

**CHAPTER 6**  
**COMMENTS AND RESPONSES**



## **6.0 COMMENTS AND RESPONSES**

This chapter contains information concerning the public review period for the draft environmental document. In the first section an overview is provided regarding the conduct of the public review process. Following this is a section which contains written comments received and responses to those comments. Following this is a section which contains comments received at the public hearing and responses to those comments.

### **6.1 OVERVIEW OF THE PUBLIC COMMENT PROCESS**

The public review period began on November 2, 1992. The DEIR was distributed to a mailing list of 50 government agencies and interested parties. Notices announcing the availability of the DEIR were published in the *Herald American*, *Los Angeles Times*, *Long Beach Press-Telegram* and *City News Service*. Copies of the DEIR were placed in the Norwalk and Santa Fe Springs public libraries. A public hearing was held on November 18, 1992, at the Norwalk City Hall. This hearing was announced through the same newspapers identified above, by general news releases, and by flyers that were handed out to businesses along the proposed route. Approximately 25 people attended the public hearing. The public comment period was officially closed on December 22, 1992.

A total of 13 pieces of written communication requiring responses were received. These included Caltrans, the South Coast Air Quality Management District, the Los Angeles County Departments of Fire, Sanitation and Public Works, the City of Norwalk, and six individuals. Five individuals provided testimony at the public hearing.

### **6.2 WRITTEN COMMENTS AND RESPONSES**

The following pages contain the text of the written comments and responses to those comments.



**Memorandum**

To : Mr. Tom Loftus  
 State Clearinghouse  
 1400 Tenth Street, Room 121  
 Sacramento, CA 95814 232226 DEC-78

Date : December 2, 1992

File No.: IGR/CEQA/DEIR  
 Metro Green Line  
 Easterly Extn.  
 Project  
 LACTC  
 Vic LA-605-R7.85  
 LA-105-18.81

Robert Goodell - District 7

From : DEPARTMENT OF TRANSPORTATION

Subject : Project Review Comments

SCH No. 92051033

Caltrans has reviewed the above referenced document. This draft environmental impact report (DEIR) analyzes the 2.8 mile extension of the Metro Green Line Rail Transit from its current terminus at I-605, east to the proposed Norwalk Commuter Rail Station at the intersection of Imperial Highway and the AT&SF railroad tracks.

1 | Based on the information submitted, and in addition to our previous comments of June 1, 1992 we have the following comments:

2 | We remain concerned about the impacts of this project on the I-105 (Century Freeway) terminus. This document fails to study the impacts of the traffic entering or exiting the Century Freeway (I-105) from Studebaker Road, from Imperial Highway at Hoxie, and from the Park & Ride lot. We feel that there may be a negative impact to these state facilities during the construction phase of this project. The Studebaker Road and Imperial Highway intersection may also be affected by the elevated facility alternative. Any mitigation proposed should also be discussed in detail, as requested in our previous letter.

The impacts to the I-105 Off/On Ramps at Studebaker Road may possibly be mitigated by a slight alignment change and this may also facilitate the construction of the proposed retaining walls. The study should also cover the effects to the Park and Ride lot.

3 | As noted in our previous letter, a Caltrans Project Study Report is needed on any mitigation proposed within the State's Right-of-Way which will cost more than \$300,000.00. A Caltrans Encroachment Permit is required on any proposed mitigation within the State's Right-of-Way costing less than that amount.

4 | Additionally, further discussion is needed regarding the effects on the interchanges with both the Santa Ana Freeway (Route 5) and the San Gabriel River Freeway (Route 605) in the

Tom Loftus  
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December 2, 1992

4 | vicinity of this project (the effect to On/Off Ramps due to  
| changing traffic patterns and volumes, etc.), and any proposed  
| mitigation.

5 | In our letter of June 1, 1992, to Mr. Ram Kumar, of LACTC,  
| Caltrans expressed its desire to have an analysis and evaluation  
| of the possible inclusion of a Busway/HOV facility with the Metro  
| Green Line Easterly extension discussed in the EIR. We are still  
| of the opinion that this alternative should be included in the  
| document.

If you have any questions regarding this response, please  
call Mr. Wilford Melton, IGR/CEQA Coordinator, at (213) 897-1338.



ROBERT GOODELL, Chief  
Advance Planning Branch

cc: Ram Kumar  
Los Angeles County Transportation Commission  
818 West Seventh Street  
Los Angeles, CA 90017

# Memorandum

To : Mr. Tom Loftus  
 State Clearinghouse  
 1400 Tenth Street, Room 101  
 Sacramento, CA 95814

Date : December 9, 1992

File No.: IGR/CEQA/DEIR  
 Metro Green Line  
 Easterly Extn.  
 Project  
 LACTC  
 Vic LA-605-R7.85  
 LA-105-18.81

Wilford Melton - District 7

From : DEPARTMENT OF TRANSPORTATION

Subject: Project Review Comments

SCH No. 92051033

This letter is an addendum to our response letter of December 2, 1992 regarding the draft environmental impact report analyzing the 2.8 mile extension of the Metro Green Line Rail Transit from its current terminus at Route 605, east to the proposed Norwalk Commuter Rail Station at the intersection of Imperial Highway and the AT&SF railroad tracks.

Please incorporate the following comment concerning this project to our previous correspondence:

6 | The current Master Cooperative Agreement (MCA) between the LACTC and State will have to be revised to reflect current State policy, or a new MCA will have to be executed for this and future extensions to the Green Line System.

Thank you for this opportunity to comment. If you have any questions, please call me at (213) 897-1338.

Sincerely,

Original Signed By

WILFORD MELTON  
 Senior Transportation Planner  
 IGR/CEQA Coordinator  
 Advance Planning Branch

cc: Ram Kumar  
 Los Angeles County Transportation Commission  
 818 West Seventh Street  
 Los Angeles, CA 90017

Responses to: **Caltrans, District 7**

1. The June 1, 1992 letter referred to in the comment was submitted in response to the Notice of Preparation, and it is acknowledged in Appendix E of the EIR. The comments raised in that letter have been addressed in the EIR.
2. The proposed project will not negatively affect the I-105 (Glenn Anderson Freeway, also known as the Century Freeway) terminus. The easterly extension of the Green Line to the Norwalk Transportation Center will reduce the number of vehicle trips to the Studebaker Station and park and ride lot by providing a new station further to the east. This will reduce traffic in the vicinity of the I-105 terminus and therefore have a beneficial impact on freeway ramps. The construction impacts section of the transportation analysis (Section 3.10.2) notes that construction of the subway alignment, the alternative which generates more truck trips due to the tunneling operation, will generate approximately 120 daily truck round trips. These will be divided equally between the I-605 and I-105 freeways. The project will therefore add about 60 trips to the I-105 terminus ramps during an eight-hour construction period, or less than eight trucks per hour. This would not significantly affect the ramps. The Studebaker Road and Imperial Highway intersection will not be negatively affected by the aerial alignment. As illustrated on Figure 2-1, the alignment has been designed to avoid impacting the intersection by placing columns in existing median island areas, utilizing bents across both Studebaker and Imperial Highway to preserve existing left turn lanes and by curving across private property outside the intersection right-of-way. Lane configurations at the intersection will be unchanged as a result of this project. There are no impacts to the I-105 off/on ramps which would require an alignment change for mitigation purposes. As noted above, the proposed project has no effect on the park-and-ride lot other than to potentially reduce the demand for parking by providing Green Line patrons with an alternate station at which to park.
3. Required procedures will be followed as necessary on any mitigation proposed within Caltran's right-of-way.
4. Tables 3-20 and 3-21 on pages 3-104 and 3-105, respectively, list the effects of proposed projects on intersections at the ramp terminals of the two interchanges on the Santa Ana Freeway, Imperial Highway and Norwalk Boulevard, in the project vicinity. The tables illustrate that the project will affect the Norwalk Boulevard southbound on-ramp to the I-5 in the PM peak hour. On page 3-109, the mitigation measure to eliminate this impact, the provision of a dual southbound left turn lane, is described. The level of service improvement with this mitigation measure is also noted in Table 3-21 (page 3-105) in the column labeled "W/Mitigation." The PM peak hour level of service would improve from LOS E (V/C ratio of 0.97) to LOS C (V/C ratio of 0.79) with the implementation of the recommended mitigation measure. As noted above in the response to Comment No. 2, the proposed project will not impact ramps to the San Gabriel River Freeway because it will reduce traffic in the vicinity of Studebaker Station and shift some of the trips from that station to the Norwalk Transportation Center station.
5. The feasibility of a connection between future HOV lanes on the I-5 Freeway and on the I-105 Freeway will be analyzed as a part of the I-5 Corridor Capacity Enhancement Value Engineering Study proposed by Caltrans.

6. The Master Cooperative Agreement (MCA) that is referred to in the letter pertains to freeway TSM and HOV projects. A cooperative agreement between LACTC or its successor and the state, if perceived to be necessary, will be entered into for this project.





**South Coast  
AIR QUALITY MANAGEMENT DISTRICT**

21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (909) 396-2000

**December 14, 1992**

Mr. Ram Kumar  
Los Angeles County  
Transportation Commission  
818 West 7th Street  
Los Angeles, CA 90017

Dear Mr. Kumar:

**Subject: Draft Environmental Impact Report for the Metro Green Line  
Rail Transit Easterly Extension Project  
SCAQMD NO. LAC921110-04**

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The South Coast Air Quality Management District (SCAQMD) has reviewed the Draft Environmental Impact Report (Draft EIR) for the Metro Green Line Rail Transit Easterly Extension Project. The extension will be 2.8 miles long, and will proceed eastwards from the proposed Interstate 605 rail terminus to the proposed Norwalk commuter rail station. Two alternatives are proposed, a subway, and an aerial alignment along the Imperial Highway.

The SCAQMD finds that the Draft EIR has analyzed the project's overall (cumulative) air quality benefits and has proposed a mitigation strategy to reduce project emissions based on SCAQMD recommendations made during the EIR preparation stage. The SCAQMD, while concurring with the net air quality benefits documented in the Draft EIR, is of the opinion, that there are potential site specific project impacts, which should be further addressed in the Final EIR.

1 The Draft EIR mentions the need for deficiency plans required by the Congestion Management Plan (CMP) to reduce construction related congestion along several streets. Specific congestion relief measures have not been included in the discussion of deficiency plans. Traffic impacts within the cities of Santa Fe Springs and Norwalk, in particular, may require a coordinated effort during the two-year construction period. The increased level of truck traffic that may impact congestion during this period should be fully assessed in the Final EIR.

2 Delays at access points along the extension corridor have not been fully assessed in the Draft EIR. The Draft EIR states that "a traffic control plan at the access points to the construction area, where trucks would turn onto/off of city streets, should be prepared as a mitigation measure." Staff concurs with the proposal to include such a plan for reducing the traffic impacts and recommends the inclusion of a localized traffic impact assessment in the Final EIR.

Mr. Ram Kumar

-2-

December 14, 1992

2 | The diversion of traffic from Imperial Highway to adjacent streets is also a matter of concern and should be part of the traffic impact assessment.

3 | Grading, excavation, utility line and storm drain relocations, and other construction-related activities at the rail stations has not been fully analyzed in the Final EIR. Traffic impacts at rail station locations should be assessed in the Final EIR. Architectural coatings, exterior paints, and asphalt used at the rail stations resulting in the release of volatile organic compounds (VOCs) should also be analyzed. Solventless, high-solid, or water-based coatings should be recommended wherever possible.

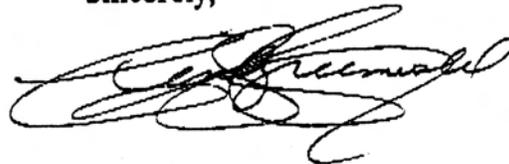
4 | The Draft EIR has not assessed the impacts of using temporary power generators at the construction sites. Permanent sources of power should be recommended for use from the beginning of construction where feasible. SCAQMD permits are required for temporary equipment such as power generators and portable internal combustion engines.

#### Conclusion

The Draft EIR has adequately analyzed the overall net benefits of the proposed Green Line extension. The Final EIR should include assessment of the above noted site specific impacts. Mitigation measures listed in Attachment 1 should be included in the Final EIR where applicable.

The SCAQMD appreciates the opportunity to comment on the proposed project, and requests that the Lead Agency's response to our comments be sent to us prior to the adoption of the Final EIR. If you have any questions regarding these comments, please contact Connie Day, Program Supervisor, at (714) 396-3055.

Sincerely,



Cindy Greenwald  
Manager, Planning and  
Technology Advancement

CSG:CAD:PF

**ATTACHMENT 1**  
**MITIGATION MEASURES FOR THE**  
**METRO GREEN LINE RAIL TRANSIT EASTERLY EXTENSION**

- 1. Minimize Construction Activity Emissions**
  - o Employ activity management techniques, reduce the number of pieces of equipment used simultaneously; increase the distance between the emission sources; reduce or change the hours of construction; schedule activity during off-peak traffic hours; and require a phased-schedule for construction activities to even out emission peaks.
  - o Remove silt by paving construction roads, sweeping streets, and washing trucks leaving the construction site.
  - o Maintain construction equipment engines by keeping them tuned.
  - o Use low-sulfur fuel for equipment.
  - o Permanent sources of power should be used from the beginning of the project; temporary power use should be avoided.
  
- 2. Reduce Construction-Related Traffic Congestion:**
  - o Provide rideshare incentives, and transit incentives for construction personnel.
  - o Configure construction parking to minimize traffic interferences.
  - o Minimize obstruction of through-traffic lanes.
  - o Provide a flagperson to guide the traffic properly.
  - o Schedule operations affecting traffic during off-peak hours.
  
- 3. Minimize Energy Requirements:**
  - o Implement energy conservation measures beyond state and local requirements.
  - o Introduce glazed windows, wall insulation, and efficient ventilation methods; install window systems to reduce thermal gain and loss.
  - o Incorporate appropriate passive solar design and solar heaters.
  - o Replace incandescent indoor lighting with fluorescent lamps, and outdoor lighting with halogen lights.
  
- 4. Limit Emissions From Architectural Coatings and Asphalt Usage:**
  - o Use low-coating systems where possible.
  - o Substitute reactive solvents with nonreactive solvents.
  - o Use high-solid or water-based coatings.

## Responses to: South Coast Air Quality Management District

1. The EIR mentions the need for the City of Norwalk to develop a deficiency plan to keep the intersection of Norwalk Boulevard and Imperial Highway from potentially deteriorating any further from current conditions into Level of Service F. The most likely capacity enhancement at this intersection would be the addition of dual left turn lanes, which would require widening the approaches to the intersection by 10 feet. The proposed project would not preclude this widening in either the subway or aerial alignment, as the column placements were designed to allow for potential future widenings at intersections where capacity enhancements may be necessary. The Green Line Easterly Extension itself may become part of the City of Norwalk's deficiency plan, as it provides an alternative to the automobile for trips that would have been made along Imperial Highway and thereby improves the level of service at many intersections in the project area (See Tables 3-20 and 3-21). The increased truck traffic associated with construction of the proposed project was evaluated and found to not cause a significant impact. The potential diversion of traffic to alternate routes during construction of the aerial alignment was also evaluated and found to cause a significant impact in both Norwalk and Santa Fe Springs. As noted on Page 3-109, both the cities of Norwalk and Santa Fe Springs were consulted on the potential feasibility of peak hour parking restrictions along Rosecrans and Florence avenues during the construction period to provide additional capacity to off-set the capacity temporarily lost on Imperial Highway.
2. Construction impacts associated with the project are addressed in Section 3.10.2 of the EIR. The diversion of traffic from Imperial Highway to alternate routes was identified as a potential significant impact and a mitigation measure was proposed (See response to Comment No.1, above, and Section 3.10.5 of the EIR). The effects of trucks during construction were evaluated and found not to cause a significant impact on the roadways in the study area. The EIR recommends development of a traffic management plan by the contractor (See Section 3.10.5) as a mitigation measure to address localized traffic impacts at construction staging areas prior to the start of construction. It is not possible to develop such a detailed plan at this point in time, since it is not yet known which alignment will be selected, where the construction staging areas will be, or the construction access points. The details of the construction plan will be developed during the design phase of the project.
3. The proposed project includes only one station located between Bloomfield Avenue and Shoemaker. The conceptual architectural design of the rail station does not indicate heavy construction or ground moving activities at the site. Relocation of utility lines would not occur for the aerial alternative. For the subway alternative, construction activity and related emissions would be as described in Section 3.12 of the Environmental Impact Report.

Construction related activities at the rail station include grading and paving for the parking lot as well as construction of the rail station and a pedestrian overpass. Architectural design of the station for either alternative, aerial or subway, would not change, and daily construction activities, or schedule, would remain the same. Table 6-1 lists estimated type, number and hours of operation of each type of construction equipment in use. Emission factors were obtained from SCAQMD's

Draft CEQA Air Quality Handbook, May 1992. Table 6-2 shows daily worst case construction equipment emissions for each phase. The SCAQMD's thresholds of significance would not be violated during any of the construction activity.

The proposed rail station parking lot would provide parking for approximately 400 automobiles. Primary access to the parking lot would be from Imperial Highway, and the secondary access would be from Civic Center Drive. Carbon monoxide concentration analysis at the intersection of the parking lot access road and Imperial Highway considered the rail station to be the receptor. Information on traffic volume and lane configuration were provided by Meyer, Mohaddes Associates, Inc. Emission factors were obtained from the Draft CEQA Air Quality Handbook. The same assumptions considered in other intersection analyses were used in this analysis. In addition, the parking lot was considered as a source of carbon monoxide emissions. The 1-hour and 8-hour carbon monoxide emissions were estimated to be 12.1 and 8.0, respectively, for the future with the project alternative. No violations of the SCAQMD's thresholds of significance at this location is anticipated.

The conceptual architectural design shows that the walls of stairwells and overpasses would be the major surface areas to be painted. Using SCAQMD Rule 1113 and Table 9-13 of the Draft CEQA Air Quality Handbook, unmitigated evaporative reactive organic gas (ROG) emissions from architectural coating have been estimated to be 2.1 pounds per day.

4. Section 3.12.4 (Table 3-34) of the EIR indicates that generators would be used during construction activities; however, SCAQMD permits should be obtained prior to their use, and as a mitigation measure, permanent sources of power should be used where feasible.

| TABLE 6-1 CONSTRUCTION EQUIPMENT USED DURING STATION CONSTRUCTION |  |         |        |         |
|---|--|---------|--------|---------|
| CONSTRUCTION EQUIPMENT  | SUBWAY   |         | AERIAL |         |
|   | # Used   | Hrs/day | # Used | Hrs/day |
| <b>Station Parking Lot</b>  |  |         |        |         |
| <b>Grading</b>  |  |         |        |         |
| Graders   | 1  | 8       | 1      | 8       |
| Loaders   | 1  | 8       | 1      | 8       |
| Trucks  | 2  | 8       | 2      | 8       |
| <b>Paving</b>   |  |         |        |         |
| Asphalt Pavers  | 1  | 8       | 1      | 8       |
| Paving Equipment  | 1  | 8       | 1      | 8       |
| Rollers   | 1  | 8       | 1      | 8       |
| Trucks  | 2  | 8       | 2      | 8       |
| <b>Station Construction</b>                                       |  |         |        |         |
| <b>Excavation</b>   |  |         |        |         |
| Dozer   | 1  | 8       | 1      | 8       |
| Excavators  | 1  | 8       | 1      | 8       |
| Trucks  | 2  | 8       | 2      | 8       |
| <b>Station Construction</b>                                       |  |         |        |         |
| Cement/Mortar Mixer   | 1  | 8       | 1      | 8       |
| Cranes  | 1  | 8       | 1      | 8       |
| Generators  | 1  | 8       | 1      | 8       |
| Plate Compactor   | 2  | 8       | 2      | 8       |
| Welders   | 2  | 8       | 2      | 8       |
| Trucks  | 3  | 8       | 3      | 8       |
| Notes:  |  |         |        |         |
| .   | Type of equipment, number used and operation times provided by Gannett Fleming, Los Angeles. |         |        |         |
| **  | Emission factors obtained from SCAQMD's Draft CEQA Air Quality Handbook, May 1992.           |         |        |         |
| <sup>a</sup>  | Off-highway truck emission factors were assumed.   |         |        |         |
| NA  | Not Applicable.  |         |        |         |

Source: Myra L. Frank & Associates, Inc., 1992.

| <b>TABLE 6-2 EMISSIONS DURING STATION CONSTRUCTION</b>                                    |           |            |            |            |             |
|---|-----------|------------|------------|------------|-------------|
| <b>Pollutant (Pounds per Day)</b>   | <b>CO</b> | <b>ROG</b> | <b>NOx</b> | <b>SOx</b> | <b>PM10</b> |
| <b>SCAQMD THRESHOLD CRITERIA</b>  | <b>75</b> | <b>550</b> | <b>100</b> | <b>150</b> | <b>150</b>  |
| <b>STATION PARKING LOT</b>  |           |            |            |            |             |
| <b>Grading</b>  | <b>47</b> | <b>13</b>  | <b>30</b>  | <b>3</b>   | <b>4</b>    |
| Exceeds Criteria  | NO        | NO         | NO         | NO         | NO          |
| <b>Paving</b>   | <b>35</b> | <b>13</b>  | <b>32</b>  | <b>4</b>   | <b>4</b>    |
| Exceeds Criteria  | NO        | NO         | NO         | NO         | NO          |
| <b>STATION CONSTRUCTION</b>   |           |            |            |            |             |
| <b>Excavation</b>   | <b>39</b> | <b>13</b>  | <b>47</b>  | <b>5</b>   | <b>6</b>    |
| Exceeds Criteria  | NO        | NO         | NO         | NO         | NO          |
| <b>Station Construction</b>   | <b>58</b> | <b>20</b>  | <b>49</b>  | <b>6</b>   | <b>6</b>    |
| Exceeds Criteria  | NO        | NO         | NO         | NO         | NO          |
| Notes: Emission factors obtained from SCAQMD's Draft CEQA Air Quality Handbook, May 1992. |           |            |            |            |             |

Source: Myra L. Frank Associates, Inc., 1992.





# COUNTY OF LOS ANGELES

## FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE  
LOS ANGELES, CALIFORNIA 90063

P. MICHAEL FREEMAN  
FIRE CHIEF  
FORESTER & FIRE WARDEN

November 23, 1992

Mr. Gary Peterson  
Myra L. Frank & Associates  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017



Dear Mr. Peterson:

**SUBJECT: Environmental Impact Report - Metro Green Line  
Easterly Extension**

After review of the above mentioned document, the following requirements will need to be addressed:

1. Provide ventilation for the underground sections of the system.
2. Provide for emergency egress within the tunnel sections.
3. Provide an approved Wet Standpipe System within the tunnels.
4. Provide for emergency removal of power.
5. Provide Emergency Telephone System.
6. Provide adequate communications for emergency response personnel.
7. Provide emergency access to the system, both station and trainway.
8. Provide adequate emergency exiting from the station complex.
9. Hydrant requirements will be based upon final alignment and station configuration.

These requirements are contained in the *Metro Rail Fire/Life Safety Criteria* and are available from the Los Angeles County Transportation Commission.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS  
ARTESIA  
AZUSA  
BALDWIN PARK  
BELL  
BELLFLOWER  
BELL GARDENS

BRADBURY  
CARSON  
CERRITOS  
CLAREMONT  
COMMERCE  
CUDAHY  
DUARTE

GLENDORA  
HAWAIIAN GARDENS  
HIDDEN HILLS  
HUNTINGTON PARK  
INDUSTRY  
IRWINDALE  
LA CANADA FLINTRIDGE

LAKESIDE  
LA MIRADA  
LANCASTER  
LA PUENTE  
LAWDALE  
LOMITA  
MAYWOOD

NORWALK  
PALMDALE  
PALOS VERDES ESTATES  
PARAMOUNT  
PICO RIVERA  
RANCHO PALOS VERDES  
ROLLING HILLS

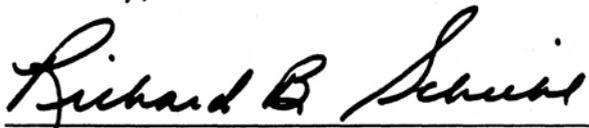
ROLLING HILLS ESTATES  
ROSEMead  
SAN DIMAS  
SANTA CLARITA  
SIGNAL HILL  
SOUTH EL MONTE  
SOUTH GATE

TEMPLE CITY  
WALNUT  
WEST HOLLYWOOD  
WESTLAKE VILLAGE  
WHITTIER

Mr. Gary Peterson  
Metro Green Line E.I.R.  
November 23, 1992  
Page 2

Should you have any questions regarding this matter, contact Battalion Chief Richard Schiehl at (213) 244-6345.

Sincerely,

A handwritten signature in cursive script that reads "Richard B. Schiehl". The signature is written in black ink and is positioned above a horizontal line.

Richard B. Schiehl, Battalion Chief  
Los Angeles County Fire Department  
Metro Rail Coordinator

cc: Mr. J. Gee, L.A. County Fire Department  
Mr. R. Kumar, Los Angeles County Transportation Commission  
Mr. D. Sievers, Rail Construction Corporation

## Responses to: County of Los Angeles Fire Department

1. Adequate ventilation of the underground portions of the systems will be provided. Ventilation shafts are contemplated east of I-5, near the midpoint of the extension, assuming this option is selected. Design will be in accordance with Fire/Life Safety (FLS) Criteria.
2. Cross tunnel connections will be utilized to provide emergency egress in a manner similar to Red Line.
3. A wet standpipe system will be provided in accordance with the FLS criteria.
4. An emergency trip station will be provided in accordance with FLS criteria.
5. An emergency telephone system will be provided in accordance with FLS criteria.
6. A communication system and training will be provided and coordination with the LACTC Fire/Life Safety Committee members will be arranged.
7. Provisions will be made for emergency access to the system and station in accordance with FLS criteria.
8. Emergency exiting provisions will be incorporated into the station in accordance with FLS criteria.
9. Adequate hydrants will be provided in accordance with FLS criteria.

The Rail Construction Corporation cooperates closely with the Fire/Life Safety Committee (FLSC) and with the fire chiefs provided by Los Angeles County and Los Angeles City Fire Departments in designing, constructing and testing rail projects. The FLSC is a valued part of the team and insures that all applicable FLS criteria is met. The cost of making these provisions is generally included in the cost estimate prepared for the EIR.





# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-4998  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (310) 699-7411, FAX: (310) 695-6139

232211 DEC-7 61

CHARLES W. CARRY  
Chief Engineer and General Manager

December 3, 1992

File No: 18-00.04-00

Mr. Ram Kumar  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

Dear Mr. Kumar:

### Metro Green Line Easterly Extension

The County Sanitation Districts received a *Draft Environmental Impact Report* for the subject project on November 4, 1992. The proposed development is located within the jurisdictional boundaries of District No. 18. We offer the following comments regarding sewerage service:

1. According to the proposed project alignment, the project could impact several (up to 5) Districts' trunk sewers over which it passes. This would be particularly true in the case of the subway option. The Districts cannot issue a detailed response to, or permit construction of, the proposed project until project plans which have been revised to incorporate our sewer lines are submitted. In order to prepare these plans, you will need to contact the Districts Sewer Design Section to request drawings of our sewers. Please direct these requests to the County Sanitation Districts of Los Angeles County, 1955 Workman Mill Road, Whittier, CA. 90607, Attention Calvin Jin, Sewer Design Section. When revised plans which incorporate our sewers have been prepared, please send copies of the same to the address shown above for our review and comments.
2. Wastewater generated at the proposed Norwalk Transportation Center will discharge directly to the Districts' Bloomfield Avenue Trunk Sewer, located in a right of way adjacent and parallel to the AT and SF Railroad between Imperial Highway and Foster Road. A direct connection to a Districts' trunk sewer requires a Trunk Sewer Connection Permit, issued by the Sanitation Districts. For information regarding the permit, please contact Mr. Charles Rye at (310) 699-7411, extension 1205. Wastewater generated at the proposed Metro Green Line Station will discharge to a local sewer for conveyance to the Districts' Orr and Day Road Trunk Sewer Section 1, located in Orr and Day Road between Florence Avenue and Imperial Highway.
3. The wastewater will be treated at the Long Beach Water Reclamation Plant (WRP), located in Long Beach, and/or the Joint Water Pollution Control Plant (JWPCP), located in Carson. These facilities have been interconnected to form a regional treatment system.
4. The Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to the Sanitation Districts' Sewerage System or **increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected**. A connection fee is required in order that necessary expansions to the Sewerage System

can be constructed to accommodate new development. Payment of a connection fee will be required before a permit to connect to the sewer is issued.

5. The design capacity of Districts' wastewater conveyance and treatment facilities are based on population forecasts adopted in the 1991 South Coast Air Quality Management Plan (AQMP). The AQMP was jointly prepared by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) as a requirement of the Federal Clean Air Act (CAA). In order to conform with the AQMP, all expansions of Districts' facilities must be sized and service phased in a manner which is consistent with the Growth Management Plan (GMP). The GMP is a regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial which was prepared by SCAG. Specific policies included in the GMP which deal with the management and distribution of growth are incorporated into the AQMP strategies to improve air quality in the South Coast Air Basin. The available capacity of Districts' conveyance and treatment facilities will, therefore, be limited to levels associated with approved growth identified in the adopted GMP/AQMP. As such, this letter does not constitute a guarantee of wastewater service, but is intended to communicate the Districts' willingness to provide this service up to the levels which are legally permitted and to inform you of the currently existing capacity and any proposed expansion of Districts' facilities.

If you have any questions, please contact the undersigned at (310) 699-7411, extension 2717.

Very truly yours,

Charles W. Carry



Marie L. Pagenkopp  
Engineering Technician  
Financial Planning &  
Property Management Section

MLP:rc

Responses to: **County Sanitation Districts of Los Angeles County**

1. Preliminary drawings of the proposed project alignments and profiles are provided as Figures 2-1 and 2-5 in the EIR. More detailed plans will be prepared in the preliminary engineering phase. At that time, a set of plans will be submitted for review by the Sanitation Districts. Contact will be made with the Districts Sewer Design Section in order to obtain sewer drawings early in that process. The contact person noted in the comment will be added to the project file for future reference.
2. The information identified in the comment regarding the District's wastewater facilities is noted for the record. Restrooms will not be provided at the Metro Green Line station and therefore only minor amounts of wastewater would be expected. However, all permits, reviews and approvals required to connect the proposed project to District facilities will be obtained. The contact person noted in the comment has been added to the file for future reference.
3. The information identified in the comment is noted for the record.
4. Appropriate procedures will be followed for any connections required to the Sanitation District's sewerage system from the project.
5. The capacity limitations and underlying planning documents referred to in the comment are noted. As is noted in the EIR, it is not anticipated that the proposed project would result in an increased demand for housing or would result in increased population. It is therefore not expected that a measurable demand on District facilities would arise from the proposed project.





# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS L.A.C.T.C.

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (818) 458-5100

1992 DEC 21 PM 12:13

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

THOMAS A. TIDEMANSON, Director

December 16, 1992

IN REPLY PLEASE REFER TO FILE P-4

Mr. Ram Kumar  
Los Angeles County Transportation Commission  
818 West Seventh Street  
Los Angeles, CA 90017

Dear Mr. Kumar:

### RESPONSE TO A DRAFT ENVIRONMENTAL IMPACT REPORT METRO GREEN LINE EASTERLY EXTENSION PROJECT

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report (EIR) for the proposed Metro Green Line Easterly Extension Project. Although we have not completed the review of the Draft EIR, we offer the following comments. We will forward additional comments when we complete our review.

1 | Current estimates indicate that a shortfall in permitted daily land disposal capacity in Los Angeles County will occur within the next five years. As such, the proposal may adversely impact the solid waste management system in this County. The EIR must identify what measures the project proponent will implement to mitigate the impact. These measures may include, but are not limited to, development of new or expansion of existing landfill sites, as well as implementation of waste reduction programs.

2 | As the project is presented, it is unclear whether or not the transfer station will include vending machines or concession stands, which will generate solid waste. Solid waste from these services or outside sources may be deposited at the station or on the trains. Consequently, development standards should be provided for identifying adequate "waste storage areas" for collecting recyclable materials.

3 | In addition, the City's Source Reduction and Recycling Element should be directly referenced.

4 | The EIR must discuss the impact of the portion of the plan area, which is located within an area designated as potentially suitable for off-site hazardous waste management (HWM) facilities as identified in the Los Angeles County HWM Plan, September 1988, Volume II, Figure 6-1.

Mr. Ram Kumar  
December 16, 1992  
Page 2

5 | The EIR should more fully assess the impact on the quality of stormwater as the result of the project. Mitigation measures should be incorporated into the design and layout of the project. The document should reference National Pollutant Discharge Elimination System Permit No. CA0061654 issued by the Regional Water Quality Control Board to the County and local cities. The document should indicate that the project will comply with all applicable stormwater quality management programs of the City and County.

6 | Any mitigation measure monitoring program performed by the Los Angeles County Department of Public Works (DPW), Waste Management Division, will require a funding account to be established by the project proponent to pay for the required services. The amount of necessary funds will be determined at the time monitoring will be performed. The DPW, Waste Management Division, must be contacted to establish the funding account.

If you have any questions regarding these comments, please contact Mr. Russell W. Bukoff of our Waste Management Division at (818) 458-2186. Questions regarding the environmental reviewing process of this Department can be directed to Ms. Clarice Nash at the previous page address or at (818) 458-4334.

Very truly yours,

T. A. TIDEMANSON  
Director of Public Works

*for* *Michael H. Nagao*  
CARL L. BLUM  
Assistant Deputy Director  
Planning Division

MA:my  
#2/183

Responses to: **County of Los Angeles, Department of Public Works**

1. While the proposed project would add to the amounts of construction debris and associated waste in the County, this added burden would not be significant. It is also not expected that the amounts of daily solid waste occurring at the Norwalk Transportation Center would be of significant proportions, since there would be no restrooms or other facilities which would generate solid waste. It is therefore not expected that additional landfill sites will be required either as a direct or indirect result of the proposed project. Waste reduction programs and objectives will be incorporated into project operating plans to the extent they are relevant.
2. As noted in the previous response, restrooms or other facilities which would generate solid waste are not planned for the transit station, nor are vending machines other than those associated with ticketing. Minor amounts of waste may be deposited at the station, such material being imported from elsewhere and already existing in the waste stream. Where appropriate, the detailed station design will incorporate solid waste collection and disposal related issues.
3. The California Waste Management Act of 1989 (AB 939) requires that every city and county achieve waste diversion goals of 25 percent by 1995 and 50 percent by 2000. The City of Norwalk has developed a Source Reduction and Recycling Element (SRRE) in response to AB 939 in order to outline short-term (through 1995) and medium-term (1995-2000) implementation plans for a variety of waste management activities. These include source reduction, recycling, special waste and public education programs.

Participating agencies would work with the City of Norwalk to develop additional programs to mitigate the potential waste disposal impacts resulting from the construction and operation of the proposed project in accord with applicable waste management regulations. These programs would be considered in relation to the city's overall waste management planning efforts as described in the SRRE, which would be revised as necessary by the City of Norwalk to reflect activities associated with the proposed project.

4. The county's Hazardous Waste Management Plan does not identify specific proposed facilities in the project area; however, it suggests that areas zoned for industrial use are potentially suitable for such facilities. To the extent that the proposed project would affect industrially zoned land (i.e., the Norwalk Transportation Center) it would reduce the amount of land otherwise available for consideration for such use. This is not regarded as a significant reduction, however.
5. During the detailed design, engineering and construction phases of the project, the flow and quality of stormwater resulting from the project will be assessed and special design and mitigation measures will be incorporated, as needed, to comply with the National Pollutant Discharge Elimination System Permit No. CA0061654 issued by the Regional Water Quality Board. The project will comply with all applicable stormwater quality management programs of the City and County.
6. It is not anticipated that the county would be required to participate in mitigation monitoring for the proposed project. However, should such participation be necessary,

appropriate procedures will be instituted with respect to the funding of the mitigation monitoring program.



City of  
**NORWALK**



12700 NORWALK BLVD., P.O. BOX 1030, NORWALK, CA 90651-1030 • PHONE: 310/929-2677 • FACSIMILE: 310/929-3880

December 17, 1992

Los Angeles County  
Transportation Commission  
818 West Seventh Street  
Suite 1100  
Los Angeles, CA 90017  
Attn: Mr. Ram K. Kumar

Subject: Comments on Green Line Easterly Extension  
Draft EIR

Dear Mr. Kumar:

The City of Norwalk has reviewed the "Draft Environmental Impact Report" for the Metro Green Line Easterly Extension and hereby submits the following comments on the draft report.

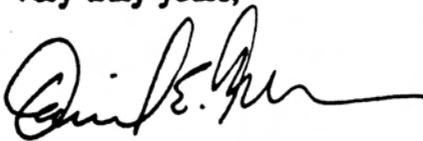
1. The City of Norwalk strongly supports the preferred subway option because of its obvious benefits over the aerial alignment.
2. LACTC should revise their figures of the Norwalk Transportation Center (NTC), (Figures S-2, S-3, etc.), to coincide with the alignment shown in the Norwalk Transportation Center Feasibility Study prepared by the City of Norwalk. The alignment shown in the draft EIR is slightly different than the feasibility study, particularly in the curvature of the LRT outbound rail line.
3. The conceptual drawings of the NTC should contain a statement saying that they are conceptual drawings and subject to modification.
4. The EIR should address methods to minimize the local on-street parking due to overflow (S.7.3).
5. "Growth" on Table S-1 (Page S-14) says "no anticipated growth" - is this reasonable to assume?
6. Portions of the EIR state parking at the NTC as 380 spaces, elsewhere it states 400 and

- 450 - there needs to be consistency (e.g., Figure 2-2 on Page 2-11; Page 2-27 first paragraph; Figure S-2 on Page S-4 and Figure 2-6 on Page 2-25).
7. North arrows should be placed on all map figures.
  8. Page S-1 second paragraph, last sentence - delete the word "of".
  9. Page 2-17 last paragraph, fourth line - delete the word "be".
  10. Page 2-32 where will parking be during this construction sequence?
  11. Page 3-16 Section 3.2.4. There may be need to comply with Construction Storm Water regulations or interfacing with Regional Water Quality Control on dewatering discharge.
  12. Page 3-17 Section 3.3.1 What about the use of reclaimed water? Also, will this be in compliance with the State's Landscape Ordinance?
  13. Page 3-25 third paragraph "Register" should be "Registrar" of Voters.
  14. Page 3-35 Section 3.4.5 third paragraph - Is this a reasonable mitigation measure? It does not sound viable.
  15. Page 3-55 Table 3-13. What about petroleum pipelines which could cause potential concerns? Are these included under gasoline category?
  16. Page 3-58 second paragraph second line - delete the word "would".
  17. Page 3-58 Section 3.7.2 fourth paragraph - I recommend there be no loss of water service to other communities. There would be a major impact to other area residents if MWD water service was interrupted.
  18. Page 3-60 second paragraph, last sentence "...is messy and unattractive site....junk piled on the ground". This should be reworded.
  19. Page 3-62 to 3-68. Various references to shadows and obscuring traffic (vision). Reaffirms the idea that aerial alignment is not a good option. [Also consider the unsightly graffiti which would occur on an aerial alignment.]
  20. Page 3-71 Section 3.8.4 "quideway" should be "guideway" in all six uses. Also, the use of xeriscape should be considered.

21. Page 3-75 Table 3-15 ULN and LN should be defined.
22. Page 3-82 Section 3.10 The City Traffic Engineer will submit his comments on this section.
23. Page 3-92 third paragraph, third from last line "a" should be "an".
24. Page 3-99 second paragraph. Is 1.0% reasonable? Is the fact that no other development project is included in the analyses reasonable?
25. Page 3-106 Section 3.10.4. There will be a big impact if 750 parking spaces are needed and only 400 are available. A preferential parking zone would be an inadequate mitigation in the event of large-scale spillover of parking into the adjacent neighborhood. In the event that parking demand exceeds 400 spaces, parking facilities should be secured on adjacent parcels in addition to establishing a preferential parking zone.

We appreciate the opportunity to comment on this very important project. Please do not hesitate to contact me if you have any questions or require amplification on any point mentioned.

Very truly yours,



Daniel E. Keen, A.I.C.P.  
Deputy City Manager,  
Management Services

cc: Steve Bucknam, Norwalk  
Wayne Grandin, HDR

LACTC.lm



Responses to: **City of Norwalk**

1. The City's preference for the subway alignment is noted for the record.
2. The alignment shown in the draft EIR adheres to LACTC/RCC standards and was ratified by the Metro Green Line Easterly Extension Task Force. As agreed to by the city, the alignment shown in the Feasibility Study was more approximate.
3. The following has been added to Figures S-2, S-3, 2-2, 2-3, 2-6, 2-7 and 2-8: "Conceptual Drawing - Subject to Modification."
4. The EIR notes that the demand for parking at the Norwalk Transportation Center is expected to exceed the proposed supply of surface parking, and this could result in potential overflow of parking onto nearby streets. The construction of a parking structure is one potential mitigation measure to alleviate this impact, although it is a costly mitigation measure. The parking demand at the station includes demand generated by both the Green Line and the Commuter Rail service. Other alternatives could include such measures as the implementation of preferential parking on streets near the station, if the parking spillover is perceived as a significant impact, the provision of additional shuttle service to/from the station to reduce the need for Green Line patrons to drive and park at the station, or the acquisition of nearby land to provide additional surface parking, if necessary.
5. It is reasonable to assume that the proposed project would not generate demand for additional housing or induce population growth. The project would draw its employees from within the region and therefore would not contribute to the expansion of population in the basin.
6. The number of parking spaces to be provided has been estimated to be approximately 400, based on current system characteristics. Depending upon the topic under discussion in the EIR, the estimated number of spaces could vary somewhat. Figure 2-2 shows approximately 450 parking spaces, because the aerial alignment would permit spaces beneath the guideway that would not be possible with the subway alignment. The reference to 380 spaces in Section 2.3.1 is incorrect. It should read "400" spaces. The number of parking spaces shown on Figures S-2 and 2-6 are corrected to show 450 and 400 spaces, respectively.
7. North arrows will be placed on all map figures.
8. The correction has been made.
9. The correction has been made.
10. If this construction sequence is selected as the preferred construction scenario, the 300 spaces commuter rail parking lot would be displaced during the construction period. The contractor would be required to provide replacement parking off-site, with a shuttle service to/from the station during the time period when the parking is displaced. It would be up to the contractor to find an appropriate location for replacement parking, but it is

likely that any contractor would seek to rent spaces in an available lot as close as possible to the station to minimize the cost of shuttle service to/from the station.

11. During construction, the project will comply with rules and regulations applicable per the General Construction Permit and construction stormwater regulations.
12. Section 3.3.1 describes the existing setting with regard to vegetation and wildlife. As noted in the impact section (Section 3.3.2), the project is not anticipated to have an impact on either vegetation or wildlife. Although not specifically required for this project, reclaimed water is being promoted for irrigating vegetation throughout Southern California. To the extent that landscaping is provided in conjunction with the project, it would be supplied in accordance with current LACTC policies.
13. The correction has been made.
14. It does not seem unreasonable that in some instances temporary measures such as restriping of existing parking spaces or use of adjacent vacant parcels for parking could be used to satisfy demand for commercial parking during construction of the proposed project. For example, at the southeast corner of Imperial Highway and Studebaker Road, there is a vacant parcel immediately adjacent to a store. If the store would be subject to a temporary parking loss during construction of the project, some of the vacant space on the adjacent lot could be used, with the permission of the owner and the City of Norwalk. As a rule, the feasibility of specific measures to offset parking spaces lost due to the project will have to be determined on a case by case basis. The EIR discusses measures typically used in such situations.
15. Petroleum pipelines are included within the category titled "gasoline."
16. The correction has been made.
17. Every effort will be made to ensure that no community suffers a loss in utility service of any kind, including water supply.
18. The correction has been made.
19. The city's position in opposition to the aerial alignment is noted for the record.
20. The corrections have been made. Xeriscape, although not specifically required due to the absence of landscaping impacts, will be considered.
21. "LN" and "ULN" were printed in error. The proper terms are inches/second and micro-inches/second. Corrections have been made to the table.
22. Comments were provided separately for information only and not for inclusion in the FEIR. Issues raised were verified.
23. The correction has been made.

24. The 1.0% per year growth factor was utilized at the suggestion of the City of Norwalk Traffic engineer and was felt to be reasonable. As noted in Section 3.10.3, the Caltrans LARTS model was also utilized to add traffic to city streets to reflect the impact of completion of the I-105 Freeway on traffic volumes in the year 2010.
25. Parking demand would be monitored on an ongoing basis and local measures to mitigate impacts due to any overflow parking would be initiated by the City of Norwalk.



COMMENT SHEET  
Los Angeles County Transportation Commission  
City of Norwalk

Draft Environmental Impact Report Public Hearing  
Metro Green Line Easterly Extension

- ( ) I would like to speak.  
(X) I would like to submit written comments.

Name Sharon Sherman  
Address 13300 Holcourt Avenue  
City Norwalk California Zip 90650 Phone \_\_\_\_\_  
Representing Foster-Fitcher area resident (construction area)  
Date Jan 18, 1992

Use the space below for comments. Please print. If you need additional space, you may write on the back or attach another form.

The main construction site should be at the east area.

The sooner its started the better.

The resident impacted should be notified now not later.

What is the actual cost difference for sure?

This is a great way to connect L.A. to San Diego,

to who know where for getting our traffic problems

under control for future years. This would be a clear

for both sides.

Written comments on the DEIR will be accepted by the Los Angeles County Transportation Commission until December 22, 1992. Please submit written comments to: City of Norwalk, Att: Jill Anderson, Management Assistant, 12700 Norwalk Blvd., Norwalk, CA 90651-1030.

Response to: **Clara Sherman**

The commenter's preference for the subway alignment and east end construction staging area are noted for the record. The implementation schedule for the project is not known at this time because the project is one of a number of candidate corridors identified for funding in the 30-Year Plan, and being currently evaluated. Based on conceptual engineering analysis, the cost of the aerial alignment is estimated to be \$215 million (in current dollars), and the cost of the subway alignment is estimated to be approximately \$240-241 million.

COMMENT SHEET  
Los Angeles County Transportation Commission  
City of Norwalk

Draft Environmental Impact Report Public Hearing  
Metro Green Line Easterly Extension

( ) I would like to speak.

(x) I would like to submit written comments.

Name Carrie Torres  
Address 12332 Everest St  
City Norwalk Zip 90650 Phone 864-2601  
Representing \_\_\_\_\_  
Date 11-15-92

Use the space below for comments. Please print. If you need additional space, you may write on the back or attach another form.

I think that this project is a necessary evil.

I could wish that one of the other <sup>Corridors</sup> ~~corridors~~

had been chosen. please

choose the subway

see attached comments

Written comments on the DEIR will be accepted by the Los Angeles County Transportation Commission until December 22, 1992. Please submit written comments to: City of Norwalk, Att: Jill Anderson, Management Assistant, 12700 Norwalk Blvd., Norwalk, CA 90651-1030.



Carrie Jones

I think that the connection project is probably a necessary evil. I could wish that one of the other corridors had been chosen so that the northern part of the city would not be so badly impacted by construction but as we seem to be doomed to suffer this project a subway would seem to be the best solution. Imperial Highway has a lot of pipes underneath it which are always needing repairs. In the last few years Imperial highway has been torn up so often that I rarely try to shop in the main part of Norwalk, I can't count on being able to drive across Imperial. If the aerial line is chosen I will have to hope that I can get out of the tract and go north on Norwalk Blvd to shop in Santa Fe Springs or Whittier because it sounds like Imperial will be impassable for quite a few years.

Of course the noise, dust and vibration may be so bad that my husband and I may be forced to sell our house at a loss. The subway will probably bring more noise and vibration during construction but when it is finished it should be unnoticeable and may even improve property values because of the easy access to public transportation. The above ground pillars of the other solution would also be a magnet for graffiti. We don't need to encourage any more of that. On the whole I see the elevated tramway as a disaster for the city and the subway as a livable solution to a difficult problem.

Response to: **Carrie Torres**

The commenter's opinions are noted for the record, including her preference for the subway alignment. The difficulties associated with constructing a project along Imperial Highway are recognized. Every effort will be made to reduce inconveniences during the project's construction period.

### COMMENT SHEET

Los Angeles County Transportation Commission  
City of Norwalk

Draft Environmental Impact Report Public Hearing  
Metro Green Line Easterly Extension

I would like to speak.

I would like to submit written comments.

Name Daniel R Smith  
 Address 10526 Downey Norwalk rd  
 City Norwalk Zip 90650 Phone 263 6211  
 Representing \_\_\_\_\_  
 Date 11/18/92

Use the space below for comments. Please print. If you need additional space, you may write on the back or attach another form.

I am in Favor of the Subway.

I would like to see the construction

at the Eastern end of Imperial Highway.

I Favor the Subway due to the

minimal impact on property value, and

traffic. It will not be an eye sore.

In a Reference To earthquake concerns

look at the Bart system in San Francisco

During The Bay area Quake in 1989.

Response to: **Daniel Smith**

The commenter's preference for the subway alignment and east end construction staging area are noted for the record. The commenter is correct in noting the safe performance of a subway configuration during a seismic event.

UNRECORDED  
COPY FILED

339 10th Street  
Santa Monica, CA 90402  
November 30, 1992

232025 DEC-28

Ram K. Kumar  
Project Manager, Southeast Area Team  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

Dear Mr. Kumar:

I would like to make the following public comments on the Metro Green Line Easterly Extension Draft Environmental Impact Report:

- 1 • This is clearly an important connector, providing linkage between the Norwalk commuter rail station and Green Line to El Segundo.
- 2 • One would expect a station at the intersection of Imperial Highway and Norwalk Blvd., to serve the Norwalk Civic Center and adjacent office and retail buildings. A subway station could easily be built here under the large Civic Center lawn at the intersection's south-east corner.
- 3 • The cost of additional height for an elevated structure over Interstate 5 to clear hypothetical elevated carpool lanes should be paid by CalTrans, not LACTC rail funds. I seriously question whether such a freeway structure will ever be built, given its enormous cost and the neighborhood impact of the similar Harbor Freeway elevated sections.
- 4 • Local contribution to the incremental cost of a subway is a good criterion. Why has it not been applied to other LACTC subway plans, especially the over \$1 billion increment for the Red Line subway (vs. a grade separated surface alignment along the Burbank Branch right-of-way) in the San Fernando Valley?

Sincerely,



Darrell Clarke

Responses to: **Darrell Clarke**

1. The commenter's support for the project is noted for the record.
2. The Civic Center area would be in close proximity to the proposed Norwalk Transportation Center, and therefore a station at this location would not only affect operations but would also increase the cost of the project without a significant increase in benefits. Furthermore, access to both the Norwalk Transportation Center and the I-605 station would be made convenient through a shuttle (bus) service.
3. The EIR represents a worst case scenario and incorporates currently available information. The intent is to provide a cost estimate for the project, and the EIR is not intended as a financial planning document.
4. The EIR evaluates impacts resulting from both the aerial and the subway alignments and discusses appropriate mitigation measures. Issues of local contribution will be taken up in the candidate corridor evaluation process currently underway.

**T.A. NELSON, P.E.**  
**CONSULTING ENGINEER**  
**TRANSPORTATION CONSULTANT**

2563 Dearborn Dr., Los Angeles, CA 90068 (213) 462-5500

232149 DEC -4 81

December 3, 1992

Ram K. Kumar, Project Mgr.  
Southeast Area Team  
L. A. County Transp. Commission  
818 W. Seventh St. Suite 1100  
Los Angeles, CA 90017

Dear Mr. Kumar:

The following comments on the Draft EIR for the Metro Green Line Easterly Extension are based on the information supplied in the Summary provided with LACTC's October 28 Agenda.

- 1 | In the second paragraph on page S-1, reference is made to a connection between the L. A. County and Orange County (O. C.) rail transit systems. Assuming this does not refer to commuter rail, neither the aerial nor subway alignment maps on pages S-4 and S-6 show a future connection. As you are aware, O. C. has not yet decided on the mode to be used nor the point at which the two systems will interface. Nevertheless, Norwalk is a logical site, and space should be reserved in the Green Line station design to accommodate whichever mode O. C. settles on. For center platform transfers, space may be needed to install double crossovers and pocket tracks at each end of the station. If O. C. decides on monorail or a rubber-tired people mover, space for two additional guideways will be needed to allow across-the-platform transfers.
  
- 2 | On page S-10 it is stated that 17 homes would be taken if the west staging area is chosen. Yet, on page S-11 the difference in the range of subway costs is only \$1 million. Assuming an average cost of \$100,000 per home, this totals \$1.7 million. Plus there are relocation costs to be added.
  
- 3 | The table on page S-13 indicates some property may be taken when incompatibility cannot be overcome for the aerial alternative. However, I cannot find any costs assigned to this.
  
- 4 | The problem of parking overflow onto local streets is mentioned on page S-11. This can be mitigated in the future by construction of a parking garage.
  
- 5 | The table on page S-19 refers to consuming minor amounts of electricity. The word "consume" should be changed to "use". A fundamental law of physics states that energy can neither be created nor destroyed.

Sincerely,

*T. A. Nelson*

Responses to: **T.A. Nelson**

1. This project would be designed in such a way that it would not preclude a connection or interface with the Orange County rail transit system, which is currently in a "Project Definition Study" phase.
2. If the west staging area is chosen for constructing the Metro Green Line Easterly Extension, most of the land remaining from the 17 homes would be sold for redevelopment to recoup the initial cost.
3. At the present time it is not envisioned that land use effects associated with the proposed project would be sufficiently adverse to require property takings. However, since this potential may exist, it has been allowed for in the table.
4. See response to City of Norwalk Comment No. 4.
5. The term "consume" is meant to imply "use."

**COMMENT SHEET**  
Los Angeles County Transportation Commission  
City of Norwalk

Draft Environmental Impact Report Public Hearing  
Metro Green Line Easterly Extension

I would like to speak.

I would like to submit written comments.

Name Phil & Annette Bliss  
Address 12344 Everest St.  
City Norwalk Zip 90650 Phone 864-0007  
Representing Neighborhood near Imperial  
Date 12-3-92 Hwy.

Use the space below for comments. Please print. If you need additional space, you may write on the back or attach another form.

We are concerned about disruption of the businesses and the comings and the going of traffic on Imperial. It appears that digging the subway beneath Imperial Hwy. and starting the digging from the east end would be the better way - an aerial Green

Written comments on the DEIR will be accepted by the Los Angeles County Transportation Commission until December 22, 1992. Please submit written comments to: City of Norwalk, Attn: Jill Anderson, Management Assistant, 12700 Norwalk Blvd., Norwalk, CA 90651-1030.

Line would give "the Gangs" more room ~~to~~ mess-up with their writings - we have far too much

of that now.

Another note on Traffic in Norwalk and other cities when the new I-105 opens and even now we are in desperate need - to have our traffic light "set" so no-one has to stop at each signal as they go down our streets and highways - Air Quality Management should have & cities should have realized that this is a "number one" cause of pollution from all the Trucks & Cars - stopping & starting. Each truck & auto could save on its Fuel bill also. Do city employees stay home on the AQM stay home days or are they out in their cars?

Response to: **Phil & Annette Bliss**

Every effort will be made to reduce the disruptive effects of project construction. The commenter's preference for the subway alignment and east end construction staging area are noted for the record. Traffic light sequencing should not be affected by the proposed light rail line. This should be brought to the attention of the City of Norwalk traffic staff.



## 6.3 PUBLIC HEARING COMMENTS AND RESPONSES

### Horace Green

#### Comments:

1. The subway would be the better route to take to avoid the disruption of traffic, dust, construction debris and visual disruptions caused by the aerial route.
2. Nighttime construction is preferable to avoid clogging up the roadways in the day time, and the contractor should try to use a quiet running truck with an alternate fuel engine, something more compatible with the environment.
3. Dirt from construction sites is agitated by construction trucks and becomes airborne, especially on a hot day. Transporting at night, when it's damp, will prevent this.
4. The east end is preferable because there would be less traffic during the daytime.
5. The existing AT&SF trackage should be used to transport spoil material.

#### Responses:

1. The commenter's preference for the subway alignment is noted for the record.
2. It is likely that hours of construction would include both daytime and nighttime periods. Adjustments to schedules will be developed to take into account the proximity of sensitive receptors and commercial activities, depending upon location along the route. It does not seem likely that an alternative fuel engine would be available for use on this project, but the potential will certainly be left open.
3. Fugitive dust is recognized as a potential problem in all construction work done in the South Coast Air Basin. For this reason, the SCAQMD has promulgated its Rule 403 which requires a list of mitigation measures to be used to reduce dust creation and airborne transport. Please see the Air Quality section of the EIR for a discussion of this matter.
4. The commenter's preference for the east end construction staging area is noted for the record.
5. It would probably not be feasible to use the AT&SF trackage for removal of spoil material because it will be in use for commuter rail purposes. However, this potential will not be summarily discounted.

## **Nancy Luque, Citizens Under Freeway Fallout**

### **Comment:**

The subway would be the logical way to go for the City of Norwalk in order to minimize construction, economic, traffic, air and dust impacts and to minimize effects on residences and commercial establishments.

### **Response:**

The commenter's preference for the subway alignment is noted for the record.

## **Bob Lingo**

### **Comments:**

1. The aerial tramway would be the answer to our needs because above ground is preferable to underground when the big one hits and because, being the first of its kind in the country, it would bring us recognition.
2. I'm wondering about what's going to happen to all that earth they will move.
3. Are the cars for the easterly extension, whether the alignment is aerial or subway, to be the same as for the Green Line?
4. What will this project cost the City of Norwalk?

### **Responses:**

1. The commenter's preference for the aerial alignment is noted for the record.
2. The soil that is removed from the tunnel excavation would be disposed of in one or both of two ways. It could either be taken to a sanitary landfill and used for daily cover or it could be used as fill material for some other public or private project. The latter possibility is probably more likely, since the contractor would be able to recover costs in this manner. In either event, the disposal option would be left up to the contractor, subject to stockpiling and transport constraints which would be established by the project.
3. The type of vehicle used for the easterly extension would be the same as those used for the Metro Green Line service west of I-605 and would be the same no matter which alignment is finally selected.
4. The contribution of the City of Norwalk to the cost of constructing the Metro Green Line Easterly Extension has yet to be determined. The purpose of the EIR is to address environmental impacts due to the project and the measures required to mitigate the impacts.

**Gordon Stefenhagen**

Comment:

Is it still planned to put the maintenance yard in the Tank Farm area? If so, what's that going to cost?

Response:

As noted in the verbal comments made by Daniel Keen at the public comment meeting, the cost of constructing a station for the Metro Green Line extension would be included as a part of the overall project cost of the Green Line extension. Constructing a station for the Green Line at the city's maintenance yard would require relocation of the maintenance yard; however, neither where the yard would be relocated nor the cost of relocation are known at this time. Relocation costs could vary significantly, depending on the selected site.

**Daniel Smith**

Comment:

I support the subway [alignment] due to the fact that the aerial [alignment] would be more of an eyesore eventually, and because of the vibration. What would be the property value impact on the area immediately surrounding the project?

Response:

The commenter's preference for the subway alignment is noted for the record. Property values should be positively affected by the presence of a public transit facility in the area. The degree to which this would occur has not been estimated, however.

