email Address: marviviordob@yahoo.com

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

My comment is that putting up Orange line in our vicinity adds traffic and it will give us park residents harder to go in + out of the property.

I had an accident at the entrance of our park 3 yrs ago because cars are fast. Imagine more cars will be coming along Lassen street and it will be doubly hard to get in + out.

I hope you find a solution like putting a traffic light or something.

Thank you :-)

Sincerely,
Vivian Loredo



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: IVAN SALAMANCA

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #182 Chatsworth CA 91311

Phone #: _____ Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

THE NEW BUS WILL TURN OUR PARK INTO A JUNGLE
SINCE WE ARE GOING TO HAVE PEOPLE COMING
FROM ALL OVER TOWN TO THE NEW STATION -

VANDALISM, CRIME, NOISE AND MORE CRAZY TRAFFIC
NOT TO MENTION ACCIDENTS ARE JUST AROUND
THE CORNER

WE DON'T WANT THE CHATSWORTH MOBILE HOME PARK
TO BE PART OF THE METRO PLANNING

PLEASE KEEP YOUR PROJECT OFF OUR HOUSES.

HELP KEEP CHATSWORTH AS A CLEAN NEIGHBORHOOD

DON'T BRING HOMELESS TO OUR AREA

8
3
-
1



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Jerr FRANK PhD.

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #125 Chatsworth CA 91311

Phone #: 8185761439 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

I strongly object to any consideration of implementing options 4 & 5. This will create unsafe conditions and add to problems already existing including: 1) increased traffic, 2) unsafe exit and entrance to the park (there are no traffic signals, 3) increased transients and external attention to the park, 4) theft, 5) danger to residents personal safety at night as the park is densely lit, 6) environmental pollution including noise, air pollution, and disruption of the only decent views from our park (this means I also object to the 30 foot overpass for above reasons). An 8 foot privacy wall would help, but I would also prefer that a program for beautification with plants and maintenance from graffiti accompany it as well as this will devalue the park and residents.

84-1

84-2

84-3

84-4

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.

Jerr Frank



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Michael & Madelyn Stony
 Affiliation (i.e. organization, resident, business name): Resident
 Address: 21500 Lassen St. Space #4 Chatsworth CA 91311
 Phone #: (818) 998-5866 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

There is enough noise with the trains. There is one or two freight trains that lay on their horns the whole way. Then there is the maintenance workers at 11:30 PM or later working on the tracks. They yell back and forth to each other. What I'm trying to say is we really don't need anymore transportation noise. We're getting used to the trains, but when you have the trains that blow their horns the whole track & then toot them, it gets a little annoying.

85-1

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: _____

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #121 Chatsworth CA 91311

Phone #: _____ Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

We have a lot of people live in the Mobile home. Stated above we have enough problems with all the trains & freight trains 7 days a week it's hard to leave our park because all the traffic & no stop signs, at times it takes almost 1/2 hr. to make our right/left turns. I don't think the bus lines will help us, more noise & problems. Our park is a nice one our Manager works hard to keep it clean & safe, also, we have a lot of walkers everyday in our park, to stay safer I hope you find a different route that would help everyone.

86
-1

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

LETTER 87

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: ELEANOR + ROXANE JOLICOEUR

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space # 8 Chatsworth CA 91311

Phone #: _____ Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

I don't believe anyone seriously considered
Option #4. Getting in and out of our Park --
particularly at peak times -- is hazardous.
Forget light times (unless you get lucky
and a train goes by).

Consider the safety of your drivers!! This
was originally a senior citizen-only park,
and there are still some of us still alive
and kicking -- and driving.

Since my lot backs up to the tracks,
a privacy wall seems wonderful.

Eleanor M. Jolicoeur

87
-1



Metro

LETTER 88

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Jeannine Barone

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #177 Chatsworth CA 91311

Phone #: _____ Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

I absolutely object to the Metro Orange Line giving ^{any} thought coming onto our common area and using our exit & entrance for their use. It's bad enough we only have one entrance & exit. God forbid we have extreme emergency. Also traffic is awful on Lassen on a Monday thru Friday. It affects our Chatsworth Park strongly.

88-1

Thank You
Jeannine Barone
Space #177



Metro

Mail To: Walt Davis, Project Manager, Metro
1 Gateway Plaza, MS 99-22-9
Los Angeles, California 90012

or email to: daviswa@metro.net

Comment Sheet – Canoga Transportation Corridor

COMMENTS DUE: April 26th 2008

Name: WILLIAM VALLOW

Affiliation (i.e. organization, resident, business name): MOTOR BUS SOCIETY

Address: 1709 ELEVADO AVENUE, ARCADIA, CALIFORNIA 91006-1708

Phone #: 626-355-6015 Email Address: ARCVLD@AOL.COM

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project: Metro.net/Canoga Project
Hotline (818) 276-1289

► Only ALTERNATIVE #1 No Project ...is acceptable... but doesn't get us anywhere, does it? 89-1

▼ ALTERNATIVE #2 Improving existing transit system (TSM) Why aren't we doing that now? 89-2

▼ ALTERNATIVE #3 Dedicated busway on Canoga Avenue About 1994, MTA rejected a busway mode as inadequate for service demand on the Chandler rail corridor. Several shenanigans later, Metro built a busway in the middle of the rail line anyway; but MTA's earlier projection proved correct; demand has outstripped projected "Orange Line" ridership by a decade! But running buses at lower speeds on new busway paving comes at a high labor, operating, & life-cycle cost per passenger-mile penalty. Compared to rail, Metro can't afford busway paving- it's time for the "Orange Line" to step up to rail- Alternative #3 is a waste of money. Also with this Alternative, could it be Metro would be wasting more paving area on parking lot paving, than actual busway paving? More parking lots work against building transit ridership; transit oriented development around the stations is what's needed!

▼ ALTERNATIVE #4 Paving Busway Lanes onto the Chandler Line "Three times we voted for this line (Chandler Rail Corridor); but never once for buses!" said one participant about paving more of the Corridor. Proposition 108 requires a "Fixed Guideway" system on this corridor, and calls for a heavy penalty if used for anything else; that's repayment to the Legislature within 10 years of the purchase price (\$40,000,000.00) PLUS the increased appraisal value of the right of way since then. Since neither the existing Orange Line busway nor what your study now calls the "Canoga Branch" busway qualify as "Fixed Guideway", Metro cannot afford to make the mistake worse by paving more of this rail line! Neither is the busway electrified, as L.A. County Code requires of "Fixed Guideway" systems. On the other hand, building conventional track for MetroRails' Light Rail Vehicles (Gold Line), or Heavy Rail Vehicles (Red Line, retrofit for overhead power to run at-grade after leaving their tunnel), or an electrified version of existing Metrolink cars would fulfill the intent of Proposition 108, and make more sense to the existing transit network than some new exotic transit technology (monorail, people-movers). Your new study must include sensible rail options, mostly at-grade to reduce costs (especially sending the Request for Proposal to Metrolink you failed to do last time). No excuses this time, like "Metro doesn't have any money for rail"; there seems to be plenty of money for adding useless gates to train stations... or extend the Purple Line "subway to the sea" (est. \$500,000,000.00 per mile) when Metro Board members want it.

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89-3

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

Mail To: Walt Davis, Project Manager, Metro
1 Gateway Plaza, MS 99-22-9
Los Angeles, California 90012

or email to: daviswa@metro.net

Comment Sheet – Canoga Transportation Corridor

COMMENTS DUE: April 26th 2008

Name: JUANITA DELLOMES *J. Dellomes*
Affiliation (i.e. organization, resident, business name): SIERRA CLUB/ANGELES CHAPTER
CENTRAL GROUP/L.A.
Address: 1518 ROCKWOOD STREET, LOS ANGELES, CA. 90026
Phone #: (213) 250-7921 Email Address: NONE

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project: [Metro.net/Canoga Project](http://Metro.net/CanogaProject)
Hotline (818) 276-1289

- ▶ Only ALTERNATIVE #1 No Project ...is acceptable... but doesn't get us anywhere, does it? 90-1
- ▼ ALTERNATIVE #2 Improving existing transit system (TSM) Why aren't we doing that now? 90-2
- ▼ ALTERNATIVE #3 Dedicated busway on Canoga Avenue About 1994, MTA rejected a busway mode as inadequate for service demand on the Chandler rail corridor. Several shenanigans later, Metro built a busway in the middle of the rail line anyway; but MTA's earlier projection proved correct; demand has outstripped projected "Orange Line" ridership by a decade! But running buses at lower speeds on new busway paving comes at a high labor, operating, & life-cycle cost per passenger-mile penalty. Compared to rail, Metro can't afford busway paving- it's time for the "Orange Line" to step up to rail- Alternative #3 is a waste of money. Also with this Alternative, could it be Metro would be wasting more paving area on parking lot paving, than actual busway paving? More parking lots work against building transit ridership; transit oriented development around the stations is what's needed! 90-3
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IMPORTANT: L.A. NEEDS TO START USING FUNDING TO EDUCATE THE PUBLIC TO GET PEOPLE OUT OF THEIR CARS AND IT WILL TAKE A GOOD 10 YEARS TO EDUCATE THEM BUT A CONSTANT MEDIA SYSTEM OF EDUCATION RE. PUBLIC TRANSPORTATION AND USE IT. WITH GASOLINE GOING UP TO \$4 DURING THE SUMMER, LET'S GET WITH THE CAMPAIGN!!!!

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



Metro

Mail To: Walt Davis, Project Manager, Metro
1 Gateway Plaza, MS 99-22-9
Los Angeles, California 90012

or email to: daviswa@metro.net

Comment Sheet - Canoga Transportation Corridor

COMMENTS DUE: April 26th 2008

Name: CHARLES W. MOUNTAIN

Affiliation (i.e. organization, resident, business name): A TRANSIT RIDER IN METRO AND OTHER LINES

Address: 6106 RENO AVE. TEMPLE CITY, CALIF. 91780-1532

Phone #: (626) 286-1204

Email Address: NONE

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project: Metro.net/Canoga Project
Hotline (818) 276-1289

▶ Only ALTERNATIVE #1 No Project ...is acceptable... but doesn't get us anywhere, does it? 91-1

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▼ ALTERNATIVE #4. Paving Busway Lanes onto the Chandler Line "Three times we voted for this line (Chandler Rail Corridor); but never once for buses!" said one participant about paving more of the Corridor. Proposition 108 requires a "Fixed Guideway" system on this corridor, and calls for a heavy penalty if used for anything else; that's repayment to the Legislature within 10 years of the purchase price (\$40,000,000.00) PLUS the increased appraisal value of the right of way since then. Since neither the existing Orange Line busway nor what your study now calls the "Canoga Branch" busway qualify as "Fixed Guideway", Metro cannot afford to make the mistake worse by paving more of this rail line! Neither is the busway electrified, as L.A. County Code requires of "Fixed Guideway" systems. On the other hand, building conventional track for MetroRails' Light Rail Vehicles (Gold Line), or Heavy Rail Vehicles (Red Line, retrofit for overhead power to run at-grade after leaving their tunnel), or an electrified version of existing Metrolink cars would fulfill the intent of Proposition 108, and make more sense to the existing transit network than some new exotic transit technology (monorail, people-movers). Your new study must include sensible rail options, mostly at-grade to reduce costs (especially sending the Request for Proposal to Metrolink you failed to do last time). No excuses this time, like "Metro doesn't have any money for rail"; there seems to be plenty of money for adding useless gates to train stations... or extend the Purple Line "subway to the sea" (est. \$500,000,000.00+ per mile!) when Metro Board members want it.

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all rail lines have been successful and this one would help transit

for people in the area, I have ridden lines in San Francisco, New York, Washington D.C., The London Underground & Buses, The Paris Metro and feel strongly about this from my experience. I have ridden Metrolink, Gold Line, Subways, Blue Line, Green Line.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.

91-3



Metro

Mail To: Walt Davis, Project Manager, Metro
1 Gateway Plaza, MS 99-22-9
Los Angeles, California 90012

or email to: daviswa@metro.net

Comment Sheet – Canoga Transportation Corridor

COMMENTS DUE: April 26th 2008

Name: _____

Affiliation (i.e. organization, resident, business name): _____

Address: _____

Phone #: _____ Email Address: _____



Mr. J K Drummond
1041 S Walker Ave.
San Pedro, CA 90731-3462

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project: [Metro.net/Canoga Project](http://Metro.net/CanogaProject)
Hotline (818) 276-1289

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92-3

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Metro

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: CAROLYN SCHUETZ & MARK O'KEEFE

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #56 Chatsworth CA 91311

Phone #: _____ Email Address: CAROLYNMARK@PROXIMITY.NET

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

WE WOULD FIRST LIKE TO SAY THAT WE ARE TOTALLY OPPOSED TO THE WHOLE IDEA OF BRINGING MORE PEOPLE TO THE NORTHWEST END OF THE VALLEY BY WAY OF THIS "CANOGA TRANSPORTATION CORRIDOR".

93
-1

BUT IF IT HAS TO BE DONE WE WOULD LIKE YOU TO CONSIDER AN OPTION THAT WOULD BE THE LEAST INTRUSIVE TO ALL PARTIES EFFECTED, INCLUDING & ESPECIALLY CHATSWORTH MOBILE HOME PARK.

93
-2

OPTIONS 4 & 4a ARE COMPLETELY ABSURD. YOU WOULD BE BRINGING THESE BUSES RIGHT THROUGH OUR HOMES AND OUR PROPERTIES, NOT TO MENTION CREATING MORE TRAFFIC COMING IN & OUT OF THE METROLINK STATION DRIVEWAY. LASSEN STREET WOULD BE A DISASTER. OPTION 5 IS ENVIRONMENTALLY OFFENSIVE.

BLOCKING MOUNTAIN VIEWS FROM OUR HOMES. WHO WANTS TO LOOK AT A THOUSANDS FOOT LONG THIRTY FOOT HIGH SLAB OF

93
-3

(please reverse)

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net. All comments are due by 5 p.m. on Wednesday, April 16, 2008.



CONCRETE TOWERING OVER US. OPTIONS 2 & 3
SEEM A LITTLE LESS INVASIVE TO OUR PRIVACY
WITH THE STIPULATION OF BUILDING AN 8 FOOT
WALL ALL ALONG THE WEST SIDE OF OUR PARK
PROTECTING US FROM UNWANTED VISITORS AND
NOISE AND PERHAPS POLLUTION FROM THE
ADDITIONAL TRAFFIC CAUSED BY THE BUSES.
OPTION 1 WOULD JUST WRECK HAVOC ON THE
ALREADY BUMPER TO BUMPER TRAFFIC PROBLEMS
AT PEAK TRAVEL TIMES ON OWENSMOUTH.
IN SUMMARY, AS YOU CAN READ, THIS PROJECT
IS NOT WELCOMED BY US.

P.S. A FINAL NOTE, HAVE YOU THOUGHT ABOUT
THE NUMBER OF JOBS THAT WILL BE LOST
AS YOU RIP UP BUSINESS AFTER BUSINESS
ALONG CANOGA AS A RESULT OF THIS
PROJECT? IN THESE VERY TROUBLED TIMES,
HAS ANYONE EVEN CONSIDERED THAT?

THANK YOU FOR YOUR ATTENTION

Carolyn J. Kelly
Ma O'Kelly

LETTER 94

Metro Bus
W. Davis
One Gateway Plaza
Los Angeles, CA 90012

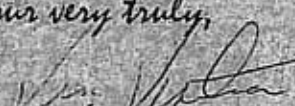
Dear Mr. Davis:

Are you people nuts? With gas prices going sky high and more and more people are riding buses, you decide to cancel bus lines! Does that make any sense?

Is the reason for wanting to extend the orange line the reason for cutting all other regular lines? If it is, then I do not want to see the orange line extended to Chatsworth.

That particular bus line has had too many, way too many accidents.

Your very truly,


Vincent Venutia
West Hills, CA

94-1

LETTER 95

From: EcoMom2000@aol.com [mailto:EcoMom2000@aol.com]
Sent: Wednesday, March 26, 2008 1:01 AM
To: Davis, Walter
Subject: Orange Line to Chatsworth

Dear Mr. Davis,
I am a resident of West Hills. I am aware that you have a DEIR for the Orange line to continue through to the Chatsworth Station.

A number of community members take active interest in this area due to its proximity to Pratt- Whitney which has been many companies - Rockwell, Atomics International, and North American Aviation.

Please see this link for information on this facility: <http://www.etec.energy.gov/Reading-Room/Canoga.html>

We are involved in the cleanup of the Santa Susana Field Laboratory in the Simi Hills. During the 1940s to recent years, toxic and radiological materials from the current Pratt- Whitney site on Canoga between Victory and Vanowen, as well as the facility on DeSoto, were shipped to the Santa Susana Field Laboratory for disposal. We believe that this material may have gone by rail on the tracks in this area that you are now developing.

The Santa Susana Field Laboratory is so toxic that it qualifies to be a federal Superfund site. We believe that the Pratt- Whitney sites may be equally as contaminated.

We ask that you perform samples for chemical and radiological contaminants on these tracks and in areas where these tracks would have been loaded.

I am sorry that I cannot attend your hearing in Chatsworth this evening. I hope that you will notify me of future public meetings.

Thank you.
Christine Rowe
West Hills, California 91307

Create a Home Theater Like the Pros. [Watch the video on AOL Home.](#)



Metro

LETTER 96

Comment Sheet – Canoga Transportation Corridor
Chatsworth High School – March 26, 2008 – 6:30 p.m.

Name: Luane Kurajiwat

Affiliation (i.e. organization, resident, business name): Resident

Address: 21500 Lassen St. Space #185 Chatsworth CA 91311

Phone #: 818 719-2674 (work) Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on topics related to the Draft Environmental Impact Report (DEIR) for this project:

Chatsworth Mobile Home Park

1) Concerned about excessive traffic, the need for lights to divert motor vehicles and increased pedestrian traffic; noise and air pollution increases, as we already contend with the train/railway system as well as trailer trucks that park on Canoga Avenue, I would suggest a noise barrier on the west end a schedule that runs no later than 11 p.m. The area is already congested traffic wise, as I work in Woodland Hills and take Canoga Avenue to work, only other direct routes to work involve De Soto and Topanga Blvd., both extremely busy in the morning and I've been hit by debris on both streets. I'm concerned if there is an emergency in the park, as our only entrance/exit is off of Lassen and the last train wreck had us literally stopped for hours, as we could not exit. Should there be a need for emergency assistance or the need to exit what alternatives would there be made as someone's life may be at stake with increased bus traffic and pedestrians. Who is to say that the park would not see more road traffic as people look for an alternative to taking Lassen, Canoga, Owensmouth or Duarte streets or an increase in theft?

96-1

96-2

96-3

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LETTER 97

From: Keeg8@aol.com [mailto:Keeg8@aol.com]
Sent: Thursday, March 27, 2008 7:08 AM
To: Davis, Walter
Subject: Metro Orange Line

Good morning Mr. Davis

My name is Karen Keegan and I reside at the Chatsworth Mobile Home Park which is directly across from the Metro Station here in Chatsworth.

While I think that bringing the busline to this end of the Valley is wonderful, I do have concerns.

I hope that we will see a traffic light to ease the conjection of Lassen Street at the intersection entrance of the Metro Station. Traffic can be unbearable at certain times of the day, and with the increase of population taking advantage of this Line, it will certainly create more havoc to our situation of leaving and entering our Park.

97-1

The information sheet that we received from our Park Manager said that there could be a possibility of the Line using our front entrance. I very stronly disagree with this. Our Park, its management, workers and residents have worked hard to keep our Park looking great. It is such a pleasure to drive in and see the roses and the kept bushes and trees. It brings me a very peaceful feeling to know that I am home, safe and sound with no intrusions to my world. Now that I know that there is a possibility that you would take of our entrance and make it into a 3 ring circus upsets me alot. I will sign every petition and let my voice be heard if this is considered. Please.....NO! Do not use our property to make advantages to your situation. You wouldn't want this in your front yard!!!! So please, leave our homes alone.

97-
2

I also think that a privacy wall is greatly needed in this situation. We are bombarded with trains, factories and the like here. We plug along but it can be quite annoying to a quiet evening in your home when just across the street all hell is breaking loose. I feel for my Park neighbors that live directly next to the train lines. Not that I am much further away from the situation. A privacy wall is needed and that is all there is to it.

97-
3

I applaud your efforts to help ease Valley traffic conjection with developing this Orange Bus Line but please have consideration for those of us that live in the middle of this project. I'm all for the Orange Line but not at the cost of my home to make your job easier in decisions that will effect us the rest of our lives.

97-4

Thankyou for listening. I hope my concerns are considered, as well of those of my neighbors.

Karen Keegan
21500 Lassen Street, # 181
Chatsworth, CA 91311

Create a Home Theater Like the Pros. [Watch the video on AOL Home.](#)

From: Scott Kellogg [mailto:scott@pmindustrial.com]
Sent: Thursday, March 27, 2008 2:07 PM
To: Davis, Walter
Subject: Canoga Transportation Corridor

Hi Walt,

I would first like to thank you and the project staff for a very well planned and informative presentation last night at Chatsworth HS. I left with a much keener awareness of the project and the options that were being considered.

I will keep this short as I am sure that there will be many comments for you and your staff to look at.

I am absolutely opposed to Option 1.

] 98-1

I don't need to go into the details of the traffic in the area at the north end of Canoga Ave, you folks already have that data. I just want to add that cars and busses just do not mix well and I would expect a traffic and safety nightmare if this option was adopted. I would also lose the street parking in front of our business that we desperately need.

] 98-2

Option 3 could work but I am opposed to an at grade crossing and an additional traffic signal on Lassen Ave. As above I believe traffic would be adversely affected especially in the morning and evening rush hour.

] 98-3

I strongly support option 5 as the only reasonable alignment.

This option does not disrupt traffic, local businesses, or residences. Move the parking at the Chatsworth Metro Link station to the north side of the property, add a covered walkway from parking to the station for the rainy season and people should be happy.

] 98-4

Thanks again and best of luck to you and your staff,

Scott Kellogg
General Manager
PM Industrial Supply Co.
21615 Marilla Street
Chatsworth, CA 91311
818-341-9180 (phone)
scott@pmindustrial.com

From: Renae DeMent [mailto:rsdement@pacbell.net]
Sent: Sunday, March 30, 2008 9:25 PM
To: Davis, Walter; mayor@lacity.org; smith@council.lacity.org
Subject: Orange Line Extension

I am writing regarding the Canoga Corridor Orange Line extension in the San Fernando Valley.

There are several ideas being discussed. The one that I favor is the dedicated bus line. However, as a resident along that extension, I am appalled at the recommendation to build a six foot retaining wall between the bus way and the homes. The six foot wall was designed to keep people off of the bus way. No consideration is being given to the effect on the residents between Roscoe and Nordoff that would have their homes near the bus way.

The first section of the busway has very large, and I would imagine, soundproof walls. Why is noise abatement more important to provide for the more affluent residents along the busway but not to those in the affordable housing communities or the single family homes in a less affluent area?

The only residential area between the current Orange Line and the Chatsworth train station is about a mile stretch just north of Roscoe Blvd. to just south of Nordoff. I cannot believe that the cost for increasing the wall in this area alone would be so prohibitive as to not build it.

There are two mobile home parks with the bedrooms of the homes right up against the proposed bus way. Mobile home windows are approximately seven to eight feet about the ground. The sound of these large buses would be going directly into these homes all day and most of the night. Why isn't the quality of life for the seniors, disabled and lower income individuals living in these homes being considered?

Sincerely,

Renae S. DeMent

CC: Governor Arnold Schwarzenegger
Congressman Brad Sherman

99-1

LETTER 100

Law Offices

LEWITT, HACKMAN, SHAPIRO,
MARSHALL & HARLAN
A LAW CORPORATION

16633 VENTURA BOULEVARD
ELEVENTH FLOOR
ENCINO, CALIFORNIA 91436-1865

STEPHEN T. HOLZER, ESQ.
SHOLZER@LEWITTHACKMAN.COM
(818) 907-3299

(818) 990-2120
TELECOPIER (818) 981-4764
WWW.LEWITTHACKMAN.COM

REFER TO FILE NUMBER
12464-2x

April 1, 2008

VIA E-MAIL AND US MAIL

Mr. Walt Davis
Project Manager
Metro
One Gateway Plaza
Los Angeles CA 90012

**RE: COMMENT ON DRAFT ENVIRONMENTAL IMPACT REPORT—PROPOSED
NORTHERN EXTENSION OF METRO ORANGE LINE (THE METRO
ORANGE LINE CANOGA STATION TO THE CHATSWORTH
METROLINK STATION)**

Dear Mr. Davis:

I am counsel to Mr. Charles Smith, a resident of Chatsworth; and on his behalf, I write to comment on the Draft EIR.

SUMMARY OF COMMENT:

The EIR must take account of the flooding threat to the proposed extension created by Brown's Canyon Wash.

BACKGROUND

The Brown's Canyon Wash is a concrete-lined tributary running more or less parallel to (and to the West of) De Soto Avenue in Chatsworth from just-above the Ronald Reagan Freeway to approximately Chase Street, where the Wash crosses De Soto going East and eventually connects with the Los Angeles River at about the intersection of Mason and Vanowen in Canoga Park. Significantly for purposes of the extension, the Wash flows under the intersection of Canoga Avenue & Devonshire Street, right where the extension route will pass; and the Wash is, in Chatsworth, otherwise in the immediate vicinity of the extension route.

Built in the mid-1970's, the Wash is designed to handle storm water runoff in the magnitude of a 50-year capital storm event. Documents obtained from the County Flood Control District pursuant to the Freedom of Information Act ("FOIA"), however, show that the Wash's

100-1

Mr. Walt Davis
April 1, 2008
Page 2

design capacity can only be achieved if there is effective debris control in the hills north of the Wash.¹

Otherwise, according to these documents, the Wash will be prone to plugging up with debris from trees and other vegetation, resulting in a high risk of water overflowing the Wash and flooding the surrounding neighborhood, including the Orange Line extension. The documents indicate that such a flood threat exists under present conditions in as little as every 13 years and that actual flooding occurred in the storm season of 1970.

The FOIA-obtained documents further show that, to deal with this debris problem, the Flood Control District in the mid-1970's recommended to the Board of Supervisors that a substantial debris-control dam be constructed north of the Wash. However, local residents were concerned about the aesthetics of the project; and the Sierra Club was concerned about the disturbance to the natural surroundings that such a debris-control project would cause.

These concerns led the Board of Supervisors in the mid-'70's to reject the District's recommendation that the dam be built and to order the District to return to the drawing boards and to come up with a new debris-control plan. The FOIA documents indicate, however, that from the mid-'70's to the mid-'90's the District repeatedly ignored the internal warnings of its staff about the need for a capital project to control debris, with the result that no capital-expenditure debris-control initiatives have been undertaken for the last 30 years.

EIR STUDY REQUIRED

Unless there are more, undisclosed documents or other evidence indicating that the threat of flooding has been mitigated, the risks of flooding appears as substantial today as such risk has been over the last 30 years.

I have presented this concern to the County Flood Control District. The District, however, has never responded directly to this concern, instead stating only such things as that there are no present budgetary plans for debris-barrier construction. Most importantly, the District has never denied that, because of the above-described debris problem, the Wash cannot perform according to its design capacity.

Accordingly, there presently remains a serious flooding threat to the Chatsworth neighborhood, including to the planned Metro Orange Line extension route. The EIR for the extension must study this threat and take the threat into account.

¹ My Memorandum analyzing these documents is enclosed herewith.

100-1
CONT

Law Offices
LEWITT, HACKMAN, SHAPIRO,
MARSHALL & HARLAN
A LAW CORPORATION

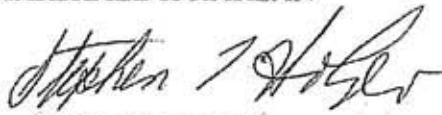
Mr. Walt Davis
April 1, 2008
Page 3

Thank you for your attention to this matter.

Very truly yours,

LEWITT, HACKMAN, SHAPIRO,
MARSHALL & HARLAN

By:


Stephen T. Holzer

STH:ad

Encl.

Stephen T. Holzer, Esq.
Lewitt Hackman Shapiro Marshall & Harlan
16633 Ventura Blvd., 11th Floor
Encino, California 91436
818 990-2120--fax 818-981-4764 e-mail sholzer@lewitthackman.com

RE: FOIA DOCUMENT REVIEW, BROWN'S CANYON WASH, CHATSWORTH

DT: September 18, 2007

1. 1973- Los Angeles County Food Control District planned to build higher dam for debris retention in location of Brown's Creek Dam

A. Why?

-4,100 cu ft/second 1970 flow; "capital storm" would produce 14, 800 cu ft/second

-376,000 cu yd. potential for Brown's Creek watershed in "capital storm". June 2, 1977 letter to Sierra Club from K.W. Kummerfeld, Division Engineer, Management Systems Division, pg. 6.

-11/23/77 Memo From Mark B. Beizer, Project Engineer, To A.E. Bruington, found that "the 376,000 yard figure was not conservative".

-"The Browns Creek Channel downstream has been designed to convey burned clear flow and was constructed in 1974. The design flow rate at the inlet of the channel is approx. 14,800 cfs. This is the capital burned Q. The capital flood burned and bulked Q is 22,200 cfs." (emphasis added). Sept. 19, 1995 memo to Brian Scanlon, Mapping and Property Management Division from Robert D. Pedigo, Hydraulic/Water Conservation Division

- "...we feel that, without adequate debris control, there is a strong possibility that the channel will become obstructed....Our experience in other areas of the County indicates that the volume of debris that would be produced by a capital storm would most probably block the channel at bridge crossings." (emphaes added). June 2, 1977 letter to Sierra Club from K.W. Kummerfeld, Division Engineer, Management Systems Division

- "we estimate that a flow of 3,500 cfs would begin to produce amounts and types of debris that would pose a threat of channel blockage under the existing conditions. (At this Q the character of the debris coming out of the canyon tends to change to include significant quantities of flooding obstacles, or 'trash, because the water surface escapes the low-flow channel.)" (emphasis added). Id., p. 7.

- "During the November 1970 storm, large trees and other floating debris plugged the bridge over the Browns Creek channel at Devonshire Street, causing water and mud to spill onto the streets." Id.

- "One of the basic assumptions used for preparation of these [overflow] maps is that Browns Creek channel in its present unprotected condition will plug with debris and fail to function if subjected to a flow rate of 3400 cfs (13-year frequency). This has a 7 -1/2 per

101-1
CONT

cent chance of happening each year. Photographs taken during a storm of November 1970 show bridge piers in Browns channel obstructing the movement of floating debris *resulting in damming at a measured flow rate of only 3400 cfs.*" (emphases added). **Project memo, 7/3/75, Project Team (Fred Rubin) to A.E. Bruington).**

- "In Browns Canyon...Site 2 has a large drainage area unprotected by an upper dam." **12/21/76 Memo To Mr. E. Shelby, Hydraulic Division**

--"On March 4, 1978 (peak Q=2,611 cfs.), a hydrographer watched logs hit the Variel Avenue Bridge pier (the second bridge downstream of the inlet). A 10-foot-long, 1-1/2 foot -diameter long hung up on the pier for a short period of time. Other longer but smaller diameter logs splintered on impact." **August 27, 1980 PROJECT MEMO, To John M. Tettermer from K.W. Kummerfeld**

B. What going to do?

-Ex 14 to June 20, 2007 County response to FOIA request-shows engineering plans for dam in present location of Brown's Creek Dam

-plan to excavate 159,000 cu yds for debris basin, to take 35 acres, dam to be - 425' wide at crest and 85' high above canyon floor **Public Acquisition Case No. 39-(5) Factual Data Report, 12-12-73**

3. Significant opposition from residents and environmentalists

-"previously, a Browns Creek Unit 4, project was proposed consisting of an 85-foot-high debris dam as well as landscaping, trails, and restoration of the low-flow creek and pond below the dam as mitigation measures. But, in spite of these measures, the need for a large, highly visible structure significantly impacting many environmental features was questioned by the local community. As a result, the Board of Supervisors, on May 7, 1974, disapproved the Final Environmental Impact Report and returned the project to the District for further study." **Draft Environmental Impact Report, Browns Creek Debris Control Facilities**

4. Board of Supervisors

- rejected proposal for dam-mid 1970's
- instructed consideration of alternatives

- "Some years ago, we had proposed a debris basin on your property just north of the freeway; however, that plan was never approved. *Our planning group presently has this project on its list of projects to be considered. However, we have no specific plan or date for construction of a permanent inlet. You can be assured that there will be public meetings and ample opportunity for public discussion and consideration of the alternatives.*" (emphasis added). **June 20, 1983 letter from C.F. Eshelby, Division Engineer, Property Management Division, to Charles Smith.**

5. Alternatives considered

-“As discussed in the draft Environmental Impact Report [EIR], we are considering a number of alternate methods of providing debris control to the Browns Creek watershed.” June 2, 1977 letter to Sierra Club from K.W. Kummerfeld, Division Engineer, Management Systems Division

-Floating trash barrier at the freeway site. Id., p. 5.

-“a flaired inlet structure at the terminus of Unit 3 inasmuch as the channel will not be extended...” Id.

--Alternative 8-replacing existing downstream bridges with clear-span structures “to increase the ability of the channel to allow free passage of debris.” Id.,

-“conversion of a new crib dam upstream of the freeway bridge and an improved inlet to the existing concrete channel (Unit 3)...” -11/23/77 Memo From Mark B. Beizer, Project Engineer, To A.E. Bruington

-enhancement of crib dams as debris basins (but per Memo Dated 1-23-96 To Brian Scanlon Mapping & Property Mgt Division From William B Jonas, Flood Maintenance Division, crib dams abandoned by County)

-“1. Clean out and modify existing crib dams and construct new crib dams in Brown and Devil’s Canyons to accommodate the 376,000 cubic yards of debris that could be produced during a 50-year storm. 2. Construct an inlet structure with trash control at the upstream terminus of Browns Creek channel, Unit 3” Project memo, 7/3/75, Project Team (Fred Rubin) to A.E. Bruington.

6. Alternatives implemented

-*No evidence in documents what implemented other than 12/9/81 memo below, which only protects against 4-year storm event.*

-Browns Creek M-1 Crib Dam would contain only 35% (or 21,700 cu yds) of 62,300 cu yds in a capital flood event; Devils Creek M-1 would retain only 33,900 cu yds or 57% of debris of 60,000 cu yds in a capital flood event. Therefore, “adequate right of way is necessary in order to continue providing maintenance for these facilities.” Sept 19, 1995 memo to Brian Scanlon Mapping and Property Mgt Division from Robert D Pedigo, Hyrdraulic/Water Conservation Division.

-“If connect all 4 cribs, would be short 78,100 c.y. in Devil & 115,900 c.y. in Browns Fwy site max. cap. = 75,000 c.y.” “Floating trash (logs primarily) are biggest potential threat. No crib dam alternative will protect against this.” **Handwritten note 1978.**

“In Oct 1972, a project report was prepared for Browns Creek, Unit 4 (upstream of Rinaldi Street) and a Debris Basin. Several Debris Basin alternatives were examined to contain 376,000 cubic yards of debris. The recommended location was below the confluence of Browns and Devils Canyon at the Lower Twin Lakes Dam site. Browns Canyon Unit 4 and proposed Debris Basin were not constructed.

"In the early part of 1980's following the 1981 Oat Fire that burned the Brown's Creek watershed, the Dept again proposed construction of a debris basin at the mouth of the canyon watershed but this was never constructed because of community opposition (environmental concerns)." (emphasis added).

As of 12 years ago: *"According to Planning Division, currently there are no Dept-proposed projects within/below Browns Creek watershed."* Sept 19, 1995 memo to Brian Scanlon Mapping and Property Mgt Division from Robert D Pedigo, Hydraulic/Water Conservation Division.

-Memo to Scanlon from Jones 1/23/1996- crib dams removed from maintenance list!

-"Proceed with design and construction of the temporary improvements to prevent the possible 1.8 million dollars in damage to homes....Restrictions in the stream be under the Simi Valley Freeway overpass will cause flood waters to spread and will allow approximately 3,000 cfs to enter the channel. Flows in excess of 3,000 cfs will flow outside the channel through schools and homes downstream of the channel inlet....The temporary work will permit 8,000 cfs to enter the improved channel.... A flow of 8,000 cfs will result from a 4-year rainfall frequency." (emphasis added). December 9, 1981 memo to K.W. Kummerfeld from C.F. Eshelby, Hydraulic Division

7. Potential liability

-"Since the Comprehensive Plan calls for a debris basin on Browns Creek, and the existing channel design was based on a basin being built, the District could be subjecting itself to court action should damages occur. Additionally...[s]ocial actors include the inability of people to freely move about during storms which could cause man-hour losses at jobs, inaccessibility of emergency vehicle, community disruption, and general inconvenience. Because of these uncertainties, the District believes that capital flood protection should be provided for the Chatsworth area and that the incremental increase in project costs and environmental impact over alternatives with some lesser degree of protection is justified.." (emphasis added). Draft Environmental Impact Report, Browns Creek Debris Control Facilities

- "The proposal to provide capital flood protection is, in our professional judgment the appropriate response to potential hazards to the public. We feel that it is also pertinent that in recent court decisions, there are implications that the District may be responsible for damages if we were to construct a less than standard facility." (emphasis added). June 2, 1977 letter to Sierra Club from K.W. Kummerfeld, Division Engineer, Management Systems Division, pg. 8.

-"A series of moderate storms could effect a build-up of sediment in the channel which would be expensive to remove. If the channel capacity is in a reduced state (its designed for a 50-year Q of 14,800 cfs) and substantial flows overtop the side walls, the District would be subject to tremendous liabilities." (emphasis added) 11/23/77 Memo To A.E. Bruington From Mark B. Beizer.

Lewitt Hackman

5

101-1
CONT

-“Cannot provide capacity for major storm sediment production so nothing lost by experimenting with a method to provide peak Q sediment trap.” 1978 Handwritten note.

[end]

LETTER 102

From: Lopez, Cathy - NHMC-RB [mailto:cathy.lopez008@chw.edu]
Sent: Tuesday, April 01, 2008 3:14 PM
To: Davis, Walter
Subject: Canoga Station Orange Line Expansion

Hello,

Ironically, I was unable to attend the public hearing on March 19 because there is no public transportation down Canoga. I could get there from Northridge where I work but could not get home to Canoga Park after the meeting, when it is dark and cold. I would welcome this expansion if it is done in an environmentally sound manner. I like that there will be bike/walking paths along the expansion.

102
-1

Please keep me posted on progress.

Thank you!

Cathy Lopez

LETTER 103

To: Walt Davis
Project Manager
Metro, One Gateway Plaza, 99-22-9
Los Angeles, CA 90012

From: Mrs. Ortrud J. Nichols
21500 Lassen St Sp. #44
Chatsworth, CA. 91311-4194
Chatsworth Mobile Home Park

Date: April 1st, 2008

Subject: Metro Orange Line Meeting re Changes Affecting Chatsworth Mobile Home Park

This letter is in regards to the proposed Metro Orange Line changes that would affect the Chatsworth Mobile Home Park.

We currently have traffic problems getting in and out of our entrance and these purposed changes will cause greater problems with increased traffic and safety. WE NEED TRAFFIC LIGHTS so that we can get in and out of the Park and cut down on the already near misses and accidents caused by increased traffic using the Metro Station.

103-1

We need a privacy wall as we have to continually run off transients who attempt to make homes against our property wall. People are using Metro property for short cuts and there has been an increase in noise. Plus there has been an increase of graffiti that makes our beautiful mobile home park look like a neglected trailer park.

103-2

I take great pride in living at the Chatsworth Mobile Home Park and I absolutely object to the Metro Orange Line giving any thought to coming onto our common area and using our exit/entrance for their use.

103-3

This park has been here for 44 years and is considered to be one of the finest in the Valley.

Thank you in advance for listening to my concerns.

Sincerely,
Ortrud J. Nichols

April 2, 2008

Walt Davis
Project Manager
Metro, One Gateway
Plaza, 99-22-9

Los Angeles CA 90012

Re: Metro Line

Dear Sir:

I am a senior resident to Chatsworth Mobile Home Park. I am concerned with regards to the Orange Line Project because a portion of our CMHP is affected. I would like to give you a comment of my concern:

① We're traffic problems getting in and out of our entrance now and this will quadruple once the Orange line is operational. Please we would like to request TRAFFIC LIGHT at the entrance of CMHP.

② I and other residents object to the Orange Line giving any through coming onto our common area and using our exit/entrance for their use.

Very truly yours,
Clementine Hudson

104-1

104-2

April 2, 1908

Re: Metro Orange Line
Walt Davis, Project Mgr.
Metro Line
Deer Line

I am a resident of Chatsworth
Mobil Park, and a senior who
has lived here for 28 years. I
am very concerned about the Metro
Orange Line using our exit/entrance
for their use. We have a good
amount of traffic now and need
to exercise caution when entering
Lassen Street because of the
traffic in both directions. The
Metro Line will add more problems
to this.

R.E. Brown
Resident
Chatsworth Mobil
Park

10
5-1

FROM THE DESK OF
Walter A. Wentz
25418 Cumberland Lane • Calabasas, CA 91302

April 4, 2008

Mr. Walt Davis, Project Manager
METRO
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Davis:

I own two properties in the Chatsworth area at the southeast corner of Lassen and Owensmouth. The Canoga Transportation Corridor Project is considering the Taking of a portion of each of my buildings as shown in the route alignment plan Figure 3-6 as alternative 3-Northern Segment Option 2 and in Figure 3-14 as alternative 4-Northern Segment Option 2.

I am strongly opposed to this alternative option should the Canoga busway be approved. It is by far the worst of the alternatives. To begin with, the Taking of a portion (one building) of my four building complex makes no sense at all. It would greatly reduce the value and appearance of the rest of the development. Can you imagine a busway going through the middle of your property?

106-1

The Taking of this portion of my building would require the closing of ten businesses and the loss of jobs for many of the workers. Finding another business location would not be easy as there is a shortage of available properties. Sound walls would be required to abate the noise of the buses. This would be another negative in the appearance of my remaining industrial property.

106-2

106-3

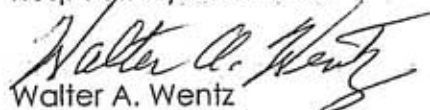
In addition, in order to get access to my property, you would have to tear out the rear portion of my building next door at 9810-9820 Owensmouth Street. I believe you cannot legally do this since you would be taking not only a portion of my building but also 15 parking stalls. I am told that this will not be allowed by the L.A. Building Department since it would reduce the required number of parking stalls for the 9810-9820 building.

106-4

I question whether the Canoga Transportation Corridor Project is a viable alternative to just having buses run on Canoga Avenue northward to Plummer Street and then continue to the Chatsworth Metrolink Station as shown in Figure 3-13, Alternative 4-Northern Segment Option 1. This would save the Metro millions of dollars and prevent the disruption of many businesses along the way. I have observed that other bus lines along Topanga Canyon and Desoto arrive at the Chatsworth Station without having private busways. Why can't the Canoga Transportation Corridor Project do the same?

106-5

Respectfully Submitted,


Walter A. Wentz
(818) 880-6246

LETTER 107

-----Original Message-----

From: Char Style [mailto:dwscms@sbcglobal.net]

Sent: Saturday, April 05, 2008 11:53 AM

To: Davis, Walter

Subject: Orange Line

Have any city officials been on Canoga Ave. between Plummer and Lassen during rush hour?] 107-1
Yes, there is a rush hour in Chatsworth and you wouldn't want a bus on that street at
that time.

Has anyone thought of extending the railroad line instead of using the street?] 107-2

Char Style



CHATSWORTH NEIGHBORHOOD COUNCIL

P.O. Box 3395, Chatsworth, CA 91313-3395

Voice: (818) 464-3511 Fax: (818) 464-3585

<http://chatsworthcouncil.org>



Judith Daniels, President · Teena Takata, Vice President · Allen Glazer, VP-Finance · Linda Ross, Secretary · Jay Davis, Treasurer
Dorothy Allison · Kamesh Aysola · Vicki Briskman · Tita Brown · Steve Columbus · Jelena Csanyi · Varoujan Deirmenjian · Diana Dixon-Davis
Jeff Hammond · Daniel Huffman · William Hughes · Chuck Knolls · Scott Munson · Richard Nadel · Art Schlefstein · Linda van der Valk

April 13, 2008

Walt Davis, Project Manager
Metro
One Gateway Plaza
99-22-9
Los Angeles, CA 90012

RE: Comments on DEIR for Orange Line Extension to Chatsworth Metrolink Station

Meeting in regular session, duly noticed, the Chatsworth Neighborhood Council considered alternatives for the Orange Line Extension on April 2, 2008. A CNC board member who attended both Metro hearings in Chatsworth presented excerpts of the DEIR showing the build alternatives along Canoga Avenue, including the options for the entrance to the Chatsworth Metrolink train station.

The board voted 18-1 to recommend adoption of Alternative 4, Option 3, Option C. This represents the dedicated busway, with the bus line continuing north of Plummer Street to the west of the existing train tracks, an underpass at Lassen Street, and parking on the west side of the tracks north of Lassen, requiring pedestrian access over or under the tracks at the train depot.

108-1

The CNC motion included recommendations that Metro include an 8-foot privacy and sound wall near the mobile home parks just east of the tracks, as residents in those communities have requested, and that Metro continue to work with those residents to reduce other impacts of the project.

108-2

CNC vigorously opposes any extension of the bus line north of the Chatsworth Train Depot to the 118 Freeway. We believe this would disrupt the rural character of our community, while benefiting only potential riders from outside Chatsworth. We would welcome riders to come to the Chatsworth Train Depot, but oppose a park-and-ride near the freeway. Additionally, Metro staff announced at both March hearings that projected ridership was so low that it would make an extension to the freeway infeasible.

108-3

The council also opposes building a parking structure on or near Devonshire Street. If such a structure is considered, we suggest that it be located closer to the train station, leaving open space along Devonshire for retail shops, a park or other community use. Devonshire Street is governed by the Devonshire-Topanga Specific Plan, which requires development to be Spanish Colonial or Western motif. A large parking structure would not be compatible with the specific plan, so any structure might need to be largely built underground to retain the character of Devonshire, our primary retail business street as outlined in the specific plan.

108-4

Discussion at the Chatsworth Neighborhood Council meeting included several comments that adding a parking lot and bus turnaround on the west side of the train tracks would have the least detrimental effect on the

surrounding community and would provide the best opportunities to accommodate future parking needs. This option would have the least effect on Lassen Street traffic flow, and would be preferable to removing a portion of the entry to the mobile home park that would be required under another alternative. We felt an overpass across Lassen would be too high and overbearing given the more rural nature of our community. Additionally, this option would remove too much parking and use of the existing train station.

108
-4
108-5
108
-6

Other options included buses traveling on Owensmouth Avenue, a street that has terrible traffic flow in high F ranges during peak traffic periods. Adding large buses on this narrow road would not be practical or advisable with the existing street configuration.

108-7

Please incorporate these comments in the final EIR for the project. Questions may be addressed to President Judith Daniels at (818) 464-3511 or Vice President Teena Takata at (818) 703-1040.

Sincerely,

Judith Daniels
President
Chatsworth Neighborhood Council

cc: Greig Smith, Los Angeles City Councilman
Michael Antonovich, County Supervisor
Millie Jones, Chatsworth Field Deputy for Supervisor Antonovich
Zev Yaroslavsky, County Supervisor

LETTER 109

From: Ivan H. [mailto:ivanhronek@hotmail.com]
Sent: Sunday, April 13, 2008 4:02 AM
To: Davis, Walter
Subject: Orange Line

The entire Orange Line needs to be converted to light-rail.



109-1

More immediate than e-mail? [Get instant access with Windows Live Messenger.](#)

LETTER 110

-----Original Message-----

From: Alexander Friedman [mailto:alek3000@juno.com]
Sent: Monday, April 14, 2008 4:25 PM
To: Davis, Walter
Subject: Re: Canoga Transportation Corridor alternatives

Dear Walt,

in response to the presented four alternatives of the Canoga Transportation Corridor, I think - the BEST solution would be to Upgrade the existing Orange Line busway into the Light-Rail, in order to be able to meet current high demand along the corridor, to lower operating costs, to attract many more riders (yes, Rail transit is much more customer-appealing than buses are), and to significantly improve the overall Metro-Rail infrastructure.

The current Busway has demonstrated a number of drawbacks (including deteriorating pavement, high number of accidents, bumpy ride, slow speeds, etc.). However, if this corridor were to be a Rail line, all of the mentioned drawbacks would be non-existent! As far as the Canoga extension - likewise, the Rail extension should be built, not busway; we don't need more buses (we've got plenty of them), we need something better for the environment - meaning, an Electric Rail line, which would conveniently connect the Canoga Ave. (as proposed) with the North Hollywood terminus.

So, whereas I do support the Canoga Corridor (connecting with the Chatsworth Metrolink station), I think the mode should be finally upgraded to Light-Rail.

Thank you kindly!

Alexander,

mass transit supporter and MTA daily user

110-1

From: Nicholas Matonak [mailto:nickmatonak@yahoo.com]
Sent: Tuesday, April 15, 2008 5:00 AM
To: Davis, Walter
Subject: Comments on Canoga Transportation Corridor Draft EIR

Dear Mr. Davis:

Below are my comments on the Draft EIR for the Canoga Transportation Corridor Project:

I personally would be a daily user of this proposed extension of the Orange Line since I live only two blocks from the intersection of Canoga Ave & Roscoe Blvd and I am a daily weekday user of the Metrolink Ventura County line from the Chatsworth station to Downtown Burbank.

111-1

Preferred Alternative 4: Canoga Busway-this option makes the best sense to me by taking the buses completely off Canoga Ave using the ROW that Metro currently owns.

One issue that I have seen with the current Orange line is the large amount of waiting time that the buses have at Red lights at intersections. I suggest a method of syncing the reds so that the buses do not have to wait, or even better using maybe a railroad type of signal/barrier system to help the buses through the intersections as well as promoting safety.

111
-2

As far as the options at the northern end of the Busway

Option 5: Lassen Street has heavy to moderate traffic during various times of the day and I feel that a complete grade separation make the most sense in this area, especially for safety reasons.

111
-3

As far as options for the Chatsworth Metrolink Station, the one I favor is option 5

One very important thing to consider is that a Busway is a best a short term solution because if the Existing Orange Line is used as a precedent then there will be serious capacity issues that may develop in a short period of time.

111
-4

Therefore I suggest that a plan be started to convert the entire Orange Line to an electric light rail so that overcrowding issues can be minimized.

111-5

Sincerely

Nicholas Matonak
8380 Northgate ave #17
Canoga Park, CA 91304-3438
818-703-7545

From: A Bobier [mailto:madamebovaryqk@sbcglobal.net]
Sent: Tuesday, April 15, 2008 4:26 PM
To: Davis, Walter
Subject: Canoga Transportation Corridor

Dear Mr. Davis,

I was at the Meeting on March 19, 2008 and spoke with you briefly about the Canoga Transportation Corridor proposal.

I live directly across from where the bus way will be on Canoga avenue. I am concerned first about the noise that construction will bring and about the quality of life of my neighbors and myself.

112-1

The construction noise, traffic, dust and smell will greatly impact my neighbors and my quality of life.

Couple of my neighbors have dire health issues and construction will impact them directly. they are right across from where the construction will be on Canoga Ave.

112
-2

I would like to know what measures there will be in place to lessen this impact of the noise trucks coming in and out and the construction noise and dust and smell and air quality . what will hours of operation be? will they go into the night.

in the proposal you submit says that the Houses along Canoga Ave facing the proposed bus way will not be affected by the noise of the additional buses going by.

Our homes face the street and proposed buy way.

a block wall alone will not be enough of a sound barrier! I request that a sound barrier wall be built.

112
-3

I would also like to know what measures will be in place to take care of the graffiti that will be along the wall or barrier once it is in place. we don't want out view to be that of graffiti! This was not addressed.

112-4

My own mail box has been tagged by gang members this is an on going problem.

My neighbors and I that are home owners are against the proposed stop at Parthenia Street. We can not get in and out of our neighborhood as it is. There has been numerous accidents and even fatality accident at the corner of Pathenia and Canoga.

112-5

The added traffic from having a stop and parking lot would greatly impact us as homeowners we are not commercial area across from the bus way but residential and it is our neighborhood that will be impacted greatly by the added cars and foot traffic we can't get out of our area as it is we only have one light at Variel and Roscoe.

112
-5

Where would the parking lot let out on? our street on Canoga ave across of proposed bus way or Pathenia St both would greatly impact our neighborhood. We are RA Horse Property here in this area and it is hard enough to get out cars out let alone Horses!

112
-6

Lastly I want to clear something up most of the people that had to do with this proposed bus way were under the impression that the street I and my neighbors live on wasn't a street but an access road! I can assure you this is a Street I pay taxes and have an address on Canoga Avenue.

112
-7

*Thank you!
Sincerely
Aileen Bobier
8564 Canoga Avenue
Canoga Park, CA 91304*

-----Original Message-----

From: Len Katz - California Furniture Galleries
[mailto:lenk@californiafurnituregalleries.com]
Sent: Tuesday, April 15, 2008 4:23 PM
To: Davis, Walter
Subject: Canoga Transportation Corridor

Dear Mr. Davis:

The proposed Canoga Transportation Corridor seems like a very good idea.

It will help to relieve the congestion we now experience along Canoga Avenue and many other streets in the west valley.

We believe that the best approach to the proposed busway is what your planning department is calling "alternative 4", which runs along in place of the current railroad tracks. It makes the best economic sense and is also the most logical approach, as taking existing traffic lanes would potentially create more problems than it would cure.

We operate a business at 7939 Canoga Avenue for thirty years and taking the existing lanes of travel would force us to close our business in addition to the above outlined issues. We sincerely hope that your decision will be in the best interests of all concerned parties as well as the least costly.

113

-1

113

-2

Very truly yours,
Leonard Katz
California Furniture Galleries

LETTER 114

-----Original Message-----

From: Edward Watson [mailto:elwatson21@yahoo.com]
Sent: Tuesday, April 15, 2008 8:58 PM
To: Davis, Walter
Subject: Orange Line Extension

I just have a few musings about the proposed extension.

Parthenia St Station

It's unclear to me why this station would be appropriate, unless it's to accommodate riders who live in the nearby mobile estates.

The most practical reason that I see, for having a station at a major intersection is for passengers wishing to connect with a particular bus line. However, there is no bus service along this stretch of Parthenia St. Just a little to the north, line 166 runs along Nordhoff St, but that line also connects to the Chatsworth Metrolink station. Thus, transferring at Canoga Av and Nordhoff St is less critical.

Although there's really not much in the immediate vicinity, a station about halfway between Parthenia St and Nordhoff St could reasonably service both of these intersections, with pedestrian access from both the north and the south. The walk between the Orange Line station and the Line 166 bus would only be about a quarter of a mile and those who would rather not do that much walking could transfer at the Metrolink station.

114
-1

Metrolink track crossing

Having the buses crossing Lassen St at street level has the potential of creating a substantial traffic nightmare. Having an elevated bus way at that location just seems like the introduction of urban blight. Although, that would be less expensive than building a subterranean crossing.

The nearby residents seem to be concerned about potential noise pollution from the buses. That would be greatly reduced by having the bus route lie amid a ditch, allowing the earthen walls to absorb much of the sound. Having the buses significantly below street level, in that region, would facilitate under-crossings at Lassen St and the Metrolink tracks.

Assuming the funding would be available, a belowground access at the Metrolink station would have minimal impact on what are now the most desirable parking spaces.

114-2
114-3
114-4
114-5

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_ylt=Ahu06i62sR8HDtDypao8Wcj9tAcJ



CHATSWORTH MOBILE HOME PARK

21500 LASSEN STREET, CHATSWORTH, CA 91311

Tel: (818) 882-2030 Fax: (818) 882-5147

April 14, 2008

Walt Davis, Project Manager
Metro, One Gateway Plaza, 99-22-9
Los Angeles, CA 90012

Canoga Transportation Corridor Project

Mr. Davis, Sir,

As the Manager and Authorized Legal Agent of the Chatsworth Mobile Home I want to thank you all for the opportunity to speak at your meeting of March 26, 2008.

There are residents here in the park who have not been able to, for various reasons, write to you or get to a meeting so I am submitting notes of concern on their behalf and that of the Park Owners.

- We have 198 manufactured homes and most have spectacular mountain views and object to Option 5 30ft high roadway across Lassen. 115-1
- With these homes come the owners vehicles, somewhere totaling approximately 400 daily coming and going with great difficulty getting in and out due to the heavy and speeding traffic passing our entrance/exit and with guests and delivery vehicles day and night we get up to 700 cars. There have been accidents especially since the Metro Train Station traffic has increased with the cars and buses also hassling for their turn to make it out onto Lassen St. opposite us. 115-2
- We need some sort equipment to receive fair traffic flow which controls the amount of time needed to escape or enter our park. 115-3
- NO on Option #4 Obviously this would be a disaster for our park as everyone agrees and it is totally unacceptable to the residents. 115-4
- We request, **prior to commencing construction** outside our West park boundary Metro put up an 8 ft wall to muffle the noise of the work going on, for something like years we believe before completion. 115-5

The general consensus is that it would be nice to have transport close to us we can use. However, there is great concern in transients returning to our area again, we have already had one murdered person and several shanty houses on the west side of us and people remember that and are nervous about loiterers returning. As the manager I have had to clean up the area these last 4 years and remove dense shrubbery because transients/loiterers would climb over the 6 foot fence and then over the pool fence to bathe, and leave their whiskey bottles etc. and urinate on the grass areas of our park and sleep in the bushes. Constantly the West side of our park is used as a short cut by strangers making it to or from Canoga Ave. 115-6

We anxiously await your report and would like to feel that Metro would keep these concerns in mind when planning their final decision.

Sincerely,

Jan S. McLeod e-mail: janmcleod@socal.rr.com



Timothy Martin
Direct: (310) 712-6824
Fax: (310) 712-3330
TMartin@jmbm.com

1900 Avenue of the Stars, 7th Floor
Los Angeles, California 90067-4308
(310) 203-8080 (310) 203-0567 Fax
www.jmbm.com

Ref: 61317-0001

April 16, 2008

VIA E-MAIL AND U.S. MAIL

Walt Davis
Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

Re: Canoga Transportation Corridor Project (the "Project")
Comments to Draft Environmental Impact Report ("DEIR")

Dear Mr. Davis:

National Ready Mixed Concrete ("National") submits the following comments to Metro regarding the above-referenced DEIR for the Project. National is a directly affected party, as it owns a concrete manufacturing and sales business (the "Business") which has operated at 6969 Deering Ave., Canoga Park 91303 (the "Site") for decades. The Site is situated along the eastern side of Canoga Avenue, just north of Vanowen Street and the Los Angeles River.

A. The Project Will Likely Adversely Impact the Business

Currently, the Business produces and sells approximately 150,000 cubic yards of concrete annually, virtually all of which is used for construction, remodeling and street work in the San Fernando Valley. The Business generates approximately \$15 million in sales annually, more than \$1 million in sales tax annually and employs at least the equivalent of 19 full-time workers. The Business has been a mainstay of the economic growth and prosperity of the San Fernando Valley for many years.

The DEIR focuses much of its attention on evaluating the environmental and other relevant impacts from two main Orange Line expansion alternatives: (1) an On-Street Dedicated Bus Lane Alternative, and a (2) Bus-Way Alternative. Under either Alternative, the Business will likely be adversely affected by the Project.

Under the On-Street Dedicated Bus Lane Alternative, Metro will not require use of any portion of the Site. However, permanent closure of the Site's existing Canoga Ave. driveway will be required. Closure of this driveway will necessitate National rerouting all truck and other vehicular traffic via Deering Ave, which is a small side street that ends in a cul-de-sac adjacent to the southern boundary of the Site.

116-1

The Bus-Way Alternative, in addition to the permanent closure of the Canoga Ave driveway, with the attendant rerouting of all traffic to and from the Site via Deering Ave., would also require permanent use of an approximately 31 foot north/south strip the western portion of the Site. Given that the Site is already narrow, the Project's use of an approximately 31 foot strip land would require a substantial reconfiguration of the Site and the Business, in order to ensure economic viability. National anticipates that, at a minimum, such a reconfiguration of the Site and the Business will involve a mid-six figure monetary investment by National, as well as a substantial investment of staff resources. In order to justify such an investment, National will require reasonable assurances from Metro regarding National's long-term control of the Site.

National's review of the DEIR, as well as conversations directly with Metro staff, has revealed that Metro intends to take all feasible steps to ensure that the Project, under both the On-Street Dedicated Bus Lane and the Bus Way Alternatives, can coexist with National's continued use of the Canoga Park Site to operate the Business in an economically viable manner. National appreciates Metro's efforts in this regard, and hopes that Metro will continue to cooperate appropriately with National to ensure the viability of the Business.

116-2

B. On-Street Dedicated Bus Lane Alternative is Preferable

Both major Project alternatives under consideration by Metro will adversely impact National's use of the Site and operation of the Business. However, the On-Street Dedicated Bus Lane Alternative will be significantly less burdensome to National. In particular, the On-Street Dedicated Bus Lane Alternative will not require use of a portion of the Site, and thus, will require a smaller investment by National to ensure the continued viability of the Business. While National understands the public policy and environmental goals of the Project, the Business has been a mainstay of the economy of the San Fernando Valley for decades, and should be allowed to continue to play such an important role in the future, sustainable growth of the region. National urges Metro, and all other relevant decision makers, to consider approval of the On-Street Dedicated Bus Land Alternative, as it appears to meet the region's need for enhanced mass transportation, while ensuring the viability of an important regional business operation.

C. DEIR'S Traffic Analysis Inadequate

As discussed above, under both the On-Street Dedicated Bus Lane and the Bus Way Alternatives, permanent closure of the Site's Canoga Ave. driveway will be required. Thus, under either alternative, all vehicular traffic to and from the Site must occur via Deering Ave., which is a small site street located one block east of Canoga Ave. Although daily vehicular traffic to and from the Site varies depending on several factors (e.g., weather, economic activity, etc.), National estimates more than 400 individual vehicle trips occur on a busy day, the vast majority of which are large trucks. Approximately half of this vehicular throughput currently utilizes the Canoga Ave. driveway (mostly to exit the Site), but upon Project implementation, 100% of this traffic will be required to utilize Deering Ave. (via Sherman Way) instead.

116-3

Mr. Davis
April 16, 2008
Page 3

While National believes it will likely be able reconfigure the Site and the Business to accommodate this change in vehicular traffic and circulation, National does not agree with the statement in the DEIR that "the closure of the Canoga Avenue driveway will not represent a problem for the business' operation." (DEIR, 4.7-43).

Also, National's review of DEIR's analysis of "Traffic, Circulation & Parking" (Section 4.7), reveals that the DEIR does not adequately address the increased traffic and circulation impacts on Deering Ave., as well as to major intersections in the area. For example, implementation of the Project will result in an approximate doubling of vehicular traffic at the Deering/Sherman Way intersection. This intersection is located only one block east of the Canoga Ave./Sherman Way intersection, which constitutes a major confluence of traffic in the area. National is concerned that the approximate doubling of truck traffic through Deering/Sherman Way may have an adverse impact on the Canoga Ave./Sherman Way intersection, as well potentially to other intersections in the area. While the DEIR generally evaluates increases in traffic resulting from the major Project alternatives, including to the Canoga Ave./Sherman Way intersection, National believes that Metro can and should include specific analysis of potential impacts to traffic and circulation relating to the closure of the Site's Canoga Ave. driveway.

116-3
CONT

This letter does not constitute a complete statement of all National's concerns relating to the Project, and as a result, National reserves all of its rights to review, comment on and timely object to the Final EIR for the Project.

Thank you for your consideration and anticipated response to these questions and concerns. Please do not hesitate to contact us with any questions.

Sincerely,



TIMOTHY MARTIN for
Jeffer, Mangels, Butler & Marmaro LLP

TDM:tdm

cc: Dave Ollis, National Ready Mixed
Allen Ellis, National Ready Mixed

LETTER 117

-----Original Message-----

From: Linda Hopkins [mailto:hop4fun@hotmail.com]
Sent: Wednesday, April 16, 2008 4:47 PM
To: Davis, Walter
Subject: Proposed Orange Line Extension

Mr. Davis,

I support an extension of the Orange Line. Two comments regarding the extension:

1. I support having a bike/walking path parallel to the Orange Line extension, similar to the bike/walking path next to the current Orange Line. The valley is in great need of dedicated bike paths that encourage and protect bike riders. (I personally would ride my bicycle around the city as my primary mode of transportation if I didn't have to ride in traffic.)
2. The Orange Line buses would be more efficient and quiet if they ran on electricity, especially if the batteries were powered by solar energy.

Thank you for considering my comments.

Sincerely,

Linda Hopkins
Resident of Granada Hills

Use video conversation to talk face-to-face with Windows Live Messenger.
[http://www.windowslive.com/messenger/connect_your_way.html?
ocid=TXT_TAGLM_WL_Refresh_messenger_video_042008](http://www.windowslive.com/messenger/connect_your_way.html?ocid=TXT_TAGLM_WL_Refresh_messenger_video_042008)

117
-1



April 9, 2008

Mr. Walter Davis
Project Manager
Los Angeles County Metropolitan Transportation Authority
Fax Number: 213-922-6358
E-mail: daviswa@metro.net

Re: Canoga Transportation Corridor as per NC Board Motion approved on April 9, 2008
Public Comment on the Draft Environmental Impact Report (DEIR)
Woodland Hills / Warner Center Neighborhood Council comments

In August of 2007, the Woodland Hills – Warner Center Neighborhood Council passed a resolution recommending that the Los Angeles County Metropolitan Transportation Authority use "Alternative 5," the former Southern Pacific Railroad right of way for the Orange Line extension to Chatsworth.

The neighborhood council continues to believe that using the right of way, which parallels Canoga Ave. but is separate from the public street, limits construction interference with businesses and traffic. In addition building in the right of way will provide the MTA contractors with the flexibility of work schedule.

118-1

The Neighborhood Council also continues support construction of the "elevated connector" option which will allow for a bridge to be built over the active Southern Pacific railway directly into enter the Chatsworth station. This is a significant piece of the busway construction which will assure that Orange Line buses of limited interaction with other vehicular traffic. The bridge will keep bus service on time and limit accidents.

Upon completion, the busway will provide a vital link with Warner Center, Canoga Park and Chatsworth with jobs and schools located along the Orange line as well as providing a critical link with Metrorail, Red Line and Rapid Bus service.

In November of 2007, the Neighborhood Council passed a motion supporting and encouraging Councilman Dennis P. Zine, Mayor Antonio Villaraigosa, and Supervisor Zev Yaroslavsky require METRO to work with Avalon Bay and Archstone to provide pedestrian access at grade level between Eton Ave and the current Canoga Park Station.

118-2

This is an important pedestrian access point for the burgeoning residential area west of the station that is cutoff from the station.

Further, the Neighborhood Council recommends that the MTA provide daily cleaning of trash and graffiti along the bus way during the period of construction.

118-3

Lastly, we recommend that the MTA form a citizens' oversight committee that regularly meets with MTA staff and construction contractors to discuss problems associated with construction with the objective of promoting the public trust and cooperation.

118-4

Therefore the Woodland Hills / Warner Center Neighborhood Council members urge you to complete construction of the Orange Line in accordance with our recommendations.

118-5

Sincerely,

On behalf of Joyce Pearson,
Board Chair, Woodland Hills-Warner Center Neighborhood Council

By August Steurer
Chair Planning, Land Use and Mobility Committee

LETTER 119

From: August Steurer [a.steurer@whcouncil.org]
Sent: Wednesday, April 16, 2008 10:29 PM
To: Davis, Walter
Subject: Canoga Transportation Corridor Draft EIR

Mr. Davis,

These are my personal comments.

As Chair of the NC PLUM Committee I know that the draft EIR is inaccurate in describing land use around the Canoga Park MOL station. Within the 1/4 mile radius, three additional multifamily residential projects representing possibly 1,000 units are approved or in process adjacent to the Archstone Warner Center Apartments. This must be corrected and addressed in terms of the use of the line by residents from this area. Contact Tom Glick of the City of Los Angeles Community Planning Bureau in Van Nuys at 818-374-5062.

119
-1

Additionally, it is imperative that pedestrian access at grade be accommodated by way of a public easement to be provided by Avalon Bay Apartments at it's border with the NW corner of the Archstone complex. The Woodland Hills-Warner Center Neighborhood Council has negotiated this easement and its members feel very strongly about this access being provided.

119
-2

If you can accommodate pedestrian travel across the Gold Line at the Del Mar station, I see no reason why you cannot provide pedestrian travel across the busway by similar means via this easement. If you fail to do this, you will encourage young people to climb over the fence unless you make this impossibly high to climb. The extreme size of the blocks in this area will discourage walking to the station and encourage driving to the parking lot which the NC finds ridiculous. Additionally, pedestrians will be encouraged to cross the busway at Variel if there is not a more direct means of access provided by the easement. Past arguments against use of the easement by Metro demonstrate a superficial analysis of the potential behavior of adjacent residents. Use some common sense instead of an engineer's response in evaluating this need.

The Neighborhood Council is actively driving and participating in the revision of the Warner Center plan. The area NE of the Canoga MOL Station needs access by way of Variel Avenue being put through across the Orange Line. We are pushing for consideration of a future streetcar system that will circulate through Warner Center on Variel and Owensmouth between Sherman Way and Ventura Boulevard. Consideration of this additional mode of transit should be planned for in the current plans so as to facilitate and not block its future implementation.

119
-3

Sincerely,

August Steurer,
Chair, Planning, Land Use and Mobility Committee



Helping Empower Our Neighborhood

Work (818) 704-6899
Fax (818) 704-6997
Cell (818) 312-5610

1122 6th St. #208,

4/18/2008

LETTER 120

From: August Steurer [a.steurer@whcouncil.org]
Sent: Wednesday, April 16, 2008 11:34 PM
To: Davis, Walter
Subject: Canoga Transportation Corridor Draft EIR

Mr. Davis,

I have additional personal comments.

In regard to Canoga Ave at the Canoga MOL Station, consideration should be given that Boulevard standards and greater emphasis on a walkable environment may be required by a new Warner Center Specific Plan. This may even include lane reductions. Reliance on the existing plan may be shortsighted and I recommend greater cooperation with the Citizen Advisory Committee which is steering the development of the new plan including the hiring of an Urban Design Firm. Reliance on existing density designations may be not be prudent as development principles have change since the inception of the existing plan. The core could concievably be moved toward the Canoga MOL station or expanded.

120-1

Given the success of the existing Orange Line, it would be prudent that consideration be given to placement of facilities that would support conversion to light rail or subway via extension of a potential Green Line from Santa Monica to Canoga Ave continuing to Chatsworth MetroLink.

120-2

Consideration of the possibility of future use of roundabouts on Vanowen, Victory and Variel should be addressed. Another possibility is grade separations of intersections on Victory as traffic congestion mitigation from future Warner Center Growth. A draft of the Warner Center Specific Plan is likely by 4th qtr of 2008. It will be based on traffic at over 150 intersections.

120-3

MEtro should consider the development of parking facilities next to the 101 freeway between Canoga Ave and DeSoto Ave. with an extension of the line to the freeway or a shuttle.

120-4

Sincerely,

August Steurer,
Chair, Planning, Land Use and Mobility Committee



Helping Empower Our Neighborhood

Work (818) 704-6899
Fax (818) 704-6997
Cell (818) 312-5610

4320 Alhama Dr
Woodland Hills, CA

Westfield

April 16, 2008

Mr. Walt Davis
Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

11601 Wilshire Boulevard
11th Floor
Los Angeles, CA 90025
T 310.478.4456
F 310.893.4780

RE: Canoga Transportation Corridor – DEIR Comments

Dear Mr. Davis,

I am a development manager for Westfield LLC and involved in the planning for the proposed Village at Westfield Topanga mixed-use project. I am writing this letter to express our support of the Canoga Transportation Corridor project.

Westfield LLC is a major developer/property owner in the Warner Center area with two existing retail centers (Westfield Topanga and Promenade) and a proposed mixed-use development (Village at Westfield Topanga). These properties are located along Topanga Canyon Boulevard between Vanowen Street and Oxnard Street and in close proximity to both the Metro Canoga Station and the Warner Center Transit Hub. As such, we are cognizant of the transportation issues faced locally within the Warner Center and regionally in the West San Fernando Valley.

Westfield LLC has reviewed the findings presented in the *Canoga Transportation Corridor Draft Environmental Report* (Metro, March 3, 2008) and support these aspects of the project:

- We support the extension of the Metro Orange Line to the Chatsworth Metrolink Station.
- We support the continued operation of the Metro Orange Line into the Warner Center Transit Hub via the Warner Center route.
- We support the Canoga Busway Alternative and Busway Operation Option 1, which provides a direct connection between Chatsworth and Warner Center, in addition to the existing Warner Center – North Hollywood and proposed Chatsworth – North Hollywood routes.

Thank you for this opportunity to review and comment on the findings in the *Canoga Transportation Corridor Draft Environmental Report*.

Sincerely,



David Gensemer

121-1

LETTER 122

From: CHARLES W MOUNTAIN
6106 RENO AVE
TEMPLE CITY CA 91780-1532

COMMENTS DUE: April 26th 2008

To: Walt Davis, Project Manager, Metro
1 Gateway Plaza, MS 99-22-9
Los Angeles, California 90012

Metro.net/Canoga Project
Hotline (818) 276-1289

Dear Mr. Davis,

Please enter the following as my Official Comments on your Draft Environmental Impact Report (DEIR) for the "Proposed Northern Extension of the Metro Orange Line in the San Fernando Valley." Thank you.

None of the 4 Proposed Alternatives is acceptable:

- Alternate 1: No Project (isn't worth discussing, except as an alternative that avoids further legal disaster)
- Alternate 2: TSM- Improve and enhance existing transit system (you are supposed to be doing this anyway)
- Alternate 3: Canoga Avenue Dedicated Bus Lanes (a massive waste of money for inadequate capacity & high operating costs, considering your legal obligation regarding the use of the Right-of-Way in Alt. 4)
- Alternate 4: Extend Orange Line's Busway Lanes onto M.T.A.-abandoned (Chandler Line) Rail Right-of-Way (a legal and service quagmire that could financially ruin your already troubled agency).

122-1

I urge you reject this Draft Environmental Impact Report as completely inadequate. Please come back to the Public for comments with a new proposal for this corridor that:

1) Satisfies Metro's legal obligations regarding Prop. 108/ "The Robbins Bill" that allowed M.T.A. to acquire the Chandler Rail Line Right of Way in the first place. You & your consultants completely failed to mention your forgotten obligation to the Legislature and the public to build a "Fixed Guideway System" with specific conditions for grade separation on the Chandler Right-of Way. In addition, the Los Angeles County Code requires electrification. Since you tore out the rails in the heart of the Chandler Rail Line to build non-compliant paving for busses ("Orange Line"), you have only about 8 years left to bring it into compliance, or pay the \$40Million + increased real estate value back to the Legislature! This is money Metro just does not have! The most sensible and affordable way to-fixed guideway compliance would be building some existing form of rail technology on the Chandler Rail Right of Way/ Orange Line":

122-2

A) Either Continuing existing Heavy Rail (Red Line) trains along the Chander Rail Alignment west from North Hollywood Red Line Station, switching to retrofitted pantographs for overhead power + at-grade construction as much as possible, continuing to Chatsworth MetroLink Station,

B) Or Building Light Rail (Blue/ Green/ Gold Line style), at-grade as much as possible, continuing to Chatsworth MetroLink Station. An excellent opportunity exists to rebuild the former rail wye & rail spur(s) at Marilla & Canoga Streets- proximate to Metro's existing West Valley Bus Division- to provide storage & maintenance for light rail equipment until the east end of the Chandler Line could be extended to another light rail line (say Gold Line's Lake Street Station, similar to a proposal M.T.A. Boardmember Michael Antonovich once made, but using Chandler's east end instead of 134 freeway).

C) Work & responsibility for rebuilding the Chandler Line could have been assigned to MetroLink right after the line's acquisition from Southern Pacific (Union Pacific), but M.T.A. failed to issue an R.F.P. (Request for Proposal) to them! This would have been the most cost-effective, efficient way to get the job done (avoiding most of the long, expensive Environmental process red tape you're paying for now). With grade crossing improvements, 2nd track, electrification (Metro-Link wants to do), and stations added incrementally without abandonment proceedings. The low roofs ends of MetroLink railcars could be retrofit to accommodate pantographs for electrified Chandler Line service. Rebuilding the switch to reconnect the Chatsworth station & Chandler Line would not be difficult; and MetroLink already has maintenance & storage facilities. Study rebuilding the entire Chandler Line Chatsworth to the east junction at Burbank, for a 40-some mile Valley loop, with trains returning back to Chatsworth on the Coast Line. And that loop track might work fine with single track. Send MetroLink that RFP now, and include their results in your new study,

2) After rescuing it from ruin, then letting it deteriorate, nearly tossing it to developers to trash, now hiding it behind a fence, MTA failed to rebuild the historic multimodal North Hollywood train station as a Metro Transit Store as promised. This needs to be done yesterday, but will probably never be done unless added onto some part of the Orange Line project like this.

122-3

3A) Your proposal is a massive paving project that may waste more of its budget on parking paving than wasting paving on special lanes for busses! Why pave ridiculous car parking lots- to get people to ride transit? Can't you see all that unused parking capacity along the Orange Line is illogical & a waste of resources? Paving causes flooding; more paving = more flooding we don't need. Build NO PARKING LOTS FOR TRANSIT- encourage people to walk, ride bikes and transfer between buses & trains! Los Angeles is already one of the most overpaved places in the country, we're too reliant on cars, and we have no Rights-of-Way to spare. Start running trains on them again !

122-4

3B) Where's the vision for increasing ridership along this corridor? Quit accommodating parking for all those junk land-uses that occupies the Rail Right-of-Way: Junk-piles, Storage units, Used car lots, Material supply yards, Giant piles of ballast & ties. Is this the highest and best use for land surrounding a rail corridor? Get it out of there! Where are the plans for mixed use housing + work places; offices, retail and entertainment venues, parks to generate ridership (like the Gold Line Foothill cities have prepared). Even Chatsworth station is half-a-failure; what kind of buildings were recently built right across the tracks from the station? Restaurants? No, the new butt-ugly backside end of concrete warehouses; not even served by one freight rail track; an opportunity wasted, blocking a transit-oriented future! This proposal should never come back without an element of transit-enhancing development programmed near all stations.

122-5

I do support rebuilding this corridor- but only in rail. Rail will fulfill your obligations to the Legislature and the public, attract & carry the highest passenger volume with the lowest cost per passenger-mile. With quad gates installed, Orange Rail Line will be rush-hour proof, with improved speed and safety over today's busway crossings. This project can be built in rail from Chatsworth south to Warner Center, then continuing east replacing existing busway paving with rail station by station, without disruption to Orange Line buses function; busses can run on abundant existing streets around the Chandler line until the first Orange Line trains roll.

122-6

ALL RAIL PROJECTS BUILT SO FAR HAVE BEEN SATISFACTORY AND WE NEED MORE. I HAVE USED THE SUBWAY, THE GOLD LINE, THE BLUE LINE, THE GREEN LINE AND METROLINK MANY TIMES.

Charles W. Moccasin



Canoga Transportation Corridor Project

LETTER 123

3-19-08 DEIR Meeting
CANOGA TRANSPORTATION CORRIDOR PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT
(DEIR)

PUBLIC HEARING PRESENTATION
NEW ACADEMY SCHOOL
21425 COHASSET STREET, MULTI-PURPOSE ROOM
CANOGA PARK, CALIFORNIA
WEDNESDAY, MARCH 19, 2008 7:37 P.M.

PUBLIC COMMENTS ONLY

REPORTED BY:
KELLIE MITCHELL, C.S.R. 7273

PAGES 1 - 20

CANOGA, CALIFORNIA, WEDNESDAY, MARCH 19, 2008
7:39 P.M.
-o0o-

MR. MONKS: we'll begin the public comment period. And I just want to emphasize a couple of points. This is the DEIR this big document right here. Great bedtime reading. And you can pick it up at the library. You can actually get a DVD copy at the libraries. We also have CD copies here. I get those mixed up CD/DVD. It's a CD. We also have those here today if you want to take a CD home and you can review it and check it all out. There is also an appendix that goes along with that. And you can see the appendix in the very thick binders in the back. The appendix is also on the CD.

Also, in terms of the community hours we really have worked hard to connect with everybody along this border in the neighborhoods and the mobile home parks and the businesses and we want to make sure that folks know about this proposed project and if you feel that anyone near you, around you, isn't aware of what is going on and needs to know about it, let us know. I don't think we'll hear too much about that, but we have one more

meeting next week at Chatsworth High School on Wednesday, same format 6:30 to 8:30. And we have extra invitations which I believe many of you received in the mail explaining what is going on and how to participate.

So I want to point out hourage consultants Marina Perez and Jenny Compost from Consensus Planning Group. I think you've done a great job for us. And they will also continue to do that on this project as well as Katherine Padilla. Katherine? Right there. Everything I know about mobile home

12 parks I learned from Katherine so thank you,
13 Katherine. And we really enjoyed working with the
14 mobile home park community because there are three
15 along this alignment and it was very interesting to
16 learn about those communities.

17 All right. Now we're going to begin
18 public comment. Right here. Our timer right here
19 of two minutes. Let's move it out of the way here.

20 You will need to fill out a speaker card
21 if you want to speak. Right now I have twelve
22 speaker cards. If you would like to fill out a
23 speaker card and speak Marina has some of those and
24 Jenny are holding some as well and turn it in and
25 we'll add you to the list.

3

1 As I mentioned before our court reporter
2 will be transcribing your comments, please speak
3 slowly and clearly so that she can do that. And
4 you'll be addressing your comments to Walt Davis our
5 project manager, Michael Meyer, our consultant
6 project manager for Mike Terrace and Wendy Lockwood
7 our environmental consultant. And so they are ready
8 to listen.

9 Okay. Our first speaker is Carl Olson
10 followed by Linda Specht followed by Ray Lopez.

11 MR. OLSON: Good evening. My name is Carl
12 Olson and from Woodland Hills. And there is a copy
13 of my comments in the box over there. There are
14 four destructive parts to this project. First is
15 that the proposed busway will destroy 50 thriving
16 business on the east side of Canoga Avenue who
17 cannot find sufficient relocations for their
18 businesses that is convenient for customers,
19 suppliers and owners. Hundreds of employees will be
20 jobless, thousands of customers will be disserved
21 and hundreds of suppliers to the businesses would
22 lose out. And in addition to the 50 businesses on
23 the west side of Canoga will suffer because of lost
24 customer traffic. MTA should sell the land to these
25 businesses and use the many millions of the dollars

123-1

4

1 to keep down MTA taxes.

2 No. 2, the travel time from North
3 Hollywood to Warner Center has already been degraded
4 significantly by slowing of the buses and stopping
5 them about 70 percent of the cross streets. The
6 current travel time is nearly an hour. The
7 additional Chatsworth bound buses from North
8 Hollywood would need to alternate with the Warner
9 Center bound bus and it will take more time for the
10 rider to get to Warner Center from now.

123-2

11 No. 3, currently there is no real rider
12 ship base for Canoga Avenue between Victory and the
13 Chatsworth train station. The current rider ship
14 base is so low that no regular bus service currently
15 exists right over there in Canoga. The parallel De
16 Soto Avenue bus line has so low rider ship there is
17 not even Sunday service. The proposed line will be
18 lucky to get 50 riders a day if it opens it, that is
19 because MTA has not identified any new service of
20 rider ship. And maybe rider ship rejection is
21 because MTA refused to use real numbers by
22 establishing the regular bus line along Canoga in

123-3

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24
25

good faith.

And finally, No. 4, the use of \$200,000,000 of tax dollars for the orange line

5 123-4

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extension would be a mass destruction of social capital. Actually, not much higher destruction of millions more in annual cost for extremely low rider ships, the money should be used for people who pay it, the 95 percent of the public who use their own vehicles.

7

Thank you very much.

8

MR. MONKS: Linda Specht.

9

MS. SPECHT: I'm Linda Specht of Bryant

10

Street. I am overwhelmed by what he just said and I

11

agree with everything he just said. I'm extremely

12

opposed to Canoga Avenue on street bus line if it

13

runs on the railroad tracks that is not so bad. My

14

concerns are increased traffic jams at the bus

15

stops, more smog, more potholes. How long will it

16

take to complete? I found out it takes between two

17

and three years for these two projects to be

18

completed that is an awful lot of down time in

19

Canoga for those of us to commute everyday. I see

20

very few people riding the buses, maybe three to

21

five people every day. And that seems to be an

22

awful lot of tax dollars being used for nothing.

23

Canoga is a very curvy road. The buses will not be

24

able to keep up with the traffic and it could close

25

traffic if they are on the streets. It is very

6 123-5

1

congested as it is. The mere addition of street

2

lights at the busways of Canoga and Victory has

3

highly impacted the rush hour traffic and even the

4

number of metro cars has increased to the level

5

where I see a couple daily.

6

The small businesses at Canoga will be

7

highly affected by buses on the street and reworking

8

of the street to make a lane for them, et cetera,

9

many of them are quite old and would be sorely

10

missed if they go out of business because of this.

11

The impact closes lanes for the expansion is

12

horrible. Has anyone looked at how heavy the

13

traffic is on Canoga. Nobody rides these buses. By

14

extending a failing program you are just delaying

15

the inevitable. Please, please do not put buses on

16

Canoga. Use the railroad tracks if you must, but

17

let us alone on the streets. Thank you.

18

MR. MONKS: Ray Lopez followed by Sheldon

19

Walter.

20

MR. LOPEZ: My name is Ray D. Lopez. I

21

would now like to tell you that the metrolines

22

Canoga Street busway is going to be added in time in

23

the tens. Yeah, that's right. It will be either go

24

north and south, yeah, provided that they add --

25

keep the Canoga Street bus depot and then add the

7 123-6

1

curve around Canoga Street to continue with that

2

Owens line busway, yes.

3

And then I would pick up four to make sure

4

that the northbound Canoga Street busway would be

5

turned in to the Chatsworth Metrolink Station that

6

is going to be expanded from, yeah, Lassen Street

7

until after it gets to Devonshire, Chatsworth

8 Metrolink Station terminal cul-de-sac area. That's
9 it, right. Also, there is going to be -- I had told
10 them that Line 246 is Canoga Street local bus should
11 be added ASAP because those people who need to take
12 the bus to and from work, school, shopping and
13 whatever they can do alternate takes around so that
14 they can choose what ever side they are, either the
15 Owens line Canoga street busway or local Line 246
16 busway as well. I just want to make sure that they
17 have two wonderful options around the corner.

123-9 CONT

18 Hey, I want to thank you very much. I
19 just came to wish you a Happy Easter Sunday coming
20 up very soon as of this weekend. Thank you. Please
21 have a good night and thank you.

22 MR. MONKS: Thank you. All right.
23 Sheldon walter followed by William Bowling followed
24 by Harry Tischler.

25 MR. WALTER: Good evening, ladies and

1 gentlemen. My name is Sheldon walter. I wanted to
2 say that the Canoga Transportation Corridor is
3 necessary. We do need to increase our
4 transportation infrastructure there and I don't
5 think the busway is the way to go. I think a better
6 way to go is a grade separated rail transit, not the
7 metro blue line and green line down town or those
8 that are operated in New York City or Chicago so on
9 a grade separate from all traffic. You got hundreds
10 of thousand of vehicles per day crossing these major
11 streets and it's going to be traffic you are going
12 to have one hell of a problem to overcome. Busways
13 and mass transit rarely exceed a few miles an hour
14 and surprisingly orange lines 14 miles is a 25,000
15 patrons weekdays popular for scenic traffic, but
16 rapid rail transit like red line and metro is rapid
17 mass transit from 50 to 80 miles an hour on totally
18 exclusive right-of-way with grade separation or
19 gates at crossings. Elevate the transit along
20 Canoga Avenue like much blue line, green line in Los
21 Angeles and there would be no conflict with
22 vehicular or pedestrian traffic like New York City,
23 Chicago, Miami and other cities. Of course, this
24 costs more and longer to construct, but would become
25 high quality superior transit system and cost

8

123-10

1 effective. You probably will get hundreds of
2 thousands of people patronizing, not just 25,000 per
3 day.

4 Now, riding the metro buses and rails is
5 encouraged to help reduce green house gases and
6 traffic congestion and grid locks that contributes
7 to global warming.

8 I want to thank you for your time and
9 interest.

10 MR. MONKS: William Bowling.
11 MR. BOWLING: My name is William Bowling.
12 And I'm addressing this to Ms. Lockwood. I'm with
13 the Aerospace Cancer Museum of Education. In the
14 executive summary of your EIR you talk about VOC's
15 from the Rocketdyne facility, you acknowledge them
16 leaching over to across the street there. And my
17 concern is the train tracks. There is three
18 experimental nuclear reactors in the Canoga Atridge

9

123-11

19 facility and the spent fuel rods were taken by rail
20 up to the Santa Suzanna field lab via Chatsman
21 Street in Simi Valley and trucked up Black Canyon.

123-11 CONT

22 So I would urge you to get involved with
23 the DTSC and if there is any removal of soil, air
24 monitoring equipment be utilized and so that no
25 other cancers in the San Fernando Valley occur from

1 this. And I would like your contact information if
2 you have any.

3 MR. MONKS: We'll get that for you. All
4 right. Harry Tischler followed by Diana Dixon Davis
5 followed by Salvador Pelaez. I apologize if I
6 mispronounced the name.

7 MR. TISCHLER: I just want to say I
8 support the extension. I think it's a great idea
9 with the onset, I should say, of the high price of
10 gasoline and global warming, I think it's a
11 necessity.

123-12

12 MR. MONKS: Diana?
13 MS. DAVIS: Diana Dixon Davis elected
14 member of the Chatsworth Neighborhood Council and
15 also Health & Safety Director for the Northridge
16 Valley Council PTA.

17 First of all, Chatsworth's coordinating
18 council which I'm the treasurer of did vote to be
19 against the 118 extension and we're very happy to
20 hear that that is off of the table because there is
21 a lot of problems with it, one of which there is
22 usually a mile backup between the 118 and Chatsworth
23 Street -- I mean Devonshire Street every day just to
24 get on the freeway so that would be taking a lane
25 there that would really create huge problems in

123-13

1 transit.

2 Second, in terms of looking at what you
3 presented I think the best thing is if you separate
4 the grade to keep the busway a separate away from
5 the traffic on Canoga and if possible underground
6 near schools and other high pedestrian corridors
7 which is being considered for some of the extensions
8 south of the red lines, blue lines.

123-14

9 Thirdly, I want to mention in terms of the
10 four options where to place the turnaround plot if
11 the land owners are unwilling to sell land which is
12 Option C which is across the railroad tracks perhaps
13 they would be willing to sell you a small right of
14 way just to go across the tracks at the bottom and
15 then place that parking using not Option A, but
16 Option B or D, but placing it at the bottom of the
17 lot and taking some of the parking with, but keep
18 the orange line off of Lassen because that is really
19 heavily impacted almost all day long.

123-15

20 And the northern portion of the section of
21 land where the Chatsworth depot lines would be much
22 more attractive with either shops or stores or some
23 type of landscaping rather than more parking which
24 is what this would lead to. So basically it would
25 be version three of the light blue line with a small

123-16

1 -- you can't get the land, a small spur on the other
2 side of Lassen to the other.

3 MR. MONKS: Thank you. Thank you.

4 Salvador followed by -- I'm sorry -- Eyal Shemesh
5 and Aileen Barbier.

6 MR. PELAEZ: Good evening. I'm a home
7 owner in the Northridge area.

8 MR. MONKS: Could you please state your
9 name?

10 MR. PELAEZ: Salvador Pelaez. I'm a home
11 owner in the Northridge area. I take the orange
12 line every day to work and I'm very happy and
13 pleased at all your hard work. This is to the metro
14 people. Thank you very much for that.

15 I would also like to say that I support
16 the busway because as a user I see that, as a daily
17 user almost, the busway does give me more efficiency
18 in getting to and from work when it hits the streets
19 from the way to Warner Center I use some of that
20 efficiency so as maybe as empirical evidence I offer
21 that as well.

123-17

22 I also would like to see the Parthenia
23 station because I as a user in the area would also
24 participate in its usage of parking, et cetera.

25 Lastly, I would like to offer a hard fact.

1 I know some people have concern regarding the busway
2 regarding the bus in general regarding everything in
3 general that we're talking about, but for me in
4 particular it would put me over the top in the
5 hundreds of dollars in savings that I am currently
6 basically gaining because of using this orange line
7 and having the extension would just encourage me to
8 use it more. Thank you.

9 MR. MONKS: Okay. Eyal?

10 MR. SHEMESH: My name is Eyal Shemesh.
11 I'm a business owner in the neighborhood, and what I
12 want to comment about is in order for you guys to
13 build all the wall over there you guys need to put
14 the new bridge over there right on Canoga Avenue.
15 The cheaper way would be just to overpass under road
16 that you don't need to walk and spend \$200,000,000.
17 It's a lot of money. Now, what you said before that
18 the current car accident if you have same land for
19 the buses to turn and the cars to either turn right
20 that it would be more accident on the road. It's
21 possible. But if you got the train and the bus
22 accident it looks like you got more casualty on it
23 that way. And more than that there is a lot of
24 walkers that walk that live in the neighborhood that
25 walk in those businesses that need to be removed 50

123-18

1 or 57 of them and it would be tough on them. And
2 thank you very much.

3 MR. MONKS: Aileen?

4 MS. BARBIER: I am going to pass.

5 MR. MONKS: Glen Wilson followed by Doby
6 Byers followed by Bart Reed.

7 MR. WILSON: Glen Wilson. There is one
8 part north east of Canoga and Sherman way that is
9 not MTA, one spot, and then you are going to have to
10 buy that and so that on your one type that is going
11 to cost you more. It's only if you do the street
12 one. That's about it.

123-19

13 MR. MONKS: I'm sorry. Glen Wilson? I'm
14 sorry that was Glen. Debbie -- I'm sorry that's

3-19-08 DEIR Meeting

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Doby Byers.

MR. BYERS: Doby Byers. I would like to state that in general I'm a huge fan of public transportation and I appreciate the efforts of all of you to get the community involved and keep us a part of the process. As the owner of the property that is impacted by Option 3 I have a few concerns: Among them, one is to date there has not been enough time to evaluate the environmental impact report and I need more time to do that.

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Second of all, the amount of encroachment

that would be required for Option 3 has not been stated so it's very difficult to determine the impact to the property.

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And finally, the amount of time it takes between now and a decision impacts the value and the flexibility of that property if I choose to sell it or lease it, it really hurts the value because of the uncertainty of this project. So I would huge movement as quickly as possible to create certainty and make decisions as to what is going to happen. Thank you.

123-22

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MR. MONKS: Thank you. Bart Reed followed by Barry Seybert. And I would like to say those are the last two speakers, if anybody else would like to speak, please fill out a speaker card right now and we'll get you on the list.

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MR. REED: I'm Bart Reed executive director of Transit Coalition. I have several concerns: No. 1, the situation with this particular extension is the success of it begets the negative with the Chatsworth Metrolink Station. The Chatsworth Metrolink Station looking at that as a corridor of 82 miles down to Orange County is brought up to a 15 minute service it basically means that Chatsworth then becomes a major transfer point

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where the busway goes south on Canoga Avenue to Warner Center. That in itself changes the whole dynamics of the success of this. The metrolink components need to be upgraded incrementally once an hour, once every half hour, once every 15 minutes, but once that happens, it means that this north/south arterial becomes a major functioning corridor. Connectivity principally would be with Warner Center. At the same time looking at the options here, the options have to be properly done where it does connect closely to the metrolink station. That type of mistake was made at north Hollywood because they didn't want to open the portals and you got a seven to nine minute walk between the subway and the busway. That is bad in terms of how it was implemented.

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In terms of the operational route, it's the same type of thing you probably want to do an operational route that goes from Chatsworth to Canoga Park and then perhaps then loops around and goes out to North Hollywood on certain trips so you have through connectivity for people that want to go to places like Pierce College and other different segments there.

123-24

And in the final comment here, I do like

123-25

1 the option where we're widening Canoga Avenue
2 instead of exclusive right of way. The density
3 isn't that bad in this area, but widening the street
4 and integrating it with the busway is probably the
5 best way to go. And then rejiggering the tenant mix
6 on the left over land so you would have something
7 useful to the community.

123-25

8 Thank you.

9 MR. MONKS: Okay. And Barry.

10 MR. SEYBERT: Hi. I am Barry Seybert. I
11 represent Councilman Zine and executive of the
12 Bicycle Advisory Committee. So I'm happy to see the
13 bike lines are staying. I'm in favor of Option 5.
14 I think the price of the overpass will be offset by
15 the reduction of having to buy prime property that
16 can actually be really well built for transit
17 corridor multi-use usage. However, I feel the red
18 line -- I mean the orange line all along should have
19 been light rail and we really got short changed by
20 the busway because of the fight in North Hollywood.
21 What if this orange line was to stay the way it was
22 and a light rail or tram could be built back and
23 forth along the four mile corridor because as you
24 say that the high usage 25,000 people you can't add
25 additional buses to an existing bus, but if you get

123-26

1 a tram or a rail you can always add a car or remove
2 a car, you could have it electric that would be less
3 polluting and it would be a better option. It's
4 just something to look at. I don't know if you've
5 even thought of that or not. Just have a rail back
6 and forth to interconnect.

7 MR. MONKS: It's public comment. I can't
8 address --

9 MR. SEYBERT: I know.

10 MR. MONKS: Is there anyone else? Don't
11 be shy.

12 All right. Ladies and gentlemen, thank
13 you for attending tonight. I just want to say two
14 more things: we have one more meeting next week,
15 next Wednesday, public meeting same format, please
16 tell your friends and neighbors.

17 Also, our deadline for comment is Friday,
18 April 16, 2008.

19 (TIME NOTED: 8:02 P.M.)
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1 STATE OF CALIFORNIA)
2) ss:
3 COUNTY OF LOS ANGELES)
4

5 I, KELLIE MITCHELL, C.S.R. No. 7273, do
6 hereby certify:

7 That the foregoing proceedings were taken
8 down by me in shorthand and thereafter transcribed
9 under my direction and supervision.

10 That the foregoing 19 pages contain a true

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3-19-08 DEIR Meeting

and correct transcription of my said shorthand notes so taken.

I further certify that I am neither counsel for nor related to any party to said action, nor in anywise interested in the outcome thereof.

IN WITNESS WHEREOF, I have subscribed my name this 29th day of March, 2008.

KELLIE MITCHELL, C.S.R. No. 7273

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Canoga Transportation
Corridor Project
Draft EIR

Public Hearing Presentation
Wednesday, March 26, 2008

10027 Lurline Avenue
Chatsworth, California 91311

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15 MR. MONKS: Thank you, Walt. All right.
16 We're going to begin our public comment period, and I
17 just want to, before we do I wanted to emphasize is
18 that staff will be here after public comments. So if
19 you have individual questions or specific areas that
20 you want to learn more about, staff will be here to
21 answer those questions.

22 We're going to be calling -- and if you
23 haven't filled out a comment card and you want to
24 speak, please see Marina or Jenny and give them your
25 speaker card. As I mentioned, we're going to call

0028

1 the speakers in the order received. I'm going to
2 name -- list three. You'll be directing your
3 comments from that microphone right there. And
4 you'll be directing your comments to Walt, Wendy
5 Lockwood, environmental consultant, and Michael
6 Meyer, our project manager on the consultant team.
7 Thank you.

8 First is Dave Kaufman, followed by William
9 Bowling, followed by an Andre Vander Valk. And

10 you'll have two minutes. There's a countdown clock,
11 and please adhere to that.

12 MR. KAUFMAN: My name is Dave Kaufman. I've
13 been a resident of Chatsworth for 32 years. I grew
14 up in the valley. I was born here in L.A., and I've
15 seen the traffic deteriorate tremendously. My
16 comments tonight are directed towards any extension
17 towards State Route 118.

18 It's of no benefit to anybody here in
19 Chatsworth for that. It's for the benefit of people
20 coming from Ventura County. You mention only having
21 a possible 200 rides down there. The people who live
22 in Ventura County have four Metrolink stations that
23 they can use to get on a train and take a train down
24 to Chatsworth station and transfer to get on the
25 Orange Line.

124-1

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1 If you -- if you put the bus route up on
2 DeSoto running up to the freeway, it's going to
3 affect the traffic on Topanga because all of us who
4 live up here know how heavy the traffic is on both
5 Topanga and DeSoto in the morning and the evening
6 rush hours.

7 If you have a bus route running up DeSoto,
8 people who ordinarily pick DeSoto are going to end up
9 taking Topanga. It's also going to affect the
10 traffic on Devonshire because again Devonshire Street
11 is also very heavy in the morning.

12 The easier solution is to have the people
13 get on those trains up in Ventura County, buy a train
14 pass that lets them get on the Orange Line for free,
15 and you're going to buy a bus pass to let them get on

16 the Metrolink for free. That will solve the problem.

17 We don't need any park and ride or any
18 access route up on DeSoto. Again, it's not going to
19 benefit anybody in Chatsworth. It's only for those
20 people in another county. Thank you.

21 MR. MONKS: William Bowling. And I just
22 want to also mention we have a court reporter this
23 evening who will be transcribing your comments.

24 MR. BOWLING: Hi, my name is William
25 Bowling. I'm with the Aerospace Cancer Museum of

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1 Education, the ACMELA.org, and I'd like to talk about
2 Appendix G in your draft environmental impact report.
3 It talks about the off-site contamination from the
4 Rockadyne, Pratt-Whitney facility. And I would like
5 everyone to understand that there was three
6 experimental nuclear reactors in that facility, and
7 the train tracks actually went into the facility.

8 And if you're going to use the abandoned
9 train tracks as an alternative bus route, please
10 contact the DTSC, Department of Toxic Substance
11 Control, do some sampling, and then if there is any
12 construction or grading to be done, air monitoring
13 should be involved to reduce the risk of cancer in
14 the surrounding community.

15 I have a map here that I'm going to present
16 to your environmental specialist, it's the site of
17 the L77 reactor and the train tracks leading into the
18 Rockadyne facility. And thank you for your time.

19 (Applause.)

20 MR. VANDER VALK: Good evening, my name is

124-1 cont

124-2

21 Andre Vander Valk, and I have been in the Chatsworth
22 area for 36 years. I echo the sentiments also about
23 the 118 corridor, traveling from the station to
24 Devonshire and then again down DeSoto. And it would
25 remind me before the freeway was completed, the 118
0031

1 freeway. DeSoto was almost impenetrable at certain
2 times. You couldn't get through. Also, right by
3 Devonshire there and McDonald's, a number of
4 accidents happen on a daily basis, and I just want to
5 reiterate that because it's probably not a good plan
6 to do that. I think you'll find strong opposition to
7 any suggestion, and I appreciate staff's
8 recommendation that it not go through.

124-3

9 As far as my other hat, I chaired the Design
10 Review Board of the Topanga Specific Plan, and I
11 appreciate the time that Walt Davis gave me to talk
12 about the specific plan. I would ask for your
13 adherence to any improvement that you do -- excuse
14 me, at either Mirilla Street, Topanga and Mirilla,
15 property that you have there and also the vacant lot
16 that you have on Devonshire right by the station
17 there -- Those, the vacant lot was at one time
18 intended to be a high retail -- and there was
19 supposed to be a high-end restaurant and other
20 things. And we'd like to see that avenue pursued, or
21 at least leave it, you know, empty until such time as
22 you can make that determination and at least adhere
23 to the specific plan that says, "Let's get away from
24 transportation. Let's get away from some of the
25 other things," and I appreciate the conversations you

124-4

0032

1 and I had.

2 Finally, I have some safety concerns about a
3 couple of the options about crossing railroad tracks
4 with buses, and that would be at Mirella Street and
5 Canoga, but I'll leave that up to you. You're the
6 experts on it. I drive, by the way, every day past
7 the Orange Line, and the adherence is absolutely
8 phenomenal as far as people stopping, not going
9 through the light, and everything else, and I commend
10 you on that project. Thank you.

124-5

11 (Applause.)

12 MR. MONKS: Sean McCarthy, followed by Harry
13 Tischler, followed by Jan McLeod.

14 MR. MCCARTHY: I'm with the Warner -- or the
15 Woodl and Hills-Tarzana Chamber, the Woodl and Hills
16 Neighborhood Council, and United Chambers of
17 Commerce. Last August I came and read a letter to
18 you which I'm not going to go into in great detail,
19 but we support Option No. 5, I believe that is the
20 flyover over DeSoto. This is an important project,
21 and by the way, we also support the busway concept.
22 It's important that you keep your construction, as
23 much as you can, off of the public right-of-way, away
24 from businesses, and I know there are going to be
25 some businesses -- and Mr. Jacoby's property in

124-6

0033

1 particular is going to be affected, but it's the
2 least amount of impact that we can see going along
3 there would be to build along the busway.

4 One or two things that I did not see in your
5 plans, and those are the following: There is no plan

124-7

6 for cleaning around the construction sites, neither
7 trash nor graffiti. I didn't see it. I think it's
8 very important for the public to know that MTA is
9 making a real investment in the area, not when the
10 project is done, but as the project is going along to
11 show that they're good neighbors.

124-7 cont

12 The second thing that I think would be very,
13 very helpful is if at least on a monthly basis, if
14 MTA could set up some sort of a citizen's advisory
15 committee so people can meet with you and can talk
16 about concerns that they have about construction. If
17 there are issues coming up, they can actually talk to
18 somebody and not call an 800 number. I think it's
19 important from MTA's perspective to do this, and it
20 will make the community feel much more part of the
21 process, and I think you will get a lot more
22 cooperation. So I -- I commend you on having us this
23 evening, and thank you very much.

124-8

24 (Applause.)

25 MR. TISCHLER: As I said last week, I'm very

0034

1 much in favor of this project. I want to see the
2 extension; but, which I didn't say last week, the
3 idea that there's not going to be a sound wall
4 between the mobile home parks and the right-of-way is
5 unacceptable. We've got to have a sound wall, not a
6 six-foot wall.

124-9

7 (Applause.)

8 MR. TISCHLER: Well I guess I got support
9 on that. I think I've said it.

10 (Applause.)

11 MS. MCLEOD: Good evening, everyone. Thank
Page 7

124-10

12 you, Walt, for bringing your team for the preliminary
13 meeting that we had at the park probably three or
14 four weeks ago. We had a meeting with our residents
15 there to inform them. We have a lot of elderly
16 people. My name is Jan McLeod. I am the park
17 manager and authorized legal agent for the owners,
18 Ernest and Gladys Knoll and John Knoll.

124-10 cont

19 The Chatsworth Mobile Home Park is the one
20 that could be impacted by the bright Orange Line
21 shown, which you still haven't whited yet, Walt. Our
22 concerns for those that couldn't be here tonight
23 because of their age or being sick and that were very
24 concerned, some of them don't know how (inaudible)
25 together. Traffic flow -- that's a major problem for

0035

1 us getting in and out of the park. Many of them are
2 concerned about construction noise. And the mountain
3 views from inside our homes and outside our homes.
4 That's a problem for us with the 1,000 foot access
5 road to 30 feet high, which is three stories high,
6 across Lassen.

124-11

124-12

7 This is not a trailer park. This a mobile
8 home park with \$200,000 homes that are in there.
9 It's considered to be one of the number four top
10 mobile home parks in the valley, and we really love
11 it, and we pride ourselves on our homes there.

12 We do need and ask very firmly for an
13 eight-foot privacy wall for sound. The transients I
14 keep running off -- they can climb and get over the
15 six-foot fence, six-foot wall. So that won't work
16 for us. We need an eight-foot. In order (inaudible)

124-13

17 for the options you have would be one, two, three,
18 not too keen on four, five, and actually to reiterate
19 on option four, I want to say that that's absolutely
20 no on option four, that's the one that comes onto our
21 grounds, our park. Sorry.

124-14

22 MR. MONKS: Finish your sentence.

23 MS. MCLEOD: Our park is 44 years old, and
24 this option is totally, totally unacceptable for us.
25 We want you to go west. Thank you.

0036

1 (Appl ause.)

2 MR. MONKS: Thank you. All right. Darcy
3 Newman followed by Art Schlefstein, followed by Dean
4 Pathmor.

5 MS. NEWMAN: Hi, I'm Darcy Newman, and I'm
6 here to talk about the privacy wall or the sound
7 wall, and the air quality. Between Parthenia and
8 Nordhoff, just east of Canoga, there are mobile
9 homes, and again, not trailer parks but nice mobile
10 homes backed up within 20 feet, you know, just
11 separated five feet, six feet from each other, and
12 there's hundreds of residents there, and it's a
13 senior park, both of them are, and I think that if
14 these people have to listen to this noise and breathe
15 all this air during the construction period, which
16 could take, my estimation is, you know, more than a
17 year or two, then it could have a severe health
18 problem for these people. And being seniors, you
19 know, a lot of them are on fixed budgets, they don't
20 have anywhere to go.

124-15

21 So if you start polluting their sounds,
22 polluting their air, there's going to be health

23 problems, there's going to be -- there's just going
24 to be a lot of issues that come up that are problems
25 beyond adding a few feet to a wall. So I agree, I'd
0037

124-15 cont

1 like to keep it west of Canoga, but if you can't, at
2 least make it so that we can live and breathe in that
3 area. Thanks.

4 (Applause.)

5 MR. SCHLEFSTEIN: Hi, I'm Art Schlefstein,
6 I'm on the design review board. I'm also on
7 Chatsworth Council (inaudible). I think to make it
8 simple, you have a right-of-way, I can't see using
9 anything other than the right-of-way and not take up
10 the street, and not to mix big buses with little
11 cars, trying to fit. The cars are getting smaller
12 and smaller, and the buses are getting bigger and
13 bigger. Also I'd like to not see a lot of crossings.
14 I go by the one in Woodland Hills, the Orange Line,
15 and I notice there's a whole bunch of accidents
16 there, and people just run into the buses or for
17 whatever reasons. If you can have an overpass,
18 underpass or any other way to keep traffic from
19 mixing, the buses will move faster, and everyone will
20 be safer. Thank you.

124-16

21 (Applause.)

22 MR. PATMOR: Dean Patmor, local homeowner
23 and aerospace engineer. I am in favor of the busway
24 over the Canoga widening for four simple reasons:
25 First, during the construction phase, we already put
0038

124-17

1 up for the past two and half years with the attempt

2 of widening a single little bridge in order for
3 Vanowen, and to widen the entire four miles would be
4 unbelievable.

124-17 cont

5 Second is cost. It's obvious that putting
6 in a busway, it's got to be a whole lot cheaper than
7 widening Canoga, and as a taxpayer, cost is a
8 significant factor.

9 Thirdly is speed. Your ridership is going
10 to be important and to encourage people to ride it,
11 it's got to be fast. Your peak ridership is going to
12 be coincident with the traffic. The buses on the
13 road are going to have the same traffic problems as
14 those of us in cars looking for alternatives.

124-18

15 And then lastly is flexibility. A busway
16 maintains some future flexibility if you ever wanted
17 to look at light rail or other alternatives to the
18 bus. So that's it.

124-19

19 (Applause.)

20 MR. MONKS: Thank you. Ruben Bartels,
21 followed by Steven Box, followed by Charlotte Brodie.

22 MR. BARTELS: My name is Robert Bartels, and
23 I own B & B Automotive. I've been at Deering and
24 Sherman Way for the last 30 years, been born, and
25 raised here in the valley, and I would comment to

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1 most people to make sure to think, and I would like
2 to camp on the one person that made the comment, I
3 believe that going through the various streets of
4 Sherman Way, Saticoy, Roscoe, and Nordhoff that the
5 buses should have at least a light three to four
6 percent grade go down underneath the street similar
7 to what they've got on the Alameda corridor

124-20

8 in Los Angeles so that when the bus does have to go
9 through, it doesn't have to stop at all, just
10 completely travel through except for stopping at
11 different stations.

12 And from a cost standpoint I know it's going
13 to be a little bit more expensive, but if we look at
14 the future for the valley and you want to make sure
15 that there's less accidents and also as that thing
16 just goes through you have no impact on the street, I
17 think it's extremely valuable to be able to look into
18 it. And I don't think the cost -- I know the cost
19 would be expensive, but I think in the overall, in
20 10, 15 years the value that you get would be
21 tremendous. Thank you.

22 (Applause.)

23 MR. BOX: Good evening, Steven Box, I'm on
24 the board of the Los Angeles County Bicycle
25 Coalition, and I'm the founder of the Bike Riders

0040

1 Collective. And so on behalf of alternative
2 transportation, I'd like to ask you to make a strong
3 commitment not to interfere with the equestrian way
4 of life up in this neck of the woods, and I
5 understand that's off the table, so, thank you.

6 I'd also like to have you make a firm
7 commitment to supporting pedestrian and cyclist's
8 access and amenities, safety on this particular
9 route. The devil is in the details, they say, and so
10 for example on the Orange Line, which I passed
11 Van Nuys Boulevard tonight, they're ticketing
12 pedestrians for having the audacity to cross Van Nuys

124-20 cont

124-21

13 to get to the Orange Line.

14 It's because there's a crosswalk only on one
15 side. So on the southeast corner of the intersection
16 a pedestrian has to go north and then east and then
17 south again to get to the Orange Line.

18 Those little details are what trains
19 pedestrians to run across intersections, and then, of
20 course, they (inaudible). We're erring sometimes in
21 favor of the fastest and strongest, and we're
22 forgetting that sometimes our most vulnerable, which
23 would be cyclists and pedestrians, need your help.
24 On the same Orange Line, the man actually hit the
25 button. The crosswalk button is on the left side for

0041

1 the cyclist, but the cutout is on the right. You
2 can't do both. So what you do is you ignore one or
3 the other. You either jump the curb or you take the
4 cutout and ignore the crosswalk lights, and then, of
5 course, get a ticket for having the audacity to want
6 to go places with as much convenience as those that
7 are in a vehicle (inaudible).

8 So I'm just asking you keep in mind that the
9 alternative forms of transportation support the
10 success of the Metro, which means if we can't walk to
11 it or ride our bikes to it, it just doesn't work for
12 that community, and so in that sense, the community
13 first? Thank you very much.

14 (Applause.)

15 MS. BRODIE: I'm Charlotte Brodie. And I'm
16 with ETI Corral 54, here in Chatsworth. We're happy
17 to hear that you're no longer making the connection
18 from the depot to the 118 freeway. We would support

124-21 cont

124-22

19 Plan C, as this would keep the buses off the street
20 and disturb far fewer people near Lassen.

124-22 cont

21 (Applause.)

22 MR. MONKS: All right. I have one more
23 speaker, and if there is anybody else that would like
24 to speak, please see Marina or just hold your card
25 and we'll get to you, I'll call you up. Judith

0042

1 Daniels.

2 MS. DANIELS: I'm Judith Daniels, president
3 of the Chatsworth Neighborhood Council. I'm really
4 glad to see the community came out tonight. However,
5 it is that you heard about the hearing. Hopefully
6 many of you heard from us. First, I'd like to say
7 that last week in Canoga Park I was told that
8 basically the extension to the 118 was -- was almost
9 certainly dead. Tonight you seem to be wavering a
10 little bit about that. It was staff that told me
11 that last week.

124-23

12 The main thing I wanted to say tonight is
13 that we're very concerned about what might happen
14 along Devonshire. The community does seem to support
15 the extension of the Orange Line from Canoga Park to
16 the train station. We're very proud of our train
17 station. It's a community gathering place. We
18 recently have had a coalition of the Neighbor
19 Council, the Chatsworth Porter Ranch Chamber of
20 Commerce, and the Devonshire Business Improvement
21 District that are working together to try to improve
22 the Devonshire corridor, try to spruce it up, and we
23 hope that whatever might happen with the parking at

24 the station, if you have to move parking, that you
25 consider the community desires and wants and the

0043

1 aesthetics of what's going on at Devonshire, that the
2 possibility of a parking structure on Devonshire is
3 not especially appealing, but if there is any kind of
4 parking structure, we hope that it will be closer to
5 the train station, leaving the area that is actually
6 along Devonshire open for, as Andre said, either the
7 retail and restaurants that have been discussed in
8 the past, perhaps a community park or some other
9 community use that might aesthetically be pleasing
10 and also benefit the community. Thank you.

124-23 cont

11 (Applause.)

12 MR. MONKS: All right. Glenn Bailey
13 followed by Roger Appleby.

14 MR. BAILEY: My name is Glenn Bailey. I was
15 here at the July meeting. First of all, your notice
16 of availability of the EIR stated that the document
17 would be available online on your website as of -- I
18 believe it was the 3rd of March. I checked a week
19 later, it still was not up. In fact, it didn't have
20 the notice of this meeting.

124-24

21 I believe in order to comply with the intent
22 and the letter of the law in CEQA that you need to
23 extend your comment period by an equivalent amount of
24 time that this document is not on your website as
25 described in the legal notice.

0044

1 (Applause.)

2 MR. BAILEY: Number two. Number two, in the
3 EIR Section 3.35 with regards to the bikeways, it

124-25

4 says where feasible. I'm sorry. This is an
5 engineered project. You make it feasible. You need
6 to continue the 14 miles that you're accommodating
7 from the North Hollywood station all the way to
8 Chatsworth. It's not where feasible, it shall be
9 feasible because you will do it. You will engineer
10 it. You will build it.

11 I do have a concern when you talk about
12 mix-use paths. That doesn't work. Wherever you've
13 got the space, it needs to be a separate bicycle path
14 from the pedestrian path. And for the areas you've
15 got 275 feet, you could possibly do a decomposed
16 granite path for several miles for joggers and other
17 people who don't want to walk on the concrete.

18 With regards to your reference to the City
19 of L.A.'s Floor plan and 4.7-22 regarding the Class 2
20 bike -- I mean, the class bike path on Topanga Canyon
21 Boulevard and Winnetka, a plan that it would be ten
22 years existence. Do you see a bicycle lane on
23 Topanga Canyon Boulevard and Winnetka? No, you do
24 not, not after ten years.

25 So I think that the credibility of such a

0045

1 bicycle plan in terms of meaningful contributions to
2 the entire transportation mix is seriously in
3 question, but that's why it's even more important
4 that this plan be intelligently designed to
5 accommodate bicyclists, and the intersection issue
6 needs to be addressed too for the push button access.
7 Thank you.

8 (Applause.)

124-25 cont

9
10 a resident of the Riviera Mobile Home on
11 Canoga Avenue. You guys said you were going to widen
12 the street 35 feet. I was wondering if that's going
13 to be 17 and a half on one and 17 and a half on the
14 other. Because if you go 35 to the east. You're
15 going to be in my bedroom, and I don't want you in my
16 bedroom. I mean, we need a wall up there. We need a
17 wall as a sound barrier because I've lived there for
18 22 years, and the old trains used to shake my bed in
19 my mobile home, and I don't want the bus to shake my
20 bed in my mobile home. So we need a wall. We need a
21 wall up there to cut down the noise of the buses, and
22 that's all I've got to say.

124-26

23 MR. MONKS: All right. That was the last
24 speaker card we have. Is there anybody else? Yes.

25 MS. VANN: I just have a question.

0046

1 MR. MONKS: You need to stand up and speak
2 into the microphone.

3 MS. VANN: My name is Jeri Vann, and I had a
4 question about parking, in the -- to extend parking
5 to Devonshire. Is there any kind of law that says
6 you can't build up, and how high and can you build
7 down underground. Does it have to be long? I mean,
8 can you go either way? What are the boundaries?

124-27

9 MR. MONKS: This is comment public, we can't
10 answer this in this forum, but right after you can
11 address the team.

12 Anyone else? All right. Thank you very
13 much. We're very happy with all of you coming out
14 tonight and giving your input. And we'll be

15 communicating with you. Please make sure you've
16 signed in on the sign-in sheet with all of your
17 contact information. We'll be in touch, and as I
18 mentioned, staff will be here to answer your
19 questions.

20 (End of Proceeding)

21
22
23
24
25

0047

1 STATE OF CALIFORNIA)
) ss.
2 COUNTY OF LOS ANGELES)
3

4 I, YOLANDA GUINTO-GONZALES, CSR No. 12785, a
5 court reporter for the County of Los Angeles, State
6 of California, do hereby certify;

7 That prior proceedings were taken before me
8 at the time and place herein set forth, and was taken
9 by me in shorthand and thereafter transcribed into
10 typewriting under my direction and supervision, and I
11 hereby certify that the transcript of the proceedings
12 is a full, true and correct transcript of my
13 shorthand notes so taken;

14 I further certify that I am neither counsel
15 for nor related to any party to said action, nor in
16 any way interested in the outcome thereof.

17 IN WITNESS WHEREOF, I hereto subscribe my
18 name this 21st day of APRIL, 2008.

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YOLANDA GUI NTO-GONZALES, CSR No. 12785