

## **APPENDICES**



**APPENDIX A  
BIBLIOGRAPHY**



## Appendix A Bibliography

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**APPENDIX B  
LIST OF PREPARERS**



**Appendix B  
List of Preparers**

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**APPENDIX C  
LIST OF PERSONS AND ORGANIZATIONS  
CONSULTED**



**Appendix C**  
**List of Persons and Organizations Consulted**

**Persons Consulted**

Linda Alvarez, Historic Heritage Commission  
Jill Anderson, City of Norwalk  
Paul Barbe, Traffic Committee Staff, Los Angeles County Department of Public Works  
Connie Fuentes, Griffith Company  
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Kathy Hsiao, Caltrans, District 7 Transportation Planning  
Dan Keen, Deputy City Manager, City of Norwalk  
Ron Kosinski, Caltrans, District 7  
Ram Kumar, Los Angeles County Transportation Commission  
Monica Penninger, Library Director, City of Santa Fe Springs  
Jerry Stock, City of Norwalk  
Bill Stracker, Transportation Engineer, City of Norwalk  
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Kay Van Sickle, Orange County Transportation Authority  
Nina Webster, Los Angeles County Transportation Commission

**Organizations Consulted**

City of Norwalk Department of Parks and Recreation  
Little Lakes City School District  
Los Angeles County Sheriffs Department  
Los Angeles County Fire Department  
Norwalk-La Mirada School District



**APPENDIX D  
NOTICE OF PREPARATION**



NOTICE OF PREPARATION

May 1, 1992

TO: All Interested Agencies, Organizations and Individuals

FROM: Los Angeles County Transportation Commission  
818 West Seventh Street  
Suite 1100  
Los Angeles, CA 90017

SUBJECT: Notice of Preparation Draft Environmental Impact Report

The Los Angeles County Transportation Commission, in cooperation with the California Department of Transportation, Rail Construction Corporation and the City of Norwalk, hereby presents notice that it will be the Lead Agency for an Environmental Impact Report (EIR) for the:

PROJECT TITLE: Metro Green Line Easterly Extension Project

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. If your agency is a Responsible Agency as defined by State CEQA Guidelines (Section 15381), your agency will need to use the EIR prepared for this project when considering your permit or other approval for the project. If your agency is not a responsible agency as defined by CEQA Guidelines, or if you are an interested individual or organization, we would still appreciate your views on the scope of the environmental document for this project.

The project description, location map and the probable environmental effects are contained in the enclosed materials. A copy of the Initial Study is enclosed.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but no later than 30 days after the receipt of this notice. Please send your responses before June 1, 1992 to the Los Angeles County Transportation Commission, 818 West Seventh Street, Suite 1100, Los Angeles, CA 90017 ATTN: Ram Kumar. Please include the name of an appropriate contact person in your agency for continued EIR coordination.

BACKGROUND

In November of 1980, Los Angeles County voters approved Proposition A, which authorized a one-half percent sales tax to improve and expand public transit countywide and to construct and operate a rail rapid transit system. Several transportation corridors were identified as part of the regional network. They are: Los Angeles to Long Beach (Blue Line), Norwalk to El Segundo (Green Line), Los Angeles to San Fernando Valley, Los Angeles to Pasadena, Los Angeles to Glendale, and Los Angeles to Sylmar. The Blue Line has been constructed and has been in operation since July 1990. The Green Line is currently under construction, with its opening date slated for 1995. The Red Line is currently under construction and scheduled for operation in 1993. The other routes are either in various stages of design or EIR preparation. The Metro Green Line Easterly Extension is intended as a rail gap closure between the Metro Green Line and the Los Angeles to Orange County Commuter Rail Line.

## PROJECT DESCRIPTION

The Metro Green Line Easterly Extension will be consistent with Metro Green Line technology, and will extend beyond the eastern terminus of the Metro Green Line in the vicinity of the Route 105/Route 605 Junction. The proposed rail project would extend approximately 2.5 miles to the proposed Norwalk Transportation Center, located at the city yard at the junction of Imperial Highway and the A.T. & S.F. Railroad. The project location is shown in Figure 1.

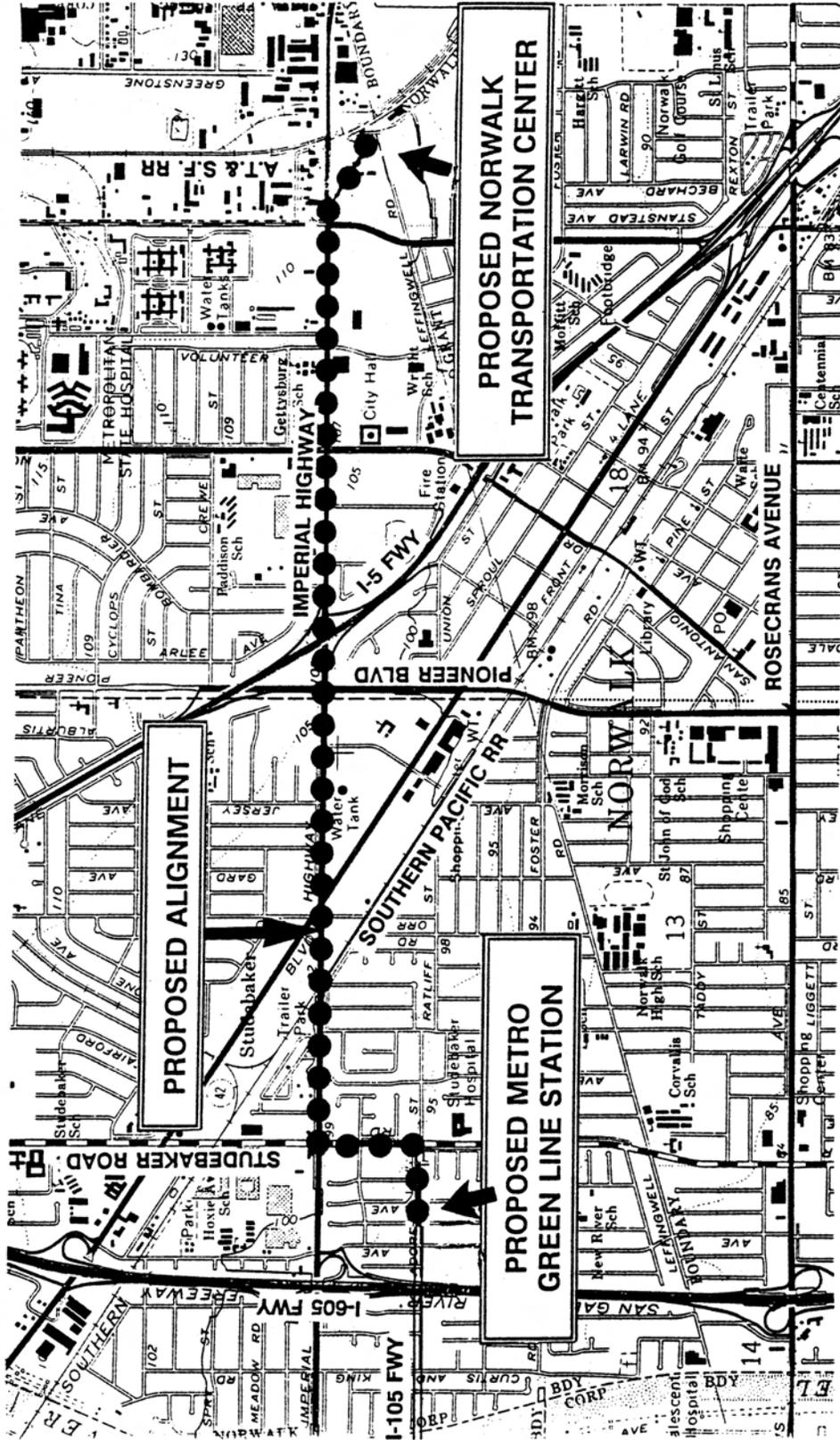
## PROJECT ALTERNATIVES

Although the specific details of the project alternatives have not been defined, two alternatives are under consideration: subway and elevated. The project alignment will run from the proposed I-605 Metro Green Line Station, north on Studebaker Road and east on Imperial Highway to the proposed Norwalk Transportation Center. Three alternative routes were originally considered, but after preliminary environmental and engineering evaluations, the Studebaker Road - Imperial Highway alignment was identified as offering the least impediments from environmental and engineering perspectives. This alignment would affect a smaller number of residential units and require fewer, if any, property takings and relocations. The other alignments under consideration were: 1) from the proposed I-605 Metro Green Line Station, north on Studebaker Road to Firestone Boulevard, southeast on the Southern Pacific right-of-way, across Imperial Highway, north on Pioneer Boulevard, east on Imperial Highway to the proposed Norwalk Transportation Center, 2) from the proposed I-605 Metro Green Line Station, south on Studebaker Road, east on Rosecrans Avenue, northeast on San Antonio Boulevard, east on Imperial Highway to the proposed Norwalk Transportation Center.

In addition to engineering and environmental evaluations that will be conducted as part of the development of the project, the station at the Norwalk Transportation Center will be considered for possible future lines or paired with future lines of the Orange County Urban Rail Line. No intermediate passenger station is proposed between the I-605 freeway and the Commuter Rail Station.

FIGURE 1

# METRO GREEN LINE EASTERLY EXTENSION PROJECT LOCATION MAP



Source: USGS, Whittier, California Quadrangle, 7.5 Minute Series



**ENVIRONMENTAL IMPACT CHECKLIST  
METRO GREEN LINE EASTERLY EXTENSION**

**Identification of Environmental Effects**

**YES   MAYBE   NO**

**1. Earth. Will the proposal result in:**

- a. Unstable earth conditions or in changes in geologic structures? ( )   ( )   (x)

**It is not anticipated that the project will result in unstable earth conditions or changes in geologic structures. Existing soil and geology information will be obtained and reviewed for potential problems. It is anticipated that adequate engineering solutions and approaches are available to mitigate problems that might arise.**

- b. Disruptions, displacements, compaction or overcovering of the soil? (x)   ( )   ( )

**Development of the proposed project will require grading, including excavation and fillwork. However, it is not anticipated that the grading will result in significant impacts to the soil.**

- c. Change in topography or ground surface relief features? ( )   ( )   (x)

**The project would either be elevated or subway. Because the project is in an urban area that has already been significantly altered, the minor potential for creating berms or other localized changes in topography is not significant.**

- d. The destruction, covering or modification of any unique geologic or physical features? ( )   ( )   (x)

**The project area is largely developed, and it is unlikely that there are any remaining unmodified unique features which could be destroyed or covered.**

- e. Any increase in wind or water erosion of soils, either on or off the site? ( )   (x)   ( )

**Construction activities would temporarily increase potential soil erosion by exposing bare soil to wind. This is expected to be of minimum significance. Increased erosion, however, would be mitigated through standard construction practices such as prompt reseeding, site watering, check dams, and hay bales.**

- f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel or a river or stream or the bed of the ocean or any bay, inlet, or lake? ( )   ( )   (x)

**YES MAYBE NO**

The only body of water located near the proposed project is the San Gabriel River, approximately 3,400 feet west of the project's origin on Studebaker Road. Neither construction nor operation is expected to produce changes in siltation, deposition or erosion which may modify the river.

- g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? ( ) (x) ( )

It is not anticipated that the proposed project area would expose people or property to geologic hazards other than those present generally in Southern California. Seismic conditions pertinent to the study will be identified using data regarding fault locations and areas of elevated liquefaction potential. It is assumed that conditions to be encountered will be sufficiently typical of the Southern California area to be readily accommodated through standard engineering practices that will be identified as mitigation measures.

2. AIR. Will the proposal result in:

- a. Substantial air emissions or deterioration of ambient air quality over the long term? ( ) ( ) (x)

The proposed project is presumed to produce a net benefit in operational air quality, since its purpose is trip diversion from automobiles. Using patronage projections, this potential benefit will be estimated for the criteria pollutants of concern to the South Coast Air Basin. The project will also be examined in the context of the existing 1991 AQMP. Local air quality effects may also occur as a result of the project, mainly from vehicles operating in and around stations. These effects will be analyzed as carbon monoxide "hot spot" areas, using the Caline line source estimating technique. The effects should not be significant.

- b. The creation of objectionable odors or dust? ( ) (x) ( )

Construction dust will be created in amounts sufficiently small to be considered insignificant. Fugitive dust creation and emissions resulting from construction equipment and vehicles will be estimated. It is not anticipated that the project will produce objectionable odors.

- c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? ( ) ( ) (x)

Neither construction nor the operation of the proposed project is anticipated to change climactic conditions, moisture or temperature. No significant impacts are anticipated.

**3. WATER.** Will the proposal result in:

- a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters? ( ) ( ) (x)

**The project corridor is not located near marine or fresh waters and therefore would not produce changes in the course or direction of water movements.**

- b. Changes in absorption rates, drainage patterns or the rate and amount of surface water runoff? ( ) ( ) (x)

**The absorption and drainage in this urban area would not be changed by an elevated or subterranean system. Runoff would be directed to existing storm drains but no increase is anticipated.**

- c. Alterations to the course or flow of flood waters? ( ) ( ) (x)

**Available flood insurance maps indicate that there are no 100-year floodplains in the study area.**

- d. Change in the amount of surface water in any water body? (e.g., perennial or intermittent streams; seasonal or year-round springs; ponds and marshes)? ( ) ( ) (x)

**There are no lakes, ponds, or streams in the study area. Drainage would be directed to existing storm drains.**

- e. Alteration of water quality including, but not limited to, temperature, dissolved oxygen, or turbidity? ( ) ( ) (x)

**The project is not expected to change the constituents of surface water runoff.**

- f. Alteration of the direction or rate of flow of groundwaters, including changes in infiltration or percolation rates? ( ) (x) ( )

**If constructed as a subway, some interception of groundwater during construction may occur. This will be investigated during the environmental study. No change in percolation rate is anticipated.**

**YES MAYBE NO**

- g. Change in the quantity of groundwaters, either through direct additions or withdrawals, or through interception of any aquifer by cuts or excavations? ( ) (x) ( )

**See response to 3.f. on previous page.**

- h. Substantial reduction in the amount of water otherwise available for public water supplies? ( ) ( ) (x)

**Public water supplies are provided from sources outside the study area, including Northern California and the Colorado River.**

**4. PLANT LIFE.** Will the proposal result in:

- a. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, crops and aquatic plants)? ( ) (x) ( )

**The area through which the proposed project passes is highly urbanized, which makes it unlikely that the project would result in a change in the diversity of number of any species of plants. The California Natural Diversity Data Base will be queried; should any species of concern be found, appropriate treatment will be recommended.**

- b. Reduction of the numbers of any unique, rare or endangered species of plants? ( ) (x) ( )

**The highly urbanized character of the study area makes it unlikely that any unique, rare or endangered species of plants remain near the project corridor. Should any species be identified, appropriate mitigation measures will be specified.**

- c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? ( ) ( ) (x)

**New landscaping, if any, will use native California plants or common landscaping species.**

- d. Reduction in acreage of any agricultural crop? ( ) ( ) (x)

**The project corridor is highly urbanized and no agricultural crops exist in the study area.**

**YES MAYBE NO**

- e. Any effect upon a Significant Ecological Area which is identified in the Los Angeles County General Plan? ( ) ( ) (x)

**No Significant Ecological Areas are identified in the Los Angeles County General Plan for the project study area.**

**5. ANIMAL LIFE.** Will the proposal result in:

- a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)? ( ) (x) ( )

**The project corridor is highly urbanized, and it is unlikely that construction or operation of the proposed project would result in any adverse impacts to any species of animal. Should any species be identified as adversely affected, appropriate mitigation measures will be identified.**

- b. Reduction of the numbers of any unique, rare or endangered species of animals? ( ) (x) ( )

**The highly urbanized character of the study area makes it unlikely that any unique, rare or endangered species of animals remain near the project corridor. Should any species be identified, appropriate mitigation measures will be specified.**

- c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? ( ) ( ) (x)

**No new species would be introduced and an elevated or subterranean system would not introduce a barrier to the area.**

- d. Deterioration to existing fish or wildlife habitat? ( ) ( ) (x)

**The project corridor is highly urbanized, and no fish or wildlife habitat has been identified.**

**6. NOISE.** Will the proposal result in:

- a. Increases in existing noise or vibration levels? (x) ( ) ( )

**Construction and operation of the proposed project may increase noise and vibration for areas adjacent to the rail line. All sensitive receptors will be identified and measurements of ambient noise to characterize the existing noise environment will be**

taken. If there are any sensitive receptors where the noise and vibration criteria may be exceeded, mitigation measures will be recommended. Noise assessment will consider both impacts caused by operation of the rail transit train and traffic pattern or traffic volume changes in the vicinity of the stations. Vibration impact will be based on the maximum projected vibration velocity level from the rail transit trains.

- b. Exposure of people to severe noise levels? ( x ) ( ) ( )

Nearly 30 percent of the adjacent property to the alignment is residential in nature. Other sensitive receptors in close proximity include churches, schools, convalescent hospitals, motels, medical facilities, a senior citizen center, a park, a library and a mobile home park. If noise and vibration criteria are exceeded at any sensitive receptor, specific mitigation measures will be recommended.

7. **LIGHT AND GLARE.** Will the proposal produce new light or glare? ( ) ( x ) ( )

The project area does contain concentrations of residential and other sensitive uses that would be susceptible to adverse effects of light and glare. The extent of possible light or glare will be examined, and issues of proximity will be discussed. Appropriate mitigation measures will be identified.

8. **LAND USE.** Will the proposal result in:

- a. A substantial alteration of the present or planned land use of an area? ( ) ( ) ( x )

It is not anticipated that the proposed project will alter the present land use of the area. A detailed inventory of land uses adjacent to the project will be developed and potential alterations to existing land use patterns will be examined however. The project should be compatible with proposed land use objectives and plans developed by the City of Norwalk for the project vicinity.

- b. A conflict with adopted environmental plans and goals of the community where it is located? ( ) ( ) ( x )

The relationship of the project to local land use policies, including community projects, related projects and redevelopment projects, and general land use compatibility issues will be examined. Land use issues of particular concern will include the relationship of the proposed project to land use plans of the City of Norwalk. It is not anticipated that the proposed project would conflict with such plans.

9. **NATURAL RESOURCES.** Will the proposal result in:

- a. Increase in the rate of use of any natural resources? ( ) ( ) ( x )

**YES MAYBE NO**

**Development of the proposed project would result in only an incremental increase in the use of natural resources. These increases are not expected to be substantial in relation to increases normally associated with similar developments. No significant impacts are anticipated.**

- b. Substantial depletion of any nonrenewable natural resource? ( ) ( ) (x)

**Although the project would be electrically powered, there would be no substantial depletion of fossil fuels, concrete or other nonrenewable resources as a result of the construction or operation of the proposed project.**

**10. RISK OF UPSET.** Will the proposal involve:

- a. A risk of an explosion or the release of hazardous substances ( including, but not limited to oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? ( ) (x) ( )

**A hazardous materials investigation will be conducted for the route. Based on a preliminary field survey, it would appear that sites of potential hazardous materials would be confined to a number of existing gas stations. In addition, the historical land use of each site will be estimated, insofar as its potential for hazardous materials is concerned.**

- b. Possible interference with an emergency response plan or an emergency evacuation plan? ( ) ( ) (x)

**It is not anticipated that the proposed project would interfere with any proposed plans.**

- c. Exposure of people or property to a flooding hazard, such as a change in location of flooding in the event of an accident or upset condition? ( ) ( ) (x)

**There are no lakes, ponds, or streams in the study area. Furthermore, available flood insurance maps indicate that there are no 100-year floodplains in the study area. No significant impacts are anticipated.**

- 11. POPULATION.** Will the proposal alter the location, distribution, density or growth rate of the human population of an area? ( ) ( ) (x)

**The proposed project is expected to have a minimal effect upon population in the area. Neither distribution nor density should be affected.**

**YES MAYBE NO**

12. **HOUSING.** Will the proposal affect existing housing or create a demand for additional housing? ( ) ( ) (x)

The proposed project is expected to have no effect upon housing in the area.

13. **TRANSPORTATION/CIRCULATION.** Will the proposal result in:

- a. Generation of substantial additional vehicular movement? ( ) (x) ( )

Once completed, the proposed project will link the easterly terminus of the Metro Green Line to the proposed Norwalk Transportation Center. By incorporating the Norwalk Center into the regional Metro rail system, the project may increase transit patronage and decrease automobile usage and congestion. However, the project could generate additional traffic in the vicinity of proposed stations.

- b. Effects on existing parking facilities, or demand for new parking? ( ) (x) ( )

The proposed project could increase the demand for parking at the Norwalk Transportation Center. The potential for spillover parking at the Norwalk Transportation Center and the Metro Green Line station will be addressed and appropriate mitigation will be proposed in the EIR.

- c. Substantial impact upon existing transportation systems? ( ) (x) ( )

The proposed project will have a long-term, beneficial effect upon existing transportation systems. The project's purpose is to link the end of the Metro Green Line to the proposed Norwalk Transportation Center, thus incorporating the Norwalk Center into the regional Metro rail system. During construction, local adverse traffic effects will result from additional traffic generated by truck and construction vehicles and temporary street and lane closures.

- d. Alterations to present patterns or circulation or movement of people and/or goods? (x) ( ) ( )

Construction of the project may result in temporary lane or road closures or detours, adversely affecting local circulation patterns. Impacts on roadway and intersection levels of service after completion of the project will also be evaluated and appropriate mitigation measures will be identified. In station areas, the impact analysis will focus on local circulation issues including transit access (the impact of station-related traffic on local streets and intersections) and parking impacts (potential for spillover parking). Also see response to 13.a. above.

**YES MAYBE NO**

- e. Alterations to waterborne, rail or air traffic? ( ) (x) ( )

**The proposed project will link the easterly terminus of the Metro Green Line with the proposed Norwalk Transportation Center. Construction activities may temporarily affect Metro Green Line operations. No impacts to freight rail, waterborne or air traffic are anticipated.**

- f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? ( ) (x) ( )

**Implementation of the proposed project would result in additional vehicular traffic in the vicinity of station areas, create new parking areas and possible pedestrian crossings, all of which are potential traffic conflict points. However, with proper signage and signals, the increased risk of traffic hazard is not expected to be significant.**

14. **PUBLIC SERVICES.** Will the proposal have an effect upon or result in a need for new or altered governmental services? ( ) (x) ( )

**Public and community services may be potentially affected by the proposed project. Specific facilities which will be identified and examined are hospitals, schools and other community facilities. Should adverse effects be found, appropriate mitigation measures will be recommended. Possible adverse effects on accessibility during construction will also be considered.**

15. **ENERGY.** Will the proposal result in:

- a. Use of substantial amounts of fuel or energy? ( ) ( ) (x)

**Development of the proposed project would result in only a small increase in the use of natural resources in relation to increases normally associated with similar developments. No significant impacts are anticipated.**

- b. A substantial increase in demand upon existing sources of energy or require the development of new sources of energy? ( ) ( ) (x)

**See response to 15.a. above.**

16. **UTILITIES.** Will the proposal result in a need for new systems or substantial alterations to utilities such as, but not limited to, gas, water, sewer, storm water drainage or solid waste disposal? ( ) (x) ( )

**YES MAYBE NO**

**Possible utility conflicts may occur as a result of rail construction. Alterations considering both the operating line and station areas will be investigated.**

**17. HUMAN HEALTH.** Will the proposal result in:

- a. Creation of any health hazard or potential health hazard (excluding mental health)?

**Project implementation will not result in the creation of any health hazard or potential health hazard. No significant impacts are anticipated.**

- b. Exposure of people to potential hazards?

**See response to 17.a. above.**

**18. AESTHETICS.** Will the proposal result in:

- a. Obstruction of any scenic vista or view from existing residential areas, public lands or roads?

**The potential for adverse visual effects is a concern given that the proposed project is located in an area with residential exposure and other sensitive uses. The presence of an elevated guideway and catenary wires could constitute such an effect, and therefore this situation will be investigated. Similar effects could occur where station areas abut sensitive uses. In these areas, existing views will be described and compared with the post-project condition. For locations where an adverse effect is found, mitigation will be recommended, such as landscaping or other visual screening. However, with the subway alternative, these impacts would be minimized.**

- b. Creation of an aesthetically offensive site?

**Development of the proposed project may create a site that could be considered aesthetically offensive by some members of the community. However, measures will be recommended to enhance the aesthetic value of the project.**

- c. Change in character of the general project area?

**Although a few residential areas exist in the project area, the general character of the area is urban and largely commercial. The extent to which the proposed project is compatible with existing and future land uses will be examined by consulting land use plans of the City of Norwalk.**

- 19. RECREATION.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

Recreational facilities and parks in proximity to the project will be identified for analysis. Potential effects would largely be related to accessibility, during both the construction and operational phases of the project. Proximity effects such as noise and visual effects could also be encountered, however, and these would also be examined.

**20. CULTURAL, ARCHAEOLOGICAL, HISTORICAL AND PALEONTOLOGICAL RESOURCES. Will the proposal result in:**

- a. Alteration or destruction of a prehistoric or historic archaeological site? ( ) (x) ( )

A preliminary investigation has revealed one National Register historic resource adjacent to the alignment. The location of other historically significant resources which may be affected will be determined by a documentation search of all national, state and local lists, and any appropriate site specific surveys will be consulted. An archaeological inquiry will be made to determine the presence of any sensitive resources.

- b. Alteration or destruction of a paleontological resource? ( ) (x) ( )

The project area is urban and developed. It is unlikely that any previously undiscovered paleontological resource would be found in the project area. However, project grading and excavation may reveal new finds, for which mitigation procedures would need to be followed.

- c. Physical changes which would affect unique ethnic cultural values? ( ) ( ) (x)

No known ethnic, cultural or religious values are associated with the project area. No significant impacts are anticipated.

- d. Restriction of existing religious or sacred uses within the potential impact area? ( ) (x) ( )

An initial field survey has revealed two churches adjacent to the proposed project which may be subject to noise and vibration impacts. For those locations where an adverse effect is found, specific mitigation measures will be recommended.

**21. MANDATORY FINDINGS OF SIGNIFICANCE.**

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or

**YES MAYBE NO**

wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

( ) ( ) (x)

**The project is not anticipated to adversely affect any of the above subjects.**

- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)

( ) ( ) (x)

**The focus of this project is to link the Metro Green Line with the proposed Norwalk Transportation Center and hence improve regional transportation. As such, this would result in a beneficial effect.**

- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)

(x) ( ) ( )

**The project should result in a cumulatively beneficial effect on the movement of vehicles within the corridor and throughout the region.**

- d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

( ) (x) ( )

**Nearly 30% of the area adjacent to the rail alignment is residential, and many sensitive receptors are within close proximity. Individuals residing in these areas may be susceptible to adverse effects of light, glare, noise or vibration impacts from construction and operation of the project. Public and community services, such as hospitals and schools, may be potentially affected by the proposed project.**

**SUMMARY**

Factor	No Possible Significant Effect	Possible Significant Effect*	Explanation
Earth	X		
Air	X		
Water	X		
Plant Life	X		
Animal Life	X		
Noise		X	Construction and operation of the proposed project may increase noise and vibration for areas adjacent to the rail line.
Light and Glare	X		
Land Use	X		
Natural Resources	X		
Risk of Upset		X	Several sites of potential hazardous materials, i.e. gas stations, are located in the project area.
Population	X		
Housing	X		
Transportation/Circulation		X	Construction of the project may result in temporary land or road closures adversely affecting local circulation patterns.
Public Services		X	Public and community services, such as hospitals, schools and other community facilities, located near the alignment may be potentially affected by the proposed project.
Energy	X		
Utilities	X		
Human Health	X		
Aesthetics	X		
Recreation	X		
Cultural Res., et al		X	A national historic site and two churches are adjacent to the alignment and may be potentially affected by the proposed project, although significant effects are unlikely.
Mandatory Findings of Significance		X	The project may have environmental effects which could result in substantial adverse effects on human beings.



**APPENDIX E  
SUMMARY OF RESPONSES TO THE  
NOTICE OF PREPARATION**



APPENDIX E

RESPONSES TO NOTICE OF PREPARATION FOR METRO GREEN LINE EASTERLY EXTENSION		
AGENCY OR INDIVIDUAL	ENVIRONMENTAL COMMENT	RESPONSE/LOCATION IN EIR
California Dept. of Fish & Game	Required assessment of flora & fauna in project area; project effect on biological resources	Section 3.3
	Requested discussion of runoff, sedimentation and other effects on watercourses	Section 3.2
	Requested discussion of alternatives to minimize adverse effects	Section 3.2., 3.3, Chapter 5
South Coast Air Quality Management District	Provide outline of Air Quality Analysis to be documented in the EIR	Section 3.12
Governor's office of Planning and Research	SCA # 92051033 assigned	Title/Cover Sheet
City of Santa Fe Springs	Expressed concerns regarding effects on surrounding circulation system	Section 3.10
	Identified areas of traffic concerns to include Imperial Highway, intersection of Imperial Highway and Bloomefield Avenue, with reference to Norwalk Transportation Center	Section 3.10
	Identified 79" Metropolitan Water District Feeder Line Located in Imperial Highway	Section 3.7
State Fire Marshall	Identified oil pipe in vicinity of project, and the potential effects of stray electrical current on those pipelines.	Section 3.7
California Public Utilities Commission	No comments	Not required

APPENDIX E (continued)

<b>RESPONSES TO NOTICE OF PREPARATION FOR METRO GREEN LINE EASTERLY EXTENSION</b>		
<b>AGENCY OR INDIVIDUAL</b>	<b>ENVIRONMENTAL COMMENT</b>	<b>RESPONSE/LOCATION IN EIR</b>
Metropolitan Water District	Identified MWD's lower feeder located along Imperial Highway (map provided)	Section 3.7
	Requests MWD review of project drawings, when available copy of MWD guidelines for projects to be developed in vicinity of MWD facilities provided	Section 3.7
Los Angeles County Sanitation Districts	Identified up to 5 trunk sewers in vicinity of project. Requests project drawings to be provided when available	Section 3.7
	Identifies wastewater discharge points for Norwalk Transportation Center & Metro Green Line Station	Section 3.7
	Map of facilities in project area provided	Section 3.7
Southern California Association of Governments	Project classified as "Regionally Significant"	Classification acknowledged
	EIR documentation requirements provided	Requirements acknowledged
California Dept. of Fish & Game	Duplication of previous comments	Not required
California Dept. of Transportation, District 7	Project will impact I-105 terminus.	Section 3.10
	Project should evaluate integration of an HOV facility along with the Metro Green Line extension	Section 2.4







# **Committee Recommendations**

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## **METRO GREEN LINE EASTERLY EXTENSION CERTIFICATION OF FINAL EIR**

The Planning and Mobility Improvement Committee, at its February 10, 1993 Meeting, approved the staff recommendations with the following comment:

On Page S-16 of the Final EIR, the mitigation proposed for impact of the aerial alignment on historical and architectural resources should be changed from "Substantial landscaping should be provided" to "Appropriate landscaping should be provided".







January 28, 1993

**MEMO TO: PLANNING AND MOBILITY IMPROVEMENT COMMITTEE**

**FROM: NEIL PETERSON**

**SUBJECT: METRO GREEN LINE EASTERLY EXTENSION CERTIFICATION OF FINAL EIR**

**ISSUE**

The Final Environmental Impact Report (EIR) for the Metro Green Line Easterly Extension has been made available for review for a 45-day period. The document is now ready for certification as required by the California Environmental Quality Act.

**RECOMMENDATION**

Staff recommends that:

1. The Authority adopt the attached resolution regarding the Metro Green Line Easterly Extension Rail Transit Project EIR. In so doing, the Authority will certify the adequacy of the EIR for both the aerial and subway alignments.
2. Staff be directed to return to the Authority to approve the project, and authorize the Notice of Determination at the appropriate time after a decision on sequencing of the "Candidate Corridors" has been made.
3. Staff be directed to return to the Authority with Findings, Statement of Overriding Considerations, and Mitigation Monitoring Program for adoption when project is approved and Notice of Determination is authorized.

**RELATIONSHIP TO 30-YEAR INTEGRATED TRANSPORTATION PLAN**

The Metro Green Line Easterly Extension is one of the "Candidate Corridors" included in the 30-Year Plan. Certification of the EIR will facilitate the Authority's evaluation of this project during the Candidate Corridor Selection process.

**BACKGROUND**

The Metro Green Line Easterly Extension is viewed as a rail gap closure between the proposed Commuter Rail Station in Norwalk, and the Metro Green Line eastern terminus



**MEMO TO: PLANNING AND MOBILITY IMPROVEMENT COMMITTEE  
METRO GREEN LINE EASTERLY EXTENSION FEIR CERTIFICATION  
PAGE 2**

at the I-605 Freeway. The easterly extension will be approximately 2.8 miles in length, and will enable the transfer of passengers between the Commuter Rail Service and the Metro Green Line Rail Transit.

At its October 28, 1992 meeting, the LACTC placed on record, this project is exempt from the requirements of CEQA under Public Resource Code 21080(b) (13) and Section 15275(b) of the Guidelines. Yet LACTC elected to prepare and circulate an EIR in order to fully assess and disclose potential environmental effects of the project and to permit public participation in the planning and implementation of the project.

At its March 1991 meeting, LACTC approved to fund half the cost of preparation of a Route Refinement Study (RRS) and EIR for the Metro Green Line Easterly Extension Rail Transit Project. The City of Norwalk agreed to fund the remaining half of the RRS/EIR effort. The preparation of the RRS and EIR commenced in November 1991. A task force consisting of representatives from City of Norwalk, Caltrans, RCC, and LACTC, directed the preparation of RRS and EIR.

After evaluating three alternative routes, the one along Imperial Highway was identified as the preferred route. In May 1992, the Commission directed staff to analyze both an aerial and a subway alignment, along the Imperial Highway route, to the same level of detail in the RRS and EIR.

The Draft EIR was released on October 28, 1992 for a 45-day public review period that began November 2, 1992 and ended December 22, 1992. A public hearing was held on November 18, 1992, at the Norwalk City Hall, which was attended by approximately 25 persons. A total of 13 pieces of written communication requiring responses were received. 5 individuals provided testimony at the public hearing. Written comments and responses to these comments prepared by members of the task force and consultants are included in the Final EIR.

The majority of the comments received from the residents of Norwalk supported the subway alignment. The City of Norwalk also supported the subway alignment. The cost estimates for the aerial and subway alignments are \$215 million and \$240 million, respectively. At its May 1992 meeting, the Commission indicated that the subway alignment may be selected if the City of Norwalk agreed to pay the difference in cost between the aerial and the subway alignments. At this time, the City of Norwalk is not in a position to commit funds to the Metro Green Line Easterly Extension, beyond the contribution of the site for the Norwalk Transportation Center to facilitate interface between Green Line, Commuter Rail, and possible future Orange County Urban Rail System.

**MEMO TO: PLANNING AND PROGRAMMING COMMITTEE 2/10/93 MEETING  
METRO GREEN LINE EASTERLY EXTENSION FEIR CERTIFICATION  
PAGE 3**

By certifying the EIR which addresses the impacts due to both the aerial and the subway alignments, the Authority retains the flexibility to select one or the other based on funding, operations, and community issues. The certification of the EIR will also facilitate the evaluation of the Metro Green Line Easterly Extension during the "Candidate Corridor" selection process now underway.

**PREPARED BY: ✓ RAM K. KUMAR**  
Project Manager  
Southeast Area Team

  
**NEIL PETERSON**  
Executive Director



**RESOLUTION** of the Los Angeles County Transportation Commission ("the LACTC") for the Metro Green Line Easterly Extension Rail Transit Project ("the Project"), certifying the adequacy of the Environmental Impact Report (EIR).

\* \* \* \* \*

**WHEREAS**, in November 1980 the Los Angeles County voters approved Proposition A, providing for comprehensive mass transit improvements, including development of a countywide rail transit system; and

**WHEREAS**, in March 1991 the LACTC authorized the preparation of an EIR for the Project, clearing the way for further engineering and design work and preparing the Project for implementation as a part of the Proposition A rail transit system; and

**WHEREAS**, in November 1992 a Draft EIR was issued; and

**WHEREAS**, a public hearing was held to receive public comments on the Draft EIR; and

**WHEREAS**, pursuant to the California Environmental Quality Act ("CEQA"), the LACTC prepared in January 1993, Final EIR for the Project; and

**WHEREAS**, the LACTC has reviewed and considered the information contained in said environmental documents.

**NOW THEREFORE, BE IT RESOLVED BY THE LACTC:**

1. to **CERTIFY** (in accordance with California Public Resources Code 21082.1(c) (2)) that the Commission has independently reviewed the Final EIR, that the report reflects the Commission's independent judgment, that the Project's Final EIR has been prepared in compliance with CEQA, and that it adequately and completely identifies the probable significant environmental impacts associated with implementing the Project



PRESENTED, PASSED AND ADOPTED by the Los Angeles County Transportation Commission this Twenty-fourth day of February, 1993 by the following vote:

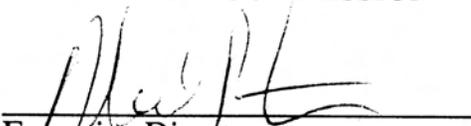
AYES: 9  
NOES: 0  
ABSENT: 2  
ABSTAIN: 0

LOS ANGELES COUNTY  
TRANSPORTATION COMMISSION

By:   
Chairman

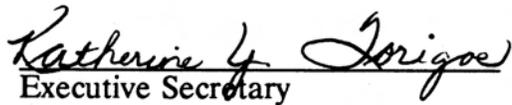
Attest:

LOS ANGELES COUNTY  
TRANSPORTATION COMMISSION

By:   
Executive Director

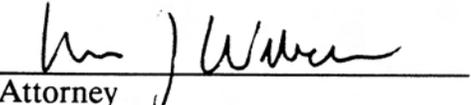
I hereby certify that at its meeting of February 24, 1993, the foregoing Resolution was adopted by the Los Angeles County Transportation Commission.

LOS ANGELES COUNTY  
TRANSPORTATION COMMISSION

By:   
Executive Secretary

Approved as to Form:

DeWitt W. Clinton  
County Counsel

By:   
Attorney

