2

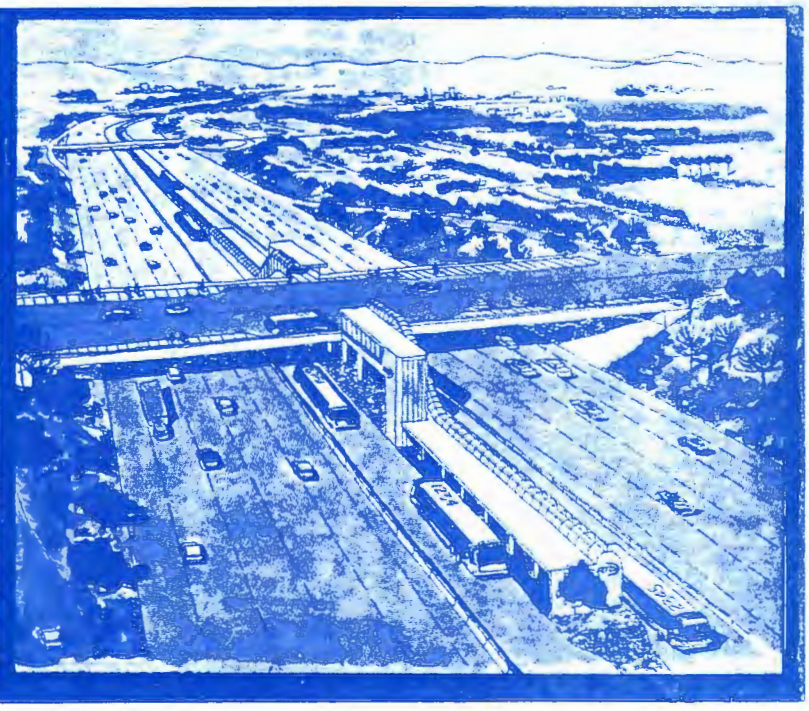
FINAL Transit.

ENVIRONMENTAL IMPACT STATEMENT

for

THE PROPOSED ROUTES 1 & I-105 (EL SEGUNDO-NORWALK)

FREEWAY - TRANSITWAY



VOL. II Comments with Responses and Appendix

U.S. Department of Transportation
Federal Highway Administration
and
California Business & Transportation Agency
Department of Transportation

TABLE OF CONTENTS

TABLE OF CONTENTS

VOLUME I

TABLE OF CONTENTS (Contd.)

TABLE OF CONTENTS (Contd.)

CHAPTER 11

WRITTEN COMMENTS REQUIRING RESPONSES

CHAPTER 11 - WRITTEN COMMENTS REQUIRING RESPONSES

Substantive comments on the DEIS received from Federal, State, and Local agencies, organizations and citizens are included in this chapter together with responses to each.

Actual copies of comments are included in their entirety followed by the response. Where more than one comment is contained in a letter, they are numbered consecutively and the responses which follow are numbered accordingly.

Comments and responses are organized by these subheadings:

- Federal
- State
- Regional or County
- Cities
- Organizations
- Individuals

Within each subheading, comments and responses are arranged chronologically starting with the most recent.

In those cases where the response has been covered in the text of the FEIS, the appropriate section or page number reference is given in the response.

All comments received up to the time of printing are included.

A detailed Index of Comments and Responses follows.

INDEX OF CHAPTER 11 COMMENTS AND RESPONSES

ORGANIZATIONS

INDIVIDUALS

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER-76/336

MAY 24 1976

Dear Mr. Homme:

This responds to your request for the Department of the Interior's comments on the draft Section 4(f) statement for I-105, (El Segundo-Norwalk Freeway), Los Angeles County, California.

General Comments

In our comments on the draft environmental statement for this project, we contended that all of the school properties, which would be affected by the proposed freeway, should be subject to the provisions of Section 4(f). Subsequently, members of your staff, the California Department of Transportation, (CALTRANS) District Seven, and the Pacific Southwest Region of the Bureau of Outdoor Recreation (BOR) have held discussions on and field inspections of the project. Also, local school and park and recreation officials have been consulted on the significance of the affected school sites. As a result of these meetings and consultations, you have determined that Section 4(f) is applicable only to the Lennox High School, Larch Avenue Elementary School and the Lynwood Pacific Electric Railway Depot (a Section 4(f) statement was previously approved, by the Secretary of Transportation, for the Imperial Village Park). We concur with this determination.

Section 4(f) Comments

With respect to the Lennox High School and the Larch Avenue Elementary School, we concur that there are no feasible or prudent alternatives to the taking of land from the recreation facilities of the two schools. The proposed measures to minimize harm appear to be adequate.

With respect to the Lynwood Pacific Electric Railroad Depot, we note that on page 22, the statement indicates that a Preliminary Case Report is being prepared regarding alternatives and mitigative measures involving the depot. This property is listed on the National Register of Historic Places. A final decision regarding an appropriate course of action concerning this property should be reached before the final 4(f) statement is made available to the public for review. A copy of the signed Memorandum of Agreement, between the Advisory Council on Historic Preservation and the State Historic Preservation Officer, should be included in the final statement. Only in this way will we be able to adequately assess the impacts of the project upon this property. Also, from the information given on page 22, it appears that the State Historic Preservation Officer has been consulted. A copy of his comments should be included in the final statement.

Summary Comments

Subject to a determination of a suitable course of action for the Lynwood Railroad Depot and the signing of the aforementioned Memorandum of Agreement, we would not object to the U.S. Department of Transportation's approval of the Section 4(f) aspects of this case. We appreciate the field coordination efforts on this case, on the part of your staff and CALTRANS District Seven, with the BOR's Pacific Southwest Regional Office.

Sincerely yours,

Deputy Assistant Secretary of the Interior

Mr. Omar L. Homme
Division Administrator
Federal Highway Administration
Post Office Box 1915
Sacramento, California 95809

cc: Mr. H. Ayanian
District Director
California Department of Transportation
District Seven
Post Office Box 2304, Terminal Annex
Los Angeles, California 90015

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

RESPONSE TO U. S. DEPARTMENT OF INTERIOR

COMMENTS OF MAY 24, 1976

The Final 4(f) Statement is included in this EIS. Also included are up-to-date information on the Depot, a Preliminary Case Report and Proposal for Preservation, and the signed Memorandum of Agreement for the Lynwood Depot as Appendices to the Section 4(f) Statement. The State Historic Preservation Officer's views are included with these documents.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
100 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA 94111

Mr. F. E. Hawley
Regional Administrator
Federal Highway Administration
450 Golden Gate Avenue
Box 36096
San Francisco, CA 94102

APR 11 1975

Dear Mr. Hawley:

The Environmental Protection Agency has received and reviewed the draft environmental statement for the El-Segundo-Norwalk Freeway, Los Angeles, California.

EPA's comments on the draft statement have been classified as Category ER-1 signifying environmental reservations based on the comments noted in the attachment to this letter. Definitions of the categories are provided on the enclosure. The classification and the date of EPA's comments will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act. Our procedure is to categorize our comments on both the environmental consequences of the proposed action and the adequacy of the environmental statement.

EPA appreciates the opportunity to comment on this draft environmental statement and requests one copy of the final environmental statement when available.

Sincerely,

Paul De Falco, Jr.
Regional Administrator

Enclosures

cc: Council on Environmental Quality, Wash., DC 20460

II-3

COMMENTS ON THE DRAFT ENVIRONMENTAL STATEMENT
EL-SEGUNDO - NORWALK FREEWAY

Air Quality Impacts

The EIS predicts very significant increases in vehicle miles travelled (VMT) both in the basin (as defined in the EIS) and in the proposed freeway corridor between 1980 and 2000. Table 8 on page 127 of the Air Quality Report (AQR) indicates the magnitude of this VMT growth. One of the basic assumptions used in projecting future traffic was stated on page 4-3 of the AQR. It reads that "Future utilization of the automobile was assumed to continue at high levels of ownership and use over the long term." The consequence of this projected high level of automobile use in the basin is the continued high emission burden of hydrocarbons and the continued violation of the National Ambient Air Quality Standard for oxidants.

Hydrocarbon emissions within 1980 to 2000 decline and reach a minimum around 1987 and thereafter gradually increase. Hydrocarbon emissions in year 2000 represent a 38% overall reduction from 1980 levels. Reductions during this period are attributable primarily to new motor vehicle emission controls. A major conclusion of the EIS, however, is that emissions in the basin will be essentially the same with or without the proposed project. The increased VMT in the project corridor (415,000 to 515,000 vehicles per day in 2000 as opposed to 377,000 for the no build situation) is said to be offset by lower congestion and increased speed. The macroscale analyses bear this out. The hdrocarbon impact of this proproposed freeway is one of almost no net change in the corridor.

The magnitude of the projected hydrocarbon emission levels in the basin is illustrated in Table 1 on page 48 of the AQR. According to this Table, hydrocarbon emissions in the basin reach their lowest level of 90.5 tons per day in 1987. This, accordingly to the AQR, accounts only for highway oriented vehicle emissions in the basin. Elsewhere in the AQR it states that DVM in the basin is 65% of the total for the entire South Coast Air Basin. Proportionately, then, highway oriented vehicle emissions of hydrocarbons could be 140 tons per day in the South Coast Air Basin.

To this can be added stationary source emissions in the South Coast Air Basin. Thus, it appears that in 1987, the year of lowest highway oriented vehicle emissions, hydrocarbon emissions in the entire South Coast Air Basin could easily exceed 200 tons per day at projected vehicle use rates. For the sake of comparison, the rollback analysis done by EPA for its promulgated Transportation Control Plan calls for an allowable hydrocarbon emission rate of 112 tons per day. Allowing for uncertainties in the rollback technique it still does not appear that oxident levels will fall below standards even in the best year (1987). This conclusion is somewhat verified in the recent draft analysis by Caltrans of proposed revisions to the transportation control plan portion of the State Implementation Plan. There it is also assumed that "the demand for automobile usage will continue to increase as it has in the recent past and auto usage will not be significantly reduced by the energy crunch at least through 1985." Caltrans then concludes for the South Coast Air Basin that.....

> "The oxidant standard will not be met in the near future.....The low point of the oxidant curve will occur around 1985 when the projected maximum annual concentration will be approximately .13 PPM. Thereafter, the curve will start an upward trend due to anticipated growth in the air basin."

This is after taking into consideration transportation control plan measures and their resulting VMT reductions.

The implication is clear then that future increased reliance on and usage of automobiles in the basin must be curtailed even further in both the short and long term. To accomplish this reduction, every opportunity must be seized in moving towards this goal. Facilities which promote or facilitate automobile use may be detrimental in that they continue to foster reliance on the auto and may detract from the future utilization of public transit.

Public transit utilization in the corridor is projected at levels which are disappointingly low. With both the freeway and mass rapid transit in place, trip diversions represent only 8% of the morning and afternoon traffic peaks and only 3% during other times. This results in VMT reductions which are a fraction of a percent. The basinwide impact on VMT of implementation of the SCRTD proposed "7 Corridor" system is correspondingly low. Translated into hydrocarbon reductions, mass transit again appears to make an almost negligible reduction in emissions, less than one-half of one percent. This degree of utilization of transit is far below that which is needed to make a significant reduction in vehicular emissions and an improvement in air quality.

2

It appears reasonable to conclude that transit medians and exclusive busways will not be optimally utilized in the presence of the freeway facility. With adequate uncongested freeway facilities, public transit will not be able to compete with the private auto to the extent that diversion to the public transit mode is desirable. Some figures from the EIS indicate this. With both the freeway and busway in place, the busway will attract 30,000 daily riders; with just the busway, 45,000 riders. So, although greater diversion to transit will occur if the freeway is not built, this diversion is still disappointingly low. For example, for the no-build alternative, arterial traffic in the corridor is 377,000 vehicles per day in 2000. With the busway only, arterial traffic will be 365,000 vehicles per day, a diversion of only 12,000 or about 3.5%. While it seems that transit is one of the best means of reducing VMT, it also appears that the effort both in terms of inducements to transit and disincentives to private auto use falls far short of what is needed.

2

While there is much discussion and analysis of the exclusive busway concept, both alone and in conjunction with the freeway; actual commitment to its implementation is lacking. We feel that in keeping with the thrust of the transportation control plan portion of the State Implementation Plan there should be a commitment to transit in this corridor at least as strong as the commitment to the freeway. Should implementation of the exclusive busway concept falter for any reason, e.g. funding, we would expect that Caltrans would dedicate freeway lanes to exclusive public transit use.

3

Given the serious public health dangers of continued high oxidant levels in the South Coast Air Basin, and the critical need to reduce emissions from the continued high automobile usage; EPA must articulate a policy of environmental reservations toward the construction of this proposed transportation project until such time as more positive transit benefits can be demonstrated and realized.

RESPONSE TO U. S. ENVIRONMENTAL PROTECTION AGENCY

COMMENTS OF APRIL 11, 1975

1. The basic assumptions regarding automobile ownership and use, as applied and reported in the DEIS, have been modified.

   The assumption now is that trip generation, as used in the transportation model, will continue to be determined by historical socio-economic factors, but future vehicle miles of travel (VMT) will be relatively less than what would be expected with the historical factors, because of the regional Transportation Control Plan (TCP). The basic TCP strategy is to reduce regional VMT on the order of 20%. This is to be accomplished by combining trips (carpooling, etc.) and by encouraging greater use of public transportation.

   All relevant sections of this EIS have been revised to reflect the changes. Appendix D includes a detailed discussion of the current assumptions used in the transportation model, and an in-depth analysis of the results.

2. The air quality analysis, which has been revised to reflect the TCP strategies, distinguishes between emissions from mobile, stationary, and natural sources. The analysys shows that the automotive emissions control program will be very effective in achieving mobile source reductions from Light Duty Vehicles by the mid- 1980's. Similar reductions cannot be expected from other sources. The summary of Section 5.1 on air quality in the EIS points out that even a monumental 25% reduction personal automobile VMT would achieve only a 3-4% reduction in emissions. The strategy, then, to curtail use of the personal automobile in favor of increased utilization of public transit is relatively ineffective from an air quality standpoint.

3. The EIS has been revised to emphasize Caltrans' and FHWA's commitment to implementation of the median busway; provided the local transit agency (SCRTD) gives a commitment to provide passenger stations and buses, and to operate as well as maintain the busway.

   Section 3.1 points out that Caltrans and FHWA have committed the basic provisions for a transitway - the additional 40 feet in the median. With a timely commitment from SCRTD, Caltrans and FHWA will finance the remaining necessary roadway facility and loading platforms for a busway. Section 8.2 indicates that this commitment is estimated at $37 million. SCRTD (and UMTA) would be expected to provide about $13 million for the remainder of the busway facilities.

   The $37 million above is the maximum extent to which Caltrans and FHWA can legally contribute to the busway.

Form DOT F 1220.1 (1-67)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

DATE: FEB 25 1975

In reply refer to: TES-72

SUBJECT: California - Proposed Route 1 and I-105 (El Segundo-Norwalk Freeway), Los Angeles County, FHWA-CA-EIS-74-14-D

FROM: Assistant Secretary for Environment, Safety, and Consumer Affairs

TO: Chief, Environmental Programs Division Federal Highway Administration, HEV-10

We appreciate the opportunity to comment on the draft EIS for proposed route 1 and I-105 in Los Angeles County. We would like to compliment the FHWA and Caltrans on a well documented and detailed statement. In particular, the description of the impact of the proposed action on forseeable land use changes in the Los Angeles Region is particularly noteworthy. This methodology could be used for other urban highways which have growth-inducing impact. We will be referencing this EIS in connection with other urban freeways on this issue.

Section 4(f)

We have previously commented on the application of section 4(f) of the DOT Act to the Lynwood Pacific Electric Railway Depot and the eight schools listed on pages 6-24 and 6-25 (attached). We understand there are also publicly owned trails in the area which appear to require section 4(f) documentation in a supplement to this draft EIS. In addition, we have asked the Office of the General Counsel whether the prior section 4(f) determination for the Imperial Village Park is still valid in view of recent cases ruling on early section 4(f) determinations in light of the Overton Park case. If new documentation is required, we will so advise you. 1

Relocation

The relocation section could be improved in several respects. First, we suggest that the tables of available relocation resources on pages 29-40 of the Summary and Conclusions for the Housing Availability Study, as updated, should be included in the EIS. Secondly, the "relocation areas" are extremely large, in some cases extending ten miles from the I-105 corridor. The EIS states that neighborhoods this far from the corridor have comparable 2

accessibility with respect to jobs and community facilities. How this accessibility is established for the people to be displaced should be indicated. Access and relocation sites are special problems for non-drivers, such as elderly persons who might be displaced, so any figures on the extent of displacement of such persons, and any special services needed for them, would be helpful. 2

Air Quality

The air quality section indicates that the project yields no more reactive hydrocarbons than the "no project" alternative, and that carbon monoxide standards will not be exceeded for the project. Do the figures which support this conclusion include increased traffic on the feeder system? The final EIS should include the determination of the Regional Administrator on consistency with the applicable State Implementation Plan for air quality, including "indirect source" review per 40 CFR section 51.18, after consultation with the Air Resource Board and the Environmental Protection Agency. 3

Noise

We suggest that the noise portion of the final EIS document the community/Caltrans agreement on barrier details and other noise abatement measures as suggested on page 5-24. 4

Community Impacts

We suggest that the statement include the result of consultations with affected communities on the division of these communities. This would involve more detail as a result of community consultations on pages 6-30 through 6-39, and any proposed mitigation measures. 5

Alternatives

We expect that the final EIS will reflect consultation with the City of Hawthorne on the Hawthorne alternative. We also expect that a current position of the Mayor of Los Angeles will be set forth. 6

The proposal calls for a 10-lane freeway. FHWA generally considers 8 lanes to be the maximum desirable, so the proposed deviation from that policy should be explained. 7

The busway possibility should be further considered in connection with the freeway proposal, and a commitment made to construct it, if appropriate. 8

Funding

We note in the EIS a detailed description of the combined "grade separation" and exclusive busway alternative. This combination of alternatives provides transportation services reasonably comparable to the proposal with substantially less community disruption and total cost. In the Cost and Implementation Evaluation section, it is pointed out that the use of this alternative would cost the affected communities far more than the I-105 alternative because of Federal and State legal and administrative requirements. If it is determined that this alternative is desirable from transportation, energy conservation, air quality, and other environmental perspectives, methods of meeting funding requirements should be considered. 9

The Interstate transfer provisions of the 1973 Federal-Aid Highway Act were intended to give necessary flexibility to State and local governments in this respect. If some changes in Federal or State legal requirements are needed to permit the objective consideration of the non-Interstate alternatives, they should be identified. 10

Also regarding funding, at several points in the statement reference is made to the Interstate substitution provisions in the 1973 Federal-Aid Highway Act. Those provisions fixed the amount available to be substituted for a mass transit project for the basis of the estimated cost of the Interstate segment, as contained in the 1972 Interstate cost estimate. These references should be modified, to recognize that certain increased costs beyond the 1972 estimate can now be transferred, pursuant to the Federal-Aid Highway Act Amendments of 1974. 11

We look forward to receiving the final EIS including the comments received from other public agencies and the general public on the draft statement.

Ben Davis

Benjamin O. Davis, Jr.

Attachment

cc: Regional Federal Highway Administrator
San Francisco, California

RESPONSE TO U.S. SECRETARY FOR ENVIRONMENT, SAFETY AND CONSUMER AFFAIRS COMMENTS OF FEBRUARY 25, 1975

1. A Section 4(f) Statement has been prepared and addresses the Lynwood Pacific Electric Railway Depot, recreational uses of school facilities, recreational trails and Imperial Village Park. The draft 4(f) document was circulated for public review and comment in April, 1976. The final 4(f) Statement is included within Volume I of this EIS.

2. The tables of available relocation resources have not been included in the EIS since they are quite voluminous and they are subject to changing conditions. However the conclusions from the original conceptual studies, as well as the annual updates, have been included in Section 6.1, i.e., there is an adequate supply of replacement housing, with few exceptions. Those exceptions could be handled by providing last-resort housing, if necessary.

   The relocation areas were selected based upon a number of factors, as noted in the EIS: ..."each delineated on the basis of proximity to the displacement areas, relocation preferences established by survey of prospective displacees, and comparable community demographic profiles." A key factor was the survey of personal preferences of families to be relocated. All affected families were provided a questionnaire for this survey. Furthermore, the agency responsible for relocation is legally required to assist persons and families in finding specific housing to meet their individual needs. Included in the scope of this general directive is locating housing which addresses the special needs of individuals who do not drive, do not have a car, are elderly, handicapped, etc.

3. Conclusions with respect to air quality take into consideration all traffic changes on the entire highway network, as well as public transit, in the region. The discussions on air quality (Section 5.1) and transportation service (Section 4.1) indicated the forecasting assumptions and results. In addition, a more detailed discussion of the transportation model, assumptions and results is included in Appendix D.

   Since traffic forecasts reflect the policies embodied in the mobile source (Transportation Control Plan) element of the State Implementation Plan (SIP), with no adverse

effects air-quality wise, the conclusion was reached that the Project has a significant role in achieving and maintaining the national air quality standard in the Los Angeles area. Caltrans and FHWA maintain that the Project is consistent with the SIP. See summary of Section 5.1.

"Indirect source" review regulations have been repealed, so are not applicable.

4. The general location and dimensional requirements of noise barriers to meet or exceed required standards are included in Appendix E, Exhibit 7. As noted in Section 5.2, precise locations, dimensions and architectural treatment will be determined in consultation with local officials in the later, final, design stage. In those few cases where noise standards cannot be met as a practical matter, exceptions will be requested. See Table 5-7.

5. Chapter 2 of this EIS discusses the consultation carried on with the affected communities over the many years of project development. This resulted in the design details that were shown in the DEIS, which were also covered by Freeway Agreements with the affected agencies. Consultations have continued through this EIS and public hearing process, so that the details included in Exhibits 6 of Appendix E reflect these agencies' input.

   With the exception of Hawthorne, each agency affected has adopted formal resolutions of support for the Project (Included in Chapter 13, Written Comments Not Requiring Responses). Furthermore, as has been added in Chapter 2, each of these communities have incorporated the Project into its comprehensive plan, or is in the process of doing so.

6. The location of the Project now proposed in the Hawthorne area has resulted from consultation with Hawthorne as well as the other affected agencies. Relevant sections of the FEIS, particularly 1.2 and 2.3, have been modified to indicate Hawthorne's request for consideration of the now proposed location. Also discussed is support from the other affected agencies for this location.

7. While the DEIS addressed the Project as a basic 10-lane facility, this Final EIS discusses the Project as an 8-lane facility. The EIS reports the development of an 8-lane alternative based on traffic projections consistent with current regional transportation policy, consultation with involved agencies, discussion at the public hearings, etc. The entire EIS has been revised to reflect an 8-lane Project.

8. The EIS has been revised to emphasize that the Project is proposed as a freeway-transitway (busway). There is a basic commitment to constructing and funding the additional area in the median for public transit. Caltrans and FHWA will also fund the major portion of the remaining costs to implement a functional, usable, busway; provided, the local transit agency (SCRTD) will construct the necessary passenger stations, furnish buses and operate the busway. Section 3.1, Transitway Element, discusses this in more detail.

9. While the Combined Grade Separation and Exclusive Busway alternative appears to provide comparable transportation service to the proposed Project, there has been no support evident from the local agencies. The City of Los Angeles did evaluate the alternatives and provided the comment that the DEIS may have seriously understated the costs.

   Since an alternative including extensive grade separations such as this has never been implemented, there are many unknowns, amongst which are costs as suggested by the City of Los Angeles. The EIS discusses indirect, or proximity, costs which could arise as a result of inverse condemnations for damages attributed to this alternative. These costs are not included in the direct cost summaries, but included in the notes for most cost tables. These costs, estimated at $82 million, are doubtless subject to a wide variation.

10. The Interstate transfer discussion is included in Section 3.6. This is not considered a viable alternative for a number of reasons. Key among these is the complete lack of local support; and, in fact, almost unanimous opposition when considered on two occasions. Also, there is no local consensus on a regional transit system from which to define a transit project for consideration.

11. The Interstate transfer discussion has been updated to reflect the currently applicable criteria and conditions. See Section 3.6.

Advisory Council
On Historic Preservation
1522 K Street N.W. Suite 430
Washington D.C. 20005

Mr. Omar L. Homme
Division Engineer, California Division
Federal Highway Administration
U.S. Department of Transportation
P. O. Box 1915
Sacramento, California 95801

JAN 17 1975

Dear Mr. Homme:

This is in response to your request of December 31, 1974 for comments on the draft environmental statement (DES) for the proposed Routes 1 and I-105 (El Segundo-Norwalk) Freeway, California. The Advisory Council has reviewed the DES and notes that this undertaking will affect the Lynwood Pacific Electric Railway Depot, a property included in the National Register of Historic Places and may affect other cultural resources whose eligibility for inclusion in the National Register has not yet been determined.

In addition, the Council also notes that the Federal Highway Administration (FHWA) is aware of its responsibilities pursuant to Section 106 of the National Historic Preservation Act of 1966 and the provisions of Executive Order 11593, "Protection and Enhancement of the Cultural Environment," of May 13, 1971 with respect to this undertaking and accordingly is preparing a preliminary case report pursuant to Section 800.4(f) of the "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800).

In order to expedite the compliance process, the preliminary case report, accompanying the FHWA's request for Council comments, should contain the following information:

1. a copy of the Secretary of the Interior's opinion concerning the eligibility for inclusion in the National Register of the non-National Register properties identified on pages 5-50 and 5-51 of the DES;

2. a general description of the proposed undertaking with explanatory graphic material;

3. a description of the properties included in or eligible for inclusion in the National Register to be affected by the undertaking, identifying the significant features of the properties;

4. an evaluation of the effect of the undertaking upon the properties included in or eligible for inclusion in the National Register;

5. an outline of measures taken in considering the undertaking's effect upon the properties included in or eligible for inclusion in the National Register, including:

a. an expression of the views of the State Historic Preservation Officer,

b. an indication of the support or opposition of units of government, as well as public and private agencies and organizations,

c. a review of alternatives which would avoid any adverse effects, and

d. a review of alternatives which would mitigate any adverse effects.

Until the requirements of Section 106 and Executive Order 11593 are met, the Council considers the DES to be incomplete in its treatment of historical, archeological, architectural and cultural resources. To remedy this deficiency, the Council will provide substantive comments on the undertaking's effect on the previously mentioned cultural resources through the compliance process.

Should you have questions or require any additional information, please contact Michael E. Bureman of the Advisory Council staff at P. O. Box 25085, Denver, Colorado 80225, telephone number (303) 234-4946.

Your continued assistance and cooperation are appreciated.

Sincerely yours,

John D. McDermott
Director, Office of Review
and Compliance

RESPONSE TO ADVISORY COUNCIL ON HISTORIC

PRESERVATION COMMENTS OF JANUARY 17, 1975

The EIS has been revised to reflect the status of the various properties with respect to the National Register of Historic Places. Section 5.8, the Section 4(f) Statement (with a Preliminary Case Report and Proposal for Preservation) cover the subject.

The evaluation and consultation resulted in a determination that the non- National Register properties listed on pages 5-50, 51 of the DEIS are outside the area of potential environmental impact. The State Historic Preservation officer concurs with this determination by letter of June 13, 1975 (included in Apprndix B of the Preliminary Case Report).

The Preliminary Case Report and Proposal for Preservation were prepared for the Lynwood Pacific Electric Railway Depot, the only property listed in the National Register. These documents include pertinent discussion as requested in the Advisory Council's letter. The compliance process is underway and will proceed concurrently with the processing of this EIS. It is necessary that a Memorandum of Agreement regarding the Depot be completed before this EIS can receive final approval.

State of California

The Resources Agency

Memorandum

To : Honorable John R. Teerink, Director
Department of Water Resources
1416 Ninth Street
Sacramento, CA 95814

Attention: Mr. Ken Fallows

Date : February 13, 1975

Subject: Construct El Segundo-Norwalk Freeway (St. 1/ Interst. 105)
Los Angeles County
SCH. No. 74123062

From : Air Resources Board
William C. Lockett, Chief
Evaluation and Planning

W.C. Lockett

We appreciate the effort to analyze and describe the project and no-project air quality impact of the proposed Route 105. The information in the EIR demonstrates a major undertaking to fully apprise decision makers of project level air quality impacts. The report documents a slight increase in vehicle miles of travel, a small decrease in vehicular emissions of carbon monoxide and hydrocarbons, a minor increase in oxides of nitrogen with a corresponding influence on nitrogen dioxide, and no essential difference in ozone if Route 105 is constructed. Thus, this project by itself appears not harmful. Nor is it helpful.

We have urged in prior communications to CalTrans that significant transportation changes need to be occurring if healthful levels of air quality are to be achieved and maintained in the Los Angeles area. In addition we have expressed concern about how this proposal and others fail to contribute to significant reductions in vehicular emissions in the South Coast Air Basin. While Route 105 has not been identified as part of the short range transportation control plan, it is included in the Draft Regional Transportation Plan (RTP) prepared by SCAG. However, the draft RTP does not provide a sufficient range of system alternatives to enable a choice of transportation through the 1995 planning year. The draft RTP plans a modal shift away from automobiles of no more than five percent. Without provisions for positive and major reductions in vehicular travel in the RTP or Route 105, we are unable to determine how this project is in accord with the State's objective to improve air quality through transportation alternatives.

Air quality in the South Coast Air Basin reaches health damaging levels on a large number of days during the year. We need to evaluate carefully major expenditures of public funds for new transportation facilities which continue dependence on the automobile, since vehicles contribute a large percentage of the air pollution in the South Coast Air Basin.

RESPONSE TO AIR RESOURCES BOARD COMMENTS OF FEBRUARY 13, 1975

The entire EIS has been revised to reflect a project based on the Regional Transportation Control Plan (TCP). The TCP is that element of the State Implementation Plan (SIP) developed by the region to achieve and maintain National Ambient Air Quality Standards with respect to mobile sources.

Traffic forecasts conforming to the adopted policies in the TCP have been used to define the Project, and to evaluate mobile source emissions at the local and regional levels with and without the Project.

Based on the conclusion that "this project by itself appears not harmful." (ARB 2-13-75) and that traffic forecasts are consistent with the TCP, the Project is considered to be consistent with the SIP.

The summary of Section 5.1 on Air Quality discusses the Project's consistency with the SIP. It is contended that the Project is consistent with the SIP, and has a significant role in achieving and maintaining National Air Quality standards in the Los Angeles area.

State of California

The Resources Agency of California

Memorandum

To : Mr. James P. Tryner, Chief
Resource Management and
Protection Division

Date : February 7, 1975

Subject: Schedule No. 74123062
Draft Environmental Impact
Statement, Proposed El
Segundo-Norwalk Freeway,
Los Angeles County

From : Department of Parks and Recreation

As staff for the State Historic Preservation Officer, we have reviewed the Draft Environmental Impact Statement for the construction of the El Segundo-Norwalk Freeway. As the project will affect the Lynwood Pacific Railway Depot, a site listed on the National Register of Historic Places, we have been involved in consultation with the California Department of Transportation and the Federal Highways Administration in compliance with Section 106 of the National Historic Preservation Act of 1966. We feel the statement on page 5-53 adequately describes the actions being taken at this time to comply with procedures for Section 106.

We have noted that two sites which have been identified as potential cultural resources for their architectural values are located very close to the right of way. These are the Recreation Building at 11555 Wright Road, 0.2 miles north of the proposed project and the House at 12156 Louisa Avenue about 0.1 miles south of the proposed project. To assure the procedures for compliance with the Executive Order 11593 are properly carried out, the Federal Agency sponsoring the project should contact the State Historic Preservation Officer to apply the National Register criteria to these two properties. Also, the final Environmental Impact Statement should show evidence of a comprehensive search of archeological records to identify any known archeological resources within the construction area. Should any archeological values be encountered during construction, a qualified archeologist should immediately be contacted to assess the significance of the material.

1

2

We appreciate having the opportunity to comment upon the Draft Environmental Impact Statement and will look forward to working with the sponsor of this project.

Original signed by
Russell W. Porter

Russell W. Porter, Chief
Grants and Statewide Studies Division

L-3/7

II-12

RESPONSE TO CALIFORNIA DEPARTMENT OF PARKS

AND RECREATION COMMENTS OF FEBRUARY 7, 1975

1. Section 5.8, a Section 4(f) Statement (with a Preliminary Case Report and Proposal for Preservation) include information regarding evaluation and consultation of properties in, or potentially eligible for, the National Register of Historic Places.

   In consultation with the State Historic Preservation Officer, it was determined that the properties noted were outside of the potential environmental impact (Letter of 6-13-75 included in Appendix B of the Preliminary Case Report).

2. Section 5.8 has been updated to report results of an archaeological search conducted along the corridor.

   Exhibit 9 of Appendix E documents the comprehensive search of archaeological records which was performed through the Institute of Archaeology, Archaeological Survey of the University of California at Los Angeles.

   As noted in Section 5.8 State and Federal regulations provide for the immediate protection of archaeological sites discovered during construction operations. The sites can be evaluated and, if desirable, salvage operations undertaken and completed before construction could again proceed.

HARVEY T. BRANDT
COUNTY ENGINEER

JAMES T. ROSTRON
CHIEF DEPUTY

COUNTY OF LOS ANGELES

DEPARTMENT OF COUNTY ENGINEER
WATERWORKS AND UTILITIES DIVISION
108 WEST SECOND STREET - ROOM 909
LOS ANGELES, CA 90012

SEP 12 1975

KENNETH R. PUTNAM
DIVISION ENGINEER

CARL H. PEARSON
ASSISTANT DIVISION ENGINEER

TELEPHONE NOS.
MAIN OFFICE 974-7211
FOR THIS LETTER: 974-7203
W. Thurlow

District Director
Department of Transportation
State of California

Attention Mr. S.L. Elicks

Dear Sir:

LOS ANGELES COUNTY WATERWORKS DISTRICT NO. 22,
LIBERTY ACRES--ROUTE 105 FREEWAY

We have reviewed your Notice dated August 20, 1975, that you sent to us which invited comments for the "Imperial Line" portion of the Route 105 Freeway-Transitway. On behalf of Los Angeles County Waterworks District No. 22 we see no additional effect on the District's existing water system by this new route as it apparently moves the majority of the I-405--I-105 interchange north of the Waterworks District.

If this new route is adopted the Waterworks District strongly recommends that the land originally purchased within Waterworks District No. 22 for the presently adopted alignment and interchange, (which would probably become excess) be redeveloped in accordance with the present zoning plan. This redevelopment should take place either ahead of or simultaneous to the construction of the freeway on the new alignment and could be done as a part of the freeway contract.

Under the discussion of the "No Project" alternate of the Booklet titled "Time to Decide," dated March 1975, a method is described that might be used for the ultimate disposal of State owned lands no longer needed for freeway purposes. We would disagree with that apparent inventory, study and sales plans method as a method of disposing of the land that would be excess along the present alignment if an alternate alignment is adopted. We think that redevelopment should be done at the latest when the freeway is constructed. Possibly the construction of new housing in the vacated alignment would provide residences for those persons to be evicted from the new alignment.

An early reconstruction of the vacated alignment would restore some of the tax base and water sales revenue which has been lost to the Waterworks District as this land has been vacant for the last several years.

The Waterworks District, prior to your purchase of the freeway right-of-way in addition to collecting property taxes received both water sales revenue, a portion of which went to improve the system, plus connection charge revenue from customers to retire an outstanding bond debt. Since the purchase of the right-of-way by the State and removal of that tax base and the customers, the District has had to raise off-setting revenues from those customers of the District that remained.

If the present alignment is retained the District will no doubt incur some expense to modify the existing water system (over and above that to be paid for by the State) to continue service to the areas bisected by the present alignments of the San Diego and Century Freeways. Continued delay in proceeding with the freeway project just raises the District's cost.

While the matter of subsidizing the cost of housing reconstruction in the area to restore the neighborhood is high, it is the price that must be paid for changed decisions. Such subsidy cost should not be used as an excuse to rebuild the area into something other than what it is presently permitted to be by current zoning. If the area is rebuilt at a higher level of zoning use the Waterworks District's water system would have to be rebuilt also to comply with present standards and requirements for new water system construction in the County of Los Angeles unincorporated areas.

We therefore are vitally interested in seeing that the freeway alignment question is resolved at the earliest possible date.

Very truly yours,

Harvey T. Brandt
COUNTY ENGINEER

K R Putnam

Kenneth R. Putnam
Division Engineer

KRP:WT-bs

RESPONSE TO COUNTY OF LOS ANGELES, WATERWORKS AND

UTILITIES DIVISION COMMENTS OF SEPTEMBER 12, 1975

There are several hundred parcels that were purchased and cleared of improvements along the original adopted location, in the County community of Del Aire. Readoption along the "Imperial" alignment, rendering these parcels excess, is addressed in Section 7.3.

These parcels would become available for disposal as quickly as legalities (lifting of the present injunction) and administrative procedures permit. In all probability, these properties would be sold, "as-is", at public auction. Any redevelopment would be subject to the normal review and approval procedures of the local agency.

COUNTY OF LOS ANGELES DEPARTMENT OF HEALTH SERVICES
COMMUNITY HEALTH SERVICES
313 NORTH FIGUEROA STREET, LOS ANGELES, CALIFORNIA 90012

RALPH R. SACHS, M.D., M.P.H.
Deputy Director

May 5, 1975

Mr. H. Ayanian
District Director of Transportation
California Department of
Transportation
P.O. Box 2304, Terminal Annex
Los Angeles, CA 90051

Attention: Mr. C. J. O'Connell

Gentlemen:

Regarding: DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE EL SEGUNDO - NORWALK FREEWAY

The staff of Environmental Management have reviewed the subject report and submits the following comments for your consideration:

Noise Effects, pages 5-15 to 5-24

This department is primarily concerned with the impact the proposed freeway will have on the environmental health of the subject population. Recent findings of Osada, et al, in Japan, and Stefanov, et al, in Bulgaria, as well as the work of many others have established a relationship between noise and its effects on job performance, reaction time, perception, figure counting, and simple motor reaction. In addition, L. Brown has demonstrated in an excellent retrospective study, that noise is not just an irritant, but is definitely a mental and physical health hazard. Therefore, we consider it to be extremely important that acceptable noise levels are maintained in residential and similar land-use areas. 1

Furthermore, we concur with the L_{10} Design Noise Level of 70 dBA for these areas. Caltrans should be required to design the freeway to meet the L_{10} Noise Levels recommended by the Federal Highway Administration.

Basically, the discussion of noise impacts was adequate but could be improved with the following additions:

1. The report should identify and discuss the effects on those areas which will be significantly affected by the project. (i.e. those areas which will feel the "sudden" increase in noise levels attributed to the project.)

2. Comparison of significantly affected areas to alternatives.

3. Greater emphasis on community input to Caltrans on noise barrier details.

4. Consideration of an adequate buffer zone between the freeway and incompatible land-uses. Buffer zones are also useful in reducing air contaminate impacts on inhabitants of adjacent residential properties. 1

5. Determination of whether the freeway will primarily serve the industrial and commercial interests along the proposed route (truck oriented freeway) or private automobiles. This is an important factor which has a significant impact on noise levels.

Air Quality

The primary omission in this section is the lack of adequate information relating to the impact of the project on the health of those persons residing in close proximity to the freeway. We believe that the report does not put proper emphasis on the fact that environmental quality is significantly degraded near freeways and major arteries. The more desirable residential areas are generally located away from freeways but are still readily assessable to major transportation corridors. 2

Traffic Circulation

The report was not clear as to which secondary arterials will be significantly affected by the freeway. For instance, the Santa Monica Freeway has had a very detrimental affect on residental property located along Fairfax Avenue. Similar problems occurred when the Foothill Freeway was constructed. Basically, these freeways converted minor streets into major primary/secondary streets. 3

Environmental Health Problems Related to State-Owned Land

The major impact to date of the proposed project on the services of this department is related to the inadequate administration of 4

property and land owned by the State. On occasion the State has allowed salvage and horse-keeping operations on their property in violation of local zoning laws. In addition, the maintenance of some State owned dwelling units has been sub-standard. Presently, the State is making a better effort to control these problems, however, Caltrans should be committed to a major control effort to insure that the project will not adversely affect the environmental health conditions in adjacent communities. 4

If you have any questions regarding this matter, please contact Frank Gomez at 974-7784.

The opportunity to review this report is appreciated.

Very truly yours,

Ralph R. Sachs, M.D., M.P.H.
Deputy Director

RRS:FGJ:tm

RESPONSE TO COUNTY OF LOS ANGELES DEPARTMENT OF HEALTH SERVICES COMMENTS OF MAY 5, 1975

1. The EIS states that this project will be developed in compliance with federally established noise standards. These standards set noise limits for each of five categories of land use. Although it is recognized that human response to noise can vary from unconcern to extreme irritation, the standards established would be acceptable to most persons.

   Of the five items related to noise, all but item 4 are discussed and considered in the EIS - See Chapter 5.

   Item 4, "buffer zones", has not been included as a mitigation measure. The reason is that barriers have demonstrated their ability to reduce noise to acceptable standards, alleviating a significant part of the problem. Since that is the case, it largely resolves the problem while avoiding some of the adverse impacts of buffer zones, i.e., additional displacement of people and homes, loss of tax base, and additional right-of-way and maintenance expenses.

2. The air quality analysis indicates that carbon monoxide is the only potentially adverse air quality factor in the immediate vicinity of traffic for which a standard has been set. The air quality study performed for the I-105 Project concludes that while CO at the freeway right-of-way may be greater than would otherwise be experienced (on an overall ambient basis), it will not exceed the standard. The same cannot be said for exposure to traffic on arterial streets in the early 1980's. The reason is that CO does not ordinarily disperse quickly enough due to the short distance between traffic and sidewalks. After all vehicles are fully emission-controlled, CO standards will not be exceeded at any location.

3. The present primary and secondary street system was long ago designated by the County and local agencies involved as an integrated, continuous (community to community) system of routes for the movement of large-volume traffic. Additionally, this street system functions as a feeder-distributor to both the freeway system and any future transit system. Consequently, most freeway interchanges connect with this system, particularly the primary routes. It is expected that traffic would converge on those streets leading to freeway or transit access points.

Many streets now included in the arterial system were not originally intended for this purpose. These are frequently of sub-standard width and with land uses inconsistent with their present status as a designated major street. Local agencies expect to correct both deficiencies as soon as practical. However, this does not fully apply to the I-105 Project. While some I-105 corridor arterials presently have residential frontage, none appears to be substandard in width. The specific arterial streets involved on the I-105 Project are shown in Appendix E, Exhibit 6 at locations where interchanges are proposed.

4. This item was handled immediately upon receipt of this letter. The State was unaware of the zoning violation and the condition was corrected.

AIR POLLUTION CONTROL DISTRICT
COUNTY OF LOS ANGELES
434 SOUTH SAN PEDRO STREET / LOS ANGELES, CALIFORNIA 90013

ROBERT G. LUNCHE
AIR POLLUTION CONTROL OFFICER

February 25, 1975

Mr. C. J. O'Connell
Chief, Project Development Branch A
California Department of Transportation
120 South Spring Street
Los Angeles, California 90012

Dear Mr. O'Connell:

(1) Air Quality Report, June 1974: Route I-105 El Segundo-Norwalk Freeway
(2) Environmental Impact statement dated December 1974

We are pleased to submit our comments on the revised Air Quality Report and the Environmental Impact Statement for this freeway.

The District commented on an earlier version of the Air Quality Report on April 17, 1974. In our earlier comments we stated that we agreed with the CALTRANS conclusion that the federal and state ambient air quality standards for carbon monoxide would probably not be exceeded during the year 1980-2000 design life of this project. Based on the analysis presented in the revised (June 1974) Air Quality Report and due to the delay in the scheduled attainment of the statutory emission standards we have been forced to reconsider our earlier conclusion. Although CALTRANS still claims that the pertinent CO standards will not be exceeded in the vicinity of I-105 due to traffic carried thereon, we must object to this conclusion.

In our previous comments we objected to the exclusion by CALTRANS of a number of the highest CO measurements from APCD Station 76, the data from which was used as a cornerstone in the analysis for 1972/73. The highest one-hour Station 76 winter 1972/73 (D, J, F) CO value used by CALTRANS was, and still is, 34 ppm. There were at least 15 values higher than this with three values above 40 ppm, and all equalling or exceeding the Federal 1-hour standard for CO. All of these occurred at night during the 1800-0600 period. In the earlier AQR CALTRANS considered only daytime (0600-1800) CO values in the analysis. The 34 ppm value was used to anchor a multiple regression analysis which ultimately led to the conclusion that the air quality standards would not be exceeded. Our contention is that use of all of the data, including that above 34 ppm, observed at Station 76 1

may lead to higher projected future CO levels which might therefore exceed the standards.

In the most recent Air Quality Report CALTRANS briefly considers these 15 CO values at station 76 which are higher than the highest value presently employed, but then discards all of them! Several reasons are offered to justify this decision; lack of meteorological data used for the development of the regression equations, or influences of local sources which may disqualify these data for CALTRANS purposes. However, meteorological data is available for the dates of these high readings and should have been used.

CALTRANS concludes that the adopted value of 34 ppm used for the regression equations is "considered a reasonable ambient maximum for the Route 1/105 corridor." But this value of 34 ppm (at 0700 on 12/19/72) must also include local source contributions. By the same reasoning any of the higher observed values, such as 42 or 47 ppm, is just as good. 1

The arguments presented by CALTRANS for discarding all of the observed CO values greater than the originally chosen 34 ppm are weak and appear to be unsubstantiated by the discussion presented in the Air Quality Report. A recent call to CALTRANS to clarify this situation indicated that additional data and analysis may be available to substantiate their conclusions. We hope this new information will be available soon because we are unable to accept or reject the published conclusions as presented.

The AQR did not present projected CO levels at distances less than 100 feet from the road edge, although these were apparently calculated. Since the highest projected 8 hour (8.5 ppm) and 12 hour(9.6 ppm) values at 100 feet are so close to the standards of 9 ppm and 10 ppm, it is reasonably sure that workers on the freeway might be exposed to levels above the standards. This should be discussed and any problems ameliorated by plan or design. 2

The report does not evaluate the effect of catalytic converters on sulfate levels due to the use of this freeway. In view of present concern about this matter, the subject perhaps should be discussed. 3

Assessment of oxidant air quality considered in the December 1974 EIR is deemed to be preliminary. We would agree with that assessment due to the present lack of a reliable method to project future changes in oxidant levels resulting from the use of a roadway link such as the I-105 freeway.

If you have any questions concerning our comments, we would be happy to discuss them with you at any time.

Very truly yours,

Robert G. Lunche
Air Pollution Control Officer

William G. MacBeth
Senior Air Pollution Analyst

WGM:la

cc: John Burris
Richard McMullin

RESPONSE TO LOS ANGELES COUNTY AIR POLLUTION CONTROL DISTRICT

COMMENTS OF FEBRUARY 25, 1975

1. CO concentrations were estimated using 10 of the 15 "missing" CO concentrations in the original data base.

   The Route 1/105 Freeway Air Quality Report did state that 34 ppm was the highest daytime CO value used in development of the regression equations used to calculate ambient CO concentrations. This statement is incorrect. Scrutiny of the data used in preparation of the report uncovered the fact that the 34 ppm was the highest daytime value measured at LAAPCD Station 76 during the December 1972 CO monitoring being conducted at the Route 1/105 Freeway project location. Graphs on pages 182 and 183 of the report show the relationships between winter concentrations measured at LAAPCD Station 76 and simultaneous concentrations measured at each of the 8 Route 1/105 zones and LAAPCD Station 80. Additionally, all but 5 of the 15 CO values listed as missing from the data base were in the data base. Four of the 5 missing data points occurred outside of the historical high season months of December, January, and February.

   As suggested by the LAAPCD, the 5 values higher than 34 ppm, not previously included in the data base, were added to the data base and maximum concentrations for 1980 and 2000 recalculated. Only 2 equations were affected by the addition of these 5 values.

   The maximum yearly 8-hour CO concentrations at 100 feet from edge of shoulder are increased by a maximum of 2 ppm in 1980, in 2000 this increase is 1 ppm, but in no case are the NAAQS exceeded.

2. The NAAQS were designed to protect the health of the most sensitive segments of the population; the young, the old, and the physiological cripple, but not the normally healthy adult workers who can tolerate higher levels without endangering their health.

   The working environment is controlled by standards established by the Federal Occupational Safety and Health Act (OSHA) (Federal Register, Volume 39, No. 125, Thursday, June 27, 1974, Part II).

   For CO, this amounts to an average of 50 ppm per hour for the normal 8-hour work period. This standard is not exceeded within the freeway right-of-way.

Those persons located within the freeway right-of-way are employed to do so; therefore, exposure of these employees to the air quality associated with their work is subject to OSHA standards only.

3. Any attempt to discuss the effect of catalytic converters due to their use on the freeway would be premature at this time.

The emission factors for the air quality analysis are based upon the premise that the future vehicle populations will meet appropriate State and Federal emission control standards. Although attainment may be questionable, there is no other basis upon which to predict future automotive emissions. This proposition holds true for prediction of questionable pollutant by-products or side effects attributable to methods adopted to attain the standards. There must be substantiation of their existence in quantities sufficient to present a danger to public health or interests.

Past announcements dramatizing possible detrimental levels of sulfates from use of catalytic converters were based upon very preliminary evidence. In addition, Federal authorities maintain that they will require a new or revised approach (instead of the catalytic converter) to further reduce HC and CO emissions if enough evidence accrues indicating damage to the environment.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL COOPERATION FOR REGIONAL PROBLEMS
600 SO. COMMONWEALTH AVE. • SUITE 1000 • LOS ANGELES, CA. • 90005 • 213/385-1000

September 22, 1975

Mr. R. J. Datel
Director
CALTRANS, District 7
120 South Spring Street
Los Angeles, California

Dear Mr. Datel:

Attached are SCAG's comments on the Draft Environmental Impact Statement for the El Segundo-Norwalk Freeway (I-105). These comments were adopted by the Executive Committee at their last meeting, September 17, 1975.

If you have any questions regarding these comments, please contact Jim Gosnell of my staff.

Sincerely,

Rey Remy
Executive Director

RR:nh
Attachment

II-21

SCAG COMMENTS ON THE DEIS
FOR THE EL SEGUNDO - NORWALK FREEWAY (I-105)

In evaluating the impacts of the I-105 freeway, the DEIS addresses a substantial number of problems in several subject areas. The scope of the project and the complexity of the impacts makes the evaluation a difficult task. This review of the DEIS takes a close look at the evaluation and raises issues which need further elaboration. The review will begin by discussing a few general considerations and will then examine more technical issues in such areas as land use, air quality, energy conservation, accessibility and mobility, and economic and financial impacts.

The objectives of the project need to be specified more clearly. The only references to the objectives of I-105 are indirect and include the discussion of congestion relief in the corridor and the rest of the freeway system, the provision of better access to LAX, and completion of the State's interstate freeway system. 1

Land use issues are not thoroughly treated in the DEIS. Land use changes caused by the project, both regionally and locally, need further examination. The relationship of these changes to local general plans and to SCAG's Regional Development Guide would provide a good perspective for this discussion. The impacts of these changes should also be indicated. Population growth appears to be consistent with the Regional 2

Development Guide, but a more thorough discussion of this issue would assist in making that determination. 2

Based on the concern of elected officials from the Puente Hills area, as expressed at the Executive Committee meeting, September 17, 1975, it would be desirable to re-evaluate the statement in the DEIS regarding development of the Puente Hills by 1980 whether the I-105 is built or not. 3

Within the corridor, anticipated development intensification seems optimistic. Although the future corridor development potential is likened to the development of the Santa Monica Freeway corridor, the analogy is questioned since no analysis or data is provided to make a comparison. 4

Air quality is another area of critical concern to the region, particularly in light of requirements under the Clean Air Act of 1970. SCAG's Regional Transportation Plan (RTP) calls for a reduction in automobile travel in order to reduce air pollution emissions. Although the DEIS demonstrates that air quality will be improved because average speeds in the corridor will be raised, it is not clear that the encouragement of more auto use is consistent with the RTP recommendations. The relationship of the RTP objective of reducing vehicle miles traveled by 20 percent (in 1977) and the project needs to be evaluated in the EIS.* 5a

Air quality improvements projected in the DEIS are largely the result of improvements in emission control technologies 5b

*This point was discussed by CALTRANS in several of the public hearings on the project.

and the gradual attrition of older, more polluting vehicles. This point is not sufficiently stressed in the DEIS. 5b

The Los Angeles Air Basin is a relatively new study area for regional air quality analysis. It would seem appropriate to also discuss the air quality impacts in relation to the South Coast Air Basin. The highest concentrations of oxidants in the last few years have been recorded in Upland and Riverside. Utilizing the Los Angeles Air Basin does not allow a full assessment of regional air quality, particularly for these critical areas. 6

Energy conservation is a regional issue that is closely related to air quality considerations. Although the energy savings resulting from increased auto operating efficiency is assessed, the energy requirements associated with project construction are not. These are likely to be far more significant than the small increase in operating consumption. 7

The question of wasteful, inefficient, or unnecessary uses of energy associated with the project is raised since it is not mentioned in the DEIS. A recent California legislative amendment to the California Environmental Quality Act (CEQA) requires this issue to be addressed in EIR's. While this particular DEIS was released prior to the effective date of this requirement, it would seem desirable to address this question in the Final EIS.

Both the air quality and energy impact evaluation are significantly influenced by traffic projections provided by 8

LARTS. Basic assumptions used by LARTS in their forecasting should therefore be discussed. For example, the modeling approach used does not allow for traffic demand to be influenced by the availability of transportation facilities. It is recognized that improvements to the LARTS model are currently underway to alleviate these shortcomings. Furthermore it is significant to point out that the LARTS model is the present basis for all of SCAG's regional travel forecasts.

Mobility and accessibility are also important issues to be addressed. Travel patterns within the corridor need further examination in the EIS. Based on the information that we have (LARTS Base Year Report, Housing Surveys, employment data from the SCRTD Phase 3 Reports), a significant portion of the travel demand is in the north-south directions where many of the opportunities for livelihood (work, recreation, shopping) are located. 8

More attention needs to be given to the fact that expansion of the four north-south freeways accompanies the construction of the I-105 freeway. To realize the total east-west travel benefits from I-105 freeway, lane additions would be necessary on the four freeways intersecting I-105 to handle the increased travel volumes. 8a

Goods movement impacts should be more thoroughly addressed in the EIS. A closer examination of goods movement to and from the LAX area would assist in the understanding of this issue and its implications in the corridor. Of course, We cannot expect a new study to be completed prior to the release of the final EIS but would hope that goods movement impacts could be given further consideration.

Judging from the nature of the potential developments and marketing behavior, it would seem likely that light industries will locate near LAX and that the heavy industries will continue to develop in the eastern sector of the corridor which is served by rail facilities and road networks. Completion of the Route 210 and Route 7 freeway links will influence the truck movements within the eastern sector of the corridor. Based upon an expected increase in cargo shipments to LAX and relocation (or additon) of a cargo depot to the southeast section of the LAX airport, it can be expected that truck movement along the east-west arterials (especially Century Blvd. and Imperial Highway) would increase in the event the freeway is not constructed. 8

Transit service potentials of the corridor need a more thorough evaluation. Considerations such as more frequent stations and improved east-west/north-south interconnections should be included. Coordination between line haul transit service offered by the busway and community circulation service is not clear and should be discussed.

The proposed bus lane would provide some transit service and is consistent with the philosophy of the Short Range Transportation Plan and the Transportation Control Plan; however, it is not clear whether this would influence the

diversion of auto trips. It is more likely that it will release the latent demand for public transit. The assumptions regarding continued high use of the automobile and low utilization of public transit to be effective through the year 2000 should be reviewed more thoroughly.

A thorough evaluation of through trips and intra-corridor trips would be highly desirable but based on current travel estimation techniques, we could not expect more than a qualitative discussion. It appears that a significant portion of projected freeway travel would be relatively long distances and would occur between East Los Angeles County/North Orange County and Western Los Angeles County. That appears to run counter to the adopted policy of discouraging an increase in long trips. Information on trip lengths to be served by the project would be helpful. 8

If one assumes that a significant portion of this travel through the corridor is to LAX, then a discussion of this project in terms of SCAG's Aviation Plan should be provided. The implications of the expansion of Ontario Airport on travel to LAX from the North Orange County area should be explored. It is possible that this would somewhat reduce the need for long distance travel to LAX. 9

There will be a need for improved access to LAX. For access to LAX, the most crucial portion of the I-105 project is the portion west of the San Diego Freeway into the airport. according to an LAX spokesman.

Construction of the freeway, particularly the aerial portions, may have significant visual, disruptive and barrier impacts. Areas most likely to be affected by aerial configuration on embankments include extreme southern Inglewood, the communities of Watts and Willowbrook and the City of Lynwood. Aerial configurations also tend to have a greater noise impact upon the local environment. Since the corridor area is relatively flat, except a range of low hills near Western Avenue, it can be expected that even with visual mitigating measures the elevated embankment section will have major visual effects on the topography and also serve as a barrier to the communities. These impacts should be fully identified and discussed. 10 & 11

Another issue brought out by the I-105 proposal concerns economic impacts. The questions of who benefits from the freeway and who pays for it are not summarized in one location in the DEIS. 12

The DEIS states that the project will result in 24,000 man-years of employment which will induce about 75,000 secondary jobs. These calculations are not supported in the Draft EIS or in any of the supporting technical reports. The figures imply that the employment is an addition to existing job levels. This forecast should be put into a regional prespective to determine if this is a net gain or loss of jobs. Second, the 75,000 induced employees is much too high for the construction sector. This assumes a multiplier of over 3 whereas it should be more in the neighobrhood of 2 or 13

2.5*.

Financial impacts of I-105 are an issue of major concern to the region. The DEIS does a commendable job by including a discussion of the project costs, funding sources, and implementation responsibilities. There are a few aspects of financing, however, that should be clarified in the Final EIS.

For the freeway, funding comes from two sources: the Federal Highway Trust Fund (approximately 91.5%) and the State Highway Account (8.5%). The cost of the median busway ($12 million for right-of-way and $55 million for construction) is included in the project cost estimates. It is stated in the EIS that State highway funds are not available for construction of the median busway and that local matching funds will be required. The source of the local funds is not sufficiently addressed, however. For the other alternatives, funding sources are discussed only in general terms. 14

If the I-105 is cancelled or deleted, three options are available: (1) implement one of the alternatives, (2) substitute another Federal-aid interstate project, or (3) substitute a public transit development. The latter two need more clarification in the final EIS. 15

Other Federal-aid interstate projects may be substituted for I-105. Whether this would involve a change in the fund matching ratios is unclear. Any losses of Federal monies would be borne by CALTRANS statewide, not just District 07, because of the district minimums which have been established by law. A more thorough discussion of these implications would assist in providing a better understanding to this very complex issue. 16

If I-105 were cancelled and a public transit system was substituted, the financing would require the standard 80%-20% federal-local match for a transit project. The local share might be raised through SCA-15 diversion money or the Local Transportation Fund (through SCRTD). The potential for obtaining these funds should be examined. 17

*These multipliers are used by UCLA Business Forecasting Center, Security Pacific National Bank, and CALTRANS Environmental Planning Branch.

RESPONSE TO SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

COMMENTS OF SEPTEMBER 22, 1975

1. This document was primarily structured to comply with NEPA as an EIS, oriented to addressing the "need for" the Project. The Court's order of July 7, 1972 (and subsequent memorandum of September 11, 1972) emphasized that the "need for" the Project was to be addressed, particularly towards information to be provided at "Corridor" public hearings. The EIS, then was structured to analyze existing and future conditions within the region and corridor, the transportation alternatives and their ramifications. In other words, the approach began with the "need for" a Project.

   It is recognized that guidelines for complying with CEQA (for an EIR) do use the language regarding objectives of the Project. In order to meet what are somewhat similar requirements for the NEPA and CEQA, a statement of the objectives of the Project is included in the revision of Chapter 1 in this FEIS. See Section 1-2, Need for Project (And Objectives).

2. In addressing this comment, it may be helpful to note a number of points made in the DEIS (which are retained, with some revisions, in the FEIS):

   - First, Section 2.1 - Regional Planning, indicated that the I-105 analysis considered the relationship between the facility and various local and regional plans.

   - Second, Section 4.1 - (Transportation) Analysis Approach, defined the parameters of the transportation forecasts by LARTS. This specifically noted the original 1990 population allocations and ramifications of later population revisions; a low level freeway system; various proposed regional transit systems; and demographic and economic factors related to transportation.

   - Third, pages 6a through f in Appendix C (see also footnote on page 4-2) described the techniques of LARTS' travel forecasts for the I-105 analysis, and further defined the above parameters.

   - Fourth, page 7-1,2 stated that, "It should be recognized that transportation facilities constitute only one of many factors affecting the distribution of growth potential within a region. Other key factors involve relationships between market conditions and developmental costs. Included in the first are such factors as population trends, housing demand, community 'Image', employment opportunities, public services, tax rates and economic means."

   "Land use changes caused by the project, both regionally and locally," cannot be specifically predicted. However, what can be expected from a project of this nature is that a relative improvement in accessibility will tend to create the opportunity for some land-use changes. The local General Plans in the corridor include some anticipation of change. The types of changes which were identified as likely to occur were primarily the recycling of existing land-uses into denser residential, commercial or industrial uses. Local community planners desire to accomplish changes which will maintain and enhance their communities' employment and economic base, and taking advantage of being near existing employment centers, through recycling blighted or deteriorating areas.

   The EIS notes that modest population changes are expected which might result in some development intensification. A number of examples of changes which have already occurred, or are under current development, and which were predicated or related in some degree to the Project are included in Section 7.2. These changes and developments are consistent with, and have been planned in cooperation, with local community plans. It is reasonable to expect that some continuing land use change of this nature will occur.

3. The statement regarding development in Puente Hills has been modified (see Pages 5-16 and 7-6). Specifically, the statement that the area would be fully developed prior to implementation of the Project has been deleted. Due to current reduced regional growth projections, the prevailing view is that full development of the area is indefinite. In any event, the implementation of the Project would be a minor factor in whatever growth does occur.

4. The conclusions of the DEIS were very general and still are valid; i.e., the Project would tend to alter the spatial distribution--not the magnitude--of future residential developments; while commercial and industrial development would probably be accelerated in certain areas. It was noted that these are related to cities which are supportive of such development through their zoning and planning policies.

Regarding the analogy of the Santa Monica Freeway Corridor to the 105 Corridor, it was emphasized that this is not directly comparable. However, it was noted that the corridor was sufficiently similar to draw the general conclusions reached. See discussion beginning on Page 7-7 of the DEIS. The two corridors were considered similar in that both were proposed through mature urban areas and a modest increase in population would be involved.

For the purposes of this FEIS, the analogy is still essentially valid. However, in view of current growth projections, the magnitude of intensification that would occur by the year 2000 would be nominal.

5a. SCAG is correct--that the DEIS did not address the Regional Transportation Plan (RTP) objective of reducing VMT by 20% (in 1977). This was due to the DEIS having been prepared and circulated prior to SCAG's formal adoption of the RTP in early 1975.

Caltrans did recognize the VMT reduction goal during circulation of the DEIS, and prior to the March-April public hearings (as noted by the footnote in SCAG's comments).

In addressing VMT reductions, overall travel predictions were reassessed. This took into consideration revised population forecasts as well as the strategies for accomplishing VMT reductions. So, for the March-April hearings, an 8-lane freeway (plus transitway) was presented as an I-105 alternative. This was consistent with the travel predictions resulting from the RTP.

Some points regarding the VMT reduction emphasis should be noted (also see Section 5.1, summary).

The SCAG Short Range Transportation Plan, which is part of the RTP is the short term strategy towards meeting EPA requirements for improving air quality by 1977. Quoting the plan:

> "The imposition of technical controls on both fixed and mobile sources can contribute significantly to the reduction in emissions. However, these controls cannot improve air quality to a sufficient extent to meet EPA requirements by 1977. From the breakdown of emissions by source type, it becomes apparent that even very severe cutbacks in the use of light-duty motor vehicles will not provide a complete solution by 1977. A long term, effective solution to this problem is improvement in vehicle and engine design. Until such technological improvements are realized, the immediate improvement in air quality can be achieved primarily by management of mobile sources ..."

Of the goals to be achieved and transportation needs to be filled, some are short range and others are long range. A long range consideration which is gaining increased attention is that in future years with significantly more efficient light duty vehicles, the relative importance of VMT will be reduced. This reduced importance of VMT applies to both energy consumption and to air pollution.

Care should be taken in assigning relative value to goals of reducing VMT, which may have decreasing importance relative to air pollution and to goals of improving access to employment, health, recreation, shopping, etc.

5b. The DEIS did emphasize that air quality improvements would occur due to emissions controls on motor vehicles.

From 1-24, "Air quality would improve through 1987 as a result of phasing-in of motor vehicles which will meet Federal emission standards."

From 5-8, "...the figures do illustrate the projected effects of motor vehicle emission controls through the year 2000. Assuming current vehicular emission standards are not modified between now and the year 2000, the total daily tons of CO, HC, and NO_x will be significantly reduced and reach a minimum in the 1985-1990 time period, at which time all vehicles on the road will be fully controlled."

From 5-9, "The figures indicate not only the reduction (air quality improvement) in CO emissions associated with the Project, but the very significant reduction due to vehicular emission controls as more and more vehicles become fully controlled between now and the 1980s."

From 5-13, "In summary, air quality within the I-105 corridor and the Los Angeles Air Basin will improve significantly by 1980, and thereafter the improvement will be almost entirely due to stationary and mobile source emission controls that are to be instituted as part of the Clean Air Act of 1970 and the State Implementation Plan (SIP) to Achieve and Maintain the National Ambient Air Quality Standards."

This emphasis is retained in this FEIS.

6. The Court Order of July 1, 1972 required that a study of air pollution be performed, and listed a number of considerations, including specific reference to a "Los Angeles Basin."

It was recognized that the Los Angeles Air Basin (LAAB), as defined for the 105 Air Quality Study differed from the South Coast Air Basin (SCAB). Page 5-4 of the DEIS explained the rationale for using the LAAB and its relationship to the SCAB.

Essentially, in the macroscale or regional analysis, the size of the air basin is unimportant as long as the area is large enough to contain all the variables associated with the project alternatives. The LAAB is a large, regional size area with physical and meteorological boundaries wherein all changes in traffic patterns affected by the I-105 Project will take place.

To increase the basin area would serve only to increase the total pollutant burdens. The differences in burden resulting from the project alternatives would be unaffected by enlarging the area of analysis and therefore, they would appear smaller when compared against the expanded regional burdens.

The influence of emissions from Metropolitan Los Angeles on areas to the east within the South Coast Air Basin such as Upland and Riverside may have been overestimated. Rather than being the principal source, it is most likely that high oxidant concentrations, the principal offender, occur to the east as a result of a combination of leakage from the LAAB and local contributions.

Most of the highest oxidant levels measured in the past several years have been recorded within the LAAB area. The higher levels are drifting eastward; however, the changes in HC and NO_x emissions resulting from the first generation of auto emission devices dominating the current vehicle population is inhibiting oxidant formation. This inhibition causes oxidant buildup to occur later in the day and therefore further downwind. As second generation devices, extending control of HC and NO_x begin to take over the vehicle population, it is expected that oxidant peaks will be lower and closer to their sources.

7. An analysis of construction and maintenance energy was omitted from the DEIS because available data was insufficient for a definitive study. However, an analysis of these additional aspects of energy consumption has now been incorporated into this FEIS. See Section 5.6.

8. A detailed discussion of basic travel, traffic and forecasting assumptions; inter- and intra-corridor travel patterns; trip lengths; transit service potentials and auto trip diversion; and gooods movement are contained in Appendix D.

8a. All data was included in the DEIS. For reference, the following pages of the DEIS are the most relevant: S-1; 1-3 & 4 (particularly stating that the term "project" shall mean I-105, Route 1 and related intersecting freeway work as delineated on Figures 1-1 and 1-2); 3-10, 11; 3-15; Figures 4-5, 9, 10; Figures 5-18, 20; Appendix C - Exhibits 9h-j and 13a-f.

Geometric drawings appended to the DEIS indicated the extent of proposed construction envisioned in the entire I-105 Project. Additionally, the cost, socioeconomic and environmental impacts of work on the work on the cross freeways were included and considered in the detailed analysis of the Project. This is sufficient to acquaint the reader with the full implications of the Project.

All of this data (as modified by project revisions during the public involvement/hearing process) has been retained in the FEIS.

9. The projected range of total regional air travel related trips (vehicles) on the proposed Project varies from 14% at the east end (Norwalk) to a high of 31% west of Route 405. These trip assignments are based upon a 1967 air passenger O & D survey performed by Landrum and Brown and scaled up in proportion to the projected LAX capacity (40 million air passengers). See also Appendix D, Figure D-10.

Apparently, there is no comparable O & D study for Ontario Airport. Consequently, similar trip assignment to that airport cannot be done.

Alternative airport systems based upon differing capacities, expansion rates, types of service, etc., would undoubtedly result in a different array of trip assignments. Moreover, it is quite possible that a given combination of factors would serve to minimize vehicle miles of travel attributable to air passengers. The absence of such plans on the part of the region or state, the multitude of variables and the lead time to collect and analyze data places it clearly beyond the scope of an incidental supplement to the I-105 Corridor Study.

10.& Again, the full facts are in the DEIS. See pages 3-11 to 16;
11. Figures 3-4, 6; Section 5.9 (Aesthetics and Amenities); and Appendix C - Exhibits 9a-k and 13a-f. This data is retained in this FEIS.

12. With regards to the question of "who benefits - who pays", it is fairly obvious for the motorist. He (or she) pays gas tzxes to support the highway program almost in direct proportion to use. Highway improvements create benefits as user savings, time savings, improved safety, etc. Chapter 4.

Communities, while losing tax base in the short run, hope that improved accessibility will attract sufficient new growth and development to eventually produce a borader base for future service needs. Chapters 6, 7.

For the property owner actually displaced by the public works project, administrative procedures have been established to insure equity--economic, if not otherwise. (It may be of interest to state that over 95% of all acquisitions are negotiated settlements. Very few involve condemnation.) Chapter 6.

For the property owner adjacent to the project, the situation is not so clear. A discussion of proximity impacts in relation to property values is included in Chapter 6, Section 6.6.

13. The multiplier factor used in the DEIS analysis of indirect man-years of employment was based upon then available information representing the current local picture. There is a wide diversity of opinion and depending upon assumptions made, this factor may vary from 2 to 3. One pertinent factor is the labor to materials cost ratio for heavy construction. This has been declining steadily as the industry becomes less labor intensive. At the same time, the ratio of unskilled to skilled labor has increased.

A reanalysis of employment was performed for this FEIS, based upon the latest (1976) data available from the U. S. Labor Department, but utilizing the 1976 estimated cost of the proposed 8-lane project. The original employment analysis, made on the basis of the original 10-lane project, is no longer valid.

Total (1976) Project Construction Cost. . . $360 Million
Direct Manhours per $1,000,000 of Cost. . . 50 Manyears (est.)
Ratio of Direct to Indirect Labor 1.5

Total employment equals:

Direct Employment (Construction Industry)

$$\frac{\$360{,}000{,}000 \times 50}{(10^6)} = 18{,}000 \text{ Manyears}$$

Indirect Employment (Induced in the economy)

$$\times 1.5 = \underline{27{,}000} \text{ Manyears}$$

Total Employment - 45,000 Manyears

This will represent a net employment gain for the region, provided there would be no other Federally-funded highway project of similar proportions to offset it.

14. The source and matching ratio of Federal, State or local funds that may be available to the Project and each of the alternatives has been expanded and clarified in Chapter 8, Cost and Implementation Evaluation.

15. The discussion of transit substitution has been expanded in
16. this FEIS and includes the need for the 20% matching local
17. share as well as potential sources (Chapter 8). A minor point of clarification--substitute transit development was discussed in the DEIS and therefore included under the alternatives considered (Item (1) of the comment).

In answering the comment regarding substitution of another project, a clarification is in order. The comment specifically states "substitute another Federal-aid interstate project." Other Interstate projects within the State (or country, for that matter) are already part of the Interstate System, and therefore would be funded as part of that system. There is no advantage for the state to attempt such a substitution--this would simply be a deletion of I-105.

What this comment probably intends is that some non-Interstate freeway project be substituted for I-105.

It is possible to substitute another such freeway for an Interstate route, or portion thereof. However, there are a number of considerations which make it extremely improbable

that another project would be substituted for I-105; therefore, such a discussion was not included in the EIS. These considerations are:

- Deletion of I-105 would require a request from the State "Highway Department" (Caltrans); a determination by the Federal Secretary of Transportation that the route is not essential to completion of a unified and connected Interstate System (including urban routes necessary for metropolitan transportation) and will not be constructed as part of the Interstate System, and assurances by the State that it does not intend to build a toll-road in the traffic corridor.

- It should be noted that this basic approach was suggested (for transit substitution) on two occasions during the DEIS preparation period. The local agencies were virtually unanimous in opposition to this based upon their stated need for the I-105 Project. Given this strong local desire, the recognized need for a transportation facility and the results of the DEIS and hearings, Caltrans has provided the Federal Government assurance that it intended to complete the I-105 Project (July 1975).

- Since $186 million was already expended on I-105, the actual amount available for transfer would be affected.

- The U. S. Secretary of Transportation has designated the I-105 segment from Route 405 to LAX as a portion of "national significance". As such, the cost of this segment ($130 million) is not eligible for substitution. This, too, would reduce the amount which might be available for substitution.

With regard to the impact of an I-105 deletion on the Statewide highway program, the discussion has been expanded in this FEIS.

REX E. LAYTON
CITY CLERK

WHEN MAKING INQUIRIES RELATING TO THIS MATTER, REFER TO FILE NO.

70-1485

CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

OFFICE OF
CITY CLERK
ROOM 395 CITY HALL
LOS ANGELES, CALIF. 90012
485-5705

May 13, 1976

Board of Public Works
City Engineer
Traffic Department

Mr. Haig Ayanian, District Director (w/certified letter and copy of Engineer's report)
State of California
Department of Transportation
P. O. Box 2304 Terminal Annex
Los Angeles, CA 90051

I HEREBY CERTIFY that at the meeting of the Council held May 13, 1976, the attached report of the STATE, COUNTY AND FEDERAL AFFAIRS COMMITTEE was adopted.

REX E. LAYTON, CITY CLERK

MAY 1976

By F. H. Kennedy
Deputy

pm

File No.

TO THE COUNCIL OF THE
CITY OF LOS ANGELES

Your STATE, COUNTY AND FEDERAL AFFAIRS Committee

reports as follows:

We have considered a communication from the State Department of Transportation transmitting for information and review a copy of the Draft Environmental Impact Statement (DEIS) and a DEIS Digest for the El Segundo-Norwalk Freeway (Route - State 1 - Interstate 105) between the City of El Segundo near Los Angeles International Airport and Interstate Route 605 in the City of Norwalk.

Your Committee has referred this matter to the City Engineer and requested his comments on it. The City Engineer's report was presented to your Committee. In his report, the City Engineer indicated that the DEIS presents several alternative transportation facilities for comparison as follows:

1. The I-105 Alternative: A 10-lane freeway facility with 40 feet in the median reserved for public transit use.

2. The No Project Alternative

3. The Exclusive Busway Alternative

4. The Local Street Improvements Alternative.

5. The Combined Busway and Local Street Improvements Alternative.

All of the alternatives are evaluated on the basis of transportation considerations, social and economic considerations, cost and implementation considerations and environmental considerations.

The City Engineer indicated that the DEIS is generally well-prepared and deals with the various aspects of the alternatives in an appropriate manner. According to him the alternative of improving the local streets is not an adequate one with the undesirable effects of such a proposed solution.

We RECOMMEND, as recommended by the City Engineer, as follows:

1. That the California Department of Transportation (CALTRANS) Draft Environmental Impact Statement (DEIS) for the El Segundo-Norwalk Freeway (Route I-105) BE NOTED AND FILED.

- continued -

Form No. 42

File No. 70-1485

CITY OF LOS ANGELES -2-

Your STATE, COUNTY AND FEDERAL AFFAIRS Committee

reports as follows:

2. That a copy of the City Engineer's report attached to the file, BE ADOPTED as the final City response to the Route I-105 DEIS.

3. That a copy of the City Engineer's report be forwarded to CALTRANS with a request that the comments contained therein and in the letters of comment from the Fire Department, Police Department, City Planning Department, Department of Airports, and the Los Angeles City Schools be addressed by CALTRANS in the Final EIS for the project.

Respectfully submitted,

STATE, COUNTY AND FEDERAL AFFAIRS COMMITTEE

GC:cel
4-26-76

Form No. 42

Office of the City Engineer
Los Angeles California

To the State, County and Federal Affairs Committee

Of the Honorable Council SEP 24 1975

Of the City of Los Angeles C.D. 6, 8 and 15

Honorable Members of the Council:

SUBJECT:

EL SEGUNDO-NORWALK FREEWAY (ROUTE 1/105) DRAFT ENVIRONMENTAL IMPACT STATEMENT.

RECOMMENDATIONS:

1. That the Caltrans Draft Environmental Impact Statement (DEIS) for the Route 1/105 Freeway be noted and filed.

2. That a copy of this report be adopted as the final City response to the Route 1/105 DEIS.

3. That a copy of this report be forwarded to Caltrans with a request that the comments contained herein and in the letters of Transmittal No. 2 be addressed by Caltrans in the Final Environmental Impact Statement for the project.

TRANSMITTALS:

1. Council File 70-1485.

2. Letters of comment from Fire Department, Police Department, City Planning Department and Los Angeles City Schools.

3. Environmental Impact Digest prepared by Caltrans.

4. Council Action on Freeways; CF 75-792, March 19, 1975.

5. Drawing showing Hawthorne Variation and requested City of Los Angeles Variation.

6. Council Action requesting route realignment consideration; CF 70-1485, S-1; May 8, 1975.

7. Council Action authorizing City Engineer to present City position at CHC hearing of August 27, 1975; CF 70-1485, S-1; July 31, 1975.

DISCUSSION:

On February 4, 1975, the State, County and Federal Affairs Committee forwarded Council File No. 70-1485 (Transmittal No. 1) to the City Engineer requesting review and report on the DEIS prepared by Caltrans for the Route 1/105 (El Segundo-Norwalk) Freeway. The City Engineer's office provided copies of the DEIS and requested comments thereon from the following:

Mayor Bradley	Department of Traffic
Councilman Farrell	*Fire Department
Councilman Gibson	*Los Angeles City Schools
Councilwoman Russell	*Police Department
Department of Environmental Quality	*City Planning Department

*Agencies who submitted written comments and Copies of their replies are included as Transmittal No. 2.

Alternatives:

The DEIS presents several alternative transportation facilities for comparison as follows:

1. The I-105 Alternative: A 10-lane freeway facility with 40 feet in the median reserved for public transit use.

2. The No Project Alternative.
3. The Exclusive Busway Alternative.
4. The Local Street Improvements Alternative.
5. The Combined Busway and Local Street Improvements Alternative.

All the alternatives are evaluated based on the following:

- Transportation service considerations.
- Social and economic considerations
- Cost and implementation considerations
- Environmental considerations

The results of the evaluations are shown in matrix fashion at the back of the Environmental Impact Digest for the project (Transmittal No. 3).

The DEIS Does not adequately assess the impact of the alternative of improving local streets in the corridor to meet the transportation needs. This option is listed as Alternative 4 and is combined with a Busway in Alternative 5. The impact on the communities affected due to widening all the streets which would be required would be staggering. Implementation of this alternative would require access restrictions to properties fronting on the affected streets for hundreds of feet from intersections. In addition, left turn prohibitions would be required at major street intersections, thereby forcing traffic desiring to make a left turn through residential

communities on local streets. The cost of this alternative has apparently been grossly underestimated in terms of the improvements which would be required to replace access to properties, severance damages to properties where access could not be replaced, and the cost of relocation. In addition, there is little or no likelihood that the local agencies would be able to provide the financing which would be necessary to realize such massive improvements. In short, the Local Street Improvements Alternative is, in reality, not a viable alternative. 1

City Policy:

On March 19, 1975, the City Council established a City policy on the freeways system (CF 75-792), attached as Transmittal No. 4). In that action, the El Segundo-Norwalk Freeway was identified as "Retain as Freeway", thus expressing a City desire to encourage development of the I-105 Alternative. The City therefore is generally supportive of the Caltrans selection of the I-105 Alternative for implementation.

Downscoping:

Public hearings were conducted at four locations along the corridor to discuss the corridor transportation needs and the alternatives, including the environmental impacts and design features. The presentation of the I-105 Alternative that Caltrans made at the hearings was not the facility described in the DEIS. Caltrans advised that due to financial limitations and a reduction in the user demand projections, a scaled-down facility could be developed to serve the corridor. The downscoped facility consists of an 8-lane freeway (or 8-lane freeway with 6 lanes of unrestricted traffic and 2 lanes for preferential high-occupancy vehicle use), with a busway in the median. Thus, rather than providing for a transit facility in the median of a 10-lane freeway, the I-105 freeway-transitway Alternative now consists of construction of a busway in the median of an 8-lane freeway. 2

The Caltrans downscoping is intended to reduce the project cost by some $200,000,000. In addition to a reduction in the number of lanes, costly freeway interchange structures will be modified to reduce costs as much as possible while maintaining the basic service features of the original project. Another portion of the project to be downscoped is west of the San Diego Freeway. Caltrans now proposes to eliminate the viaduct structure which was planned to extend westerly to the proposed airport tunnel and provide instead a viaduct extending to westerly of Aviation Boulevard with a runoff to Imperial Highway, which would be improved to a 10-lane, at-grade expressway with an interchange at Sepulveda Boulevard. Caltrans has discussed the details of the proposal 3

with Councilwoman Russell, the Departments of Airports and Traffic, and the City Engineer, with positive results.

In addition to the downscoping, a modification of the alignment of the project in the vicinity of the San Diego Freeway is being considered by the California Highway Commission (CHC). The City of Hawthorne requested a modification to the adopted alignment known as the Hawthorne Variation or Bell Curve (see Transmittal No. 5) and the City of Los Angeles has asked (CF 70-485, S-1, Transmittal No. 6) that a further modification be made (see Transmittal No. 5). The CHC has determined that the further modification requested by the City (known as the Imperial Line) is appropriate for consideration, and a CHC hearing was set for August 27, 1975 to hear testimony. The City Council instructed the City Engineer or his designated representative, to present the adopted City position of support at the public hearing (see Transmittal No. 7). The position adopted by the City Council was presented by Donald R. Howery, Division Engineer, Transportation Engineering Division at the hearing.

The City Traffic Department orally expressed concern regarding the Bell Curve alignment since it added 0.3 miles to the length vehicles must travel through the corridor (compared to the adopted alignment) thereby consuming additional energy and creating additional emissions. The Imperial Line reduces the additional length vehicles must travel to 700 feet.

The downscoping and realignment of the project are both necessary to facilitate its implementation. The expansion of the original concept to a freeway-transitway is a most beneficial change. The relocation of the Southern Pacific Transportation Company's Torrance-- El Segundo Line within the median as requested by the City in 1969 (and reiterated in Council Action of May 8, 1975; CF 70-1485, S-1; Transmittal No. 6) will also provide many community benefits. 4

A freeway-transitway facility is needed in the I-105 corridor to serve with the movement of people and goods.

Conclusions:

The DEIS is generally well prepared and deals with the various aspects of the alternatives in an appropriate manner. As previously stated, the alternative of improving the local streets is not adequate in pointing out the undesirable effects of such a proposed solution.

Upon approval by the City Council, copies of this report should be forwarded to Caltrans with a request that the comments in the body of this report and in the various letters included as Transmittal No. 2 be addressed in the Final Environmental Impact Statement for the project.

DAB:pm
TED

(DRH - JDL - PVK)

Sincerely,

DONALD C. TILLMAN
City Engineer

RESPONSE TO CITY OF LOS ANGELES

COMMENTS OF MAY 13, 1976

General:

Caltrans has received and noted the various reviews and actions listed in the "TRANSMITTALS". This report (dated 9-24-75) incorporates these various documents as one comprehensive review from the City of Los Angeles.

1. Under the Local Improvement Alternative, two distinctly separate concepts were analyzed. These consisted of either; (a) widening streets and operating them in the conventional manner; or, (b) grade separating major intersections and proposing certain operational restrictions on vehicles. In the case of the widening concept, it was assumed there would be no change in access to adjacent property and no need to prohibit left turns at major intersections. Whether in actual practice such restrictions would be necessary cannot be predetermined. The reason is that a systematic widening of streets of the magnitude suggested here has never actually been implemented and there is no operational experience to draw upon. Thus it was assumed such indirect costs would be neglible.

   On the other hand, it was clearly recognized in the case of the grade separation alternative that there were significant indirect costs associated with the prohibition of street parking and left turn restrictions on access to adjacent property. Under present law, however, it is within the authority of government to impose these restrictions under its "police powers" without administrative compensation to property owners (although in practice it is seldom done without broad concurrence of these same owners). Compensation for any alleged losses is handled under the "inverse condemnation" laws, wherein the damaged party sues the government. Without administrative guidelines it is difficult to accurately estimate the costs which may be involved. A rough approximation of these costs is included in the EIS. They are stated as proximity impacts to distinguish them from the costs of direct acquisition of right of way. Whenever estimates are given for the grade separation alternate, they are usually accompanied with an asterisk calling attention to the estimate of "proximity impacts". Since these are not ordinarily compensible they are not included in the actual cost of the alternative. However they should be considered in the context of total social impact.

   The city's analysis of these alternatives, i.e. they are not viable, may well be more correct than FHWA and Caltrans. The city does have the benefit of a much broader experience in implementing local highway alternatives. Additionally other local jurisdictions did not express any degree of support for these alternatives. However, they have been retained in this FEIS and the impacts, etc. updated since they were alternatives which were considered.

2. The EIS points out that the commitment on the part of Caltrans and FHWA to construct, rather than merely to provide for a median busway, is conditioned upon the timely commitment of SCRTD to implement other necessary facilities to insure a viable operating transitway. The general requirements are spelled out in Section 3.1. Specific details would result from negotiations between Federal, State and local authorities. The actual decision on what transit mode is implemented would appear to be with local transit officials.

3. The proposal for an expressway type runoff west of Aviation was predicated upon revised but preliminary traffic forecasts available at the time of the March and April 1975 public hearings. Final traffic forecasts, only recently available, indicated higher vehicle counts within this reach. These counts preclude an expressway solution. (Also, the City of El Segundo and DOA had expressed reservations about the adequacy of an expressway to handle traffic in this reach.) The final recommendation is for a modified version of the original viaduct proposal as far west as Sepulveda Boulevard. A grade separated interchange with Sepulveda Boulevard would be retained in the final design.

4. The DEIS did include the possibility of relocating this railroad line into the median area. The expansion of the Project, and relocation into the median area cannot be financed with the Federal and State Highway funds used for the Project. The possibility of State grade-separation (gas tax) funds being used for this relocation was also noted. The discussion is still included in the EIS so the relocation could be accomplished if local officials are successful in obtaining the appropriate funding.

Los Angeles City Unified School District

M. J. JOHNSTON
Superintendent of Schools

School Building Planning Division

HARRY B. SAUNDERS
Director of School
Building Planning

March 25, 1975

City of Los Angeles
Department of Public Works
Bureau of Engineering
City Hall - Room 800
Los Angeles, CA 90012

ATTENTION: DONALD R. HOWERY

Dear Sir:

RE: ENVIRONMENTAL IMPACT DIGEST FOR
PROPOSED ROUTES 1 & I-105

This is the follow-up to our letter of February 7, 1975, in which we wished to delay our reply until we had completed our meetings with representatives of the State Highway Department.

Schools whose attendance boundaries will be traversed by the I-105 freeway are:

Cimarron Avenue Elementary
Figueroa Street Elementary
118th Street Elementary
116th Street Elementary
Ritter Elementary
West Athens Elementary
Clay Junior High
Compers Junior High
Markham Junior High
Jordan Senior High
Locke Senior High
Washington Senior High

Of the above listed schools, there will be minimal enrollment decline at West Athens Elementary, Clay Junior, Markham Junior and Jordan Senior High schools as a result of the I-105 Project.

The I-105 route does not intersect our Ritter School site proper; however, does reduce the enrollment of an already small school. Furthermore, there will be an even greater enrollment reduction if the railroad tracks along Alameda Street are routed into the I-105 Median or from Alameda Street to Santa Ana Blvd. westbound. This reduction will be such that it will require closure of the school.

OFFICES • 1425 South San Pedro Street, Los Angeles, Calif. — MAILING ADDRESS • Box 2278, Los Angeles, Calif. 90051 • Telephone: (213) 687-3183

We make the following recommendations:

1. The State acquire the Ritter Elementary School. Enrollments would be reassigned to adjacent schools. 1

2. Should the railroad tracks be routed to the I-105 Project Median or Santa Ana Blvd. westbound, adequate safety measures should be implemented to allow safe crossing of pupils during and after completion of construction.

3. Noise levels, at all schools along the I-105 Project, as listed above, should be recorded prior to start of construction. Should construction of the freeway and/or railroad facilities cause noise levels to exceed 50 dbl in the classrooms or increase those levels already in excess of 50 dbl then corrective measures should be taken at the expense of the State and/or railroad company prior to the start of construction. 2

The Ritter School is currently used for after school playground activities by the residents of the community. (See attached letter from Mr. Gordon Trigg). Although this site is currently used for after school and summer recreational programs, the adjacent Grape Street and Weigand Avenue Elementary schools can adequately provide this service.

Sincerely,

HARRY B. SAUNDERS, Director

HBS:cjw

cc: Dr. Sid Brickman
Dr. Schachter
Mr. C.J. O'Connell
Mr. Branstetter
Mr. Wm. McElroy
Mr. Ray Owens (3)

INTER-OFFICE CORRESPONDENCE

LOS ANGELES CITY SCHOOLS

Date March 12, 1975

TO: Ray Owens, Coordinator
Map and Boundary Section

FROM: Gordon P. Trigg, Administrator
Student Auxiliary Services Branch

SUBJECT: RECREATIONAL PROGRAM AT RITTER ELEMENTARY SCHOOL

Ritter Elementary School has been used for recreational programs to serve young children under the guidance of the Youth Services Section. Traditionally the playground is open Monday through Friday from 3 to 5 p.m. during the school year. During the summer months, a recreational program is provided for an eight-week period, Monday through Friday from 12 noon to 5 p.m.

Due to its location and the size of the school, there is a minimum participation by the elementary school children. However there exist in the immediate community few recreational sites for young children or the community.

Please contact this office if you desire additional information about the program at Ritter.

GPT:km

RESPONSE TO COMMENTS OF MARCH 25, 1975 FROM

LOS ANGELES UNIFIED SCHOOL DISTRICT

1. The recommendation that the State acquire the Ritter Elementary School has been included in the EIS. In addition to evaluating the acquisiton of the school and related impacts, the use of the school for recreation purposes was reviewed in the Section 4(f) Statement. The exact details of the railroad connection which would physically require the school property would be reviewed at the time of right of way negotiations with the School District.

2. Detailed discussions of noise evaluation and mitigation measures which may be taken to reduce noise levels are contained in Section 5.2, page 5-14 of the FEIS. Maximum noise level standards for schools are prescribed by California Law (Section 216 of the Streets and Highways Code). The project design will conform to these legal requirements.

City of Los Angeles
Department of Airports
Tom Bradley, Mayor

1 World Way
Los Angeles, California 90009
213/646-5252 Telex 65-3413

Los Angeles
Ontario
Van Nuys
Palmdale

March 6, 1975

Mr. Haig Ayanian
District Director
State of California
Department of Transportation
P. O. Box 2304/Terminal Annex
Los Angeles, California 90051

ATTENTION: Mr. Charles J. O'Connell

Dear Mr. Ayanian:

Management at the Department of Airports has carefully reviewed the Draft Environmental Impact Statement for the Century Freeway. The two years it took in the preparation of this document were well spent. Undoubtedly, this is one of the most thorough and comprehensive Draft Environmental Impact Statements ever reviewed by our agency.

The Department of Airports wishes to be on record as in favor of a "go" decision for the I-105 Project. If this decision could be made in 1975, hopefully, the completion of the remaining acquisition and construction could be accomplished prior to 1980. This freeway is critical to accommodate the projected demand of passenger usage at LAX. There will be over 30 million annual passengers using this airport by that time.

The I-105 Project as now proposed is totally consistent with the Transportation Policy adopted by the Board of Airport Commissioners on August 14, 1974.

The following are comments or suggested adjustments by the Department of Airports:

Page S-2, Second Paragraph: Any adjustment in the alignment or configuration of the I-105 as it connects with LAX will have to be approved by the City of Los Angeles Department of Airports and the Bureau of Engineering.

Page S-3, under Summary of Environmental Impacts, some of the beneficial impacts, specifically Items I and J, could be detrimental. Conversely, under "Adverse Impacts," Item L could be beneficial.

Page 1-23, under the title, Transportation Environmental and Other Effects: The first paragraph is understated. It reads that traffic volumes of 25,000 to 35,000 vehicles are found on many of the east-west major streets in the vicinity of LAX. Century Boulevard is now carrying in excess of 60,000 cars on a daily basis just east of the airport.

Page 2-3, under the title, City of Los Angeles: The City Council has now adopted the City-wide Plan which indicates a similar alignment to the I-105 Freeway. Council adoption makes this Plan the official City of Los Angeles guide.

Page 2-6, Second Paragraph, last line: The words "to and 50" should be deleted. The City of Los Angeles has determined a capacity of 40 million annual passengers as the maximum volume LAX can accommodate. Also, the sentence discussing the tunnel system should be eliminated. At this time, the Department of Airports is re-evaluating this concept. Ultimately, there may be a tunnel connecting with Route 170 and I-105 through the airport. The tunnel may be for buses only, or some type of PRT. The notion of a public street aligned under the airport un tunnel configuration is highly doubtful.

Figure 2-4, entitled, Rapid Transit Element - Los Angeles County, shows an incorrect connection with LAX. The LAX connection is shown on that figure to be located at Manchester. The proper connection with LAX for the 14[illegible]-mile fixed guideway system should be at 96th Street, almost one mile southerly.

Figure 2-5: The Department of Airports intends to acquire a minor amount of additional land to the north, thereby expanding the boundary shown on this figure.

Page 2-13, under the title, Air Travel: Mention should be made that there are over 35,000 employees at LAX.

Page 3-12, under the title, Aviation Boulevard to Route 405: This configuration will have to be developed in close cooperation with the Department of Airports.

It is suggested that the resolution adopted by the Board of Airport Commissioners concerning transportation in general, and specifically, that portion relating to the I-105 should be included in this Draft EIR.

Passengers using LAX need the I-105 Freeway to be constructed as early as possible. We concur with the data contained in the Draft EIS that indicate the proposed project is consistent with the greatest public good and general welfare of citizens residing both in the corridor of the I-105, as well as the metropolitan area.

The Department of Airports stands ready to cooperate in any way possible with your agency in an effort to get this very important public facility moving forward once again.

Cordially,

Maurice Z. Laham, A.I.P.
Airport Environmental Planner

MZL:bw

RESPONSE TO CITY OF LOS ANGELES, DEPARTMENT OF AIRPORTS

COMMENTS OF MARCH 6, 1975

The various points have been included in this final EIS.

CITY OF INGLEWOOD CALIFORNIA
CIVIC CENTER
ONE MANCHESTER BOULEVARD / INGLEWOOD, CALIFORNIA 90301

February 26, 1975

MAR 3 1975

HAIG AYANIAN
District Director of Transportation
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, CA 90051

Attention: C. J. O'Connell

RE: ENVIRONMENTAL IMPACT REPORT -- 105 FREEWAY

Dear Mr. Ayanian:

The City's staff reviewed your Environmental Impact Report and, in general, we find no conflict with it. However, we believe that one area did not receive sufficient attention.

Mr. Pat Mann, our Environmental Standards Supervisor, has reviewed the Noise Analysis contained in your report. He has found that the noise levels generated from the freeway will exceed, in some instances, acceptable standards of HUD, EPA, and the City of Inglewood as shown on the attached map.

We are requesting that your design be such to limit the noise levels in residential areas in the City to within 65 dB-CNEL. Should you have any questions relative to the noise level findings, please contact Mr. Mann at 649-7221.

Yours very truly,

William J Mahan

WILLIAM F. FARNAM
Public Works Director

WFF:WJM:dm

Enclosure

WILLIAM F. FARNAM
PUBLIC WORKS DIRECTOR

TELEPHONES
(213) 674-7111
LOS ANGELES 678-7221

RESPONSE TO CITY OF INGLEWOOD COMMENTS OF FEBRUARY 26, 1975

The maximum acceptable State/Federal standard for traffic generated noise exposure to residential property is 70 dBA. Consideration will also be given to the achievement of lower (65 dBA) noise levels in areas where it can be accomplished at minimum additional expense and where it will benefit many properties. Exhibit 7 in Appendix E indicates areas where it is suggested this could be done. Human perception to noise levels as determined by the "L_{10}" noise descriptor as used in motor vehicle generated noise is somewhat different than the 'CNEL' descriptor usually associated with aircraft generated noise. However, the achievement of 65 dBA levels in the areas noted would result in levels generally comparable to the 65 dBA CNEL level.

Department of Water and Power the City of Los Angeles

February 24, 1975

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

Attention Mr. C. J. O'Connell

Dear Mr. Ayanian:

This is in reply to your letter dated December 19, 1974, requesting comments on the Draft Environmental Impact Statement (EIS) for the proposed El Segundo-Norwalk Freeway.

II-42

The Power System has reviewed the Draft EIS and finds that the following Power System facilities will be affected, based upon the primary route adopted by your agency.

Facility	Required Modifications
1. Scattergood-Airport Lines 1 and 2 (138 kv underground cables)	Major portion of these lines will have to be relocated (more than 3.5 miles).
2. Wilmington-Gramercy Lines 1 and 2 (138 kv overhead transmission lines and underground cables)	.75 mile, including Imperial Terminal Tower, will have to be relocated.
3. Century-Wilmington Lines 1 and 2 (138 kv overhead transmission lines)	Four towers may have to be modified.
4. Haynes 230 kv Overhead Transmission Lines	Two or more towers will have to be modified.
5. Century-Gramercy Lines 1 and 2 (138 kv overhead transmission lines)	One tower has been raised to accommodate the proposed route.
6. Overhead pole lines and overhead and underground distribution lines	Various relocations and modifications will be required.

The actual degree of involvement of the above facilities will depend upon the final design of the freeway. However, the total cost of the required modifications to our Power System may run as high as $4,000,000.

Should questions arise, please contact me at (213) 481-5651.

Very truly yours,

Melvin Frankel

MELVIN FRANKEL
Engineer of
Environmental Coordination

RESPONSE TO CITY OF LOS ANGELES, DEPARTMENT OF WATER AND POWER

COMMENTS OF FEBRUARY 24, 1975

A section was included in the DEIS which identified the public utilities affected by the Project (see page 3-17 of the DEIS).

The locations of the various facilities has been noted. Coordination with these (and all other) utilities is an on-going process as the project is developed.

The Metropolitan Water District of Southern California

Office of the General Manager

JAN 22 1975

Mr. C. J. O'Connell
Chief, Project Development
Branch A
Department of Transportation
District 7
P. O. Box 2304
Los Angeles, California 90054

Dear Mr. O'Connell

Re: El Segundo-Norwalk Freeway
Draft Environmental Impact
Statement

The Draft Environmental Impact Statement and Draft Environmental Impact Statement Digest for the El Segundo-Norwalk Freeway transmitted with your letter of December 19, 1974, have been received and reviewed. Metropolitan has the following comments for your consideration.

No mention is made in the statement regarding the extensive relocation or protection of the various public and private utilities which would be required either before or during construction of the project. It is noted that should the adopted route be the selected alternative, relocation or protection of Metropolitan's Sepulveda, Palos Verdes, West Coast, Middle and South Coast Feeders would be required. Should an alternative route be selected, then in addition, relocation or protection of Metropolitan's Lower Feeder might also be required. A copy of Figure 3-1 from the EIS is enclosed for your information showing the adopted route and the alternatives on which the approximate location of Metropolitan's facilities have been superimposed. Detailed plan and profile drawings of Metropolitan's facilities are available upon request.

In order to ensure compliance with the regulations implementing the California Environmental Quality Act (CEQA), and to ensure Metropolitan's compliance with the Act, Metropolitan requires the Lead Agency to advise Metropolitan that it

1111 Sunset Boulevard, Los Angeles, Calif. / Mailing address: Box 54153, Los Angeles, Calif. 90054 / Telephone: (213) 626-4282

and other agencies participating in the project prior to Metropolitan's participation have complied with the requirements of CEQA.

If you have any questions, please contact Mr. E.F. Butler telephone (213) 626-4282, extension 455. Thank you for the opportunity to review this environmental impact statement.

Very truly yours,

Donald C. Brooks

Donald C. Brooks
Director of Planning

PEH/gg

Enclosure

RESPONSE TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

COMMENTS OF JANUARY 22, 1975

A section was included in the DEIS which identified the public utilities affected by the Project (see page 3-17 of the DEIS).

The locations of the various facilities have been noted. Coordination with these (and all other) Utilities is an on-going process as the project is developed.

ERC

Economic Resources Corporation

11633 South Alameda Street • Los Angeles, California 90059 • Telephone: (213) 564-4521

May 28, 1975

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P.O. Box 2304
Terminal Annex
Los Angeles, California 90051

Attention: Mr. C. J. O'Connel

Dear Mr. Ayanian:

Economic Resources Corporation (ERC) is pleased to respond to your invitation to comment on the Draft Environmental Impact Study for the proposed Route I-105 (Century) Freeway. ERC is a private non-profit corporation whose general purpose is to promote, sponsor and facilitate economic development within south-central Los Angeles and adjacent economically depressed communities. Toward this end we are presently developing Watts Industrial Park to attract industry -- and thereby jobs -- to the area.

Watts Industrial Park is located immediately adjacent and south of the proposed freeway at its intersection with Alameda Street. It incorporates 54 acres of land improved for industrial plant siting with twenty small-to-medium sized firms presently resident in modern, attractive facilities. When fully developed, the Park will be contributing approximately 2,400 jobs, $25 million in payroll, to the community. Immediately east of the Industrial Park along Alameda Street is an established complex of industrial firms whose community economic impact is roughly equivalent to Watts Industrial Park.

ERC is quite concerned with both economic and environmental impacts of the proposed freeway upon these present and potential business residents in and adjacent to Watts Industrial Park. And we wish to comment in their and our interests as follows.

1. System Alternatives

We strongly support a freeway system. It is the only alternative studied that will effectively serve the need for greater capacity and dispatch in transport of goods as well as people into and out of the area.

2. Route Alternatives

We strongly support the present alignment of the freeway along Imperial in its traverse of Willowbrook and entry to Lynwood. If realigned south of Imperial at Alameda, the freeway would destroy industrial property and facilities with fair market value on the order of $5 million. If realigned north, benefits to the Willowbrook-Lynwood industrial community and its employees would be significantly reduced.

3. Intersectional Access

We contend that a full interchange with Alameda Street is essential. Alameda is a principal industrial artery serving south-east Los Angeles, Lynwood, Willowbrook and Compton. Without full interchange, industrial traffic would be diverted onto east-west surface streets, with attendant congestion, in the course of freeway access and egress.

Intersectional design illustrations in the study report indicate no interchange with Alameda for the 10-lane configuration. Although full interchange with Alameda is indicated for the 8-lane configuration, it involves cross-traffic ramp intersections at Alameda, with attendant four-way signal queuing.

4. Noise Pollution

ERC is concerned that the freeway design includes no provision for noise abatement on the south side of the right of way adjacent to Watts Industrial Park, between Mona Blvd and Alameda Street. This is apparently based upon the concept that industrial land use, per se, is "nonsensitive" to noise. ERC has emphasized light manufacturing and service industries in the Industrial Park which do not generate significant chemical and noise pollutants; has prescribed concrete building construction to minimize noise radiation from Park structures; and is otherwise providing an attractive environment within the Park grounds. This manner of industrial use is sensitive to noise, and we believe justifies noise abatement provisions to limit freeway radiated noise to a level of 70db. 2

We appreciate this opportunity for comments. On the basis that they will be given serious consideration, ERC fully endorses the Route I-105 Freeway and believes it will significantly enhance economic development of south-central Los Angeles and adjacent communities.

Sincerely,

C. Robert Kemp

C. Robert Kemp
President

CRK: bs

RESPONSE TO COMMENTS OF MAY 28, 1975 FROM

ECONOMIC RESOURCES CORPORATION

1. A full service interchange has been included at Alameda Street. See Major Design Features for the Project - Exhibit No. 6d in Appendix E. The interchange configuration and ramp connections were determined to be the most appropriate considering a number of factors and trade-offs the existing railroad, the ability to connect with I-105, and the costs and impacts.

2. With the exception of special requirements and standards pertaining to schools, California applies federally established noise standards. These standards have been established to provide reasonable levels of noise for different land use categories.

   Under Land Use Category B (see page 5-12), a 70 dBA noise level standard is set for exterior exposures at residences, churches, hospitals and recreation areas. Land Use Category C, which would include the type of light manufacturing and services industries in this area, has a noise level standard set at 75 dBA.

   Also, considering that the type of construction prescribed in this development is of concrete, the noise levels within the buildings will be very effectively mitigated. The chart on page 5-16 indicates the sound transmission loss expected, depending on the size and types of windows.

IMPERIAL HOSPITAL
11222 INGLEWOOD AVENUE • INGLEWOOD, CALIFORNIA 90304
(213) 673-4200

May 2, 1975

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

Attention: C. J. O'Connell

Dear Mr. Ayanian:

I am writing on behalf of Imperial Hospital to protest the two "Hawthorne variation" routes being considered for the proposed "Century Freeway," Route I-105, on the grounds that the taking of land along either variation route is not necessary or even desirable for the public use of building a freeway between the Los Angeles Airport and Norwalk. The undesirability of either of the "Hawthorne variations" is particularly evident because the proposed taking would unnecessarily terminate the operations of Imperial Hospital, which is devoted to a public use, with a highway which could more efficiently be constructed elsewhere at less expense and less disruption of the public well-being. (California Code of Civil Procedure Sections 1237 through 1241). Imperial Hospital objects to both the route described as the "bell-shaped curve" in the March 1975 pamphlet, "Time to Decide," issued by the California Department of Transportation, and to the "Imperial line," which is under consideration by the Department of Transportation.

The "Imperial line" cuts through the main building of Imperial Hospital and would close the hospital by destroying that building.

The right of way to be taken for the "bell-shaped curve" would place the freeway immediately next to the main hospital building, would virtually eliminate the hospital's parking lot, and would destroy two buildings which the hospital owns and which are needed for use for space for offices for medical and administrative purposes in connection with the hospital's operations.

As a practical matter, these takings would force the closing of the hospital. Additionally, the "bell-shaped curve" would place the freeway so close to the hospital that the dirt and noise, both during the lengthy construction period and after the completion of the busy freeway, would make the operation of the hospital impossible. Obviously, hospital patients have a greater need for a clean and restful atmosphere than the occupants of any other type of building. Even if steps could be taken to provide the building with greater insulation, the noise and dirt may well be increased above the desirable levels for hospital patients. Patient care could be disrupted and doctors would therefore seek other institutions for their patients. Any diminution of the number of patients treated by the hospital would seriously interfere with its continued existence because the hospital can only remain economically viable if it maintains its present rate of utilization.

The removal of the hospital's parking lot would also be an enormous handicap which might cause it to cease operations. The degree of taking involved in the proposed "bell-shaped curve" route would remove all parking for visitors and patients. Even if the State, as suggested, converted the land presently occupied by houses behind the hospital to parking space for the hospital, this would not provide adequate space for the hospital's requirements. Nor would the substitution of more spacious parking facilities elsewhere solve the problem. Anything other than parking which is directly adjacent to the hospital would impose an enormous imposition on sick persons who must use the parking facilities, including emergency-room patients, out-patients, and clinic patients. Finally, the taking of the two buildings needed by the hospital for office and administrative space would seriously interfere with the operation of the hospital by removing space necessary for its administrative staff and its doctors, both of which are essential to the hospital's functions.

Loss of Imperial Hospital would constitute a serious loss to the Hawthorne-Inglewood community serviced by it. Imperial Hospital provides extensive health care services to the community. Its emergency room provides 24-hour service and treats hundreds of persons in the community per month. It also provides several types of care to persons in the community on an out-patient basis. Between January 1, 1975, and April 27, 1975, Imperial Hospital had admitted approximately 1,400 patients, supplying 8,548 "patient days." Elimination of the hospital would mean the loss of employment for the nearly 200 persons employed by the hospital.

The substantial interference or even destruction of a hospital providing employment and crucial community health care services is particularly objectionable because it is not necessary in the present situation. The original route planned by the California Department of Transportation for the "Century Freeway" did not interfere with the operations of the hospital. It was the most direct and convenient route from the airport to Norwalk because it did not involve the unnecessary loop to avoid Hawthorne. According to the information published by the California Department of Transportation in its March 1975 booklet, the takings necessary to build the freeway along the original straight line path have already been completed. Dislocation of people and acquisition of property would be greater if either "loop" route is used. The cost for the construction and rights of way for either of the "loops" would cost 16 to 24 million dollars more than the already adopted straight-line path.

The duplication and expense involved in changing the already adopted route of the freeway for either the "bell-shaped curve" or the "Imperial line" are not only unjustified and unnecessary, they are detrimental to the public. In addition to the problems cited by the Department of Transportation in its own literature, either of the proposed variations would destroy the functioning of Imperial Hospital and the jobs and essential health care services which it provides to the community.

Sincerely yours,

IMPERIAL HOSPITAL

By Bertram Singer
President

RESPONSE TO COMMENTS OF MAY 2, 1975 FROM IMPERIAL HOSPITAL

The Imperial Hospital, which will be impacted by the proposed Project such that it will be completely acquired, is both a community facility and a private enterprise. It is noted in Section 6.3 Public Service and Community Facility Impacts under the I-105 Project and also in Section 6.4 Effects on Community Cohesion (Section 6.4 II E(e)). Investigation has concluded that since the general area has a current over-supply of hospital beds, the displacement of this hospital should not result in any critical deficiency in available hospital services.

If, at the time of acquisition, it is determined by responsible state health officials that a deficiency will be created, the state will collaborate with the proprietor in relocating locally. This will be done as a part of the states' legal obligation to the private owners under the Relocation Assistance Program. The general provisions of this program as they relate to the hospital (it is considered as a business) are outlined in Appendix E-Exhibit 3.

HUGHES AIRCRAFT COMPANY

SPACE AND COMMUNICATIONS GROUP

EL SEGUNDO, CALIFORNIA

May 2, 1975

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P.O. Box 2304 Terminal Annex
Los Angeles, California 90051

Attention: C. J. O'Connell

Dear Mr. Ayanian:

Extending south from Imperial Highway at a point approximately 1265 feet east of Sepulveda Blvd. is an access roadway serving the Hughes Aircraft Company complex in El Segundo. The continued use of the roadway by employees and their associates is very important to our company.

It is requested that design alternatives for the construction of the Norwalk, El Segundo Freeway permit vehicles to enter and leave the complex via the access roadway and Imperial Highway and that the direction of travel on Imperial Highway not place a restriction on such access.

Very truly yours,

HUGHES AIRCRAFT COMPANY

J. E. Locke, Manager
Plant Engineering
Space and Communications Group

JEL: jcm

RESPONSE TO HUGHES AIRCRAFT COMPANY COMMENTS OF MAY 2, 1975

The project as proposed retains the access now available at this location. See Appendix E - Exhibit 6.

CENTER FOR LAW
IN THE PUBLIC INTEREST
10203 SANTA MONICA BOULEVARD
FIFTH FLOOR
LOS ANGELES, CALIFORNIA 90067
TELEPHONE (213) 879-5588

March
13th
1 9 7 5

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, CA 90051

Attention: Mr. C. J. O'Connell

Dear Mr. Ayanian:

Enclosed are the preliminary comments on the Draft Environmental Impact Statement prepared for the proposed I-105 freeway project. These are submitted on behalf of the plaintiffs in Keith v. Volpe, Civil No. 72-344-HP. In accordance with our prior understanding with the attorneys for Caltrans and the federal defendants in that litigation, we are submitting these comments at this time rather than on February 26, 1975.

Very truly yours,

Fredric P. Sutherland

FPS:ej
encl.
cc:
Matthew Schumacher, Esq.
Robert Cohune, Esq.
Kenneth Nelson, Esq.
Richard Johnson, Clerk for the Honorable Harry Pregerson
Mr. and Mrs. R. Keith
Mr. and Mrs. H. Grady
Mr. and Mrs. H. Seel
Mr. and Mrs. J. Gillispie
Mr. J. Wilson

PRELIMINARY COMMENTS ON DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED I-105 FREEWAY PROJECT

These preliminary comments on the Draft Environmental Impact Statement (the "Draft EIS") are submitted on behalf of Ralph W. Keith and Esther May Keith, Harold E. Grady and Edith W. Grady, Harlow Seel and Virginia Seel, James B. Gillispie and Helen M. Gillispie, the National Association for the Advancement of Colored People, the Sierra Club, the Environmental Defense Fund, Inc., the Freeway Fighters, and the City of Hawthorne, plaintiffs in the case of Keith, et al. v. Volpe, et al., Civil No. 72-344-HP, filed in the United States District Court for the Central District of California on February 16, 1972.* As a result of this litigation, on July 7, 1972 the District Court issued its preliminary injunction prohibiting virtually all activities in furtherance of the proposed I-105 freeway. This injunction is still in effect, and will remain in effect until such time as the defendants in the litigation do the following:

1. The California Department of Transportation ("Caltrans") has fully complied with the requirements of the California Environmental Quality Act of 1970 ("CEQA"); and

*/ In addition, on February 26, 1975, the Angeles Chapter of the Sierra Club submitted comments on the Draft EIS as a separate document. Those comments are supplemental to the preliminary comments set forth herein.

2. The federal highway administration ("FHWA") has fully complied with the requirements of the National Environmental Policy Act of 1969 ("NEPA").

It is clear that, except for the litigation and the subsequent issuance of the preliminary injunction by the District Court, these laws and other federal laws relating to relocation housing and public hearings would not have been complied with by Caltrans and FHWA, and that the I-105 freeway would now be under construction without any real consideration of the environmental and social costs involved.

The Draft EIS was issued in December of 1974, almost two-and-a-half years after the issuance of the preliminary injunction by the District Court. The Draft EIS purports to have been prepared by both Caltrans and FHWA, and to comply with the requirements of both state and federal laws, CEQA and NEPA, respectively. It is clear, however, that the Draft EIS was in fact prepared by only one of the parties, Caltrans, and that FHWA had very little, if anything, to do with its preparation. Plaintiffs believe that this is fundamentally inconsistent with the command set forth in Section 102 of NEPA which states as follows:

> "The Congress authorizes and directs that, to the fullest extent possible: (1) the policies, regulations, and public laws of the United States shall be interpreted and administered in accordance with the policies set forth in this Act, and (2) all agencies of the Federal Government shall --
>
> * * *
>
> C) include in every recommendation or report on proposals for legislation and other major Federal actions significantly affecting the quality of the human environment, a detailed statement by the responsible official on --
>
> (i) The environmental impact of the proposed action,
>
> (ii) Any adverse environmental effects which cannot be avoided should the proposal be implemented,
>
> (iii) Alternatives to the proposed action,
>
> (iv) The relationship between local and short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and
>
> (v) Any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented."

Plaintiffs do not believe that FHWA can avoid its responsibilities under NEPA by the simple expediency of having someone else do its work. To the contrary,

the express language of NEPA and its underlying policies require that FHWA do its own environmental impact statements. Moreover, this is more than a mere technical requirement. There are also sound and compelling practical reasons why FHWA should prepare the EIS. Because Caltrans has the most to gain from completion of the I-105 freeway project (over $500 million in federal funds), its objectivity is subject to question. On the other hand, FHWA has nothing to gain, at least in monetary terms, by completion of the project and is, therefore, able to prepare an objective analysis of the environmental impacts. Unfortunately, it is only necessary to take a cursory look at the Draft EIS to see that it is far from objective. This problem could have been avoided entirely had FHWA done its job in the manner required by NEPA. Its failure to do so not only violates the statute, but also the express terms of the District Court's injunction.

As indicated above, these comments are preliminary in nature. The Draft EIS is a voluminous document, replete with charts, graphs, tables and maps, as well as much technical data. Although Caltrans took almost two-and-a-half years to complete the Draft EIS, the public and plaintiffs have been allowed less than three months to submit their comments on it. This inequality of time is exacerbated by an inequality of means. Whereas Caltrans was able to call upon many of its full-time staff members and virtually unlimited financial resources, the public and plaintiffs are forced to rely on volunteer help and extremely limited funds. It follows that a complete, technical analysis of the Draft EIS cannot be prepared in the limited time allowed by Caltrans for public comment. Therefore, these preliminary comments are submitted in an attempt to identify only the most glaring defects in the Draft EIS.

It is clear that further study and analysis will be required to assure a complete evaluation of the Draft EIS and, to that end, plaintiffs have engaged a number of experts in order to provide technical input, both in the form of additional comments and, if it should prove necessary, in future litigation concerning the adequacy of the final environmental impact statement. These experts will evaluate the data set forth in the Draft EIS in the areas of air and noise pollution, housing, economics, transportation and energy use. Plaintiffs anticipate engaging additional experts if and when the need arises. Additional comments may be submitted by plaintiffs from time to time throughout the finalization and review process, as specifically requested by the attorneys for Caltrans.

The specific legal requirements pertaining to the form and substance of the Draft EIS are set forth in NEPA and the Guidelines promulgated for its implementation by the Council on Environmental Quality, by CEQA and its implementing regulations set forth in Chapter 3 of Title 14 of the California Administrative Code, and by the case law

interpreting these laws and regulations. Based on a complete review of the Draft EIS in light of these legal requirements, it is plaintiffs' fundamental position that the Draft EIS is legally inadequate in many important respects. There are serious errors of commission, both in the manner in which the Draft EIS is written and in what is said, as well as glaring deficiencies of omission, matters which either have not been studied or are merely assumed. The result is that the Draft EIS confuses and misleads as often as it enlightens. While some of this obfuscation is obviously a matter simply of sloppy draftsmanship or bad judgment, some of it seems calculated intentionally to mislead an unsuspecting public unfamiliar with the I-105 project. Below, we have set forth a few examples which illustrate some of the problems with the Draft EIS.

1. The Draft EIS contains statements which are untrue. On page 2-19, the Draft EIS states as follows with respect to the District Court's ruling on the issue whether public location and design hearings held between 1963 and 1970 were legally adequate, stating as follows:

> "The Court conceded that the location and design hearings held between 1963 through 1970 were adequate, but used the enactment of NEPA as a justification for requiring that both location and design hearings be held again."

This statement is not true. To the contrary, the District Court held that although the public hearings were not totally inadequate, new hearings were required because very little consideration had been given to the effects of the proposed freeway on noise and air pollution at the previous hearings. The District Court stated as follows:

> "This effect is so crucial and the consideration given to it so minimal that the Court believes that further work on the freeway should be enjoined until the state defendants certify to the FHWA that they have held, or have provided an opportunity for, new public hearings focusing on the likely effect of the freeway on air and noise pollution." Keith v. Volpe, 352 F.Supp. 1324, 1339 (C.D.Cal., 1972).

Similarly, on page 2-19 of the Draft EIS, the statement is made that the appeal from the adverse ruling of the District Court was taken "on the requirements of the environmental impact statement and the requirement of new housing studies." Again, this is not true. In their appellate brief, the attorneys for Caltrans stated that the appeal from the District Court's order was "limited to the issues of the requirement for further public hearings and the question of enjoining activities until after approval of the Environmental Statement." Caltrans' opening brief, page 5.

2. The Draft EIS contains statements which are incorrect and are clearly calculated to mislead. In the

summary, on page S-4, it is stated that the I-105 freeway project will have many beneficial impacts, including an improvement in air quality. Specifically, the Draft EIS states as follows:

> "In terms of other pollutants, the Project generally provides a marginal improvement in air quality in the Los Angeles Region."

This statement is incorrect and untrue, as indicated in the more detailed analysis included in Chapter 5 of the Draft EIS. The "other pollutants" measured by Caltrans for the Los Angeles region were hydrocarbons and oxides of nitrogen. Table 5-2 on page 5-7 clearly shows that the I-105 freeway project will increase the oxides of nitrogen in the Los Angeles region in every year from 1980 to 2000, the period measured by Caltrans. Moreover, the increase will be significant, ranging from a low of 800 pounds of additional oxides of nitrogen emitted into the atmosphere each day to a high of 2000 pounds emitted each day. According to the figures set forth in Table 5-2, Caltrans estimates that in most of the years between 1980 and 2000, approximately 1,600 pounds of additional oxides of nitrogen will be emitted into the atmosphere of the Los Angeles region each day if the I-105 freeway is built. It is a matter of simple arithmetic to determine that this will result in the addition of 584,000 pounds of additional oxides of nitrogen in the Los Angeles region each and every year as a result of the I-105 project. It strains the bounds of credibility to imagine that this will result in an improvement of air quality in the L.A. region. Perhaps equally as serious as this patent untruth is the fact that it is set forth in the summary of the Draft EIS, the only part that many people will read. Indeed, the obvious falsity of the statement and its prominent location at the beginning of the Draft EIS can lead only to the conclusion that it was calculated to mislead the public. 3

3. The Draft EIS contains statements which are <u>contradictory</u>. Perhaps the primary examples of contradictory statements concern the matter of the estimated costs of the proposed I-105 freeway project and of the exclusive busway. On page 1-7 it is stated that the total estimated project cost will "range between $524 and $579 million which includes estimated median busway costs of $[illegible] to $71 million." On the same page it is also stated that more than $145 million has been expended for right-of-way acquisition, relocation assistance and clearance, and $28 million has been expended for planning over the past sixteen years. However, just a few pages later (on page 1-15), a different set of figures is set forth. It is there stated that the total acquisition and relocation costs will be $220 million, and that the total construction costs will be $379 million, for a grand total of $599 million. This does <u>not include</u> the cost of the busway which is there stated to be an estimated additional $55 million. As if further to confuse an already confusing 4

situation, on pages 1-27 and 1-28 it is estimated that the total cost of the busway-only alternative would be $198 million, $105 million for right-of-way acquisition and relocation assistance and $93 million for construction. 4

4. Some of the statements in the Draft EIS are simply not credible. As indicated above, there are many contradictory statements concerning the estimated costs of the proposed I-105 freeway project. These estimates range from $524 million to $599 million for the freeway without a busway and from $579 million to $654 million for a freeway with a busway. In April 1972, as part of the litigation, Caltrans estimated that the total cost of the proposed I-105 freeway was approximately $502 million. Now, almost three years later, the Draft EIS states that the freeway may cost as little as $524 million. In an era of double-digit inflation and spiraling construction costs, it is simply not credible to project a cost increase of "only" $22 million. In fact, the estimates of $579 million and $599 million suffer this same infirmity, since even the largest figure represents less than a 20% increase over the total cost estimated in April 1972. 5

A similar statement which lacks credibility is contained in Chapter 4 on Transportation Service Evaluation. On page 4-7 it is stated that by the year 2000, "if the I-105 Project is placed in service, a major new increment of mobility is introduced with speeds in the 45-55 mph range." 6

On page 4-8, however, it is stated that the freeway would serve up to 215,000 vehicles per day by the year 2000, which, "are high traffic volumes comparable to those carried daily by the busiest of the Los Angeles freeways, such as the Santa Monica Freeway." One does not have to drive very many freeways in the Los Angeles area, much less the busiest ones, to realize that it is not always possible to maintain speeds in the 45-55 mph range, particularly during the rush hours. Of course, by definition, the rush hours are the times of the day when most of the vehicles are utilizing the freeways. Therefore, if the I-105 freeway is going to be as congested as the busiest existing freeways in the Los Angeles area, it is simply not credible to assume the range of speeds for the I-105 freeway which is set forth in the Draft EIS. Of course, this assumption is extremely important in connection with the discussion on air quality, since the amount of pollutants emitted by vehicles is in part a function of speed and in part a function of whether the vehicles are traveling at a constant speed or are subject to frequent stops and starts. 6

5. The Draft EIS is confusing in many respects. The contradictory cost estimates discussed previously are examples of the confusing statements that are contained in the Draft EIS. In the absence of a single, consistent set of cost figures, it is difficult, if not impossible, to compare the cost of the I-105 project to its various alternatives.

Another example of the type of confusing statistics utilized in the Draft EIS is apparent in the following statement concerning estimated travel demands:

> "The Project would attract and accomodate average traffic volumes estimated from about 80,000 to 150,000 vehicles per day in the year 1980. By the year 2000, I-105 would serve an estimated 115,000 to 215,000 vehicles per day." (Page 4-8.)

These ranges of estimated traffic volume are so broad as to be meaningless. In effect, Caltrans could have achieved the same results by simply saying, "The I-105 freeway will either serve quite a lot or not very much traffic if it is constructed." While such a cryptic comment would certainly not have been very enlightening, it would hardly be less confusing than the meaningless figures quoted above. As if to muddy these confusing waters even further, however, the Draft EIS then departs from this approach of estimating a range of traffic volume and, in Table 4-2, simply states that in the year 2000 the I-105 freeway will handle an estimated 132,000 vehicles per day. There is no explanation from where this figure is derived, indeed the most that can be said for it is that it falls within the previously estimated range of 115,000 to 215,000 vehicles per day by the year 2000. 7

6. The Draft EIS is <u>unclear</u> and <u>inconsistent</u>. One of the most serious problems with the Draft EIS is the failure to use the word "project" consistently. In both the summary and the introduction (Chapter 1), there are definitions of what is meant by the terms "project" and "I-105 project." What is absolutely beyond doubt is that these terms, as defined, do not include a busway as a part of the project proposed to be constructed. Thus, on page S-2 it is stated that, "width is provided for addition of public transit facilities in the freeway median area." And, on page 1-3, it is stated that, "A minimum of 40 feet of right-of-way in the I-105 median has been reserved for public transit use. . . ." 8 Thus, as defined, the I-105 project does not include a completed busway, but only provision for a busway in the future. This is certainly consistent with plaintiffs' understanding of the situation and one would expect that the Draft EIS would not confuse matters by inconsistent references to a project which includes a completed busway in the median. Unfortunately, this is not the case. Frequently, in sections relating to transportation, air quality, energy and costs, the terms "project" and "I-105 project" are utilized to refer to a freeway with a completed busway in the median. This inconsistent usage is not only confusing and misleading, it renders the Draft EIS fundamentally deficient because it prevents accurate comparisons between the proposed project and its alternatives. 9

For example, it is obvious that a completed freeway without a busway would result in more traffic in the corridor than a freeway with a busway. Equally obvious

are the facts that such increased traffic would result in increases in the number of vehicle miles traveled and in the amount of energy consumed. However, nowhere in the Draft EIS is there data which sets forth this information. Moreover, the Draft EIS is seriously deficient in that it significantly understates both the number of vehicle miles estimated to be traveled and the amount of energy to be consumed if the "project" is constructed. This is accomplished by the simple expedient of defining the "project" as if it included a completed busway, resulting in reduced figures for traffic, vehicle miles traveled and energy consumed. Similar examples of the inconsistent and misleading use of the terms "project" and "I-105 project" exist throughout the Draft EIS. Moreover, every time this occurs it results in the "project" being viewed more favorably in comparison to the alternatives. Thus, this clearly represents a deliberate and calculated attempt on the part of Caltrans to subvert the environmental review process by failing to present the true facts with candor and good faith objectivity. 9

The remainder of these preliminary comments is devoted to a more detailed discussion of two specific areas in which the Draft EIS is clearly deficient, its failure to consider several important alternatives to the I-105 freeway and its inadequate analysis of the freeway's impact on air quality.

THE DISCUSSION OF ALTERNATIVES IS INADEQUATE

NEPA and CEQA, together with their implementing regulations, and the District Court's opinion in Keith v. Volpe, all make it clear that a complete discussion of alternatives is a crucial portion of an adequate environmental impact statement. In this case, it is extremely important that the Draft EIS include discussions of all reasonable alternatives in order to enable the decisionmakers and the public to have the information necessary to decide whether to proceed with the I-105 freeway or to choose some other alternative. The discussion of alternatives must encompass at least three elements. First, there must be a clear statement of the objective. This allows decisionmakers and the public to examine alternatives which meet the same objective with less adverse environmental impacts. Next, a complete spectrum of alternatives must be discussed, ranging from no action at all, to actions that would accomplish the proposed objective without some or all of the proposed freeway's objectionable features. Finally, each alternative must be discussed in sufficient depth to permit the decisionmakers and the public to make a reasoned and informed choice. Unfortunately, the Draft EIS is deficient in all three respects.

A. The Draft EIS fails to state clearly the objective of the proposed I-105 freeway. This failure is a serious deficiency. Although it is clear that the 10

freeway project planned to contribute to a general transportation improvement in the Los Angeles area, the more specific objective of the project is nowhere stated in the Draft EIS. The Draft EIS should contain an explicit statement of the project objective. Only then can alternatives be compared and contrasted. For example, if one of the primary objectives is to provide direct access to Los Angeles International Airport, alternatives such as rail or other fixed guideway systems, or remote parking terminals with a busway, should have been discussed, as they could accomplish the same objective. On the other hand, if the objective is to provide improved east-west auto movement for residents in the south central portion of Los Angeles County, the completion of other area freeways, such as the Artesia Freeway, which is located less than five miles to the south of the proposed I-105 project, and the proposed Slauson Freeway, which would be located approximately the same distance to the north, should have been explored. 10

The failure of the Draft EIS to state clearly the specific objective or objectives of the proposed I-105 freeway project is such a serious defect that it alone makes the Draft EIS discussion of alternatives inadequate. The absence of such a statement increases the difficulty of commenting on that discussion. Clearly, the range of reasonable alternatives will vary depending on the objective of the project. Nevertheless, it is possible to identify several alternatives not discussed in the Draft EIS which warrant consideration even without knowing the primary objectives of the project. A discussion of some of the alternatives which should have been considered in the Draft EIS follows. 10

1. A rail or other fixed guideway alternative.

The first important transportation alternative excluded from the Draft EIS is the alternative of rail or other fixed guideway transit. Although the District Court in this case specifically mentioned different systems of transportation as an alternative to be discussed in an adequate environmental impact statement, the Draft EIS does not give due consideration to this important alternative. The Draft EIS claims that fixed rail transit is not viable because it requires 15,000 peak hour riders to warrant its construction. The Draft EIS estimates only between 5,000 and 8,500 one-way peak hour riders for transit in the year 1990. Based on these estimates, the Draft EIS excludes any discussion of a rail alternative. This is wholly inadequate. The Draft EIS states that "it is generally accepted" that 15,000 peak hour riders are needed to warrant rail transit. Pages 1-9, 10. No attempt is made to explain that figure or the source of such "general acceptance." 11

The rail alternative is in fact a very important alternative which should have been fully discussed in the Draft EIS. Under the Federal-Aid Highway Act of 1973, state highway agencies acting in concert with local governments

can, under certain circumstances, "exchange" the amount of money they would have received from unwanted urban segments of the Interstate System for an equal amount of money for mass transit purposes. Such transit projects are defined in the Act to include rail or other fixed guideway systems, but not to include busways. This interstate exchange provision provides a mechanism for disbursing federal funds which would otherwise be "lost" to the states if urban segments of the Interstate System were not constructed. In this case, therefore, a decision not to construct the I-105 freeway (an urban segment of the Interstate System) would not necessarily result in the loss of federal funds, if Caltrans and the local governments involved decided they wished to construct a mass transit project instead, i.e., a rail or other fixed guideway system. 11

The Draft EIS makes it clear that one of Caltrans' chief concerns with regard to the I-105 freeway is that if it is not built, the state highway program will suffer a loss of federal funds. Several times, the Draft EIS repeats "the State Highway Program would be adversely affected throughout the State." See, e.g., pages 1-26, 1-31. The alternative of exchanging funds under the 1973 Federal-Aid Highway Act not only "saves" these federal funds for use in California, but also benefits Caltrans by enabling it to begin to carry out its expanded function of providing other types of transportation in addition to highways. The exchange 12

provisions of the Act make a rail system a real and financially viable alternative. The Draft EIS's failure to discuss a rail alternative, particularly in light of these exchange provisions, is a grievous omission. 12

Exclusion of a rail alternative from the Draft EIS appears to have resulted from a bias in favor of freeways and against rail transit. The Draft EIS states that rail transit will not be discussed because, "While overall societal changes may occur in the future which could alter Southern California lifestyle and associated travel behavior and produce a new perspective on transportation, the alternatives described and evaluated herein represent a realistic range of alternatives at this time." Page 3-1. In light of the energy crisis, inflation and recession, this does not appear to be a realistic appraisal of present conditions in Southern California. It is not realistic to assume that Southern California lifestyles will remain unaffected and that a new freeway must be constructed. The BART project in Northern California has shown that, given the alternative of a fixed rail transit system, many people will abandon their cars and turn to public transportation. 13

The failure of the Draft EIS to discuss alternatives in transportation points out a major defect in the document: the pervasive underlying assumption that freeways are a desirable and necessary feature of urban living. At no time is this assumption explained or supported. A vast network 14

of freeways is already choking Los Angeles, yet the response of the Draft EIS is to build another freeway. 14

Whether or not it is beneficial to further enlarge an already massive freeway network is a question of values. In recent years, the nation has gradually been moving toward a recognition of the need for less reliance on automobiles, due to increased problems of air pollution and the energy crisis. Indeed, the Draft EIS states:

> "The Department of Transportation in cooperation with Southern California Association of Governments, Southern California Rapid Transit District, and local governments, has undertaken an extensive program to improve air quality by improving operational efficiency to the regional freeway system, enhancing public transportation and creating incentives to reduce auto usage." Page 1-4 (Emphasis added). 15

The Draft EIS appears to be totally oblivious to another recent document prepared by the State of California, the "State of California Transportation Control Plan for Metropolitan Los Angeles Interstate Air Quality Control Region (South Coast Air Basin)," dated February, 1975, which sets forth California's response to the requirements of the federal Clean Air Act. That Act requires air quality control regions where the primary national ambient air quality standards cannot be achieved to undertake measures to reduce vehicle miles traveled. The Transportation Control Plan produced by the State includes three types of measures: 1) incentives, both to the use of less polluting forms of transportation and to more passenger-per-vehicle intensive use of the automobile; 2) disincentives to the use of the automibile and 3) retrofit and add-on devices for new and used vehicles, and other measures. A specific goal of the Transportation Control Plan is the reduction of vehicle miles traveled. The Transportation Control Plan promises to give special attention to the transportation needs of transit dependent groups, especially the young, elderly, handicapped, poor and those without automobiles. In light of these policy statements by the State, it is clear that the authors of the Draft EIS relied on assumptions that appear to conflict with the stated Plan. Despite the Plan, the I-105 is now being proposed. The Draft EIS fails to explain how the construction of yet another link in an already massive freeway system will discourage people from using their automobiles, or, in the alternative, encourage them to use public transportation. Surely a new freeway creates no incentive to reducing auto usage. The Draft EIS itself acknowledges that a greater shift to public transit (and hence reduction of auto usage) is anticipated if the freeway is not constructed. Page 1-30. 16

2. The alternative of modifying existing freeway routes. 17

The Draft EIS ignores the possibility of modifying

existing freeway routes to serve the function of the proposed I-105 project. Assuming that the objective of the I-105 project is to provide improved access to Los Angeles International Airport, it is hard to imagine why some lesser project, such as the completion of the Artesia Freeway (State Highway 91) to the San Diego Freeway (I-405), was not considered. At this date, the Artesia Freeway is scheduled for construction to the Harbor Freeway (State Highway 11), and is planned to intersect the San Diego Freeway. The Artesia Freeway, at the farthest point, is located approximately four miles to the south of, and its route is almost exactly parallel to, the proposed I-105 freeway. The Draft EIS should have discussed the alternative environmental impacts of extending the Artesia Freeway, particularly since such an extension might accomplish the same objective and avoid some of the adverse environmental effects of the proposed I-105 freeway.

Similarly, the Draft EIS should have discussed the possibility of constructing the proposed Slauson Freeway (State Highway 90) for the purpose of serving the same function of the I-105 freeway. The Slauson Freeway is a proposed project which, when completed, will parallel the I-105 route approximately five miles to the north. The Draft EIS omits any discussion of the possibility of modifying existing freeways to serve the purposes of the proposed I-105 project, despite the fact that such modifications might well have more minimal environmental impacts.

17

3. The option of alternative freeway locations.

The Draft EIS dismisses all possible alternative freeway routes as follows: ". . . no alternative freeway locations . . . appear to be viable at this time given the advanced state of right-of-way acquisition, clearance and relocation, and substantial local acceptance and commitments on the adopted alignment." Page 1-8. The Draft EIS explains that the proposed route was selected after due consideration of environmental and socioeconomic factors, as if to justify the failure to discuss alternative routes at this time. These considerations were not set forth in the Draft EIS. Had the Federal District Court in Keith v. Volpe considered the previous consideration of economic environmental factors to be adequate, this environmental impact statement would not have been required. Nevertheless, the reader is asked to accept the decision on the I-105 route and the conclusory statement in the Draft: "No alternative freeway locations . . . appear to be viable." Page 1-8. Once more, this out-of-hand rejection of an alternative makes the Draft EIS discussion of alternatives wholly inadequate. In discussing the effect of similar conclusory statements in an EIS, the Court of Appeals for the First Circuit noted: "A conclusory statement 'unsupported by empirical data, scientific authorities, explanatory information of any kind' . . . not only fails to crystallize

18

issues but 'affords no basis for comparison of the problems involved and the alternatives.'" Silva v. Lynn, 482 F.2d 1282, 1287 (1st Cir. 1973). 18

4. The combination freeway-busway alternative.

An alternative to the project which could have been considered and would require little effort to discuss, is the combination freeway-busway alternative. As presently defined, the project is a freeway, with a median strip for a potential busway should some other agency decide to build the busway in the strip. The combination alternative would mean a guaranteed provision of public transit, which would fulfill the objective of serving those without automobiles and of encouraging use of public transit. The discussion of this alternative would also have helped to clarify many parts of the Draft EIS. The Draft EIS wanders through various sections, giving figures which sometimes do and sometimes do not include a busway in the proposed project, depending on what is most advantageous to the conclusion that an I-105 freeway is necessary or desirable. For example, in speaking of cost of construction, the busway is excluded. However, in figuring air quality impacts and energy consumption, the project is treated as if it included a completed busway. If the freeway-busway were presented as a separate alternative, there would be a clear means of identifying and understanding the differences between a 19

freeway without busway and a freeway with busway. Without such analysis, comparison is impossible. Similarly, the Draft EIS should have discussed the alternative of a combination freeway-busway with a smaller, scaled-down freeway. 19

5. The alternative of a smaller freeway.

Another obvious alternative neglected in the Draft EIS is that of a scaled-down freeway project. At present, the project is planned as a ten lane freeway. The alternative of fewer lanes, or perhaps fewer lanes in certain areas, should have been considered. One representative of Caltrans, the Director of District 7, in public statements made after release of the Draft EIS, has suggested that the project may indeed never be built as described in the Draft EIS, but as a smaller, scaled-down version. The failure to discuss such a scaled-down version renders the Draft EIS discussion totally inadequate. Not only does the Draft EIS fail to justify the need for the large freeway which is proposed, it also fails to give necessary information about a less massive alternative which the decisionmakers and the public might otherwise prefer. 20

6. The alternative of synchronized traffic flow on surface streets. 21

Another recent development suggests an alternative for surface street development other than widening and grading streets, for which funding is already available.

It has been announced that money has been funded to provide for computer-synchronized traffic signals on Imperial Highway, which runs parallel to the proposed I-105 freeway. At present, Imperial is the major east-west arterial in the corridor. With synchronized traffic signals, it might be able to do part of what a freeway would do. Improved traffic flow on existing streets can reduce energy consumption as well as provide added safety and convenience. Repeated starting and stopping wastes fuel. Computer-controlled signal systems designed to facilitate the flow of traffic are fairly new. Computerized traffic control, such as will be introduced on Imperial Highway, clearly is an alternative which should have been discussed in the Draft EIS. 21

The draft inadequately discusses those alternatives presented. Alternatives which are presented in the Draft EIS are often discussed in a misleading and inappropriate manner. Perhaps the most blatant example of this defect is the manner in which the Draft EIS treats the potential busway. In those areas of the report where the inclusion of a busway would have a favorable effect on the figures, such as air quality and energy, the figures quoted for the impact of the project assume a completed busway. As has been previously pointed out, this is very misleading since a completed busway is not part of the proposed project. At the same time, the Draft EIS is inconsistent, because in those areas where inclusion of figures based on a busway would be unfavorable, 22

such as cost of the project, the Draft EIS treats the project as if it consisted of a freeway with no busway. The arbitrary inclusion or exclusion of the impact of a busway in key areas of the Draft EIS makes accurate comparisons to the effects of alternatives impossible. 22

Another example of the misleading comparisons drawn in the Draft EIS is the comparison of the costs of completing the I-105 freeway project to the costs of no-project. The Draft EIS makes the highly questionable assertion that there would be a net economic gain upon completion of the project. Yet, in discussing the no-project alternative, the Draft EIS estimates a net loss of $118 million. The Draft EIS assumes that if a no-project alternative is chosen, the area will not be redeveloped, and a net loss will result due to investments already made in the proposed I-105 project. This assumption is unwarranted. To evaluate the no-project alternative properly and accurately, it would be necessary to project the redevelopment of the area, with its consequent economic improvements, including a higher tax base, and then calculate a net gain or loss. As the Draft EIS is presently written, it is impossible accurately to compare the economic difference between a no-project alternative and the proposed freeway. 23

Moreover, in calculating the costs of the project, neither the enormous environmental costs nor the social costs of inconvenience during construction of the project are included. These omissions make meaningful comparison of the 24

project and the no-project alternatives impossible.

The entire Transportation Section of the Draft EIS is an example of the lack of objectivity inherent in the Draft EIS, which results in misleading the reader. The very criteria selected by the Draft EIS for comparison of the alternatives makes an objective comparison of alternatives impossible. The Draft EIS uses the following criteria as measures to evaluate alternatives in terms of moving people, goods and services: (1) travel demand; (2) level of service and congestion; (3) travel times and speeds; (4) transportation choice; and (5) transportation safety. By manipulating these criteria, the Draft EIS creates the impression that the project is the best transportation system for this corridor. 25

For example, the Transportation Section relates travel demand to congestion on surface streets. The figures relied on by the Draft EIS, based on growth projections, are highly questionable; indeed, the range of potential use -- 115,000 to 215,000 cars per day -- is so broad as to be meaningless. Nevertheless, the Draft EIS assumes high levels of congestion, and states that the project would solve this problem. In its discussion of travel times and speeds, the Draft EIS assumes speeds of 15-20 mph on surface streets and 45-55 mph on the proposed I-105 freeway project. Page 4-7. No figures are provided for the other alternatives. No substantiation is offered for the figures given. Obviously, the I-105 freeway comes out more favorably than no-project based on the speeds chosen by the authors of the Draft EIS.

Given the assumptions of the Draft EIS regarding speeds and congestion, it is also clear that the freeway would be the transportation choice of more people than any of the alternatives. 25

The summary of transportation service is entirely misleading. It is based on the following assumptions: continued high level of auto ownership and use and improved engine efficiency which would offset possible fuel shortages. 26

In summary, the treatment of alternatives in the Draft EIS is so deficient that any meaningful comparison of the alternatives on the basis of cost, environmental impact or benefit is impossible.

THE AIR QUALITY ANALYSIS IS INADEQUATE

A preliminary analysis of that portion of the Draft EIS dealing with air quality reveals the following deficiences:

A. Failure to discuss particulate matter;
B. Inadequate photochemical analysis;
C. Misleading reliance on external factors;
D. Erroneous base data;
E. Erroneous test area 27

The Draft EIS fails to discuss particulate matter. The Draft EIS lists the four primary automotive pollutants, and immediately states that one of those four, particulate matter, 28

will not be considered. Page 5-1. The omission of a discussion of particulate matter renders the air pollution analysis incomplete. The Draft EIS explains that particulate matter is not considered, "because of a lack of acceptable emission data from either the Environmental Protection Agency or the California Air Resources Board." Page 5-3. The lack of data from either of those sources is not a sufficient explanation for providing no data whatsoever. In a footnote, the Draft EIS mentions research conducted at the University of California at Davis, which revealed significant concentrations of particulate matter existing adjacent to urban freeways. No data gathered in the Davis study is included in the Draft EIS. This is a significant omission, since the results could have provided the decisionmakers and the public with at least some idea of the levels of particulate matter. Not only does the Draft EIS omit data from the Davis study, but no alternative data is given. NEPA, ". . . makes the completion of an adequate research program a prerequisite to agency action. The adequacy of the research should be judged in light of the scope of the proposed program and to the extent to which existing knowledge raises the possibility of potential adverse environmental effect." EDF v. Hardin, 325 F.Supp. 1401, 1403 (D.D.C. 1971). In the present case, independent research should have been conducted to evaluate emissions, and to provide a base for future projections of emissions. NEPA places an affirmative obligation upon federal agencies to develop missing data. 28

The Draft EIS's failure to include any data on particulate matter is a significant omission because one of the elements of particulate matter, lead, is known to be injurious to human health. The Davis study found significant concentrations of lead and other particulate matter adjacent to urban freeways. Yet the Draft EIS completely ignores this pollutant and the possible health hazards involved. The feeble explanation for this omission is the asserted "lack of acceptable emission data." The dismissal of this important problem with a general statement of conclusory language makes this portion of the Draft EIS inadequate. 28

The Draft EIS has an inadequate analysis of photochemical smog. The Draft EIS has two major shortcomings in the analysis of the effect of the proposed I-105 project on photochemical pollution. First, it is inconsistent in the selection of pollutants for measurement. Second, it fails to measure certain important pollutants. Air quality is evaluated in three regions: Macroscale (regional, defined as the Los Angeles Air Basin); I-105 Corridor; and Microscale (within approximately 1,000 feet of the freeway). In the Macroscale analysis, carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) levels are measured. However, in the I-105 Corridor and Microscale analysis, only CO is analyzed. The Draft EIS explains that NOx and HC change to "secondary" or photochemical pollutants too quickly to 29

measure. Pages 5-3, 5-4. The Draft EIS does not explain why NOx and HC seem to change slower in the Los Angeles Air Basin, where measurement was apparently possible.

If it is true that NOx and HC change so quickly into photochemical pollution, then they should have been measured in their resulting forms, primarily Ozone (O_3) and Nitrogen Dioxide (NO_2). However, the Draft EIS refuses to measure those photochemical pollutants, stating, "at the present time there are no fully approved methods for reliably quantifying these secondary pollutants." Page 5-6.

After comment from the State Air Resources Board, a supplement to the original Air Quality Report was prepared in 1974. It analyzed the freeway's projected impact on photochemical pollution by using two methods. The first method utilized was the "linear rollback" method. This method was seriously criticized within the body of the very same supplement which relied on its results. The second method utilized was the mathematical modeling approach. Serious doubts regarding this method were raised by the State Air Resources Board. Thus, it appears that both methods utilized in the photochemical analysis are of dubious technical validity. Projected values for photochemical pollution based on either of these methods should not be used for decisionmaking in view of the serious questions existing as to their validity. 29

The Draft EIS relies on external factors in its air quality analysis, resulting in misleading statements relating to purported improvements in air quality. In making air quality projections, the Draft EIS erroneously relies on external factors which, if implemented, might result in the improvement of air quality, regardless of whether or not the I-105 freeway is constructed. For example, the Draft EIS projects the impact of stricter air quality standards and auto emission controls. This projected improvement is linked in the report to the I-105 project. Recent developments point out the dangers of relying on such projected improvements in air quality. The federal Environmental Protection Agency has already announced a year's delay in attempting to implement stricter standards which originally were to go into effect this year. The auto industry has been lobbying for lower standards, due to financial difficulties in the industry. It is becoming increasingly likely that the new standards, relied on by the Draft EIS, may never be enacted. 30

As the Draft EIS is now written, the reader lacks any information regarding the true impact of the proposed I-105 freeway on air quality. Further information concerning such impact, assuming no new emission controls and no stricter air quality standards, must be provided to the decisionmakers and to the public. The reader must be able to evaluate the project's impact on air quality apart from any changes due to factors external to the freeway.

Other problems of methodology make the Draft EIS discussion of air quality inadequate. For example, Figures 5-6 31

through 5-9 show projected levels of pollutants without showing current levels of pollutants. This makes it impossible to evaluate the impact of the proposed freeway, since there is no base year for purposes of comparison. Furthermore, the type and scale of graph selected results in "differences between project and no-project too small to show graphically." Another type of graph, with a smaller scale, would have made possible a graphic comparison of the differences. 31

These deficiencies in the air quality discussion make that discussion inadequate. At the very least, the public should have been provided with information as to air quality at the present time and projections based on the project alone, excluding any possible change due to improved auto emission standards. Lacking that type of data, the air quality discussion provides no meaningful basis for decisionmaking.

The base data from which the projected air pollution effects of the proposed freeway were drawn is incomplete and biased. Because the data on which many projections are based is unreliable, the draft discussion of air quality effects is of extremely limited value. For example, the data used as a basis for determining the amount of pollution which will be generated by the proposed freeway consisted basically of two variables; the amount of vehicle miles traveled (VMT), and the speeds at which those miles will be traveled.

A serious methodological error in the Draft EIS is the reliance on inflated speed figures. A comparison 32

of the freeway speeds anticipated by the Draft EIS with current speeds on Los Angeles area freeways reveals a large discrepancy. The Draft EIS estimates that freeway speeds, including peak hour traffic, will range from 45-55 mph. Page 4-7. No substantiation is offered for these figures. Based on experience with other freeway conditions in the Los Angeles area, these figures appear to be highly inflated. Indeed, in the State Transportation Control Plan, 20-30 mph is cited as the "condition typical of peak hour periods in the direction of heaviest flow on some freeways." Plan, page 87. Clearly, the speed figures used as part of the Draft EIS's data base do not appear to be reliable. 32

This defect raises serious questions regarding any projections based on this suspicious data. The speed calculations are important, since they determine not only the quantity of pollutants generated, but also the type of pollutants generated. Cleaner emissions are said to result from higher traffic speeds. Experience suggests, however, that the traffic performance on the proposed freeway will approximate that of other area freeways: stop and go during peak hours, with corresponding increases in CO/HC emissions; moderate steady traffic at other times, with increases in NOx. In short, the worst of both worlds.

The data regarding VMT relied on in the Draft EIS is drawn from an analysis of traffic conditions taken in 1967 by the Los Angeles Regional Traffic Study (LARTS). The 33

projections are based on the 1970 population forecasts for the Los Angeles metropolitan area for the year 1990 (SCAG-Appl, Ex 6d). In January of 1974, these projections were reduced by over one million people. Page 4-2. Despite the likelihood of a resultant drop on projected VMT, no new traffic analysis was prepared. The effects of such a reduction in projected VMT on air quality projections must therefore be left to the imagination. 33

The test area chosen for air quality macroanalysis does not reflect the area affected by the projected freeway. The area selected by the Draft EIS for macroscale analysis does not include all areas which may be affected by pollution generated in the Los Angeles Air Basin. Since the Draft EIS studies the wrong region, the reader is unable to understand the true impact of the project on regional air quality.

The macroanalysis is based on a region bounded to the south and northeast by the Santa Ana and San Gabriel Mountains, and to the northwest by the complex of mountains running from the Western Santa Monica Mountains to Simi Hills to the Santa Susana Mountains (defined by the Draft EIS as Los Angeles Air Basin -- LAAB). Page 5-4. The selection of this basin in preference to the South Coast Air Basin (SCAB) established by the California Air Resources Board, or the air basin defined by the Los Angeles Air Pollution Control District (LAPCD) results in the conclusion that the project will cause no detrimental effect on air quality. Although 34

the LAAB may be a sufficient area for testing pollutants generated by the project, it does not suffice to identify the possible regional impact of those pollutants. Due to the migratory wind patterns characteristic of Southern California meteorology, areas far beyond the LAAB are affected by pollution generated in the LAAB. Therefore, the air quality portion of the Draft EIS is inadequate in its discussion of the air quality impact in the region affected by Los Angeles basin pollution. 34

In summary, the Draft EIS's discussion of the impact of the project on air quality suffers from fatal omissions, unwarranted assumptions, faulty methodology and erroneous data. These weaknesses render the analysis virtually meaningless as a basis for intelligent decision-making.

CONCLUSION

As stated at the beginning of these comments, plaintiffs' review and analysis of the Draft EIS is in its preliminary stages. Plaintiffs have begun a detailed analysis of the Draft EIS with the aid and assistance of experts in various substantive disciplines. Plaintiffs' preliminary review has uncovered serious deficiencies, in addition to those discussed above, in the areas of noise pollution, housing, the impact of the project on energy consumption and the economics of the project. Plaintiffs intend to continue to comment throughout the period before

the Draft EIS [illegible] final. For all the reasons stated herein, and for the reasons which plaintiffs' further review and analysis may bring out, plaintiffs submit that the Draft EIS is legally inadequate, and does not comply with NEPA, CEQA or the District Court's order in Keith v. Volpe.

DATED: March 12, 1975

Respectfully submitted,

FREDRIC P. SUTHERLAND
BRENT N. RUSHFORTH

By [signature]
Attorneys for Plaintiffs

RESPONSE TO CENTER FOR LAW'S

PRELIMINARY COMMENTS OF MARCH 13, 1975

These responses address the comments provided by the Center for Law in the Public Interest, dated March 13, 1975. The comments were defined as preliminary comments from the Center for Law for Plaintiffs', and that additional comments would follow. No additional comments have been received.

a. Public Law 94-83 dated August 9, 1975 which amended the NEPA to clarify procedures therein with respect to the preparation of EIS, provides that an EIS shall not be deemed legally insufficient solely by reason of being prepared by a State agency or official.

It is emphasized that the FHWA has participated actively in the preparation of the I-105 EIS and has guided the State throughout the preparation period.

1. The reader is referred to Keith v Volpe 352 Fed Supp. 1324, 1339-1340 to draw his own conclusions. Initial public hearings were held between 1963 and 1970, generally preceding enactment of NEPA and CEQA. Regulations governing hearing format were followed. The Court stated as much: ". . . corridor hearings that the defendants held, in short, complied with the statutes and regulations that were in effect at that time." (352 Fed. Supp 1340). As to design hearings it said ". . . the Court is not prepared to say that the hearings were totally inadequate. . ."

2. The appeal centered on retroactivity of NEPA and necessarily included review of the District Court's decision to require an EIS.

3. The statement on page S-4 of the DEIS represented an overall assessment of the effect of the Project upon regional air quality. This assessment was made on the basis of the facts with respect to the three categories of primary emissions studied, i.e., one (NO_x) increased while the other two (HC and CO) decreased. In no case did emissions change more than 1% at the regional level.

This Final EIS has been revised slightly. Results of refinements in the air quality analysis which now considers a lowered population forecast, a reduction of projected regional travel, implementation of the Transportation Control Plan and reductions in the scale of the Project (ten to eight lanes), indicates no discernible overall change in overall air quality. This conclusion is predicated on:

a. A slight (1.5%) reduction in CO.
b. A slight (2.4%) increase in NO_x.
c. No change in HC.

4. The DEIS pointed out the reason for presenting a range of costs, related to a busway on page 1-7 and 1-15. It is correct that the figure of $379 million on page 1-15 is in error. It should have been $304 million.

The difference between median busway and exclusive busway costs is explained as follows: Figures given for the median busway represent the marginal increase in cost to the overall freeway-transitway project to provide the additional 34 feet in overall width of the project necessary to include a busway. The $16 million represented the cost of providng room for transit. As stated on page 8-2 of the DEIS, the $55 million was for constructing the actual busway.

In the case of the exclusive busway, overall right of way needs are approximately 180 feet. The additional width is required for slopes and collateral faciliteies such as frontage roads, cul-de-sacs, etc. The original $198 million overall cost, then, is for the entire 180-foot section, including the actual busway. Page 8-3 of the DEIS defined and showed these costs.

The FEIS includes the same approach and information; however, has been updated to reflect the latest concept and costs.

5. While it might seem that the cost estimates of $502 million (April, 1972) and $524 (DEIS, December 1974 - without busway) should reflect almost 3 years of inflation, such is not the case. First, the estimate included in the DEIS was based on cost data from contracts bid in 1973, so inflation effects are for a shorter time period, about 1 to 1-1/2 years. Secondly, work proposed on the Route 405 Freeway for operational purposes originally was to have been included with the I-105 work; but because of the 105 EIS and delay was eliminated from the project.

In this Final EIS, costs have been updated to reflect an increase due to inflation and reductions due to a lowering in the scope of the Project (ten lanes to eight). In addition, the degree of uncertainty as to whether the transitway will in fact be implemented has been reduced. The question today seems to be not whether, but when and what type, i.e., bus or rail.

6. In numerous sections of the DEIS, it was stated that the project would include provisions for ramp metering, thereby providing regulated traffic flow and peak hour speeds of 45-55 m.p.h. See page 1-17, 3-11 in addition to the statements referred to on pages 4-7, 4-8.

Further, the regional Transportation Control Plan also incorporates provisions for metering ramp access to the freeway such that a speed range of 45 to 55 miles per hour is maintained suring peak periods. This provision is now being implemented throughout the region. Data indicaes that ramp metering is effective in smoother flow and increased speeds along with a marginal increase in capacity.

7. Traffic volumes given in the DEIS do not reflect a low to high forecast for the entire project. Rather, they represent a reasonable forecast of the volume to be expected at specific points along the route. This information, in the form of peak hour counts, is used by the engineer to determine the number of lanes required at these points, based upon a desired level of service, i.e., operation. In the description of the project on page 3-10 of the DEIS, it was noted that...."Variations to 8 and 12 lanes at some points are provided on the basis of forecast traffic volumes and desired operating characteristics." Projected peak hour volumes are indicated on Exhibits 6a through 6e of Appendix E, Major Design Features of the Project.

8. The uncertainties surrounding the full and complete implementation of the median transitway have already been noted. However, these uncertainties rest with the regional transit authorities, not with Caltrans or FHWA. The position of the latter agencies has been positive and quite clear, and were stated in the DEIS. That is, Caltrans and FHWA will, as a minimum, assume the responsibility for such right of way and construction costs as are necessary to making basic provisions for an eventual median transitway. Moreover, if the busway is implemented, Caltrans and FHWA will then construct (to the limit of their legal authority) needed additional features such as roadways and parking lots; provided, the regional transit authority (probably SCRTD) will maintain and operate the busway, construct passenger stations, and furnish rolling stock (buses). SCRTD has indicated general agreement with the concept of a busway within the I-105 Corridor; however, the uncertainty of future transit operating funds puts SCRTD in an untenable position with regards giving guarantees at this time. Hopefully, this situation will be resolved prior to implementation of the Project so that the additional work can be done concurrently with the freeway.

In general, the assumption has been made throughout the EIS that the median busway will be implemented. This was done in order to fully assess the social and environmental

impacts of the full Project. None-the-less, it was considered quite in order to differentiate the respective responsibilities of the separate agencies involved, in the significant monetary commitment that will be made to public transportation, whether the median busway is implemented or not.

9. In the event a median transitway (bus or rail) is not implemented, the person trips would either: (a) not be made; (b) be made by buses on local streets; (c) be made by motor vehicle; or (d) be made by some combination of the above. If the assumption is made that all these trips were made by motor vehicle, the equivalent amount of VMT is negligible when compared to the regional total. 50,000 (Avg.) Person Trips ÷ 1.2 Occupants/Vehicle x 7 Miles/Trip = 4.2 million VMT (daily). This is compared to 200 million VMT (daily) in the region.

   Moreover, the analysis performed for this EIS already demonstrates that there is negligible effect on regional VMT and energy usage regardless of which corridor alternative is considered. It would make no appreciable difference whether or not the median busway is implemented. See Table 5-10, page 5-26.

10. This document was primarily structured to comply with NEPA as an EIS, oriented to addressing the "need for" the Project. The Court's order of July 7, 1972 (and subsequent memorandum of September 11, 1972) emphasized that the "need for" the Project was to be addressed, particularly towards information to be provided at "Corridor" public hearings. The EIS, then was structured to analyze existing and future conditions within the region and corridor, the transportation alternatives and their ramifications. In other words, the approach began with the "need for" a Project.

    It is recognized that guidelines for complying with CEQA (for an EIR) do use the language regarding objectives of the Project. In order to meet what are somewhat similar requirements for the NEPA and CEQA, a statement of the objectives of the Project is included in the revision of Chapter 1 in this FEIS. See Section 1-2, Need for Project (And Objectives).

11. It is stated in the EIS that a busway is the most likely transit facility based on considerations for service and economy. However, the point is made consistently that this does not preclude rail transit (fixed-guideway), either initially or as a second stage to the busway. The implementation of transit-mode would be based upon many considerations and conditions at the time of the decision.

    A general discussion of a fixed guideway (rail) alternative with respect to conditions which existed at the time of the DEIS and that which exists today, is included in Chapter 3, section under Description of Project - Transitway Element - See pages 3-4 to 3-7.

12. The transit substitution provisions of the 1973 Federal-Aid Highway Act are discussed in the EIS. This exchange provision was considered, but rejected twice by the local agencies, once in November 1973, and further, when considered by SCAG in early 1974. Without local agency and broad public support for an extensive region-wide rail system (defeat of the June 8, 1976 Sunset Coast Proposal) it is not very practical or prudent to suggest a singular rail line in the I-105 Corridor. See DEIS pages 1-31, 8-15 through 18. See FEIS discussion on pages 2-3 and 2-4, and 3-4 to 3-7.

13. Plaintiffs' position on future travel behavior, lifestyle, etc., was based on "(the present) energy crisis, inflation and recession." However, the situation has again changed significantly. It is emphasized that long-range population changes and travel are based on regional decisions regarding growth and transportation and do not swing with highs and lows of current conditions. See Appendix D, Part 2 - Socio-economic Forecasting Assumptions.

    An analysis of BART data was performed by the Consumders Union and reported in its March 1975 issue of Consumer Reports. In summary, patronage is 25 percent under predictions, 54 percent of BART trans-bay riders have switched from commuter bus lines, and about 33 percent have come from autos with one quarter of these formerly in carpools. The remainder of BART passengers were new riders including apparently many shoppers who formerly did their business in East Bay communities and now do it in San Francisco. At the same time, there has been no significant relief from traffic congestion.

14. As stated earlier the EIS addresses the "need for" a Project within the I-105 Corridor. The project proposed is a comprehensive solution to the transportation needs identified and has broad agency and public support. See Section 1.2 Need for Project pages 1-1 through 1-7.

15. As the quote notes, it was recognized that efforts were underway to develop a program to improve air quality. However, there was no way of knowing in December, 1974 (release

of DEIS) when or what the effects of the TCP would be. During this period, a number of public hearings were held for various proposed plans. There was also much local agitation and controversy over the severe economic implications of gas rationing measure included in early EPA proposals.

Since then, a TCP has been adopted and the policies established to improve air quality factored into the regional transportation model. The principle effort of this, insofar as the I-105 corridor is concerned, has been to reduce the basic lane requirements of the Project from ten to eight. Thus, there is still a demonstrated need for the Project.

16. The TCP was adopted in February 1975. This plan, while broadly aimed at a reduction in VMT, does not specifically prohibit construction of transportation facilities themselves, whether that be freeways or street widenings. Rather, it focuses on altering how the existing transportation system is used and operated.

    Given the specific measures adopted in the February 1975 TCP, revised traffic forecasts were made. In the following months, the Project and alternatives were reviewed, revised and tested against both transportation and air quality goals. The conclusion was that neither the Project nor any of the alternatives, including "No Project" would result in any significant overall change--good or bad--in air quality.

    Further, the Project was determined to be consistent with the State Implementation Plan (SIP) to achieve and maintain National Air Quality Standards. The Project incorporates the busway to encourage increased usage of public transportation; and capability for ramp metering which creates the opportunity for high occupancy vehicle preferential treatment. These elements are essential to the SIP strategy.

17. Ordinarily, a freeway in this type urban area can effectively serve a corridor about four miles wide. That being the case, then neither the existing Artesia Freeway (four miles south) or the proposed Slauson Freeway (five miles north) will directly serve the I-105 Corridor. Neither will they directly serve LAX.

    The Route 91 (Artesia) Freeway will in all likelihood be completed to the Harbor Freeway as noted in the comment. However, it is unlikely that construction to the San Diego Freeway would be accomplished. This portion is not adopted, would be extremely expensive, and does not have any substantive community support. As an alternative to I-105, it also contains the ramifications of the "No Project" alternative within the 105 Corridor.

    Similarly, the Route 90 (Slauson) Freeway is not adopted for a major portion of its length, and does not have any substantial community support. In fact, for that portion adopted in Ladera Heghts, legislation has consistently been introduced by local legislators seeking its deletion and removal from the Freeway System. This alternative would also impose the "No Project" impacts on the communities in the 105 Corridor.

    Since the I-105 facility serves a large portion of traffic which has origin or destination within the 105 Corridor, neither modifying existing freeways nor the above routes would provide service for this corridor.

18. The statement in the DEIS with respect to alternative alignments within the I-105 Corridor is based on data developed during preparation of the DEIS. Twenty previously considered alternative alignment combinations (DEIS Fig. 3-1 and 3-2) were reviewed, updated and assessed for social and environmental impact. These were discussed in Chapter 3 of the DEIS and the results were tabulated in Exhibit 11 of the DEIS.

19. This combination was presented as the Project alternative, see DEIS pages S-7, 1-1, 1-17 (and answer to Comment 2). The only qualifications were related to decisions and commitments by the statutorily-responsible agencies, i.e., SCRTD and SCAG.

    Where cost figures were segregated, it was done where differences were significant or for clarification. For example, the cost of that decision. Similarly, patronage is presented separately. On the other hand, air quality, nose, energy differences were so minute as to be insignificant.

20. The ten land freeway-transitway alternative discussed in the Draft EIS was predicated on the latest traffic forecasts available at the time. Given the current lower forecasts, eight lanes is now adequate. The Proposed Project, an eight lane freeway-transitway, conforms to both vehicular and transit needs as projected to the year 2000, the specified design target year, and the regional Transportation Control Plan (TCP).

    Each of the alternatives considered was sized to meet the full transportation objective. From the transportation standpoint, some are inherently better than others. Within each of these there are, of course, many partial solutions. It is impractical to analyze even a few without clear guidelines to set limits.

In December 1974, State Business and Transportation Secretary Donald Burns did, in fact, publicly suggest the possibility of constructing a four-lane roadway-transitway considering the Administration's views on transportation and the environment. However, in January 1975, local officials reacted by reaffirming their support for the full eight-land project. In view of this strong, nearly unanimous local support, it seemed apparent a reduced four-lane facility could not be considered a viable alternative.

21. The alternative of computerized, interconnected signal system to synchronize traffic flow is discussed in Section 3.6.

22. Previous comments (2 and 18) have discussed implementation of the median transitway. Again, it is not a lack of intent to built it, but a more pragmatic consideration for the timely commitment and availability of required local matching funds. This is the responsibility of the local transit authority, presumably SCRTD, which has expressed support for a transitway in the I-105 Corridor.

23. Although the DEIS estimates a $118 million loss for the "No Project" alternative, (since reduced to $98 million in this FEIS, to reflect recent trends in real estate values) it was pointed out that this is with respect to federal and state highway funds only, and were defined as non-recoverable costs. Rebuilding the corridor was discussed in Sections 7.3 and 8.1 and noted that returning the land to productive uses could provide that short-term tax losses would be at least partially recouped. What the EIS does assert is that all other things being equal, the better the transportation facilities, the potentially greater the economic gain. These gains are relative at best, and since all other things will not be equal, there is no way in which to definitely assess future economic gains associated with each of the alternatives.

24. Each of the alternatives considered, including "No Project" (with almost 3000 parcels cleared of improvements), will involve some inconvenience to the communities and adjacent property owners during construction or redevelopment. These effects were included in Chapter 5 under Construction Impacts (DEIS 5-67 and FEIS page 5-34).

25. The criteria used in the EIS are those usually associated with objective traffic analyses.

Traffic forecasts are based upon growth projections and future social assumptions (car ownership, travel and public transit amongst others) determined by the regional planning agency, SCAG. As was stated in answer (6), the traffic figures given in the EIS are used to determine the minimum number of lanes needed at specific points along the route. They do not refer to a low to high projection of future traffic for the entire project.

Speeds were given in the EIS for each of the separate alternatives. These speeds are a considered evaluation on the part of traffic experts consistent with experience on various facilities.

As noted in answer (6), speeds given for the freeway are predicated upon future expectations of traffic management techniques now being instituted under the regional Short Range Transportation Plan. The measures incorporated into this plan are discussed in Appendix D - Part 1 - LARTS Transportation Model and Travel Demand Evaluation. They include expanded use of buses and car pools operating on exclusive or preferential lanes, ramp metering to control access to the system and other measures designed to improve traffic flow. One objective of this program is to maintain this speed range at all times on the freeway system. Results of pilot installations to date indicate the objective is achievable.

26. As stated earlier to answer (13), the assumptions (auto ownership, etc.) that go into the traffic forecasting model are predetermined by SCAG, on the basis of its considered view of the future.

With regard to energy use and conservation, the analysis performed for this EIS established that there is a negligible difference between alternatives. The analysis points out that from a broad standpoint, given our tremendous dependence nationally on roads and motor vehicles, the most effective way to deal with this problem is through technological improvements and changes in motor vehicles themselves.

27. The air quality report for the DEIS was thoroughly reviewed by experts in the firle of air pollution: ARB, LAAPCD, Dr. Alan Eschenroeder of Environmental Research and Technology and Dr. L. O. Myrup, professor of Meteorology at the University of California at Davis. The ARB states that, "The information is quite extensive and the analysis sufficiently detailed within technological capabilities." In

all cases, these experts have stated that the air quality analysis was adequate. The analysis has been updated for this FEIS, incorporating the redefined project as well as the latest "state-of-the-art" methods.

28. The discussion of particulate matter was included in the DEIS within the state of the art. There are no reliable prediction methogs or accurate measuring techniques. Particulates were measured in the corridor from February 23, 1973, to October 29, 1974. Comparison of these measurements with data gathered at LAAPCD Station 76 indicated virtually no correlation or trend. The study was therefore abandoned. The EPA maintains that it may be several years before a validated model for predicting particulates near a highway is developed.

With regard to the statement, "....independent research should have been conducted to evaluate emissions....", this responsibility falls with agencies charged with control of the environment such as EPA and ARB, not those public and private organizations who prepare environmental documents. A project EIS is to provide an evaluation of impacts using the latest technological data and methods.

There is, of course, a continuous program of air research being done under Federal, State and local sponsorship at laboratories throughout the country. The "Davis" report is just one of these. This report, finalized since release of the draft EIS, confirmed and measured lead particulates in the vicinity of freeways. This is an important finding, but should not be taken out of context of the Davis report. The researchers, although they did not specifically measure them, concluded that particulates may be in even greater concentration adjacent to major arterial streets and highways. (This was included in the DEIS information on page 5-3.)

The source of this lead is gasoline. It is added to reduce production costs otherwise required to control pre-ignition in higher compression engines. The use of lead in gasoline is already being phases out in response to the recognized health hazard.

29. Photochemical impact was analyzed with the latest tools available. The ARB states that the photochemical analysis "....represents a significant advance in the development of environmental impact reports...."

Present (state of the art) methods are of questionable reliability and are applicable to the macroscale only. Because of the uncertainties, it was emphasized that the absolute values for the photochemical pollutants determined by both the "linear rollback" and DIFKIN methods should not be considered. However, the relative values are meaningful in comparing the project with the "No Project" case. Comparison indicated that the estimated differences in O_3 and NO_2 concentrations would be negligible.

Analysis of photochemical pollutants in the microscale is complicated by the reactivity of the primary pollutants from mobile, stationary, and natural sources. Both the primary pollutants and their photochemical products can be measured but, excpet for CO, their sources cannot be accurately determined. Without being able to separate the local highways' share of a measurement from that contributed by nature, the rest of the local street system and the stationary sources in the general area, quantification of impact is impossible.

30. While the basic air quality analysis was made within the framework of laws in effect at the time, the study, Delayed Compliance with Emission Standards, on pages 229-302 of the AQR is devoted to impact from relaxation of motor vehicle standards. The study concludes that a one year delay in meeting present emission standards should not cause Ambient Air Quality Standards (For CO) to be exceeded with or without the freeway in 1980. If there are further delays, however, the standards will be exceeded in the corridor in 1980, regardless of the options.

The Air Quality Study for I-105 did not link stricter air quality standards and auto emission controls, and commensurate improvements with I-105. The point was made that air quality improvements would occur for the above reasons regardless of alternatives in this corridor.

31. As noted above, regional air quality will improve significantly by 1980, regardless of whether the Project is implemented or not. Since the earliest date by which the project could be completed is about 1983, current levels of pollutants are not relevant to an air quality analysis of the Project.

In order to show vehicular pollutants generated in the macroscale, Figures 5-6 through 5-8, the scale requirement is so small tht it precludes also showing the small differences between options. The next Figure, 5-9, does show what is suggested, i.e., differences between the Project and No Project. This is also included in Table 5-2.

32. This question of speeds for the Project was addressed in answer (25).

The reference in the Transportation Control Plan as to freeway speeds is to "existing" conditions. The Plan itself includes traffic management measures to achieve peak hour speeds of 45-55 MPH on the freeway system. The air quality analysis was performed given that the objectives of the Transportation Control Plan will be met.

33. The DEIS did address the effects of population forecasts on travel in the corridor. See page 4-3. Also, the description of the LARTS forecasts techniques (Appendix C, 6) specifically addressed this variation in population.

For the Final EIS, both the traffic projections and the air quality analysis have been revised to conform to and to reflect recent revisions in regional population as well as the aforesaid Transportation Control Plan.

34. To include all the areas which may be affected by pollution generated in the Los Angeles Air Basin, would be meaningless because surface winds and winds aloft can carry pollutants far beyond the limits of even far larger basins.

The Los Angeles Air Basin was chosen for macroscale analysis because it includes the entire area in which changes in traffic patterns resulting from the project would occur. Furthermore, because of its natural boundaries the Basin includes the area over which most atmospheric mixing of air pollutants generated in the microscale region takes place.

The impact of the project on a regional basis is made by comaring emissions of primary pollutants in the Basin and levels of secondary pollutants for the project to the "No Project" case. Comparing emissions from any larger area would merely make the differences appear smaller.

COMMUNITY PLANS, INC. Westchester - Playa del Rey
Post Office Box 90032 - Los Angeles, California 90009 - Telephone (213) 670-2224

25 February 1975

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, CA 90051

Attention Mr. C. J. O'Connell

Subject: Draft Environmental Impact Statement for the I-105 El Segundo-Norwalk Freeway.

Gentlemen:

The Board of Directors of Community Plans Incorporated (CPI) has asked me to forward to you our comments on the subject DEIS. CPI is an organization of residents and business people, of the Westchester/Playa del Rey area of the city of Los Angeles, devoted to insuring the future development of our community within the guidelines of the recently adopted Westchester/Playa del Rey District Plan. Although the I-105 Freeway would not pass through Westchester, it will border our area of interest and, if implemented, it will have a major impact on the traffic patterns within our community by diverting away from Century and Sepulveda Boulevards and other surface streets a significant amount of airport related traffic as well as other traffic with non-community destinations. Consequently Community Plans has gone on record as favoring the implementation of the I-105 freeway on the earliest possible schedule as its impact on the Westchester/Playa del Rey Community can only be favorable.

In addition to favoring the project we have the following comments on the DEIS.

1-75

1. The DEIS appears to be a very comprehensive and thorough analysis of the project and its various impacts; and all reasonable alternatives are assessed completely and fairly.

2. We urge approval of the project as now envisioned, i.e., a multi-modal 10-lane freeway with median strip reserved for public mass transit. It should be constructed along the previously approved corridor modified to include the Hawthorne alignment variation.

3. The Hawthorne alignment variation should be incorporated into the project because:

   a. It will prevent bisecting the city of Hawthorne and increase chances of that city's approval of the project and

   b. It will result in acquisition of certain relatively noise impacted properties under or near the approach path to the south runways of LAX, thus allowing those residents to relocate to a more quiet neighborhood.

4. We find the DEIS assessment of energy use to be questionable and apparently based on the assumption that a considerably larger number of vehicle trips will occur with the project than with the "no project" alternative since freeway driving is obviously much more fuel efficient than the stop and go driving conditions existing on surface streets. The energy use impact should also be stated in terms of fuel saving per vehicle trip; both private cars and public transit buses. With the expected continuing escalation of fuel cost, this becomes a more important factor to the individual traveler than the effect on the gross consumption of the whole region. We recommend that this viewpoint be discussed in the final report.

In summary we favor early implementation of the I-105 freeway because it will improve traffic patterns throughout the corridor, especially in the vicinity of LAX; it will help meet the needs of the region with a public mass transit corridor; and will provide more efficient and economical transportation choices as compared to any of the alternatives discussed in the DEIS. CPI will look forward to participating in one of the public hearings to be held soon on this project.

Very truly yours,

Normand E. Morgan

Normand E. Morgan, President
Community Plans, Inc.

RESPONSE TO COMMUNITY PLANS, INC. COMMENTS OF FEBRUARY 25, 1975

Comment number 4 is the only one which requires a response.

The assessment of energy use was revised for this FEIS using the same basic trip data as used in the DEIS. One of the parameters deals with fuel use for different trip conditions such as traveling at different speeds, and stop-and-go conditions, on local streets or freeways. The figures confirm that travel on a freeway is more fuel efficient than travel on local streets for the same length of trip. However, the full range of trips must be considered.

When a freeway is added to the transportation system, some of the trips are changed. Consider two cases. In one case, the attractiveness of a new, nearby freeway results in a longer trip, but a time savings, even though the origin and destination remain the same. In the other case, the availability of the more efficient freeway might lead the motorist to seek employment (or a more attractive shopping center) further away. In either case, there may or may not be a net savings in fuel.

The analysis, therefore, is not performed on the individual trip basis, but aggregates all of the trips in the region, and results in a net fuel consumption change in the region.

SIERRA CLUB — ANGELES CHAPTER
2410 WEST BEVERLY BLVD. LOS ANGELES, CALIFORNIA 90057
Phone (213) 387-6482

Sierra Club Response

to the

DRAFT ENVIRONMENTAL IMPACT STATEMENT

for the

Proposed Routes I and I-105

(El Segundo-Norwalk) Freeway

Prepared by

Angeles Chapter, Sierra Club

February 23, 1975.

INTRODUCTION

THE SIERRA CLUB

The Sierra Club is a national environmental organization whose stated corporate purpose is "to protect and conserve the natural resources of the Sierra Nevada, the United States, and the World, to undertake and publish scientific and educational studies concerning all aspects of man's environment and the natural ecosystems of the World, and to educate the people of the United States and the World to the need to preserve and restore the quality of that environment and the integrity of those ecosystems."

Founded in 1892, the Club's membership now numbers nearly 150,000 people who are committed to maintaining the health and productivity of the environment. It is most important to recognize that these members stand not in blind opposition to progress but in opposition to blind progress.

THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)

The EIS omits many significant issues, fails to give accurate treatment to others, and generally is biased in support of the I-105 Freeway project even if the facts suggest other alternatives would be better.

The Sierra Club believes that this EIS should not be accepted as adequate or impartial. We urge that the deficiencies and inaccuracies be corrected and that a careful examination and evaluation of a rail transit alternative be made. The EIS in its present form is not an adequate basis for decision making.

ORGANIZATION OF SIERRA CLUB RESPONSE

The Sierra Club response to the EIS is devided into the following sections:

* Transportation
* Energy
* Air Quality
* Access to Los Angeles International Airport
* Social
* Noise
* Land Use

Each of these sections develops a detailed critique of a portion of the EIS.

TRANSPORTATION

The EIS does not show the need for the I-105 freeway as an integral part of the Interstate Highway System. Although planning for the Century Freeway began in 1958, the route was not made part of the Interstate System until 1968. The EIS does not state what changed conditions caused it to be added. A glance at the California Department of Transportation (CALTRANS) District 7 Highway Map (Figure 2-1) shows that the motorist traveling east on the I-105 will have to jog south on the I-605 to the Riverside Freeway or north on the I-605 to the Pomona Freeway in order to continue east. The motorist could make the jog earlier and use the Route 10 (Santa Monica-Pomona) or the Route 91 (Artesia-Riverside) corridor for the entire trip. The I-105 will not provide an alternate route to these existing freeways for the motorist who wants to continue east of the I-605.

Figures 1-1 and 1-2 show substantial mileage to be widened on the San Diego, Harbor, Long Beach, and San Gabriel Freeways if the I-105 project is constructed, but the EIS says little about the impacts of widening these north-south routes. In particular, the traffic impact of the I-105 freeway on intersecting north-south freeways is not adequately evaluated. The EIS states that the I-105 Freeway would increase traffic on these north-south freeways (p.4-23), but, Figure 4-3 shows that the San Diego and Harbor Freeways are already overloaded for considerable distances beyond the planned widenings.

The cost of maintaining the I-105 project are not given. These are necessary for the public to be able to evaluate the long-term impacts of the project and its alternatives. Since higher fuel prices may produce a drop in gasoline tax revenues, the cost of maintenance is of major importance.

There is a fallacy in this EIS (and most CALTRANS planning) that comes from planning transportation in corridors. People and goods do not always move in long, straight lines. Many communities would be better serviced by circular transportation facilities. Los Angeles International Airport is a major traffic generator within the I-105 corridor, but the corridor can only serve a small part of the airport's transportation needs. For people and goods coming to the airport from the north or south, the I-105 corridor will be useless. The demand for transportation service to the airport is dispersed throughout the Los Angeles area. Proper transportation planning for such a major destination has to involve methods of moving people into corridors that do go to the airport. Transporation planning has to consider local circulation into and between corridors, and this planning has to include service for those who do

not have cars.

Chapter 3 on alternatives spends most of its pages discussing the I-105 project (a 10-lane freeway with right-of-way for an eventual busway). A rail transit alternative is dismissed on the basis that it would not be possible to get the 15,000 one-way peak ridership "generally accepted to warrant development of fixed-rail type mass transit" (p.1-9). The EIS expects 30,000 daily riders by 1990 on the busway with the freeway (p.1-17), and 45,000 without the freeway p.1-30). However, the EIS does not consider the potential of an active program of incentives and disincentives aimed at encouraging transit as a replacement for the automobile. They assume continued use of the automobile (p.4-3), even though the Transportation Control Plan (also prepared by CALTRANS) supports a policy of a 20 percent reduction in vehicle miles traveled, (VMT) (p.4-23). Fuel costs and potential fuel shortages would also appear to make rail transit a more feasible possibility in 1975 than it appeared during the 1967 Los Angeles Regional Transportation Study, or the 1973 Voorhees Study on which the EIS traffic and modal projections are based. This failure to include a rail alternative is a major defect of the EIS. 6

The EIS states that the movement of goods is not permitted on transit facilities (p.7-15), but it does not explain further. If by transit, only buses are meant, this is probably true. However, a rail transit alternative could offer the opportunity for freight transport. 7

Another difficulty with the alternatives considered in the EIS is their lack of flexibility. The street improvement alternatives has two variations ---arterial widening or grade separation. Each of these variations is treated as a package involving Imperial Highway and Manchester, Rosecrans, and Alondra, Boulevards. There is no evaluation of the possiblity of local street improvements involving only one or several (but not all) of these arterial highways. 8 9

Cost comparisons seem slanted toward the freeway alternative. The EIS claims that deletion of I-105 from the Interstate System would transfer the cost of the project as of 1972. On the contrary, the cost at the time of deletion would be used as a basis for alternative transit funds. In evaluating the freeway and its alternatives, the costs to be considered should not be the costs already spent, but those yet to be expended where there are still options from which to choose. The adverse effect on the Statewide Highway System would not be as costly as construction of the I-105 Freeway. 10 11 12

The EIS ignores the fact that the I-105 Freeway will encourage auto and truck traffic by expanding the freeway system and thereby making the freeway system more convenient. The EIS mentions that there will be a 50 percent increase in bus ridership if the busway is built without the freeway (p.1-30). A footnote attributes this increase to a greater shift to public transit if the freeway is not constructed (p.1-30). Later, the EIS suggests that the increase in bus ridership could go as high as 67 percent without the freeway (p.4-9). This information is not prominent in the EIS and did not seem to influence the final conclusions. This is a critical projection, however; it suggests that, in order to replace some auto travel with transit, it will be necessary to encourage transit at the expense of highway convenience. The proper function for an EIS is to put this information in prominent public view for decision-making purposes. 13

ENERGY

The section of the I-105 EIS on the energy impact of the freeway contains numerous errors, does not provide a complete discussion of major alternatives,

and reaches conclusions that are not supported by the facts of the situation.

The errors identified in the analysis relate to the historic values used for VMT and the apparent growth rates used for projecting future travel demand. The following inconsistencies were identified in the data base:

1. 1967 VMT. The EIS quotes a figure of 87.5 million VMT per day in the SCAG region, which is, in all important respects, virtually identical to the area encompassed in the 1967 Los Angeles Regional Transportation Study (LARTS). The LARTS 1967 origin and destination survey, which is referenced as the source of the data, shows an unadjusted travel rate of 101.7 million VMT per weekday. Adjustments based on screenline data from the same survey all tend to increase the unadjusted values for VMT. 14

2. Annual Growth Rate in VMT from 1967 to 1974. It is apparent that the actual period of calculation for state VMT growth was from 1967 to 1973, not 1974. More important, the 6 percent figure is extremely high. Gasoline tax revenue data from the California State Controller's Office for the period 1968 to 1972 indicate an annual increase in gasoline sales of less than 4 percent. Simultaneously, the national average gas mileage attained by passenger vehicles was declining by almost 0.5 percent per year. The net growth rate in VMT for the period was, therefore, probably in the range of 3 to 3.5 percent. The Los Angeles area population has been declining in the period 1970 through 1973, and the area has been in an economic decline since 1969. The high growth rate in VMT claimed in the EIS is, therefore, not supported by any of the available data. 15

3. VMT Projections 1974-2000. The projected VMT figures for 1974 and 2000 indicate an annual growth rate of about 1.6 percent. While this is apparently not an excessive growth rate, it does not match the latest Environmental Protection Agency projections for the region, which are approximately 0.9 percent. The difference, when carried over a 25 year period, results in a substantial gross difference, in the projected travel as of the year 2000. This difference brings into question the validity of the projected congestion levels on surface streets. The question is even more important in light of the fact that specific growth projections for the I-105 corridor used in the EIS are consistent with the old SCAG 90 (D-150) growth projection for the region. That growth projection was superseded in January 1974 by a much lower projection (the D/E 2a "County Preferred" projection), which is now recognized as almost certainly too high. The latest population figures for communities in the I-105 corridor indicate an absolute decline of 3 percent from April 1970 to January 1974. These factors relate directly to both the need for the I-105 Freeway and the need for 10 lanes of freeway, if a freeway is built. 16

The stated figures were checked with Mr. J.E. Bennett, a senior member of the LARTS staff. Mr. Bennett stated at that time that he could not support the VMT values stated in the EIS. After further investigation, he indicated that the 1967 figure represented 65 percent of the LARTS region and were meant to relate to the Los Angeles air basin. He further disagreed with the 6 percent growth rate figure for the LARTS region. 17

The analysis in the EIS of growth in VMT and energy demand induced by the I-105 Freeway and alternatives is questionable in several respects. The first of these is the manner in which the data are presented. The EIS attempts to show that the additional VMT and fuel demand induced by construction of the I-105 Freeway will be negligible. If the I-105 Freeway were the only piece 18

of freeway under consideration, the claim of only 0.2 percent increase in fuel demand might be acceptable. I-105 is, however, just one of at least five additional freeway segments planned for the South Coast Air Basin. Each of those segments, if built, will have an impact on VMT and fuel demand for the region. Accordingly, each must either be assessed on the basis of its zone of influence or be evaluated in the context of the total planned highway construction for the region. Roughly one driver trip in seven for the LARTS area originates or terminates in the I-105 corridor. If this ratio is used as an approximate multiplier to determine the actual impact of the I-105 Freeway, we arrive at the conclusion that there will be a 5 percent increase in VMT and an increase greater than 1 percent in fuel demand relative to the "no project" alternative. There is, however, one additional fact that must be recognized relative to the VMT and fuel demand quoted in the EIS. The project values for VMT and fuel consumption assume the existence of the busway, but, since the project to which the EIS relates apparently guarantees only the provision of space for the busway, no guarantee is made that a busway will be built or that it will be incorporated into the route structure of the Southern California Rapid Transit District. If we examine the impact of the busway only alternative on VMT and fuel consumption, and add this factor to the "project" values to obtain the effect of the freeway alone, we find that construction of I-105 will induce an 11 percent increase in VMT and a 9 percent increase in fuel demand in the corridor of influence. This impact is clearly not negligible.

18

19

One other calculation was made to investigate the relative impact of another alternative to the I-105 Freeway---a combination of grade separation on east-west arterials and construction of a busway. The combination of those two improvements yielded reductions of over 6 percent in VMT and 17.5 percent in fuel demand. Relative to the freeway only figures, the range is 17 percent in VMT, and 26.5 percent in fuel demand. Thus, from an energy standpoint, there are distinctly better ways to structure future transportation patterns in the EL Segundo-Norwalk corridor than construction of the proposed I-105 Freeway.

20

20

Finally, the EIS makes the point that probable future improvements in the fuel economy of automobiles will more than offset the increase in fuel demand induced by construction of I-105, but this arguement is entirely spurious. The putative improvements in fuel economy are totally unrelated to the proposed freeway; the attempt to use that projected improvement as a defense for an obviously fuel-intensive project borders on the unethical.

21

AIR QUALITY

The analysis of the air quality impact of the I-105 Freeway covers the years 1957 to 2000. The period prior to 1974 was used to establish a meteorological and air quality data base. The future years, 1980 through 2000, represent the period of prediction.

The Air Quality Report (June 1974) concludes, in part, that the impact of the I-105 Freeway on the air quality of the Los Angeles Air Basin will be beneficial with respect to carbon dioxide (CO) and ozone (O_3), but detrimental with respect to oxides of nitrogen (NOx) concentrations. The EIS also claims "The improvement in the mode of travel rendered locally is reflected in a 1 ppm drop in ambient CO level." (These and all other air quality estimates are based upon the assumption that vehicle standards mandated by the Clean Air Act of 1970 will be met. No discussion is included of the impact of relaxing these atandards as is currently proposed in efforts to ease the energy shortage.) 22

The Air Quality Report, also makes the following generalized statement:

"The improvement in mode of travel without a countering generation of traffic is reflected in the lack of growth inducement by the freeway project. Its urban alignment with extremities well within densely metropolitan areas leaves little undeveloped land for growth" (page 19). This statement is based on two highly controversial premises: (1) that the generation of traffic would be a function of growth within the transportation corridor, as such growth is influenced by the proposed freeway; and (2) that the freeway will not induce growth simply because it is to be built in a heavily urbanized area. However, past experience has shown that the addition of a freeway section generates traffic derived from the whole freeway network and that successive enlargements of the network generate greater overall automotive vehicular usage, at the same time discouraging the development of alternate methods of transportation. Experience has also shown that the freeway is likely to intensify development in and adjacent to the I-105 corridor (EIS, p. 7-8) with a consequent increase in vehicular useage in the corridor. 23

The Air Quality Report, however, admits that three adverse effects on air quality cannot be avoided if the freeway is constructed. These are: (1) the generation of dust and other particulates as a result of construction operation; (2) the concentration of automotive emissions along a roadway through an area formerly characterized by little traffic; and (3) the increase in NOx attributable to the operation of internal combustion engines at closer to optimum efficiency on a freeway than on surface streets.

Finally, the Air Quality Report states that the consistency of the proposed I-105 Freeway with state implementation plan(s) for achieving and maintaining federal ambient air quality standards is based upon the project's relative ability to support plan strategies. The basic strategy calls for reduction of the VMT in the South Coast Air Basin. In this regard, it is claimed that reduction of VMT at the cost of freeway construction in the I-105 corridor is counterproductive to improving air quality. In this context, the Air Quality Report states that future motor vehicle operations on the existing streets and highways (for the no-project alternative) may slightly reduce South Coast Air Basin VMT, but will lead to congestion and higher pollutant emissions. 23

The Air Quality Report states that, "There is also lacking approved methods for reliable quantification of the secondary pollutants, primarily nitrogen dioxide and oxidants. Oxidants result from the photochemical

reaction between oxygen, NOx, HC and sunlight. Formation is dependent upon the variables of the ambient temperature, ultraviolet radiation, the relative concentrations of reactive pollutants in the atmosphere and the time required for this reaction to take place. Several photochemical modeling approaches are under evaluation by the U.S. Environmental Protection Agency ....Application of these for analysis of transportation projects in the same area by the California Department of Transportation is also under evaluation" (p.4).

Despite this statement, the California Department of Transportation also prepared a supplemental Air Quality Report on photochemical smog (August 1974). However, it is somewhat problematical as to why the Supplemental Air Quality Report was made. As the Supplemental Report states: "The method featured in this report employes and air quality simulation model called DIFKIN developed at General Research Corporation under the sponsorship of the EPA. This and two other photochemical modeling approaches (Pacific Environmental Services and Systems Applications, Inc.) all calibrated in the Los Angeles area are under evaluation by both the EPA and California Department of Transportation" (p.1).

The conclusion derived from application of the still experimental DIFKIN model, as stated in the Supplemental Report is that "The analysis indicates that the Oz concentrations slighly favor a no build decision...In both cases, the differences are quite small" (p.17).

The supplemental report also contains an analysis of the influence of I-105 Freeway on oxidant levels (through reactive hydrocarbons only) in 1980, as determined from a rollback analysis. The results indicate that the build option will yield smaller quantities of reactive hydrocarbons than the no build option and the difference (less than 1 percent of total reactive hydrocarbons) will have virtually no effect on the projected ambient oxidant level (.12 ppm) in the South Coast Air Basin.

Overall, the EIS indicates that the air quality impact of the I-105 project will be minimal. However, this judgement is based upon the unreasonably small estimate of VMT increase attributed to the project in the EIS. If the VMT reduction that may result from the possible funding, construction, and operation of a busway is factored out of the I-105 project, the freeway alone will stimulate a larger increase in VMT than is acknowledged in the EIS. (These estimates are discussed in detail in the section on Energy, above). 24

If the I-105 Freeway is built without the busway, it is reasonable to expect that the freeway will produce a more serious degradation in air quality than was identified in the EIS. Furthermore, the EIS treats the I-105 Freeway as if it were the only new freeway being planned for the Los Angeles Air Basin. However, the I-105 Freeway is only one of at least five additional freeways (or major freeway links) being considered at present. If constructed, each of these freeways (or freeway links) would have an impact on the air quality of the Los Angeles Air Basin. Consequently, the air quality impact of the I-105 project should have been evaluated in the context of the overall freeway development program for the area. In failing to perform this overall evaluation, the I-105 EIS has deprived decision makers of essential information. 25

ACCESS TO LOS ANGELES INTERNATIONAL AIRPORT

The I-105 EIS does not include a consolidated discussion of access to Los Angeles International Airport. The EIS states in several places, however, that for the airport to serve its expected future level of passengers (40-million annual passengers), access improvements are required. The Los Angeles Department of Airports has assumed that construction of I-105 Freeway will contribute heavily to these improvements. The EIS, nevertheless, does not present data that indicates how much of the traffic to Los Angeles International Airport would use the freeway (or busway), or what percentage of the freeway (or busway), traffic would be destined for the airport. 26

I-105 Freeway would appear to offer little improvement in terms of access for northern Orange County. The Artesia Freeway already serves most of these areas adequately. I-105 Freeway may improve airport access times from portions of the Los Angeles central business district and the San Gabriel Valley by providing a freeway connection to existing north-south routes (Harbor Freeway, Long Beach Freeway, I-605). Any such access improvements are likely to be very limited, however, since traffic congestion in the passenger terminal area is the major access problem at Los Angeles International Airport at the present time. It is difficult, therefore, to understand how the additional autos that would be dumped onto the World Way Loop via the I-105 and the proposed Imperial tunnel could improve matters. 27

Traffic congestion could be better relieved through provision of parking away from the central passenger terminal, preferably where direct connections to the San Diego Freeway can be developed. Passengers would then be transported to the central terminal via an automated fixed-guidance system. A system of this type is being planned to connect to a new parking facility on the north side of the airport (near Sepulveda Boulevard and 96th Street), but no serious consideration is now being given to having a similar link to another parking facility near where the I-105 would intersect the San Diego Freeway.

Ideally, these remote terminals can be moved even farther from the airport to areas of the city where high concentrations of passenger origins and destinations occur. Special airport buses sharing exclusive bus lanes on existing freeways (or, alternately other mass transit systems) could transport passengers from these distant remote terminals directly to the central passenger terminal at the airport. A prototype of such a remote air terminal is now being planned for the Van Nuys area. A busway in the I-105 corridor could provide a similar connection to Los Angeles International Airport from areas east of the airport.

The future major cargo terminal at Los Angeles International Airport is planned for near the southeast corner of the airport along Imperial Highway. Two of the major reasons for selecting this location are access related: (1) it would remove much of the truck traffic from Century Boulevard, thus relieving some of the traffic congestion on it; and (2) the I-105 Freeway would provide a direct access to this new terminal location. Trucks may constitute a significant percentage of the vehicles traveling to and from the airport. However, the EIS does not contain any origin and destination data on the air cargo truck traffic at the airport. The Los Angeles Department of Airports has been asked by the Los Angeles City Council to study this and other aspects of cargo shipment at the airport and expects to begin this important effort sometime this year. 27

In general, while the I-105 Freeway, as proposed, is capable of improving access to Los Angeles Airport if connections at the western end of the route

are properly planned, the EIS has not demonstrated that such improvements actually would occur or that the freeway is even a very cost-effective solution to airport access compared to other complementary or alternative access systems. 27

SOCIAL

The social impacts of this project are of great concern to the Sierra Club. Good planning must concern itself with the urban environment that most people live in, as well as the natural environment that provides water, food, timber, minerals, and other essentials of our life support system. Unfortunately, this EIS does not deal with some of the major social and economic impacts of the I-105 project.

There is no discussion of how this project will effect automobile use or the social and economic equity or inequity of planning for and thereby encouraging use of the automobile. The EIS contains no discussion of the costs of automobile ownership, but the SCAG Preliminary Regional Transportation Plan (January 1975) states that "Transportation comsumption nationwide has required between eleven and twelve percent of disposable income since 1956. In the SCAG region, more than eighteen percent of disposable income currently is allocated to transportation " (p.2-11). Furthermore, 86 percent of public transportation funds were spent on highways in 1970, and 85 percent of private transportation funds were spent on auto and truck modes. These figures have special relevancy in considering the social and economic impact of the I-105 project because 20 percent of the families in the central and eastern sections of the corridor do not own an automobile. The EIS states that the I-105 project will make accessible 390,000 job opportunities for the highway user and 200,000 for the bus transit user (p.1-18). but the inequity of this social and economic impact of the project is not evaluated. 28

In Los Angeles, where distances are long and public transportation inadequate, transportation service to employment, education, shopping, medical, recreation and other facilities has not been equitable for those who do not or can not drive (usually the young, the old, the handicapped, and the poor). The EIS does not discuss this inequity and does not adequately consider public transportation. For example, the alternative of a rail system is dismissed in one line (p.1-9).

Furthermore, although the project is described as a 10 lane freeway with a median busway, close reading reveals that the CALTRANS will build and maintain the freeway portion, but not the busway. CALTRANS will simply acquire right of way for the 40-foot median, Actual construction of the busway will require that another agency (presumably the Southern California Rapid Transit District) obtain separate, additional funding (the Federal Highway Administration is suggested as the source). There appears to be no assurance that the busway will be built, or that freeway construction will wait until busway funding is assured. In addition, operation and maintenance of the busway are not part of the project. Finally, there is an obvious disparity in the funds to be spent on the freeway ($524 million) versus the busway ($55 million). The EIS lists $55 million as the cost of the busway as part of the I-105 Freeway project (p.8-2). If the busway only is built, the EIS puts the cost at $197.5 million (p.8-3). Both figures are obviously much less than the freeway cost. This disparity becomes greater when the accessibility that the Los Angeles freeway system provides the car owner is compared to the accessibility provided by the RTD for the transit dependent. It is important, when discussing transit dependency, to remember that even if a family owns a car, when that car is in use by one member of the family, the other family members become transit dependent. The EIS does not seem to take the busway seriously, since it did 29 30 31

not consider if there is, or will be, an adequate feeder system to serve the busway. The map shows the proposed busway ending outside the airport with a connection to the airport to be planned later. CALTRANS has been given a transportation planning mandate by the State legislature, and the EIS should have dealt with provision of adequate public transportation to serve the large number of people in the corridor who are transit dependent. 31

In its fiscal aspects, the EIS understates the remaining fiscal impacts on local government and school districts. Figures show that although 2/3 of the land has been acquired at an assessment loss of $26 million, the remaining 1/3 of the land will result in a $17 million future assessment loss ---nearly $4 million more than the $13 million that could be expected proportionally (p.6-45). Other figures show the same trend: $1.25 million in revenue has been lost to cities, but $815,000 more loss can be expected. Schools have lost $1.5 million, but can expect to lose another $906,000. 32

The EIS should point out that an all transit alternative would require only half of the unacquired properties and would also allow potential redevelopment on about half of the acquired properties which might help mitigate losses already sustained by local communities. While the EIS predicts that the project will result in a greater demand for housing in the corridor (p.6-46), we suggest that a transit only alternative would also increase housing demand in the corridor, especially as fuel prices increase. 33

Neighborhood stability often depends on the percentage of residents that own their own homes, especially if the underlying zoning is more intensive than existing development (as is the case in parts of the I-105 corridor) and a major project is planned for the area. The EIS does not give this ownership percentage nor that of absentee landlords. Other omissions are crime rates and ethnic relationships. Would the freeway allow members of the white extremities of the corridor to travel through the predominately black middle section without any social or economic interaction with the black community? Will fear of crime prevent use of bus or rail through the corridor? These are sensitive and difficult questions, but they should not have been omitted from any realistic evaluation of the social impacts of the proposed project. 34

NOISE

There are two major errors in the noise portion of I-105 EIS: (1) the northern Red route along Century Boulevard obviously has a lower noise impact overall than the adopted Blue route; and (2) the predicted noise levels and impacts are based upon several questionable or unrealisitic assumptions.

From the standpoint of noise impact, the obvious location for the I-105 Freeway west of the Harbor Freeway is immediately north of Century Boulevard. Jet aircraft noise (to a large extent) and Hollywood Park traffic (to a lesser extent) have rendered this corridor very noisy. Thus a freeway along this corridor would add very little additional noise impact. The adopted Blue route, on the other hand, runs through areas that are relatively free from jet aircraft noise.

The statement "The Red lines, Brown lines, and variations of the Blue line would result in air quality and noise impact effects essentially similar to those of the adopted line (solid blue)..."(EIS, p.3-4) is simply not true. It is based upon noise estimates "made to exclude the effect of aircraft" (Noise Report, p.16). Aircraft are, however, a major source of noise pollution. Such exclusion is based upon the proposed reduction in aircraft noise by regulatory agencies (Noise Report, (p.16). To date, there has not been any action by any regulatory agency that has reduced noise pollution in the United States. To assume that such reduction will, in fact, occur in the future is based solely on wishful thinking. 35

Throughout the Noise Report there are numerous statements that have little basis in fact or past performance. Typical of these are the assumptions that (1) noise barriers will be erected to shield the surrounding community from freeway noise (for example, Noise Report, pp.5,8); and (2) that legislated noise levels for trucks and aircraft will be enforced (for example, Noise Report, pp.16,20). While noise barriers have been used on Los Angeles area freeways (most notably on the Pomona Freeway), they have been erected experimentally. There is no evidence that they will be used on a regular basis, and there is not any binding commitment to use them on the I-105 Freeway. Similarly, the assumption that the sound environment will gradually improve under the mandate of federal and state legislation is not realistic. Federal and state noise legislation is already on the books, but is disregarded in practice. In fact, the noise projections used in the Noise Report are unrealistic (p.20, Section 4.1.2.) because they are based upon standards that are never enforced. 36

The lack of impartial assessment of the noise impact of I-105 that characterizes the EIS leads to the impression that a political-economic decision to build the freeway is being supported, after the fact, by environmental considerations.

LAND USE

The data base used to assess the interaction between land use and transportation in Chapter 7 is inadequate. Local land use plans are not shown and analyzed. Figures 7-5, 7-7, and 7-9 and 7-11 are entitled "Land Uses Within and Adjacent to the I-105 Right-of-Way," but the EIS does not say if these are existing land uses, existing zoning, or categories on a general plan. Since these can be different for the same piece of property, the maps are useless. 37

The EIS fails to point out that population has decreased 3 percent in the corridor between 1970 and 1974. It mentions a 1 percent drop and attributes this to the I-105 acquisition and relocation program (p.7-8). Although 14,700 people have left because of this program, the population loss in the corridor has been 22,648.

The corridor is typical of the older, completely urbanized, innercity areas of the Los Angeles metropolitan core that have been losing population, businesses, and job opportunities to the more affluent suburbs. This population shift has continued although the population of Los Angeles county has shown a slight decrease since 1970. The result has been abandoned homes; businesses deteriorating because of reduced patronage; and underused public facilities (such as schools). The low income and minority groups that remain in the core are the segments of society least able to halt the deterioration of their community and to start the land recycling process. 38

The EIS fails to recognize the unique revitalization opportunity presented by the combination of a major new transportation facility and the right-of-way that has already been acquired for the I-105 project. The EIS treats the acquired project right-of-way only as a liability. A transit (rail or bus) alternative would leave about half the acquired right-of-way available for other land uses, but the EIS considered this as simply half the liability of a "no project" alternative and not as a positive benefit. 39

Although the EIS details replacement costs of the existing single family housing stock (pp.7-27 through 7-52), it fails to consider the remaining 2,000 single family homes as an important resource to be preserved, especially for low income groups. The EIS should have evaluated the transit alternative (rail or bus) in terms of how many of these existing 2,000 homes could be saved, how much acquired land would be available for re-development, and how much revitalization would be induced by new transportation accessibility. 39

Figure 7-3 of the EIS points out the areas that the freeway would bring within a 45 minute car commuting range. Then the EIS assumes a negligible growth inducing impact because (1) the areas involved are protected from urbanization; or (2) growth is already proceeding, and the area will be developed before the freeway is built. Both assumptions are incorrect. Most of the areas involved (Santa Monica Mountains, Verdugo Hills, and Puente Hills) are ecologically fragile. Although urban development in such areas is the subject of much controversy, these areas have no adequate protection from the pressures of urbanization. The EIS implies that the Santa Monica Mountains will be protected by the Coastal Commission (p. 7-6), but as Figure 7-3 shows, the eastern portion of the Santa Monicas is not within the 1000 yard permit zone. The proposed National Urban Park for the Santa Monicas is, unfortunately, 41

until just a proposal. Neither the Verdugo Mountains nor the Puente Hills is adequately protected from urbanization by local land use controls, and money is usually not available for acquisition. Since these areas represent some of the few remaining open space lands in the Los Angeles basin, the growth inducing impact of the I-105 project has to be considered as adverse.

The second argument--that growth is already underway in Puente Hills and Orange County---fails to consider the impact that a freeway has before it is built. The plans for the I-105 are not secret, and developers anticipate the impact of a freeway by assuming it will be built and planning for it. Often the growth inducing impact begins when the line is put on the map, but it does not end there. The type and intensity of devleopment will be influenced by the type of transportation service---or by the lack of service---provided in the corridor. The statistics on the Santa Monica corridor in the EIS prove that there can be considerable intensification of development, which is simply another form of growth. 40

The EIS states that the railroad relocation depends on the freeway project and counts the benefits from this relocation as part of the I-105 project. It does not explain why the railroad relocation could not be done independently of the project or as part of a transit alternative. 41

These deficiencies and incorrect assumptions in the land use section make it a poor basis for evaluating impacts of the I-105 project or its alternatives.

RESPONSE TO SIERRA CLUB COMMENTS OF FEBRUARY 23, 1975

1. Page 2.2 of the DEIS did address I-105's function as part of the Interstate System.

   The original Interstate System routes were designated upon the recommendation and advice of the individual states, subject to a Congressional limit on total mileage and adopted by Congress in 1956. I-105 was not included in the original system for two reasons. It was not as high in priority as compared to other routes, and further, it was not developed sufficiently to be completed within the original Interstate timeframe of 1972. This is not to suggest that I-105 was not an important route. It has been included in the State's Freeway and Expressway System since its inception in 1959. The Federal-Aid Highway Act of 1968 included provisions for substituting routes into the Interstate System to replace routes which were deleted, and also established a new completion date for the system of 1975. I-105 was then (1968) added in order to retain California's allotted Interstate mileage (and funds) when an Interstate segment in San Francisco was deleted.

2. For those trips between the 105 Corridor and the easterly extremities of the region, the Project does provide a desirable alternate route to Routes 10 and 91.

   The trips are shorter and avoid heavily congested sections of these parallel routes. Figure 4-5 shows that, with I-105, there are reductions in traffic along Route 10 (8%) and Route 91 (30%+). This traffic is divered to, and more appropriately served by, Route 105.

3. All data was included in the DEIS. For reference, the following pages of the DEIS are the most relevant: S-1; 1-3 and 4 (particularly stating that the term "project" shall mean I-105, Route 1 and related intersecting freeway work as delineated on Figures 1-1 and 1-2); 3-10, 11; 3-15; Figures 4-5, 9, 10; Figures 5-18, 20; Appendix C - Exhibits 9h-j and 13a-f.

   Geometric drawings appended to the DEIS indicated the extent of proposed construction envisioned in the entire I-105 Project. Additionally, the costs, socioeconomic and environmental impacts of work on the cross freeways were included and considered in the detailed analysis of the Project. This is sufficient to acquaint the reader with the full implications of the Project.

All of this data (as modified by project revisions during the public involvement/hearing process) has been retained in the FEIS. Refer to Appendix E, Exhibits 6a through 6f of this FEIS which show full details of work proposed on the intersecting freeways.

Implementation of the I-105 Project will tend to improve the efficiency of the overall system through a better balance of traffic on each link. Substantial reductions of traffic can be seen on many segments, while in some cases, there will be more traffic. Provisions for handling increased traffic on these sections are either included in the project, or in a separate but major program envisioning better traffic management through operational improvements. In most cases, the operational improvement program will be accomplished without directly affecting adjacent property or people. Moreover, this program (the Regional Short Range Transportation Plan) incorporates a number of measures aimed at a proportionate lowering of vehicle-miles of travel, while at the same time accommodating the increase in person trips expected with the growth in population. It is anticipated the entire regional transportation system will eventually handle more trips with less congestion.

4. No estimate of maintenance costs were specifically made for the I-105 Project or the alternates. However, records indicate the current cost of maintaining urban freeways to be on the order of $8,000 to $10,000 per mile annually.

Among some of the related questions which bear on the net cost of maintenance are these:

- Should the cost of maintaining rolling stock for the median transitway (or transitway-only alternative) be included? If so, would that be for bus or rail, and further, what percentage of the total vehicle fleet maintenance costs are attributable to the I-105 link?

- With opening of a new freeway (or transit) segment, vehicular traffic is diverted from local streets. The result is an obvious reduction in local street maintenance which would tend to offset a portion of the maintenance expense associated with the new project. This cannot be easily quantified.

- Perhaps the most difficult task would be in attempting to quantify maintenance costs associated with reconstruction of the right-of-way under the "No Project" alternative.

5. The I-105 Project will interact with the entire freeway system including several north-south freeways. In this way, it serves as a collector for all trips north, south and to the east, which are destined for LAX.

There may be a need within individual communities for what would essentially be circular transportation facilities. Such facilities are intended for local (short trips) as distinct from regional (long trip) transportation needs. The freeway system was never intended to serve local, internal needs. When such local needs are recognized, it is expected that the initiative for their implementation would come from local officials. There are, in fact, State and Federal programs to provide assistance to local agencies for these purposes. Most cities avail themselves fully of these programs.

6. A rail transit alternative has never been precluded within the 105 Corridor. At the time of preparation of the draft, the Agency responsible for transit development, Southern California Rapid Transit District (SCRTD), had designated 105 as a "Busway Corridor" on the basis of projected patronage (5000 to 8000 during peak hours). The capital expense of a rail facility at this low patronage is viable only if the public wishes to underwrite excessive subsidies. However, a rail facility may be viable on the basis of operational compatibility when considered as an extension of a "Starter Line" considered in the recent past. See Figure 2-6 of this Final EIS.

At the time of the DEIS, there was much public discussion of incentives and disincentives to promote regional transit and reduce dependency on the auto. It is obvious in retrospect that some proposals such as gas rationing, parking management, and other automobile disincentives met with stiff public resistance. Since there was no well-defined transit program that was publicly acceptable, there was no way to analyze one except in an abstract way. The region has since adopted a Short Range Transportation Plan with its main thrust being a reduction in overall projected regional vehicle miles of travel.

Recent traffic projections based upon this program are incorporated into this FEIS and the scope of the project has been changed accordingly. For a more definitive discussion of these topics, see Chapter 4 - Transportation Services Evaluation.

7. It should be understood that the Voorhees transportation model includes the cost of fuel as a parameter, and the modal split assignments reflect current conditions.

Considering the data developed on travel from the Voorhees and LARTS models the public transit alternative remains, in all likelihood, a busway. The EIS does point out that a rail facility might be more appropriate based on system compatibility· e.g., with the "Starter Line". See Section 2.1, pages 2-3 and 2-4.

8. Under present law, transit agencies are prohibited from freight operations. It is doubtful the necessary changes in law would ever be enacted; the principal reason being that it would put a public agency (likely subsidized) in direct competition with private enterprise; i.e., railroads. Additionally, joint freight and passenger operations are frequently incompatible--one or the other usually suffers.

   And in the case of the 105 Corridor, it should be pointed out that major railroads (Santa Fe and Southern Pacific) already serve the area.

9. One very important objective of this EIS is to assess alternatives which, in company with other existing or planned facilities, address transportation needs in the entire Corridor, not just a portion of it. Only in this way can decision makers have an equal basis on which to assess these alternatives. With this view, the local improvement alternatives were conceptualized as "package" solutions, to provide congestion relief on an equal basis to the freeway-transitway.

   Local officials (who would be responsible for implementation) may elect to implement only part of the package. Only to that proportionate extent, however, would this satisfy the need; i.e., only a portion.

   In a similar vein, building only part of the project would not adequately serve total needs either.

10. The I-105 Project was added to the Interstate System in 1968 under the Howard-Cramer amendment provisions of the Federal-Aid Statutes. Under these provisions, Federal Aid to the Project was to have been limited to a specific dollar amount as determined by a 1972 estimate. Congress recently revised this to the cost to complete the Project based upon a 1975 estimate. Adjustments are not automatic however; it takes Congressional action. Specific aid to any substituted transit project is limited to the same dollar amount.

11. The costs already incurred are but one element of the overall economic analysis in the EIS. It is important to decision makers and the public that all of the ramifications of any alternative are known. In fact, the Court order of July 7, 1972, specifically stated:

    "...In order to be realistic, on the other hand, the statement cannot ignore the substantial amount of work and money that has already gone into the Century Freeway...."

12. More information has been added in this FEIS concerning the fiscal effects of Interstate dollars on the State Highway Program. See Section 8.2.

13. The increase in daily transit patronage without I-105 was detailed in Chapter 4 of the DEIS. The patronage figures were given prominence in Chapter 1, page 1-30, and Table 1-1 so the increase could be readily noted.

    This information has been updated in this FEIS and again included in Chapter 1, page 1-17 and Table 1-1 for prominence. The increase in transit patronage is described in Chapter 4, page 4-5. The travel analysis indicates that patronage on the busway would increase from 50,000 to 58,000 if the freeway were not built. In either case, that is, with or without the freeway, this significant amount of patronage is only achieved if the busway were part of a region-wide system, not as an isolated, singular facility.

14. Sierra Club is correct in pointing out the discrepancy in VMT data used in the energy discussion. The VMT data prepared for the air quality analysis (Los Angeles Air Basin) was also used in the energy analysis but was inadvertently stated as applying to the 'entire' region. This has been corrected in this FEIS.

    What is significant here is that the differences in annual energy consumption between alternatives is very small and has the same magnitude regardless of base. This means, in effect, that if this fixed amount is compared to the much larger LARTS or SCAG regions, the percentage increase in fuel consumption attributed to the alternatives would be even lower than stated.

15. At the time the DEIS was prepared, the best available data relative to VMT growth was the Annual Traffic Volume booklet, a Statewide tabulation. The booklet shows a total growth of 31.6% from 1967 to 1972, or an average of 6% per year. Recent data from LARTS for the Los Angeles area corroborates this, but when considered on a year-to-year basis, the picture is changing dramatically. For example, in 1967 the annual rate was in excess of 6%. This coincided with the great influx in population and travel which

occurred during that period. More recently, the annual rate of VMT increase has dropped below 4%. This data is for historical background only and is not used in travel projections for the future. Annual growth predicted for the future is much lower--about 1.5%.

16. VMT projections by EPA may not be pertinent as they do not necessarily include the efforts of the local regional planning agency. Regional (LARTS) traffic forecasts are based upon detailed, documented assumptions that are consistent with SCAG projections of regional population, employment, etc., and upon the 1967 Origin and Destination Study.

    LARTS travel projections for the Draft EIS were based upon an assumed 13.9 million (1990) population in accordance with SCAG's then D-150 projection.

    Projections have been revised in this FEIS based upon a subsequent 12.7 million projection. SCAG recently adopted an even lower 12.3 million projection. But, because this reduction in assigned regional population will nearly all occur in other areas, there will be a minimal effect on forecast traffic congestion in the I-105 Corridor.

    The DEIS, Page 4-3, indicated that traffic in the Corridor is not very sensitive to population changes. It was estimated that for a 25% change in regional population, corridor traffic would vary by 2 to 9%.

17. See response to Comments 14 and 15 above.

18. The cumulative effects of completing other links in the regional freeway system or for that matter, the transit system, is required. The energy consequences of incremental changes in highway, freeway and transit systems should be the subject of SCAG's Regional Transportation Plan. The purpose of this project EIS is to focus on the differential effects of alternative transportation improvements in this corridor based on the future regional transportation system. That system is: (a) the present freeway system plus the closing of current "gaps", and (b) a 240 mile regionwide mass rapid transit network and expanded bus service, as proposed by SCRTD (See Section 2.1, pages 2-3 and 2-4).

19. LARTS is unable to discern a reasonable logic to the conclusion that a "multiplier" is appropriate, or that increases of 5% in VMT and 1% in fuel consumption are indicated.

    In the event a median transitway (bus or rail) is not implemented, the person trips would either: (a) not be made; (b) be made by buses on local streets; (c) be made by motor vehicle; or (d) be made by some combination of the above. If the assumption is made that all these trips were made by motor vehicle, the equivalent amount of VMT is negligible when compared to the regional total. 50,000 Person Trips ÷ 1.2 Occupants/Vehicle x 7 Miles/Trip = 4.2 million VMT. This is compared to 200 million VMT (daily) in the region.

20. The DEIS analysis, as well as reanalysis performed for this FEIS, leads to conclusions about VMT and fuel demand quite different from the Sierra Club. The information included in this EIS is still valid.

21. In his study of the BART System, Timothy Healy concluded that, based upon a number of very critical assumptions, rail transit and buses are more energy efficient than autos. At the same time he stated, "The extensive use of light, compact automobiles could reduce automobile energy use by more than two times."

    The EIS first addresses the relative impact of the project compared with other alternatives and concludes that the differences are extremely small. The use of more economical vehicles addresses the broader, regional transportation use of energy.

22. The discussion, Delayed Compliance with Emission Standards, on pages 299-302 of the Air Quality Report, is devoted to a study on relaxation of motor vehicle standards. The study concludes that a one-year delay in meeting present emission standards should not cause Ambient Air Quality Standards (for CO) to be exceeded with or without the project in 1980. However, any further delays in complying would lead to a situation where CO would be exceeded; this would be true regardless of alternative.

23. At least one purpose of the Project is to channel growth where development has already occurred in accordance with local and regional desires. However, transportation improvements are only one, and probably not the most important, of the many factors involved in achieving this end. Land use decisions within the corridor and more particularly with respect to undeveloped land at the urban fringe are certainly more important.

Obviously, when development intensification does occur in the corridor, it will generate new trips. Some of these trips will be by car and others by public transit. The Project is intended to provide for both types of trips and has been designed on the assumption that the growth will occur.

24. As stated in response to Comment (19), the projected increase in total regional VMT, without the busway as part of the project, is negligible; and the effect on air quality would be insignificant.

25. As in the case of energy, air quality is analyzed against a regional backdrop which does include plugging current freeway "gaps" and does include an extensive (145 mile) transit system with expanded bus service.

Regional transportation and related impacts are more properly analyzed by the regional planning agency - SCAG. The RTP developed by SCAG included an environmental impact analysis, and addressed the system approach.

A project EIS must define the incremental impact of a particular project for decision makers to know the impact of that project. To do as Sierra Club suggests would not provide the specific information necessary.

26. An analysis of LAX air passenger trips has been included in this Final EIS (See Appendix D - Figure D-10).

Figure D-10 indicates that about 31% of total regional air travel related vehicle trips would utilize the I-105 freeway-transitway west of Route 405. Between Routes 405 and 11 the percentage is 24%. This signifies a substantial relief to east-west arterials and a diversion of CBD originating airport bound trips away from the more frequently used Santa Monica/San Diego route. None-the-less, the figure shows that some forty percent of airport bound trips, those originating in the West Los Angeles and San Fernando Valley areas, use Route 405. Construction of Route 170, connecting the north side of LAX to La Cienaga Boulevard (an expressway between La Tijera Boulevard and Jefferson Boulevard) would help to reduce airport bound trips on Route 405 south of Route 10. However, because of the cost involved, Route 170 is not likely to be constructed in the forseeable future. As an expediency, efforts will be made to construct a new local interchange on Route 405 at Arbor Vitae Street. Although this will not reduce the loading on Route 405 itself, this will provide a desirable alternative connection to the new parking complex under development northeast of the airport and should reduce congestion in the immediate vicinity of the airport.

Examination of the proposed airport plan also indicates the desire of airport officials to develop expanded air cargo capability with the development of new terminal facilities adjacent Imperial Highway. Construction of the I-105 Project will enhance truck accessibility to these facilities, obviating truck movements over local streets.

27. The proposed regional ground transportation system(s) has a counterpart in the proposed regional airport system. The development of each, although independent, is coordinated. The airport plan focuses on developing LAX as the principal airport within the system and has established a projected limit of 40,000,000 air passengers annually (the remainder of passengers to be handled by the other airports). LAX will be developed accordingly. Thus, the LAX plan itself envisions more access points and ground facilities, particularly peripheral parking areas appropriate to the projected air passenger patronage. Once the overall airport system is approved by SCAG, the Department of Airports (DOA) will begin to implement necessary improvements according to priority needs. At the smae time, ground access improvements external to the airport will be implemented. These will be done on a coordinated basis to ease current congestion and to accommodate the gradual increase in air passengers. Construction of the I-105 Project is an integral part of the overall program and is vital to realizing the full planned potential of LAX. Moreover, the I-105 Project will interact with LAX at several points with provisions for motor vehicles as well as transit vehicles, whether bus or rail. For example, an interchange is planned in the vicinity of the (VSP) parking lot in the southeast corner of the airport. A bus or rail transit terminal is also proposed here. The freeway is planned to accommodate air passenger traffic destined for a possible new airport access tunnel off Imperial Highway should one be constructed. The street and freeway system in the near vicinity of LAX will be developed to encourage and direct other air passengers to the new parking area under development northeast of the airport. The DOA, on its part, is considering internal shuttle or people-mover systems which would eventually deliver air passengers direct to aircraft, thus bypassing and avoiding problems associated with the central (World Way) terminal.

Additional information related to development of LAX can be reviewed in the recently completed six volume draft EIS prepared by the Department of Airports. This report also addressed proposed handling of air cargo.

28. Sierra Club raises broad, philosophical questions as to equity or inequity of current transportation policy with respect to social and economic conditions.

This EIS addresses a range of conceptual alternatives for a single transportation corridor within the framework of established policy. To attempt to discuss the implications of other, as yet unformulated policies as they may affect this corridor, is clearly beyond the intended scope of this EIS. Again, SCAG's RTP addresses the regional approach to overall transportation and the related policies. The study and formulation of transportation policy is an immense time-consuming task in its own right. Establishing or changing transportation policy is the prerogative of the Congress, the Legislature and such regional planning agencies as SCAG. It is more appropriate and effective to address these concerns to Congress, the Legislature and SCAG, as they deliberate development of National, California and Regional Transportation Plans.

29. First, it must be emphasized that right of way is reserved and committed within the median of the project for public transit purposes. Secondly, to the fullest extent of legal, policy and financial considerations, there are further commitments to constructing the bulk of the facilities needed for a "busway"; provided there is a firm commitment by the prospective operator (presumably SCRTD) to provide the balance of the facilities and to maintain and operate the busway.

For its part, SCRTD has expressed support of an I-105 Busway on several occasions. However, it must be recognized that there are a great many transit proposals in the region and many projects competing for funds. Many of these may be of a higher priority than the I-105 Busway. Thus, the only apparent deterrent to implementing the busway appears to be the availability and priority of local matching transit funds.

30. This question of relative amounts of funds to be spent on the freeway portion and the transit portion of the Project is more directed at transportation policies, systems and corresponding funding. As in comment (28), this relates to transportation philosophies and policies at the National (Congress), State (Legislative) and Regional (SCAG) levels of government.

From a transportation standpoint, the Project proposed addresses transportation needs of the corridor under current transportation policies. The freeway portion of 8 lanes is designed to serve the projected travel by automobile, bus or truck. The busway portion of 2 median lanes is adequate to serve public transit travel in the Corridor, and is responsive to the transit dependent. As indicated in Section 4.1, travel predictions are based on a 145 mile rail transit network and a greatly expanded bus system.

31. The EIS presents the median busway seriously but cautiously in view of the lack of regional guarantee or commitment to actually participate. The answer above (30) notes that the assumed transit system includes an expanded bus system. Presumably, that expanded system would incorporate appropriate feeder-distributor service with additional line haul-type service.

The Legislature, in creating Caltrans (AB 69), pointedly prohibited Caltrans from planning or implementing a transit system in the Los Angeles Region. The Regional Transportation System (RTP) is the primary responsibility of SCAG or the newly formed County Transportation Commission and consists of many elements including highways, public transit and airports. These elements are coordinated by the RTP, as well as the individual agencies involved, with implementation the responsibility of individual agencies. The DEIS and this FEIS, and answer to Comment (27), discussed the relationship between the Airport and the Project and the coordination of planning.

Answer (30) also discusses the adequacy of the busway and feeder-distributor service to transit dependent persons.

32. This apparent discrepancy stems from the fact that although some 70% of the right of way parcels needed for the Project have been acquired, they represent property of relatively lower assessed value. Part of this stems from a court imposed acquisition restriction. A great many single-family homeowners voluntarily sold to the State. This has not been true of the higher assessed commercial and industrial properties. These financial impacts are all consistent showing approximately 60-65% of total dollar costs as having already occurred.

33. The "busway only" alternative does discuss the redevelopment prospects of acquired properties which would become excess should this alternative be implemented. Moreover, the EIS recognizes the greater prospects of more intensive redevelopment adjacent to a transit facility than a freeway.

34. A more extensive study relative to the effects of the Project on neighborhood stability has been performed. (See Section 6.4 under the title of "Community Cohesion.")

The social models used in this study assume that length of residency rather than home ownership is a more relevant indicator of neighborhood stability. However, the two factors; i.e., "length of residency" and "home ownership" are greatly related. Key demographic (ethnic) characteristics of individual communities are tabulated in Table 2-1 of the EIS. Home ownership was not included in the table, although figures were recorded in a supplemental report prepared for this EIS. See "Environmental Impact Assessment" February 1974, pages 8 thru 15.

Crime is generally pervasive through urban society although statistics bear out that certain (usually low income) communities may experience higher than average rates. There does not appear to be any well defined cause and effect relationship between crime and transportation. However, a lack of adequate transportation as it relates to reduced employment opportunities, may well be a contributing factor. If true, then the extent to which the Project contributed to a reduction in unemployment might also tend to reduce the incidence of crime.

On the other hand, there has been an increase in vandalism and even assaults on public transportation systems nationwide. Security is becoming a very significant cost item when annual operating budgets are being considered. Whether and to what extent this has or would have an effect on patronage is not known.

35. It is correct that when aircraft noise is included, the more northerly freeway alignments west of the Harbor Freeway will have a lower impact on local noise levels. Due to the relative location of the approach flight path of LAX to the alternative route locations, there is a significant difference in current noise levels between the northerly and southerly alignment extremes. During the period of maximum flight activity (morning hours), the ambient levels along the Red Line can be 10 to 13 dBA higher than along the Blue Line.

As was recognized in the comment, the noise analysis excluded LAX air traffic. The purpose of the noise study was to predict the impact of traffic on the adjacent communities and consequently to determine the mitigation measures necessary to meet FHWA Land Use Noise Standards (PPM 90-2). The derivation of air traffic noise impacts and freeway traffic noise impacts are accomplished by different methods. In order to evaluate the impact of all the alignments on a comparative basis, the effects of aircraft overflights must be excluded.

It is correct also that governmental regulations for maximum noise levels for new aircraft, retrofit requirements for old aircraft, and various experimental attenuation measures (including reverse landing programs) give little indication of what may be expected in future study periods.

If there is little or no improvement to the noise environment along the approach flight path to LAX, the impact of the modified Red Line will be significantly less than the modified Blue and crossover alignments. The impact of the latter two will remain approximately equal. If the improvement is significant, all three lines will be approximately equal (from Noise Report).

36. Noise projections are based upon the legal limit for truck noise in California, which is approximately 4 dBA above average truck noise. This is high enough to be little affected by that small portion of the truck population that illegally operates at higher levels. The number of illegal trucks would have to increase significantly over current levels to produce a significant error in noise projections. That is quite unlikely since the California Highway Patrol does, in fact, monitor truck noise levels, has issued many citations, and is effectively controlling this situation.

Furthermore, noise barrier technology and application is not experimental. Caltrans has undertaken a major program statewide to retrofit noise walls on existing freeways as well as to construct them on new freeways. These installations are to meet state and federally mandated standards. Many noise barriers are already in place on the freeway system. The locations and dimensional requirements (see Appendix E - Exhibit 7) required to meet these standards are part and parcel of the overall design of the Project and will be constructed. There are however, a very few situations in which it is not feasible or practical to meet the standards. These are noted in Table 5 of Chapter 5 Volume I of this EIS. In these cases only, Caltrans proposes to request a specific exemption from FHWA.

37. The base data used to assess interaction between land use and transportation is assembled by SCAG, the regional planning agency, from information supplied by local governments.

With few exceptions, existing use closely parallels existing zoning. Given the modest increase in population projected for the corridor, most communities have stated that they do not envision significant changes in future zoning. Thus, existing land use is indicative of future land use. This information (the views of individual communities) is discussed in a revision in the EIS. See Section 2.1.

38. Sierra Club is probably correct in its assessment of corridor population changes since 1970. The Regional Planning Commission's estimate (DEIS - Page 7-8) of a 1% decrease apparently did not reflect displacement attributed to the Project. This is corrected in the FEIS. See page 7-5.

39. The DEIS indicated the relative right-of-way requirements for the Project and the Transitway (Busway) only alternative, and addressed the properties which could be salvaged with the latter.

The evaluation suggested by Sierra Club was done during preparation of the DEIS. Briefly, the conclusions were that:

1. The busway would have a somewhat lower potential than the Project for intensifying residential and commercial uses within the corridor, except near transit stations.

2. The potential for industrial intensification would be diminished since public transit cannot be used for movement of raw materials and products.

3. Local agencies had expressed the general intention of restoring excess property to the prior uses, i.e., primarily single-family residential. From that perspective, the reconstruction on excess properties was similar to the "No Project" situation. While the number of properties to be reconstituted would be fewer, the time to develop would be similar.

4. Considering the relative right of way needs of the exclusive busway, about 1000 of the presently cleared single-family properties could be re-built under this alternative. Also, there would be about 500 single-family properties, presently boarded up, which for modest costs ($3500 to $5000 each) could be made habitable. Thus, a total of about 1500 single-family homes could be added to the housing stock with this alternative.

These conclusions were included in the DEIS, e.g., pages 1-28, 29; 7-7, 14, 15, 54; 8-12. The conclusions are still valid and are retained in this FEIS.

40. In the opening discussion of growth inducement, it was pointed out that there are a great many other key factors bearing on the development of peripheral areas than the Project itself.

The areas of the Santa Monica Mountains and Verdugo Hills may not be absolutely assured of protection from development at this time. However, the probability remains very good that these areas will be protected or controlled very closely. In the event that these areas are not controlled, it is pointed out that these areas are at or beyond the 45 minute travel time. Less than 14 percent of the region's commuters travel more than 45 minutes, and only a small percentage of those might be expected to choose these areas.

Other areas such as the Puente Hills and the Orange County fringes remain under active development at this time, an injunction on this Project notwithstanding.

Regional planners have predicted an increase in regional population. There are two possibilities: (1) convert presently unused land; or (2) intensify the use of areas already developed under present land-use policies. Both are likely to occur.

In considering all the above, the conclusion remains that the potential of the Project is greater for intensifying land use within the corridor. The potential for growth in the urban fringes remains negligible as a practical matter.

41. The railroad relocation was developed as a part of the freeway-transitway during the early design stages of the Project. The relocation is feasible because the Project's design is simplified and cost savings are realized. Since it is a longstanding commitment to the communities on the part of Caltrans and FHWA, it is proper to include the related benefits in the EIS. It should also be noted that the impacts of the relocation are included in the EIS.

It is conceivable that the relocation could be accomplished as part of the transit (exclusive busway) alternative. However, under that alternative, it would still be necessary to evaluate and justify the relocation. This would take into consideration that certain railroad accommodations would be necessary in the transitway project, at some cost.

The justification would require: either that the railroad relocation benefit the transit project and not be at greater cost than accommodating the railroad as-is; or, that the relocation would actually create a cost savings for the transit project.

In all likelihood, without the freeway-transitway or the transit alternative, the relocation would not occur. For the relocation to be accomplished otherwise, it would require: either, that the Southern Pacific Transportation Company (SPTCo) voluntarily modify its system at some considerable cost; or, that all the local agencies involved fund the relocations. The SPTCo's position has consistently been to accept relocation of its facilities, provided there would be no cost to SPTCo. The local agencies at one time considered contributing proportionate shares to the relocation, but there was extreme difficulty in defining relative costs because of many jurisdictional questions.

Space Division
Rockwell International

12214 Lakewood Boulevard
Downey, California 90241

February 5, 1975 75MA114

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

Attention Mr. C. J. O'Connell

Dear Mr. O'Connell:

In response to your letter of December 19, 1974, requesting comments relative to the proposed El Segundo-Norwalk Freeway, we have again reviewed our Downey operations for any potential impact.

The 1968 impact study was based on an elevated freeway design with no freeway access at Clark Avenue. The new proposed plan provides a freeway access ramp complex on Clark Avenue which will result in heavy truck traffic on Clark Avenue that is not now present. Clark Avenue is nearer to vibration sensitive areas in Building 004 than the freeway. Since the building will now be subject to simultaneous vibration from Clark Avenue and the freeway, the resultant vibration can be expected to be greater than when the previous impact study was undertaken. Therefore, based upon the results of the joint seismic tests conducted around Building 004 in 1968 and the new traffic pattern, we must disagree with the statement on Page 5-26 of the Draft Environmental Impact Statement that "Tests conducted conclude that the project would not significantly increase present in-plant vibrations." An analysis of laboratory operations in Building 004 now concludes that it will be necessary to provide vibration isolation for several pieces of precision measuring equipment or relocate such activities to another building if adequate isolation is not possible

Rockwell International does not anticipate any significant adverse effects from freeway noise or air pollution. The effect of the freeway on the movement of oversize loads from Downey to the Los Angeles International Airport is being analyzed by the Traffic Department and will be presented in a joint report being prepared by the Aerospace Industries Association (AIA).

The most severe vibration impact is anticipated during the construction phase of the freeway. Early discussion of construction provisions to minimize vibration impact, as stated in the Draft Environmental Impact Report, Page 5-26, is vital to avoid adverse cost and schedule consequences to ongoing Government contracts. Pile driving and concrete breaking activities could be particularly disruptive to vibration sensitive experiments.

ROCKWELL INTERNATIONAL CORPORATION

N. D. Justice

N. D. Justice, Director
Facilities & Industrial Engineering

BTB:ns

RESPONSE TO ROCKWELL, INTERNATIONAL COMMENTS OF FEBRUARY 5, 1975

Additional discussions and review concluded that there would be no vibration impacts which would be insurmountable. The actual necessity to mitigate any potential vibration impacts on these facilities would be addressed during the right-of-way negotiation process. The EIS has been revised to reflect this in Section 5.3.

[illegible]

[illegible]

[illegible]

[illegible] 30, 19[illegible]

Donald A. Dove, Chief
Environmental Planning Branch
Department of Transportation
State of California
P.O. Box 2304
Los Angeles 90054

Dear Mr. Dove:

Concerning the request contained in your letter to us dated November 20, 19[illegible]. Building sites, structures and districts historically significant to our area would all seem to be situated north of Imperial Highway, except for two sites. The County Poor Farm, now known Los Amigos, begun on the south side of Imperial in 1887. The Downey Cemetery, established as a private cemetery in the 1880's and now a county facility, lies on the northeast corner of Gardendale and Downey Avenue. Many of our Downey pioneer families are buried here. This latter site would seem to be immediately adjacent to the Route 105 Freeway corridor.

I hope this information will be of some help to you. Since no map of the proposed freeway was enclosed with your letter, I have had to depend on a rather inadequate copy in our local newspaper for reference.

Very truly yours,

Barbara Callerman

(Mrs. Don Callerman)
President

RESPONSE BY DOWNEY HISTORICAL SOCIETY

COMMENTS OF DECEMBER 30, 1974

These locations were reviewed as potential historical sites within the environmental impact area of the project. It was first determined that only the cemetery should be further investigated, since the Rancho Los Amigos (County Poor Farm) was not within the environmental impact of the project. Upon further investigation with the FHWA and SHPO, it was determined that the cemetery was also outside the project's potential environmental impact. See Section 5.8.

September 20, 1973

Dear Sirs,

I request that the following statement be included in the record of the Caltrans Public Hearing for an alternate location in the Route 105 transportation corridor.

I oppose both the adopted freeway route through the city of Hawthorne and the proposed route through the community of Lennox. I attended the August 27 public hearing, and it was quite evident that the majority of the residents of Hawthorne and Lennox who spoke before the commission did not want the proposed freeway to go through their community.

I believe that, of the people who did speak in favor of one of the proposed routes, many would not have done so if they had really believed that Caltrans had not already discounted the four non-freeway alternatives. Certainly, the evidence appears to support that belief. The fact that Caltrans has already spent 173 million dollars — acquiring land along the proposed route would make it seem evident that the no-project alternative had already been dropped from consideration. And the fact that Caltrans has acquired land not needed for the transitway-only alternative would seem to imply that that alternative had been dropped. It appears that the freeway-alternative has already been adopted by Caltrans contrary to the booklet "Time to Decide" distributed by Caltrans which implies that all 5 alternatives are still under consideration. 1

I feel that Caltrans has spent the taxpayers' money in an irresponsible manner by buying land along the proposed route <u>before</u> it had concluded agreements with <u>all</u> the cities along the proposed route. The city of Hawthorne cannot be blamed for wasting the 173 million dollars already spent on the project. That responsibility lies with Caltrans. In fact, one wonders whether Caltrans deliberately spent that money as an attempt to discourage the four non-freeway alternatives. 2

It seems clear that the major users of the proposed freeway would be commuters from Orange County to the aerospace industries surrounding the LA International Airport. With such a large number of people commuting to a 3

[illegible] only in all geographic areas it would seem to be as ideal a situation for a rapid transit line as would be found in the Los Angeles area. A freeway would certainly not relieve the traffic congestion as has been claimed. Without a doubt, if the proposed freeway were built, it would soon become congested with traffic as happened to the Santa Monica freeway right after it had opened. The traffic congestion would only have been moved from one location to another.

Advocates of this freeway are trying to solve today's transportation problems with yesterday's answers. Ten years ago, building a freeway might have been the most appropriate alternative. But, at a time when gasoline supplies are uncertain, this freeway would only encourage greater consumption of gasoline. At a time when even Caltrans officials have publicly admitted that there is not enough money to complete those freeways currently under construction, [illegible] allocating $[illegible] [illegible] we don't have for still another freeway project. Undoubtedly, the $[illegible] million dollars will prove to have been a gross underestimate once inflation and rising costs have taken their toll.

While Caltrans has shown much concern for the welfare of the people who would have to be relocated because of the project, it has apparently shown little concern for the people who would remain. Believe it or not, Hawthorne and Lennox are home to many people, and these people are being asked to sacrifice the quality of their lives and their environment for the sake of the people of Orange County, who would clearly be the major beneficiaries of the proposed freeway. The residents of Hawthorne and Lennox have already made enormous environmental sacrifices. The noise from the jets taking off and landing at the L.A. International Airport is deafening and has undoubtedly affected the hearing of many of the residents. In addition, they must tolerate the continual noise of the San Diego freeway along their western boundaries. The proposed I-105 freeway would become an additional source of noise for the residents. Noise

pollution has not been given the consideration that it deserves. It can make the environment just as unlivable as air or water pollution.

Why should the people of Hawthorne and Lennox support the proposed freeway? It will not improve the quality of life in their communities. It will only contribute to the further deterioration of their environment.

Stanley J. Higgins
11819 S. Eucalyptus Ave. Apt. 17
Hawthorne, California 90250

7

RESPONSE TO STANLEY J. HIGGINS

COMMENTS OF SEPTEMBER 20, 1975

1. First, it should be recognized that development of the I-105 Project has been underway since 1958, the route adopted for the westerly portion in 1965, and the easterly portion in 1968.

   Much of the money already invested in the project was spent prior to application of the environmental requirements to this project. The environmental statutes required a complete reassessment of the project, as well as consideration of other alternatives.

   Obviously, these expenditures (primarily the purchase of property and relocation of people) were an important consideration in proposing to proceed with the project - but only one consideration.

   It is also pointed out that the District Court, in requiring the preparation of the environmental impact statement, included two pertinent items:

   a. The purchase of property and relocation of people was allowed, provided these people indicate that they are freely and voluntarily deciding to leave.

   b. The environmental assessment cannot ignore the substantial amount of work and money that had already occurred on the project.

2. As stated above, much of the land purchase, relocation of people and expenditure of money occurred before the Environmental Impact Statement (EIS) was required. The writer recognizes that freeway agreements are required with a local agency before the purchase of property can begin (although the law allows purchase of certain "hardship" situations earlier). At the time the Court issued the injunction to prepare the EIS, 25 out of 28 freeway agreements had been completed.

   The consequences of waiting until all of the local agencies are in agreement could be extremely severe on people. For instance, the earliest freeway agreements were executed in 1969, and the bulk in 1970. Generally, people who are involved in the potential right-of-way have been placed in

a difficult position from the time of route adoption (1965 and 1968). They are aware of the project, find it almost impossible to sell their properties except to the State, and would like to resettle as soon as possible. These people then would all have to wait years, perhaps, for the last city to reach agreement. Further, imagine the acquisition of thousands of properties and the need for tens of thousands of people to move at once. The housing market could not accommodate these people in a short time. It is certainly more desirable to allow people to relocate over a period of time since the availability of housing is adequate, the housing market is relatively stable, vacated housing can be moved and reestablished without saturating the capabilities of the moving and contracting industries, etc.

3. The principle beneficiary of the I-105 Project will be the people in the corridor, not Orange County, nor any other segment of the region. With respect to the aerospace industries around LAX, studies by consultants for Department of Aerospace, indicate that most employees live in the Inglewood area and the South Bay communities. As to air passengers, these same studies show that, contrary to popular belief, most air trips originate from the residential areas surrounding the CBD, and not from the CBD itself. And a substantial share of these come from the west Los Angeles and Beverly Hills areas. This is not to say, however, that transit could not provide an effective method of moving employees or air passengers to LAX. And in this regard, the median transitway proposed for the median of the project would be very effective. It would interconnect with lines from the CBD, San Fernando Valley, as well as Orange County for direct access to LAX.

4. The energy study (See Section 5.6 performed for this EIS indicates that there is a negligible difference among the alternatives considered in the corridor, and that as a group they would result in a negligible impact on regional fuel consumption. The study shows that the current emphasis on improving the efficiency of the motor vehicle itself will result in for greater conservation of energy from any decision which may be made with respect to transportation alternatives in the corridor.

5. Earlier concern about adequate funds to complete the project may now be set aside. Congress, expressing its intent to complete the Interstate System, and cognizant of inflation, has established a new funding limit ($760 million) for the Project. This appears to be adequate to complete the Project as proposed.

6. Caltrans is just as concerned for people who must remain as for those that are displaced. While, there is little that can be done to directly compensate those who would remain, every reasonable effort is and will be made to soften any adverse impacts which might result from the project. Various sections of this EIS discuss some of the most critical concerns of people. Those include noise impacts and air and water quality. While it is not always possible to alleviate each adverse impact fully, the studies performed for this EIS conclude that much can be done so that the residual impacts are not nearly as adverse as might be expected.

7. Studies indicate that aircraft noise in the vicinity of LAX is so dominant that it largely tends to mask noise which emanates from the freeway. None-the-less, where freeway noise exceeds standards, provisions will be made for noise barriers. This, of course, will do nothing to mitigate aircraft noise.

[illegible]
Inglewood, Ca. 90304 (5)
August 30, 1975

Secretary of Transportation Burke
Sacramento, Calif.

Dear Sir:

I disagree strongly with the proposal to reroute the I-105 freeway from the state approved Hawthorne route to the "Hawthorne variation" through Lennox. I feel that the speech by the mayor of Hawthorne at the Aug. 27 Caltrans meeting should be considered in the light of the fact that only Hawthorne would benefit as they would retain freeway access to their shopping center with little of the disadvantages of freeway noise, pollution or disruption of further homes.

The change would require more construction money, require greater driving distance for freeway drivers, disrupt more homes, destroy a hospital, a medical center and two schools as well as adding a freeway to the south for Lennox High School already bordered on the west by San Diego Freeway and bombarded by plane noise from planes to the north and even overhead.

Make no mistake about it, this freeway in no way helps Lennox, it proposes to build the freeway through the better part of Lennox, not under the airplane flight pattern.

My home would stand with seven houses between us and the freeway. I am all too familiar with the freeway noise despite sound barriers to Mark Keppel High School in South San Gabriel by the San Bernardino Freeway. I felt it was somewhat irresponsible of the Caltrans representative at the Lennox meeting this month to state that there is now state money for sound barriers and landscaping implying the noise problem is solvable.

I do not feel that adequate consideration has been given to the people of Lennox. If there are more people homes being disrupted, how can Caltrans say that the Lennox route is more in line with community goals? A shopping center is not of more importance than homes.

Sincerely,
Diana Bauer

1

2

11-103

RESPONSE TO COMMENTS OF AUGUST 30, 1975 FROM DIANA BOWER

1. Refer to Table 1-1 of the FEIS for an evaluation summary of the various factors considered for the I-105 Alternatives.

2. Perception and reaction to noise is a very subjective experience and can vary considerably from one person to the next for a given condition. Yet there are ranges of noise intensity to which most people will react similarly. Based upon this, standards have been set for reasonable levels of noise in differing environments. With the use of noise barriers or walls, noise levels can generally be reduced to meet established standards. There are, of course, exceptions in a few locations. In the usual case, an exceptionally high barrier would be required. It is questionable in these cases whether the added cost and aesthetic impact to an entire neighborhood is justified because of the relatively few additional people who might benefit. A general discussion of traffic-generated noise, noise standards, barrier location and exceptions are contained in Section 5.2.

Dorothy E. Duffy
6599 Kameha Circle
Yorba Linda, CA 92686

July 23, 1975

Mr. H. Ayanian, District Director
California Department of Transportation
P. O. Box 2304 Terminal Annex
Los Angeles, CA 90051

Att: S. L. Elicks

Dear Mr. Elicks:

It seems to me that I-105 would be best left as a straight shot through Hawthorne, without that extra two and one-half mile loop closer to Hollywood Park. I cannot see that loop serving any useful purpose other than consuming additional highway tax dollers and postponing the seasonal employment lay-offs by a few weeks. 1

In studying the maps of this area, it looks as though the state should consider continuing state route 90 as an additional connector East-West over to Highway 7 or 5 from Interstate 405 at Marina Del Ray within the next five years. This connector would further negate the need for the Imperial Loop on I-105. 2

Sincerely,

Dorothy E. Duffy

Dorothy E. Duffy

RESPONSE TO COMMENTS OF JULY 23, 1975 FROM DOROTHY E. DUFFY

1. Refer to Table 1-1 of the FEIS for an evaluation summary of the various factors considered for the I-105 Alternatives.

2. Two of the prime objectives of the I-105 Project are to serve the corridor and LAX. Neither of these objectives would be accomplished in any significant way by construction of the Route 90 Freeway. Moreover, the Route 90 is in such early stages of development and the cost and impacts would be greatly in excess of those on the I-105. Consequently, it is not realistic that the 90 Freeway would be built within the foreseeable future.

Mr. Z. Ayanian
District Director of Transportation
Calif Dept of Transportation

April 26, 1978

Dear Sir.

I am writing to express my views on the proposed Route 105 Freeway, formerly known as the Century Freeway. I am opposed to the construction of the Freeway in any form for the reasons that I will express in the following paragraphs.

First, let me say that I am a Freeway Cost Analyst at the Aerospace Group, Redondo Beach, Calif and found the Environmental Impact Rough Draft Report which I read very interesting. I feel, however, that several important factors were not fully considered in its preparation.

First I believe that the full impact of the oil and energy crisis both as it exists today and in projections for the future, were not fully considered in projecting the traffic totals for the area, which would be served by the Route 105 freeway. Considering the fact that even if the go ahead were given in 1978 for the freeway, it would not be finished and in use until approx 1983-1984, then careful considerations must be given to what the traffic volume actually would be in 1990 - 2000. I contend that the E.I.R. Rough Draft traffic projections were too high because they failed to consider the impact of 1) the increased cost of gasoline for the future (2) the fact that Los Angeles city population has not increased the past year but actually declined slightly (3) the possibility of greater rapid transit for the area in the future (4) the increased use of compact cars in Southern California which take up less space on roads and freeways than standard size cars.

All of the above factors mentioned above I believe, will inevitably reduce the traffic volumes over those projected by Cal Trans in their EIR and should be considered by Cal Trans, especially in looking at alternatives to the Route 105 freeway.

Another important consideration is cost. Projections of the cost of the freeway range from $550 million to over $750 million depending on the timetable, how many lanes are constructed, etc. The per mile cost of this freeway would be the highest average per mile cost in history. Nearly three-quarters of a Billion dollars could surely be better spent on rapid transit which takes up less precious land, displaces fewer people, creates lower noise and pollution figures, etc.

The state claims that if the project is abandoned that they will be out $113 million. Actually, the out-of-pocket state loss would only be the non-salvaged time and engineering labor and dollars expended to date, the difference between what was paid for properties already bought plus demolition expenses less the actual value (considerable) of the land which would come upward if the state abandoned the project. Since the state has been acquiring properties for the project Los Angeles land values have increased considerably and the land being held by the state would go up in value tremendously as soon as the state decided to abandon the freeway project and concentrate on rapid transit. The state could then sell to private parties and developers this cleared land which would provide the housing industry with new jobs as new homes could be constructed on this large amount of land. I contend that if the state abandoned the freeway that they would not lose $113 million, but after selling the land back right, only have a net loss of half to two thirds of this figure.

In summary I oppose the Route 105 (Century) freeway because it is too costly, displaces too many homeowners (who may not be able to afford a home outside this area — and thus would be forced to rent (see article in LA Times April 23, 1978 concerning this)) and is not needed

in terms of real traffic projections for 1990-2000. Furthermore, the South Bay area is already served by the San Diego Fwy, the Harbor Freeway and the new Artesia-Riverside Freeway. These routes, I believe, will adequately serve the area through 1990-2000. The State Highway Commission, I feel, should strongly consider the alternative of complete abandonment of the freeway and concentrate on widening surface streets to handle any increase volume of traffic for the area. Also Rapid Transit should be examined as an alternative to the Route 105 freeway. 3

Thank you very much for reading and considering this letter and entering it in the public record.

Sincerely,

Mr. Stephen F. Rice
3740 W. 118th Place
Hawthorne, Calif 90250

RESPONSE TO COMMENTS OF APRIL 28, 1975 FROM STEPHEN RICE

1. Between the release of the DEIS for public review and the March-April public hearings, the traffic projections were revised. In part, these revisions were based on two of the suggested considerations, that of a lower regional population and implementation of a regional transit system. Chapter 4 contains the reasons for traffic revisions.

   Regarding the other two points, the effect of an increase in the cost of gasoline in terms of reduced travel is speculative at best. The net effect may merely be the purchase of smaller, more efficient cars. Finally, a slight reduction of car length will not result in a discernible decrease in headway between vehicles operating optionally on the Project.

2. The analysis of non-recoverable costs in the DEIS was done essentially as outlined in this comment. The only difference, as was explained in Section 7.3, was using costs of acquisition as a basis for cost recovery. For this FEIS, the non-recoverable costs have been re-analyzed. The value of the state-owned property was re-estimated based on current "fair-market value" as suggested in this comment.

3. There are some references to transit and street alternatives which were discussed and evaluated in the DEIS, and are retained in this FEIS.

February 24 1975

Mr. H Ayanian
District Director of Transportation
California Department of Transportation
P.O. Box 2304, Terminal Annex
Los Angeles, CA 90051

Attention: Mr. C.J. O'Connell

Gentlemen:

The Environmental Impact Digest for the proposed Century Freeway states that construction of the freeway is not expected to trigger even a mild earthquake. Cal-Trans must be commended for this speculation.

However, there are omissions not in the draft or Geotechnical Report, that obscure the validity of the report. This is the lack of information of the Charnock Fault and the Norwalk Fault. These faults cross over the Century Freeway route, or are close to the route. 1

The maximum credible magnitude for the Newport-Inglewood Fault is 7.1, as stated in the Geotechnical Report. However, an earthquake with a magnitude of 7.5 is assumed to be a reasonable maximum credible earthquake for this area, as reported in other governmental agency reports. 2

Since there is a great difference between quakes of 7.1 and 7.5 magnitudes, the validity of the Geotechnical Report is in doubt. 3

Sincerely,

Jack T. Wilson

Jack Wilson
11957 Menlo Ave.
Hawthorne, Calif. 90250

JW/e

II-108

RESPONSE TO COMMENTS OF FEBRUARY 24, 1975 FROM JACK T. WILSON

1. The Geotechnical Report for the Route 1/105 transportation corridor refers to the "complex Newport-Inglewood Fault Zone." It is important to note the word "Zone." This zone is a series of enechelon northwest-trending, vertically-dipping faults extending from the offshore area near Newport Beach to the southern edge of the Santa Monica Mountains. Some of the faults contained within this zone have been given separate names. Charnock Fault is one these. Other names are Overland Avenue Fault (near Charnock), Avalon-Compton Fault, Cherry Hill Fault and Seal Beach Fault. Discussion of the Newport-Inglewood Fault Zone in the Geotechnical Report therefore includes all of the above-named faults. The EIS has been revised to include the word "zone," so it is more technically correct.

The Charnock Fault segment of the Newport-Inglewood Zone has only been positively located in the bluff area adjacent to the southside and east end of Hughes Airport. Its trace both north and south from this point is concealed. It is inferred to trend in the same direction as the general zone. Length, beginning and ending points are not known with any accuracy.

The Norwalk Fault has been omitted from the report. It is also omitted from the recently published "Map Sheet 23 of Maximum Credible Rock Acceleration From Earthquakes in California," and from the fault list in the report accompanying the map. This was published by the California Division of Mines and Geology!

The Norwalk Fault is active. Richter has suggested that the fault may be capable of generating a magnitude 6.3 earthquake. The fault is accurately located only in the Orange County area between Buena Park and Tustin. North and south extension between these points us concealed but can be assumed to trend northwest; that is, in the same general direction between and more or less parallel to the Newport-Inglewood Fault Zone and the Elsinore-Whittier Fault Zone. The reason for not including it in our report is that the dominance of the two parallel zones is such that design considerations based on their maximum credible earthquakes would provide adequate seismic protection to the transportation corridor. There is no evidence that the Norwalk Fault extends to or crosses the study area.

2. Difference in magnitudes as reported by other authors is not uncommon. Our maximum credible magnitude values are those published by Roger W. Greensfelder of the California Division of Mines and Geology. The County of Los Angeles in the text of their "Seismic Safety Element of the General Plan" give a 7.0± magnitude for the Newport-Inglewood Zone.

In determining the maximum credible earthquake, an investigator assumes that the fault ruptures along 1/2 of its total length. The Newport-Inglewood Fault passes out to sea and extends some unknown distance to the southeast, therefore the total length must be estimated and 1/2 of this taken. Realizing the empirical nature of this work, the differences found between reports is not an indication of invalidity from one report to another.

A Quote from Roger Greensfelder's text for Map Sheet 23 sums up the problem; "Probably the most subjective judgmental step in the process of assigning maximum credible magnitudes is the estimation of the maximum length of faulting which could occur on a fault zone during a single earthquake. According to Albee and Smith, the total lengths of the fault zones or systems on which historic surface faulting has occurred are greater (commonly 2 to 5 times) than those of segments broken during a given earthquake."

The "maximum credible earthquake" is the maximum earthquake that appears to be reasonable capable of occurring under the known geological conditions.

3. Earthquakes of 7.1 and 7.5 would be classified as "major earthquakes" (7.0 to 7.7 range). The greatest difference would be the duration of strong shaking. A 7.5 earthquake would have about 5 seconds more strong shaking than one of 7.1 magnitude. A study of rock accelerations related to the magnitude and distance from a causitive fault shows, for example, that a 7.1 magnitude has an acceleration at 2 miles of 0.718 while a 7.5 magnitude results in an acceleration of 0.73 g.

The general conclusion remains that seismic design of the Route 1/105 transportation corridor based on the potential earthquake hazards caused by the Newport-Inglewood Fault Zone, which passes through the corridor, will result in a project which can withstand an earthquake within acceptable levels of risk.

February 10, 1975

H. A. [illegible] - District Director
P. O. Box 2304 Terminal Annex
Los Angeles CA. 90051

Attention: Mr. C. J. O'Connell

Dear Sir:

Re: Comment on Project I 105 Draft EIR

I, as a citizen who lives in an area that receives much of the Air Pollution which is generated elsewhere, am interested on "what and why" of your I-105 Project. I do a lot of travelling and use LAX. The impact on where I live and my travel give me standing to comment on your Draft EIR on Project I-105.

I have read the entire report and as a general comment, the report utilizes too many adjectives in describing why it is good. In addition, when percentages are used to illustrate a point, it is for clouding an issue. A small number with a change results in a big percentage which doesn't prove anything - except and Public Relations - Example, Page 4-6 & 4.12. The use of "75%" sounds to the average person that I-105 is much better. Yet, the data shows that traffic congestion has not been relieved.

I realize that your department is primarily interested in concrete highways, but for this, I think that this Draft EIR should study in detail other types of travel. There has been a renewed interest in the possibility of Rapid Transit, Rail Traffic, and if there is one route that certainly should be studied, it is the I-105 route.

This highway is nothing more than a feeder connecting 4 north-south freeways to the beach and LAX. Here is a route that will transport more cars to a giant parking lot "the beach and LAX". This proposed route will only help to create greater traffic jams and air pollution near the airport.

I request that you add one more scenario (#6) to the Draft EIR in order to be complete. This study should be an elevated rail loop operating between the I-605, the beach, and the airport. In order for this loop to be successful the following, as a minimum, must be implemented.

- o Parking areas at intersections of I-405, Route 11, Route 7 and I-605
- o Freight sub stations at I-405-Route 11, Route 7 and I-605

  Bus [illegible] to the train platforms

  Mini-Bus Routes at LAX depot to transport passengers to major industrial areas i.e., Hughes Aircraft, Rockwell International, etc.

  Possibly, later, special lines may be run to large industrial areas, thus reducing bus line loads.

- o Service operates 24 hours a day with freight cars converted to passenger type during the peak hours.

If one looks at the advantages of this proposal, the following gains, at a minimum are evident.

- o LAX Airport

  Reduction of parking problem
  Reduction of Truck Traffic

- o Advantages to cities not presently involved in airport business
  - Freight substations will generate employment in areas now not able to induce business
  - Generate sales tax revenues in more cities
  - Expansion to the airport business influence area
- o Reduction in Air Pollution
  - Creation of jobs locally will reduce travel to the airport
  - Mini-Bus Lines to large industrial plants near the airport will allow employees to park at intersections of north-south freeways.

  Reduction of truck traffic

- o Advantages to citizens who don't live near the beach
  - Not necessary to have private transportation to enjoy public beaches
  - Land planned for freeway can be used for Green Belts - a much needed necessity in our concrete jungles.
    - Can be used for athletic fields for the youths
  - Bike trails to the beach area.

This route is ideal to start the Rapid Transit in the L. A. Basin. Your excuse about funding problems is not a reason for not giving this approach a detailed study. Without this addition, your report is not adequate.

In addition, I request answers on the following:

o Chapter 5 - Environmental Quality

Figure 4-5 shows the freeway locations that will experience an increase in traffic volumes because of I-105. The noise and air pollution studies described in Chapter 5 did not examine the increase in noise and the decrease in air quality as a result of the I-105 Freeway Project. Certainly, citizens in the local areas of the freeways must be made aware of the impact of your project. 2

When this study is made, please include the increase in traffic at each "on and off ramp" in the areas of the other freeways that will have increased traffic volumes due to I-105. Name the surface street locations. 3

Your calculations for pollution generated by autos was based on a constant speed. This freeway serves many local people. This type of driving requires acceleration and deacceleration. What is the impact of this type of driving on air and noise pollution? Why isn't this the same or greater than surface streets? By placing this route in operation, will not a higher concentration of air pollution be concentrated in an area near the route? If not, why not? 4

Please explain your first paragraph on Page 4-12. What is "essentially congestion free"? Why won't I-105 be like all other freeways at peak traffic time?

You discussed that meters will be installed to control the "on" ramp traffic. This will add one more deacceleration and acceleration. Please state the additional reduction in air quality and increase in noise. In addition, identify the surface streets that will be impacted.- By name, so that people can identify with the streets. Give the estimated traffic volumes that will be ateach "on" ramp during peak hours and how the traffic flow will be affected by the meter control method. Your study of air quality assumed that EPA Emission Standards will be met in the period between 1974 and the year 2000. What is the impact if the Emission Standards are frozen at the 1975 level for a few years? 5

o Chapter 7 - Growth Inducement

Please answer the following.

Which communities did you contact to the East of I-105? When did you ask them on their desires on growth? Did you ask them what the impact on water, sewer, and school capacity would be with an additional growth inducing element? Do all the communities want growth at this time? How do you show that a freeway is not growth inducing? 6

Please state the effect on assessed valuation of property due to easier access provided by a freeway. In what areas has the assessed valuation of property not increased due to freeways?o What freeways (on Page 7-6) induced rapid growth on Diamond Bar? What freeway induced rapid growth on Mission Viejo and Irvine? 7

Please answer all these questions with figures, plus the source of the data and the date.

Thank you for your information in advance.

Yours truly,

L. A. deBottari
1817 Western Avenue
Corona, CA 91720

RESPONSE TO COMMENTS OF FEBRUARY 20, 1975 FROM L. A. de BOTTARI

1. Chapter 1, Section 1.4 page 1-9 of the Draft EIS contained a discussion of the factors that led to the determination that a busway was the viable transit alternative. The feeder-distributor system suggested by Mr. de Bottari is basically the same as was included in the EIS, with one major exception. That exception deals with the movement of freight. Public transit systems are specifically precluded from freight operations because of the unfair competition with private carriers. A public transit system is constructed and operated with public funds, while private carriers are obviously not.

2. The air and noise studies examined the effects of traffic changes within the limits of work which would be performed on the intersecting north-south freeways, as part of the Project (See Exhibits 6 a-f in Appendix E for construction proposed on these freeways). In no case were air or noise standards exceeded.

   Beyond the limits of cross freeway work, increases in traffic range up to 14% on other freeway segments (Figure 4-5). At the same time it should be noted that there are decreases on many segments generally on the order of 3-10% with a maximum decrease of about 30% on Route 91. These changes are reflected in the overall or regional air quality analysis. As for adjacent neighborhoods, these traffic changes would result in similar positive and negative changes, but so slight they should not be perceivable.

3. As noted above, traffic changes were identified for other freeway segments. An analysis of traffic changes at ramp locations and surface streets related to these other freeway segments was not performed. However, these changes should result in somewhat similar changes at the ramp locations.

4. The DEIS did note that pollutants were calculated using a number of parameters, including VMT by facility and speed (page 5-4 5). The speeds used were not constant, but did reflect a typical cycle of acceleration, deceleration, idling various speeds based upon trip length and type - on freeways or conventional streets.

5. On-ramp meters, eventually to be installed on all existing and future freeways, are intended to regulate access to the freeway such that localized overloads will not occur. Eventually, these ramps will be interconnected into a region-wide traffic management system. The anticipated result - the "essentially congestion-free" operation - will be the elimination of most congestion, and the optimum flow of all traffic at peak hour speeds of 45-55 MPH. This should also serve to reduce both noise and air emissions. In terms of air quality, this proposal is one of several which, taken together, are directed at meeting the standards of the Clean Air Act.

   Estimated peak hour freeway and ramp traffic figures are shown in Exhibits 6 a-f of Appendix E, Major Design Features of the Project.

   Aside from metering traffic on to the freeway, ramp meters are intended to discourage short freeway trips. This will result in making better use of available capacity on city streets.

   A discussion of the implications of a delay in implementation of the Clean Air Act was included in the Air Quality Report. pages 299-302, "Delayed Compliance with Emission Standsrds". The conclusion that one year's delay would not cause Ambient Air Quality Standards (for CO) to be exceeded with or without the Project in 1980, has been incorporated into this EIS.

6. To reiterate the conclusions in Chapter 7, since most of the available land is already fully developed, there is little additional growth anticipated for communities within or immediately east of the corridor. The growth that may occur will result from population allocation based upon local planning.

7. A discussion of near and long term effects of the project on property values is included in Section 6.6 of the EIS. Unlike the I-105 corridor, Diamond Bar, Mission Viejo and Irvine were undeveloped areas. The growth inducing analysis contained in the EIS explains how freeways can be a significant, but certainly not the only factor in their rapid growth.

PHILLIP JON BROWN, ARCHITECT
8578½ Santa Monica Blvd., Los Angeles, Calif. 90069
Telephone: (213) 652-7688

16,Feb,'75

Haig Ayanian
Director, District 7
Dept. of Transportation
120 S. Spring St.
Los Angeles, Ca. 90012

Mr. Ayanian;

I mentioned to you at the SCAG RTP hearing (jan. 30), that I would send you a copy of my critique' of the I-105 E.I.S. draft. Accompanying this critique' is a copy of a comment on the SCAG RTP.

These two statements will probably give you mixed feelings. My intention is to see new kinds of highways built which not only solve for increasing travel demand, but also revitalize and make efficient our urban areas.

Regarding the I-105 corridor, there seems to be pressure for trading-in the freeway for rapid transit funds. This would not help the cities in the I-105 corridor in my estimation. A freeway, at this point, is also dubious. I think it would be advisable for Caltrans to seriously look at the Continuous Flow Boulevard aporoach. The question of whether this kind of facility is readily acceptable for Interstate funding or if there is need for new definitions to be made, comes to mind.

If Caltrans decides to look into the Continuous Flow Boulevard approach, I would appreciate being involved in this effort.

Sincerly,

Phil Brown

PHILLIP JON BROWN, ARCHITECT
8578½ Sánta Monica Blvd., Los Angeles, Calif. 90069
Telephone: (213) 652-7688

9 Feb,'75

SCAG Executive Committee
So. Calif. Assoc. of Gov'ts
1111 West Sixth Street #400
Los Angeles, Ca. 90017

Re; Comments on the Draft Regional Transportation Plan

Abstract

The proposed Regional Transportation Plan has over emphasized the significance of rapid transit in terms of solving for future transportation needs. By overlooking the efficiencies that a creative highway program can bring to Southern California a very big mistake is being made. A highway program which allows the majority of travel to become efficient is necessary. If no appropriate highway program (not freeways) is initiated, severe congestion will occur leading to diseconomies, pollution, and social hardships. A creative highway program which includes rapid transit is the correct approach to be followed.

First of all SCAG is to be commended for developing a fine framework for the Regional Transportation Plan. I know this process has intailed the sorting out and giving direction to a massive amount of data, goals, priorities and decisions. I think the results are reasonable and generally point in the right direction.

The comment I will make however, deals with an area which has largely been overlooked. I point to this over-sight in that the sooner we have the transportation approach that will support a solution, the sooner implementation can proceed.

The transportation goals outlined by SCAG are fairly clear. The transportation solution must be economically and socially compatible, be a balanced system, follow guidelines of efficiency regarding energy and the environment, and be a flexible system able to endure the many changing circumstances the future will place upon it. Emphasis on developing better public transit on a disperced network basis is clear and desireable. However, the lack of a program for creating a more efficient highway system is disapointing.

I will direct my comments generally to the LA County area in that this area comprises the bulk of our transportation problems, has the most advanced stages of need, and can model a course for the remaining region.

In LA County, freeways essentially comprise the regional transportation network. Not much more freeway construction is expected in LA County due to the socio-economic impacts, high construction costs, and the inappropriateness of more of this type of facility in developed urban areas. The freeway system is in. Refining and re-defining the use of existing freeways is an important aspect in optimizing our total transportation system. Exclusive bus lanes are a beginning. Optimizing the freeway system for long trip usage and not for short trip usage is a direction to be encouraged as well as to increase public transit on freeways.

To focus on the area of greatest transportation need however, we turn to the development of a disperced network of medium capacity public transit and an improved highway circulation system. Involved in this goal is the recognition that the disperced network will have to serve and support the developed and developing balanced centers. It should further be recognized that these areas are presently served by congested major city streets.

The deficiency that exists in our transportation system is that there is presently no facility to fill the gap between the major urban street and the freeway. (Major street, 40,000 vehicles per day capacity; freeway, 200,000 vehicles per day.) The point is that this gap should be filled with a facility that provides medium capacity public transit, provides private vehicle congestion relief, supports and occurs as an integral part of balanced centers, and that this type of facility has capacity, network, and mode flexibility to provide improved transportation when and where needed.

The demand for such a facility corresponds to the fact that 64% of the total VMT, and 93% of all trips for the region occurr within distances of less than 20 miles. Regarding LA County, the percentages would even be higher. The improved highway approach is called for to encourage the goal attainment of increasing transit usage from 3% to 6% of total VMT, and to make the remaining 94% of conventional private travel more efficient.

The facility that would fill the gap between freeways and major city streets can be evolved from the existing street network. To give this approach a title, it is the Continuous Flow Boulevard Approach.

The Continuous Flow Boulevard (CFB) approach focuses on the correct transportation scale, would support the developed and developing balanced centers, has minimal socio-economic impact,

and this approach by concept follows the staged dicisions policy SCAG reccommends. Regarding socio-economic issues, the CFB approach actually would bring needed economic revitalization to areas as well as the social benefit of safer more aesthetic environment. The CFB staged evolution permits options of capacity, mode and network flexibility , and the ability to improve access now without excluding future technological innovations.

I urge that this approach be studied to make its benefits and options known. The CFB approach is flexible, yet it must be planned for in that it is derived from the existing landuse and transportation system.

The parent configuration of the CFB is a simple one-way pair of streets derived from existing right-of-ways and separated by a city block or more. This configuration allows room for exclusive bus lanes which may later become fixed guideway lines at grade or elevated levels. One way flows allow right and left turns free of opposing traffic. An assumption of environmental improvment regarding grade separated pedestrian circulation and grade separated major street crossings (approx. 1 mile apart) is included in the CFB concept

Upon designation of the one-way pair the following staging occurs. Stage One, of the evolving facility, consists of syncronized signal flow with exclusive bus lanes. (approx 75,000 person trips per day) Stage Two consists of semi-continuous flow due to partial completion of elevated pedestrian circulation and some grade separation of critical cross streets. (approx. 90,000 person trips per day). Stage Three occurs when all cross streets and the pedestrian circulation system is grade separated. This should allow approximately 125,000 or more person trip in the CFB corridor with conventional cars and buses and assuming an increase in vehicle occupancy.

Stage Three is essentially a guideway facility uninterrupted by pedestrian or cross traffic and is open to various technological innovations and types of hardware(public and private). On the point of transportation innovations, I agree with penalizing the automobile until it becomes a more efficient vehicle - smaller cars then possibly electric cars is probably the direction. However I cannot see disregarding highway improvements which can bring efficiencies to our present and future travel modes.

The CFB approach not only makes conventional bus and autos efficient, it allows many kinds of public transit and private vehicles to commingle and evolve over time. Probably the most important feature of the CFB approach is that it allows transportation and landuse to evolve together in to an efficient and desirable form.

PHILLIP JON BROWN, ARCHITECT
8578½ Santa Monica Blvd., Los Angeles, Calif. 90069
Telephone: (213) 652-7658

STATEMENT ON THE PROPOSED I-105

EL SEGUNDO-NORWALK FREEWAY E.I.S.*

OUTLINE

*E.I.S. refers to the draft ENVIRONMENTAL IMPACT STATEMENT for the proposed routes 1 and I-105 (El Segundo-Norwalk) freeways, by the U.S. Department of Transportation Federal Highway Administration and the California Department of Transportation. Report Number FHWA-CA-EIS 74-14-D.

I. WHAT SHOULD HAPPEN IN THE I-105 CORRIDOR.

A combination of improved access and redeveloped landuse should take place in the I-105 corridor instead of a freeway. The combination of improved access and redeveloped landuse gives the best answer to meeting demands for accessibility, minimizing community impacts, reducing construction costs* and most important to provide a way to improve the community through improved housing, shopping, employment and community facilities. The basic difference is by the combined approach a new activity spine is created becoming a center or part of the community as contrasted with a freeway which impacts and divides communities.

The access improvement is called a Continuous Flow Boulevard (CFB).** The CFB highway facility has properties of a boulevard in that it has connections to adjacent city surface streets and landuse, yet also has continuous flow of movement. The configuration consists of a one-way pair of roads separated by a single block or more. Local streets adjacent to the one-way pair do not cross the CFB but merge with the flow of traffic. Major highways that cross the CFB are grade separated. The set of blocks between the one-way pair are to be developed with appropriate landuses in relationship to the community. To allow pedestrian circulation across the CFB, appropriate air rights landuse, pedestrian overpasses and underpasses are constructed by the public and private sector.

* Indicated in a later section, the proposed CFB approach requires 10½ million, whereas the freeway requires 434 million for corridor completion costs.
**Originally proposed for the Wilshire corridor by PJB Sept. '73.

In the I-105 corridor the presently acquired property (500' on the average) would allow the CFB to be built with the block separating them to be redeveloped with appropriate landuse. In areas such as Hawthorne where land has not been acquired the CFB configuration allows minimum impact by utilizing existing street R-O-W's (one-way pair straddling one or more blocks) with minimum land take for necessary grade separations, widening or revisions to acceptable landuses.

A CFB with three flowing lanes in each direction with the addition of a fourth as a bus and carpool lane (with 45 maximum travel speed) would give the necessary transportation improvement to the corridor. A capacity of approximately 160,000 person trips per day is foreseen in the corridor with this type of facility.

The combined use of the corridor makes it the most acceptable choice in terms of social worth, economic justifiability and reasonable transportation improvement.

II. GENERAL PLANNING CONSIDERATIONS WITH REFERENCE TO FREEWAYS.

A. Freeways provide too much transportation. The time has passed where transportation facilities in urban areas can be designed without close attention to adjacent and areawide landuse functions. Further, the time has passed where fossil fuel burning vehicles traveling at 65 miles per hour on 225,000 vehicle per day freeways is the assumed modal choice upon which transportation systems and segments of systems are based. The reality of the freeway system is that it is in. The regional network is all but finished. Many additional freeway segments have been deleted (Laurel Canyon, Whitnal, Richard M. Nixon) with due cause. Freeways that have been deleted, where a reduced facility would more than solve for the projected demand, have largely been stopped because of the unwarranted disruption + cost that would be caused. But simply stopping freeway construction is not the answer either. The point is that transportation facilities between those of a urban major street and that of a full 10 lane freeway must be developed to solve for local travel demand where a regional freeway element is not necessary. Further, means of design and planning processes must be developed to reduce environmental, social and economic impacts.

B. The context for planning has changed. In retrospect, the past twenty years of Southern California lifestyle have been based on a high level of consumption of land, fuel, time, and related diseconomies of a sprawled city form. As desirable and as affordable in the past it may have been, future prospects indicate this cannot continue. In the short term, we must make efficient what we have in terms of existing city form, infrastructure, and vehicular modes in order to make affordable our inherited lifestyle. In the long term, we must generally economize and allow for flexibility in our planning and capital investments in order to make the necessary adaptions and innovations that are sure to come. A freeway in the El Segundo - Norwalk corridor is inconsistent with our present and future needs.

Energy, economics, environment and social needs direct us to make our city efficient in form and function. It further dictates that the process in which this comes about is also efficient in terms of discerning solutions to social problems, allocation of resources and to provide flexibility to allow for further economies. Efficiency of city form and function means we cannot afford to waste existing communities and physical infrastructure, and that we cannot disrupt social structure lessening socio-economic opportunities and actualization. To quickly get to the point, transportation in the El Segundo-Norwalk corridor should be used as the integrating physical element

that restructures and revitalizes the existing communities bringing resource and time-space economies and, to provide a restructured socio-economic condition in the community allowing choice and opportunity towards community fulfillment.

The above prescription to plan for transportation responds to the true purposes of providing transportation. The relationship of social and economic worth regarding what kind of transportation facility is to be built and how it is built is the real concern. Good transportation planning is not simply engineering road designs in response to mythical traffic projections and discounting emminent social concerns and economic realities. If a thorough design process would have been made, in the El Segundo-Norwalk corridor, we would be seeing today a direct transportation solution responding to real travel demand and the social, economic and environmental concerns in that corridor.

III. COMMENTS ON THE E.I.S. (WITH REFERENCE TO VARIOUS CHAPTERS)

A. General Comments on the Background of the Project (I-105) and the Selection of Alternatives.

(Chapters 2 + 3).

The late coming in the design process of the E.I.S. and the considerations it represents, exhibits the monumental momentum the freeway building program has had and its lack of concern for related environment. Initial planning for the I-105 freeway began in 1958. Through the 1960's the foregone conclusion that there should be a freeway entrenched itself in route adoption proceedings and Interstate Highway System Approvals. By 1967, moving people out of the corridor had begun. Still assuming there should be a freeway, between 1969 and 1970 a Design Team made studies identifying impacts and opportunities the freeway would create. From 1970 onward, public hearings, freeway agreements among cities and the state, clearance of portions of the corridor and other pre-road building activity occurred. In 1972, a legal proceeding was begun which resulted in the requirement of an E.I.S. on the I-105 El Segundo-Norwalk freeway. Environmental concern finally caught up with Freeway Momentum.

In 1968, there were 21,000 people and 290 businesses in the corridor. To date 14,700 people and 52 businesses have been relocated. Generally, 50 percent of all uses have been relocated, in addition to

a great deal of clearance. When one drives the corridor, the 2600 cleared parcels and the accompanying deteriorated buildings that bracket them, are more than evident. In fact, it is appalling.

The question of "Where do we go from here?" has been made. The E.I.S. developed in response to environmental questions, however, is inadequate. So the process is long from over. Most all of the technical work in the E.I.S. is of a very good quality of research and documentation. Where the document falls apart is in its conceptual references, namely the relationship of transportation and landuse, and specifically with regards to the selection of alternatives to compare the freeway "project" with.

There is no evidence of a creative look at alternatives to the freeway. It appears the alternatives that were represented in the E.I.S. originated from sources outside of the Dept. of Transportation.

Comments on these alternatives is next in order.

The "No Project" alternative, being of standard E.I.S. format, identifies the interesting situation the I-105 corridor is in. Not to build a transportation facility in the corridor results in economic losses through acquired property and clearance and would induce congestion and pollution in the adjacent street system and would require subsidies to redevelop and dispose of the acquired land.

The "Exclusive Busway" alternative underutilizes the transportation corridor, still has significant environmental impact and does

not induce a positive climate for redevelopment of the remaining land that would be disposed of. The "Street Improvements" alternative fails in the conceptualization of how to adapt major street improvement to land uses in a positive solution for each. The lack of design consideration results in a massive removal of existing businesses through street widening and/or environmentally unresolved half designs of grade-separations on existing streets at major street crossings creating unacceptable impacts to landuse functions. The idea of grade-separations to allow free-er flow of movement is a good start, however, the alternative as proposed was half-baked and did not carry through with similar provisions of free-er flow of vehicles between grade separations. No mention was made of what consideration is made for the pedestrian or how to mitigate possible environmental impacts through design options. 2

The final alternative considered in the E.I.S. combined the "Exclusive Busway" and "Street Improvements" alternative. This simply compounds the inefficiency and impacts by not having an integrated solution to begin with.

The lack of creative and realistic alternatives to the freeway brings forth the questions of whether the E.I.S. was some kind of academic exercise, a self-serving approach to self-justification, or simply latent "freeway momentum". Other than the busway, for example, why were there not other alternatives developed for the acquired corridor.

It is obvious that given the situation where you have acquired and cleared the majority of the corridor, that something should be done with it. To further define what kind of alternatives that should have been developed for the corridor, one would try to mitigate against the shortcomings normally associated with freeway building; namely, to lessen social economic and environmental impacts. The alternatives developed for the E.I.S. appear to be "straw men".

One final comment on the background of the I-105 corridor. Reference is made to citizen participation, however, the participation was not in terms of considering alternatives to freeways and their impacts. The freeway was always assumed when dealing with the citizenry, only lessening of hardships that resulted were "participated" with. 3

B. Travel Service.

(Chapter 4, E.I.S.)

It is estimated that the I-105 freeway would attract between 80,000 to 150,000 vehicles per day by the year 1980. Further, they estimate that between 115,000 and 215,000 vehicles could be accommodated by the year 2000. By the year 2000, one could also project that approximately 10,000 people could afford the gas and oil necessary to drive them down the corridor. 4

Recent L.A. city and regional population projections, for the years of 1990 and 2000 have received significant reductions with

similar reductions in person trips. A more realistic approach to accommodating projected demand, would be to provide for a reasonable amount of capacity for traditional modes of travel and leave options open for other travel mode accommodation that is likely to occur in the long term.

SCRTD projected that if a busway were developed in the corridor, between 17,000 and 20,000 riders would be attracted by 1990. This would be a good goal to reach for. Above this range of ridership a light rail transit system would be economically justifiable.

The proposal I recommend is a Continuous Flow Boulevard comprised of three flowing lanes in each direction. This in itself would provide for 120,000 vehicles (automobiles) per day in the corridor. (It should be noted that CFB and freeway capacities are comparable. Travel speed is different. Four lanes of CFB in each direction would give 160,000 vehicles or more per day.) A bus lane later converted to a rail line would add between 20,000 to 40,000 riders to the corridor. The 120,000 vehicles and approximately 30,000 transit riders is reasonable amount of traffic to accommodate. Further, the scale of traffic and the emphasis of transit is compatible and desirable in the corridor given the need to bring transit facilities to transit dependent communities and to bring the revitalization opportunities improved access would provide for redevelopment. 5

The mix of modes, the open-endedness of the planning strategy, the fuel conserving and environmentally compatible maximum speed of 45 miles per hour, and the average trip length of approximately 5 miles in the corridor make the Continuous Flow Boulevard a preferred choice. Where one sees the flexibility, environmentally compatible and desirable transportation service the CFB provides, one sees rigidity, environmental faults, and an over specialized form of transportation with the freeway. 6

In the long term, the desirability of individual mobility and the depleting supply of fossil fuels to burn will bring changes in our vehicles. We can expect small efficient urban vehicles, possibly electric, as the standard vehicle most of us would use. Here again the CFB is compatible with this likelihood, assuming travel speeds of less than 65.

Transit, to be truly successful in the corridor, should have good connection to the adjacent street system and the many local centers of shopping, employment and residence. Here again the Continuous Flow Boulevard outperforms the Freeway by giving direct connection to the street and landuse system as well as the opportunity to change routes, add routes, and mix modes with ease. 7

And finally, if it is found that greater east-west or north-south accessibility is needed, other CFB corridors can be evolved from

the existing street right-of-ways responding directly to those needs. The CFB can be viewed as an extension of the freeway system or as an outgrowth of the existing street system. Whatever the viewpoint, it provides a medium to high capacity flexible transportation system that may be developed in whole or part according to need.

C Environmental Evaluation

(Chapter 5, E.I.S.)

The automobile is a recognized polluter. An auto pollutes to a higher degree on a mile per mile basis with stop and go driving as compared to free flowing travel. On this count both the freeway and the Continuous Flow Boulevard tend to make the auto more efficient and less of a polluter The Federal Government by enacting the maximum speed limit of 55 mph recognize that slower speeds are more economical and therefore less polluting. From this viewpoint a CFB performs better than a freeway. 8

As indicated in the E.I.S., a more effective way to cut pollution is by changing travel behavior. Car pools and buses are cited as means to get more vehicles off the road and reduce the total amount of vehicle miles traveled (VMT) per day. It should be recommended further that 10 lane freeways should not be built where unnecessary in that they induce vehicular travel. A CFB on the other hand is a facility that promotes transit ridership by the ease of connection with 9 10

adjacent landuse activity. The CFB in combination with adjacent development, is an activity spine allowing shorter trips between home and work, shopping and recreation, which also reduces VMT. 10

One might point out that the one way pair configuration of the CFB has 4 sides of the road that would be open to vibration, noise and pollution influence. First it should be noted that the recommended CFB for the I-105 corridor should have less capacity provided than the 8 and 10 lane freeway segments proposed by the state. In addition, travel speed would be less with a maximum speed limit of 45 mph. Further, the block or more separation between pairs means you are dealing with only 1/2 the amount of source vibration, noise and pollution in each flow direction of the system. Assuming 120,000 vehicles for the total corridor, this leaves 60,000 vehicles per day on each paired street (or side). With the additional consideration that free flowing vehicles produce less noise than stop and go traffic, one can compare the effects of a CFB relative to adjacent development as being similar to major streets such as Wilshire Boulevard or the like. The point is, by no means is a CFB like a freeway. 11

Certain functional uses next to the CFB would, however, want to take mitigating measures through site planning and architectural form that would reduce road effects even further. Residential use would be such a function and due care and consideration would 12

have to be offered. Land uses such as commercial and light industrial, however, are internalized functions by nature. The traditional strip-commercial street is fact in point. Further, this type of functional use provides a good "barrier-effect" to single family, schools and quiet seeking uses of the like. By the above description of the CFB, one can see that by concept, the CFB mitigates against excessive noise, vibration and pollution effects. 12

D. Social and Economic Evaluation

(Chapter 6, E.I.S.)

The E.I.S. states that "indirect effects" are not readily discernible or quantifiable and therefore the state only deals with community cohesion and accessibility relative to direct impacts.

Indirect effects comprise the dimension that affects people where they really live. For example, at present there are approximately 350 acres of cleared land in the corridor and a great number of abandoned dwellings. The quantifiable aspect of this situation is that it cost the state a certain amount of money to acquire, clear and process this land. So many -- acres, dwellings, etc., with so much -- monies lost due to deterioration of remaining dwellings. The "unquantifiable effects" are the human relationships and activity patterns which comprised neighborhoods, and the loss of community organization and actualizing structures that has been broken and set 13

in disarray. Simply stated, it means people displaced have to go somewhere else and start over. Further "indirect and unquantifiable effects" are taking place presently to the neighborhoods adjacent to the corridor but not actually taken by acquisition. These effects are without compensation. Yet the limbo they have been placed in is evidenced by neighborhood deterioration. 13

Generally speaking, compensation for displacement should more than satisfy direct costs and losses. Secondly, a transportation planning process should embrace relationships with adjacent landuse and activity structures with community compensation in terms of providing replacement and interim activities, facilities, etc. This would allow for better transition and restructuring of the adjacent neighborhoods. But probably a more realistic position for the State to place itself in, would be to develop better planning and types of transportation facilities that do not bring about such devastating social and economic impacts in the short and long term.

In that over 70 percent of the I-105 corridor has been acquired and 50 percent of the total needed for I-105 has been cleared, a great deal of devastation has already taken place. However, a significant amount of dwellings, business and community facilities remain unacquired and the right steps toward minimizing direct and indirect impacts in the short and long term should be taken.

The Continuous Flow Boulevard approach allows minimum impacts. Most of the existing uses that still remain in the acquired corridor can stay where they are as they would be positioned in the central block between the CFB paired streets. In areas like Hawthorne where acquisition has not taken place, minimum land take would be necessary for the CFB roadway by essentially using existing street right-of-ways in the majority of instances. Land uses, typically the block between the two existing streets, could remain if environmentally and functionally it is in their favor to do so. Of the remaining 4,000 housing units, 240 business and the 47 community facilities yet remaining that the I-105 freeway would displace, I would estimate that 90 percent of them could remain if the CFB approach were taken. 14

Approximately 26 million in assessed valuation has been removed from the tax rolls and an additional 17 million more would be removed if the I-105 corridor was completed as per freeway dictate. With the use of the CFB approach of reverting back approximately 500 acres of the corridor to community landuse and with the increased worth of the land due to improved access and community structure, the 43 million would remain on the tax rolls. This 43 million assessed valuation is worth over 2 million annually to local cities and over 2 1/2 million annually to school districts.

E. Landuse and Development Evaluation

(Chapter 7, E.I.S.)

It is recognized in the E.I.S. that the I-105 freeway would contribute to urban sprawl by allowing greater distances to be traveled and therefore outlying areas to be settled as bedroom communities. It should also be recognized that if a freeway were built, the depressed community condition left in its wake would tend to drive out people looking for better accommodations. These two city form impacts can be reversed by development of a CFB and a revitalized community activity spine in place of a freeway. 15

The CFB is primarily for improved local or area-wide access rather than regional trip use. Tendencies of sprawl would be lessened. On the other point a clear reversal is foreseen. Instead of permanently dividing communities and leaving deterioration in its wake, just the opposite takes place with the CFB approach to development of an activity spine.

The land between the one way pair having been given improved access gains boulevard frontage status. Development in this set of blocks occurs in such a manner to allow easy vehicular and pedestrian access. This land becomes the community center rather than a community edge.

The large acquired and cleared areas of land, in the South L.A. 16

area, for example, afford a unique opportunity to bring up-dated forms of shopping, commercial and industrial use to the community. Current availability of land and its relation to access is not favorable for these new facilities. The CFB and the relatively large areas of high access land between them provide the condition for efficiency these large-module functions demand. 16

Land adjacent to the CFB/activity spine corridor would receive a new lease on purpose and worth as well. Proximity to employment, shopping and access make their place that much more desirable.

The process in which the CFB/activity spine would develop is interesting to note. The CFB can be evolved from a semi-continuous flow to a continuous flow facility. Present traffic demand could be met with a semi-continuous flow facility and therefore be compatable with the initial functional use development and elevated pedestrian circulation system construction period. As the private and public jointly finished the separated pedestrian circulation system and the major street crossings were grade separated, at that time continuous flow of traffic could be activated.

By the initial development stage, the community is allowed continued pedestrian and vehicular circulation. In fact, there would be no break in community function. The lack of break in continuity, and the simultaneous construction of the CFB and land use between

allows a speedy return of the corridor to use and regeneration of the community.

In the land use and development chapter of the E.I.S., a considerable amount of space and time was devoted to an analysis of redeveloping acquired portions of the corridor if a freeway project were abandoned. Without improved access in the corridor, the development potential of the corridor was disfavorable. They considered this to the point where if housing were to be redeveloped, it would have to be subsidized to the tune of some 42 million for this corridor.

I would agree that this may be the case if no transportation improvement were to be made. There is quite a different situation created, however, when access improvement, and a positive condition for shopping, employment and better community facilities are generated. The prospects for housing from the private sector would be quite favorable.

F. Cost and Implementation Evaluation

(Chapter 8, E.I.S.)

In terms of direct costs, a continuous flow boulevard can probably (the word probably is used in that no CFB's have been built to date) be built for between 4 to 8 million per mile in urban areas. This would cover pedestrian overpasses, major street grade separations, signing, resurfacing, local street modifications and the small amount of 17

acquired right-of-way that would probably be necessary. As a comparison, the I-105 freeway is expected to cost approximately 33 million per mile without indirect costs and hardships included.

In the I-105 corridor 173 million have been spent to date of which 129 million has been spent on right-of-way. It was estimated that if no transportation project was developed there would be 118 million non-recoverable costs and if housing were developed in the corridor 42 million worth of subsidy would be required or a total of 160 million in costs to patch up the mess that was made. Not building some kind of transportation at this point is the wrong way to go.

Non-recoverable costs makes a situation where an average CFB cost of 6 million per mile times 17 miles, or 102 million for the corridor cannot, at this point, be expected. Higher per mile construction costs for the CFB will be expected in this instance.

A CFB is intended to evolve from an established major street and an adjacent main street. In this case, minor road widening and resurfacing would suffice for the majority of the road bed. The I-105 corridor presents a condition where most of the roadway would have to be built. A revised cost of 11 million per mile will be used giving 187 million for the corridor CFB construction cost.

As indicated above, 129 million has been spent on right-of-way to date. It is estimated that 500 acres of this land which would be within

the CFB pair can be sold for land use purposes. An example of those recoverable costs would follow this way. Of the 500 acres: 125 sold for industrial use at 60,000 per acre, or 7.5 million; 125 acres of commercial land sold at 125,000 per acre or 15.7 million; the remaining 250 acres for housing and community facilities would be sold at 90,000 per acre or 22.5 million. The total estimated recoverable cost by selling this land would be 46 million. Subtracting the 46 million from the 129 million would give 83 million. Adding to the 83 million the additional right-of-way cost that would be required (in areas such as Hawthorne), for the CFB to be built, would give the total. Assuming similar land-take as an exclusive busway, the E.I.S. documents 23 million would be necessary. A total of right-of-way costs for the CFB would then be 83 + 23 = 106 million.

The E.I.S. indicated that 44 million has been spent to date on relocation assistance, right-of-way support and project development. Adding these non-recoverable costs to total CFB right-of-way costs (106 million) and construction costs (187 million), gives a total of 337 million.

The comparison of costs to complete a project in the corridor exhibits major savings with the CFB approach. The CFB cost to complete would be 23 million more in right-of-way, plus 187 million for construction, minus 46 million gained from the sale of land, or a

total of 164 million. The cost to complete the freeway is estimated at 434 million. The CFB approach saves 270 million.

Reduced costs with the CFB approach is even more when it is considered that the I-105 freeway would remove 43 million accessed valuation from the tax rolls and the CFB approach would allow approximately 43 million to remain on the tax rolls.

Further economies are developed when it is considered that the corridor and the communities themselves are on a regenerative course with the CFB approach whereas urban sprawl tendencies and an economic "by-passed" condition in the El Segundo-Norwalk corridor communities accompany the I-105 freeway proposal. 18

With the before mentioned allocations of land 7480 housing units (40 DU/AC) providing houses for 22,440 people could take place directly within the corridor. Further, 6,030 jobs (3380 commercial, 400 sq. ft. of building per emp.; and 2700 industrial jobs, 1000 sq. ft. of building per employee) would be provided directly in the corridor. All community facilities would be replaced on the 63 acres the CFB approach provides.

IV. CONTINUOUS FLOW BOULEVARD RELATIONSHIPS

A. Regional/Local Link.

If the CFB is thought of as an urban expressway, it can readily be seen that it is an extension of the regional freeway system. In this sense it performs a task between that of a major city street and that of a regional freeway link. In that the corridor is only 17 miles long, the CFB provides the most appropriate transportation facility in that it will be serving mostly short and medium length trips with a small amount of regional or through trips. On a lane per lane basis a freeway and a continuous flow boulevard have the same capacity limits (1800 to 2100 vehicles per hour per lane). The difference is that the CFB is intended to work at a speed limit of 40 to 45 mph, whereas a freeway is designed to operate at a speed limit of 65. The lower speed limit of the CFB allows better environmental integration in terms of both adjacent land uses that it may serve directly and to tie into existing street systems providing better local service.

The transportation appropriateness of the CFB becomes even more clear when the characteristics of evolution are considered. Normally a CFB would be evolved from an existing pair of surface street right-of-ways. The reference here is to the aspect that the CFB is a restructured use of the pattern of streets found in most urban areas

B. Planning Flexibility

The evolutionary and flexible aspect of this system is that through successive stages from paired streets, to semi continuous flow to a full continuous flow boulevard; different traffic, pedestrian and landuse relationships occur allowing various options to following stages. The basic flexibility allows the landuse and functional setting to adjust and evolve with the evolving demand for improved transportation capacity.

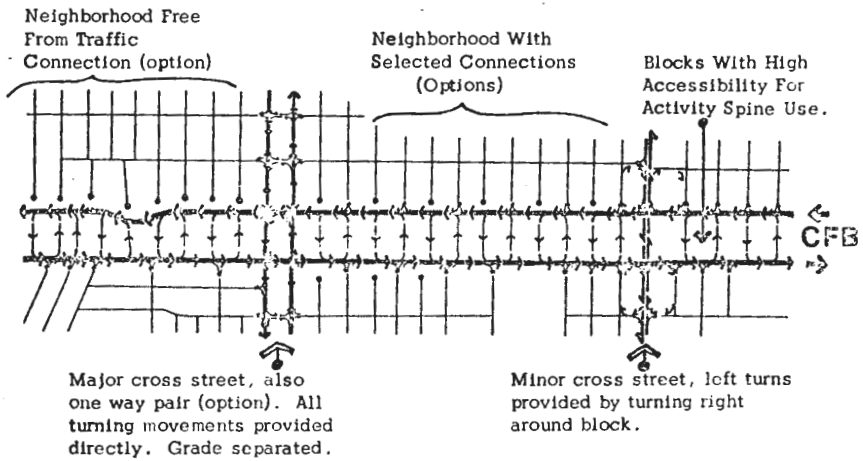
Evolutionary aspects, where the CFB is built in the acquired R-O-W would allow a semi-continuous flow stage to operate with improved access conditions while environmental adaption and re-development occurred. Compatibility of transportation and landuse would evolve together. Successive stages allow options regarding adjacent land use development, local traffic and pedestrian circulation configurations, and various modal emphasis in the CFB system itself. By evolving these relationships over time, least impact environmental adaption is attained, as well as minimum guesswork in providing appropriate transportation. Transportation flexibility is of importance in the planning context we are dealing with now because it is often dubious what the future holds regarding vehicle technology, energy consumption, and affordable preferred lifestyles regarding transportation.

In the long range, the final CFB stage is essentially a near exclusive right of way similar to a guideway. The implication is that various modes or technologies can then be adapted to the guideway. Specifically, I see the opportunity for electrified busses, light rail and/or automobiles as a probable outcome of this pedestrian free continuous flow guideway.

In terms of commitment, the CFB system is a medium speed circulation corridor which is environment related. A freeway is a higher speed corridor environment unrelated. In this corridor of both established interrelated communities, some in need of significant physical improvement, the environmental relationship is of great importance. Further, in that the corridor itself is not of regional scale in length, the clear preferred commitment is to the CFB environmental choice.

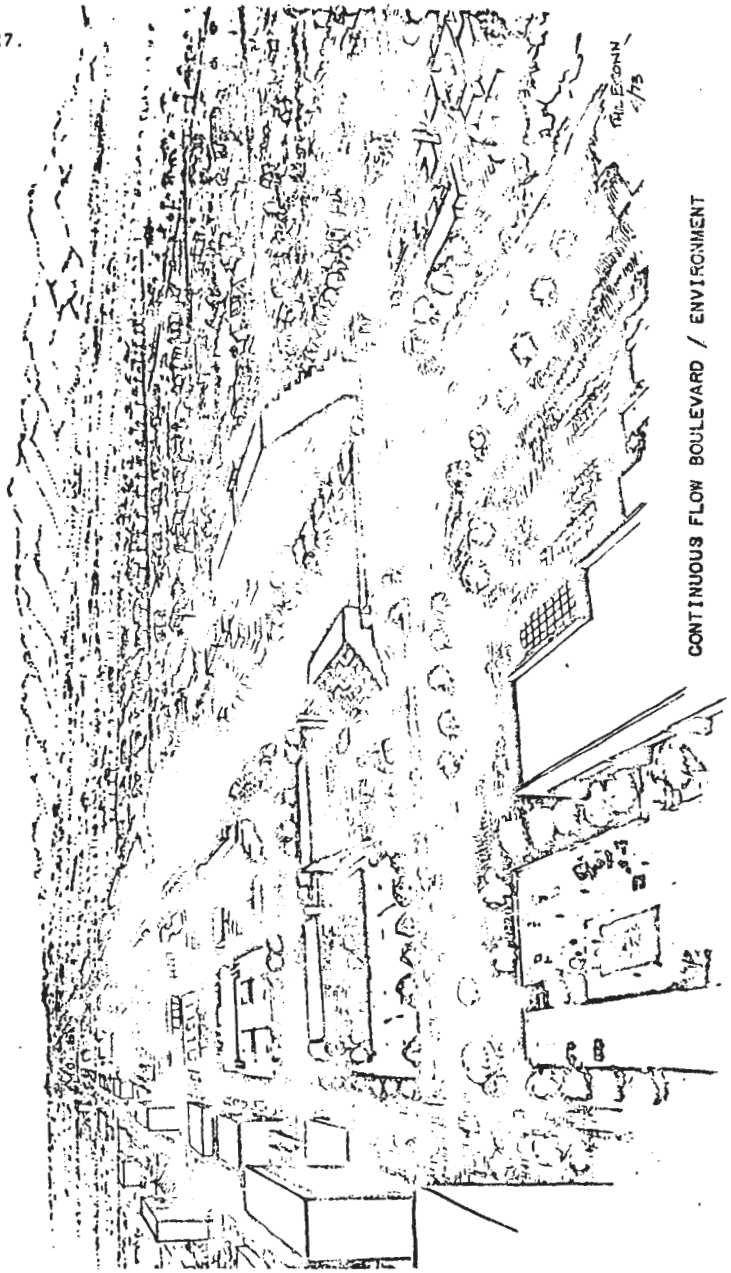
C. Environmental Compatibility

The broad relationships of environmental compatibility have been touched upon in earlier sections. The following diagram is offered to help visualize the physical relationships and flexibility the CFB provides for landuse.



CFB/ENVIRONMENT DIAGRAM.

The following perspective of a possible typical CFB/Environment corridor is offered for further visualization.



CONTINUOUS FLOW BOULEVARD / ENVIRONMENT

D. Funding

Funding of the CFB/Environment approach is at this time unclear in that no CFB's have been built. Interstate highway definitions are worked out cooperatively between federal and state authorities. To define the CFB as an urban interstate facility is the first direction to try in that 90% federal funds are matched with 10% state funds. The next direction to try if an interstate designation is impossible, is a Federal Aid Primary, 70-30 funding.

The favorable issues of social, economic and transportation worth certainly place the CFB in a good position in terms of the reality in which we live. The test of CFB worth with legal precedence itself must be posed. If precedence must be created for the CFB to be accepted in its own right, the effort will be justified.

E. Community Participation

The planning and the implementation of the CFB approach would have to receive significant community participation. Once the general plan was agreed upon, regarding CFB road disposition and the accompanying related landuses, then the separation of parts to be designed and built would go to the respective groups responsible. Continued review of how the parts were adding up would take place.

The prospect of success is secured through the process of community participation. The CFB/activity spine becomes part of the

community and part of the lives of the people who will make it work.

The CFB approach not only provides the concept for better transportation and landuse relationships, it provides the opportunity and activity structure for a healthy community to evolve.

RESPONSE TO COMMENTS OF FEBRUARY 16, 1975 FROM P. J. BROWN

An evaluation of the CFB proposal itself was performed after its introduction in reaction to the DEIS (see letter from Phil Jon Brown, February 16, 1975, and his presentation at the public hearing of April 15, 1975.)

This evaluation was based on the studies that had already been performed for the other alternatives, since this proposal contains elements of at least three of these alternatives. The CFB implies redevelopment on the scale of the No Project Alternative, although the intent seems to be for more intensive land use. The CFB is similar to the Grade Separation Alternative in configuration and operation; except for signalization, use of the 105 right of way and the one-block ± spread of the travel roadways. Funding and implementation of the CFB would be similar to either of the local street alternatives, except there is the added element of redevelopment of land. Finally, the CFB would be similar to the Freeway-Transitway in its socio-economic and environmental impacts, and in attempting to provide the same transportation service.

The proposal includes consideration for retaining the intervening right-of-way and eventually redeveloping it into a linear "activity spine" - in essence, the focus of a new or renewed community growth. The intensification of development could range from low- to high-density land used. Overall, the proposal implies an intermediate land use density. As a practical matter, an integrated land use plan for the intervening right-of-way would probably involve the eventual acquisition, clearance and redevelopment of all but a few existing properties. Therefore, the impacts on property, people and communities would be similar to the project.

An important consideration is whether this type of linear development is desirable from each community's standpoint. Most of the corridor cities have planned a dispersed pattern of growth, with emphasis on retaining their present single-family character.

This linear development would also have regional effects, and must be compared with regional land use policies and goals. Presently, there is no policy lending itself to this type of development. Instead, regional policy is to encourage and direct all new growth into existing "centers".

A final consideration with respect to this proposal, is whether and how as a practical matter it could be accomplished. This would require the full acceptance and cooperation of 8 to 10 separate agencies, a definition of funding and an implementation approach. Again, it would be similar to the local street alternatives as discussed in the DEIS. An additional element in this proposal is the redevelopment of the intervening properties.

Recycling these intervening properties would likely have to be accomplished under Community Redevelopment laws (this could include financing for the CFB also). Essentially, this method would define a redevelopment area, freeze the tax base for that area, then use the net proceeds of increased assessed valuations in that area to underwrite the sale of bonds for acquisition, clearance, relocation costs, site development, etc., for the area.

The major considerations in recycling this land are whether the redevelopment would be accomplished by one large multi-agency redevelopment district, or each local agency would form their own redevelopment agency. In any event, priorities might be necessary to accomplish an orderly development, to avoid competition between agencies or communities. It must be recognized that this development would require many years, on the order of 10 or more, depending on market conditions, etc.

A redevelopment of this magnitude would also require support from other affected agencies, such as school districts, as well as the communities in general. Recent proposals in the region (Bunker Hill-L.A. Central City) and in the corridor (South Gate-Norwalk) generated considerable controversy and opposition. None of the directly affected agencies have voiced support for this proposal, nor have they suggested additional study or evaluation.

From a transportation standpoint, the CFB will not provide the same transportation service as the Freeway-Transitway. As proposed, the CFB would utilize four lanes on each one-way street. The outer two lanes in each case are used for buses and carpools, and to provide access to adjoining property. Operationally, this restricts these lane capacities by up to 50%. Additionally, for much of the cross traffic to continue through (north-south), it must first turn and merge with the CFB, then weave across the lanes to a turn-around, and backtrack similarly to its destination. Weaving does have an effect on free-flow characteristics of the CFB. (Alternatively, this traffic could use those streets which are grade-separated; however, traffic loads and extreme congestion would result.)

Based on the above, it was determined that the CFB could involve the equivalent of three and one-half lanes in each direction, with a capacity of 1200-1400 vehicles each. This translates into a practical capacity of about 100,000 vehicles daily. To provide the same transportation service as the Freeway-Transitway, either two 6-lane CFB's or one 10-lane CFB would be required.

From the standpoint of socio-economic and environmental impacts, the CFB would either not reduce or mitigate those impacts of the Freeway-Transitway, or would have an insignificant difference. As discussed above, the same magnitude of property acquisition and people displacement would be involved. Similar to the local street alternatives in the DEIS, traffic along the CFB would produce higher noise levels and air pollution concentrations at the property line (10-20 feet), than traffic on the freeway would at the right-of-way line (50-100 feet). Also, barriers will be constructed with the freeway to mitigate noise effects, while it is not practical to do so with the CFB. Since the CFB is similar in operational characteristics to the grade-separation concept, it would be similar from a regional fuel consumption standpoint-i.e., a marginal improvement over the project.

From the evaluation that was performed, it was concluded that the CFB was not a viable alternative in the corridor. In summary, it was essentially a combination of other alternatives considered. The proposal did not provide the same transportation service as the Freeway-Transitway, entailed the same or greater impacts than the Freeway-Transitway, and did not have a substantial base of support in the affected communities.

1. It is recognized that there is a strong interrelationship between land-use and transportation facilities. Depending on circumstances, each of these could be considered as either a cause or an effect.

   In this EIS, however, land-use was not a variable. The traffic forecasts are predicated upon a single future land-use scenario as promulgated by local agencies in individual community plans, and consistent with a regional (SCAG) land-use plan. (There has been a slight modification between the DEIS and this FEIS, based upon a reduced SCAG forecase of future population. This resulted in changes in scope or design of the conceptual alternatives.)

   It was stated in the DEIS that "...the alternatives described and evaluated herein represent a realistic range of alternatives at this time" This statement is still valid. There was not any substantial demand or support for additional land-use scenarios nor conceptual alternatives, either in reaction to the DEIS or at the public hearings.

2. The grade-separation alternative included a number of operational features to facilitate free-flow between separations. Those were described in the DEIS text on pp 3-26 and 3-29. A diagram was used at the public hearings and has been added to the FEIS to clarify some of these features.

3. This comment is essentially true, however, requires some additional explanation. During the period of the original route studies (1959 to 1963) the location of a freeway was the only factor under consideration. The Legislature, having adopted the California Freeway and Expressway System (SB 480, 1959), had already expressed the public intent to construct a freeway in this corridor. This situation changed dramatically about 1970 with the enactment of Federal (NEPA) and California (CEQA) environmental legislation. These new laws, coupled with the 1972 injunction associated with this project, resulted in a complete reappraisal of the project and consideration of alternatives. This process offers an opportunity for full citizen participation through the medium of the draft EIS, the subsequent public hearings and this final EIS. It fully considers public suggestion, comments and opinions.

4. What seems more likely is that the year 2000, if we have not already converted to other, more plentiful fuel sources, such as solar, hydrogen, or fuel cells, for example, we will at least have increased the average fuel consumption of our vehicles from 13 to 25 miles per gallon. Noe does this require any new technology. We are easily capable of doing this now. All that is needed is for the general public to accept the fact that we do indeed have an energy problem, and that 'conservation' must be apart of any practical long-term energy policy.

5. Lane for lane, CFB and freeway capacities are probably not comparable. Experience indicates the optimum freeway capacity at an average 1800 vehicles per lane hour. Given the frequency of lateral streets intersecting the CFB (albeit, with turns in the direction of flow only), its capacity would more likely average 1200-1400 vehicles per lane hour, assuming no signals. As described, the CFB would have about 75% of the capacity of a comparable freeway.

6. To the extent that the CFB proposal compares with the grade-separation concept in the EIS, it would provide a marginal improvement in regional fuel consumption over the project. This is indicated in Section 5.6 of the EIS.

7. The median transitway (busway) element of the Project, in consort with the local feeder-distributor bus system will provide the flexibility to effect service changes as needed, Section 3 has been expanded in this FEIS to include a discussion of local feeder-distributor service.

8. The CFB, being very similar to the grade-separated concept, should have a very similar effect on air quality. As stated in the DEIS (and this FEIS) this alternative "would approximate I-105 in terms of average travel-speed increases and corresponding regional air quality impact.

9. SCAG s efforts to reduce projected regional VMT by 20% involve, among other things, the greater use of carpools and buses. Revised traffic forecasts reflect VMT reduction measures and the Project has been reduced from 10 to 8 lanes accordingly.

10. Any transportation improvement, including the CFB, has the potential for inducing vehicular travel. The CFB, of itself, would be no more conducive to shorter trips than the Project or any of its alternates. A change in driving habits, resulting from voluntary or involuntary (fuel costs or shortages for example) inducements, reinforced by appropriate land-use changes may be the only mechanism to significantly reduce vehicular travel; i.e., promote short trips.

11. Air and noise impacts are relative to speed, volume and distance from source to receiver. Similar to the local improvements alternatives in the EIS, 60,000 vehicles on a CFB would produce higher noise levels and air pollution concentrations at the property line (10-20 ft.), than 180,000 vehicles on a freeway at the right of way line (50-100 ft.). These are the locations where people usually receive the effects. Furthermore, barriers can be constructed with the freeway to largely mitigate noise effects. As a practical matter, this would not be done with the CFB.

12. Reducing some of the effects of traffic through site planning and architectural form implies either a change of land use or reconstruction of adversely effected existing structures. The CFB is similar to those alternatives evaluated in the DEIS from this standpoint. This approach to mitigating adverse impacts of this or any other project are and should be encouraged and facilitated by local government wherever applicable and practical.

13. There are two separate but related programs addressed to the problem of people actually displaced by the Project. The first is a comprehensive study to insure that adequate comparable housing is available nearby to meet all reasonable needs of displacees. Where a shortage of specific structures (say a need for four-bedroom houses) is evident, the State will build them if the affected family desires. Second, the Right of Way Relocation Assistance Program will furnish reasonable funds, ($15,000 max.) over and above the purchase price of acquired rights of way, to insure that the displacee is equitably (monetary) resettled into comprable housing. Specifics on these two programs are included in the EIS (Section 6.1).

Except in the case of "inverse condemnation," the law does not compensate adjacent property owners or communities for the indirect impacts of public works projects, whether freeways transitways, local streets, or CFB's. However, those responsible for development of public works projects are required to conform to general, as well as specific (air and noise standards for example) guidelines to mitigate to reasonable levels the associated adverse impacts. The EIS goes into considerable detail in discussing these.

14. It is unlikely 90% of remaining properties would remain intact. Considerably more than 10% along would be needed for the CFB itself. Moreover, a considerable portion of remaining properties, particularly residential would be improperly oriented to be accessible to the CFB. Either extensive service roads and/or reconstruction is implied.

15. A "revitalized community activity spine" would have to be accomplished through redevelopment of most or all of the intervening properties between the one-way CFB streets. Should this occur displacement of people, businesses, etc. would be no less than for the Project. Additionally, there would likely be great pressure to also redevelop much of the adjacent properties to the outside of the CFB. The end the result may be well be more, rather than less, total displacement and disruption with a CFB than with the Project.

Redevelopment along a CFB would also undoubtedly result in more intensive use than at present. This will of itself generate a great deal of new trips.

The CFB is proposed to provide essentially locally oriented service. However, the traffic analysis performed for this corridor concludes that the basic need is not for local service (the arterials themselves adequately provide this), but primarily for serving the longer regionally oriented trips. The CFB proposal, if in company with more intensive redevelopment, does not provide an effective solution.

16. The CFB will not provide any greater accessibility than the Project considering that interchanges are planned at approximately half-mile intervals.

17. In order to fully redevelop the area as suggested, the balance of the people, businesses, etc. remaining will have to be displaced. The net direct right of way result would likely be the same as the Project.

18. Response 17 above applies to this comment as well.

February 1, 1975

Mr. H. Ayanian, District Director
PO Box 2304 Terminal Annex
Los Angeles, Calif 90051
Attention Mr. C.J. O'Connell

Dear Sir;

I wish to state that I support the construction of the 105 Century freeway. It is badly needed to give access to the Los Angeles Airport and surrounding area.

I have looked through a copy of your Draft Environmental Impact Statement in the public library. It is lengthy and repeats itself in someplaces but it's good, I like it. I want to make some comments about the report and about the way I see the project. I used to work in the planning dept in another State so I know something about planning.

The report does not give a full analysis of airport traffic. In Chapt. 2 Background, you say 105 is needed to help the state's accommodate traffic but this is not enough. I believe you should go into it in detail in Chapt. 4 Transportation Service Eval. This is very important. It's big point, dont hide it. People continuously go to the L.A. Airport and surrounding area. How do they get there now? How will they get there in 1990? Not all on the new freeway. It is a mess now much of the time. 1

How congested will the freeway much house be? How long will it take people to get to the Airport from different places in the area. These questions should be answered for all the alternates.

You overlooked the fact that it is important to us in war to have good roads in and out of a main airport like L.A.

In Chapt 7 in discussion of urban sprawl you did not clearly enough identify the size or magnitude of the sprawl from 105. Your Figure 7-3 is nice and pretty but it suggests the yellow area development is all due to 105. Revise both the Title and Legend to – Potential Area of effect --- and add a message saying – magnitude is very small. 2

In Chapt 7 again you say the no project alternate will discourage urban sprawl. This is not a good way to say it. It makes us think urban sprawl will be reduced with no project built. This is silly. I dont think no project will effect urban sprawl enough to see it. Sprawl will keep right on going. That's because it comes from all over the area, not out of the area. The 105 location is just one small part. So do this over its wrong.

In Chapt 8 you say that Local Improvement Alt. 3

11-134

could possibly qualify for Federal money. Once again you didn't go into magnitude. How much would they give us? You make it sound like the Federal money may pay most of it. I don't think this is true. I think these Alts. would cost the Cities more than they can afford. You shouldn't hide this. Bring it out. 3

Now the way I see the project. I think it should be a freeway with rail transit not buses in the median right from the first. You should not have said rail transit is not needed. I know that your studies are probably right and make sense but these are not sensible times. In spite of the people within our leaders, politicians, have a wish to build us transit rails and they are going to do it at least once. You cant stop them with good sense. I see it that you should offer to build the rails for them with stations in the middle so they will let you build the freeway. 4

It won't cost so much more and the people will get the needed freeway to the Airport. Governor Brown, your judge, whats his name, and Mr. Bradley can ride the rails when they are in Town so they won't be all a waste.

Hope my idea will help you,

Yours Truly

[illegible]

RESPONSE TO COMMENTS OF FEBRUARY 1, 1975 FROM E. R. JOHNSON

1. Chapter 4 has been revised and Appendix D added to include additional information on Airport related trips. The discussion on travel time and speeds gives an indication of how travel time varies for different alternatives.

2. The Figure 7-3, taken in conjunction with the discussion in Section 7.1 (pages 7-5 to 7-7) seems to adequately explain the Project's insignificant influence on urban sprawl, consistent with the comment. The conclusion for "No Project" has been revised slightly.

3. Chapter 8 has been revised to address funding sources and potentials more fully.

4. The discussion on transit has been revised, although it still seems appropriate to consider an initial transit facility as a busway.

CHAPTER 12

PUBLIC HEARING COMMENTS AND RESPONSES

CHAPTER 12 - PUBLIC HEARING COMMENTS AND RESPONSES

On December 19, 1974, approximately 12 weeks prior to the Public Hearings, the Draft Environmental Impact Statement (DEIS) was circulated for comments. Circulation was announced by newspaper notices in local and regional newspapers, soliciting comments and informing the public that copies of the DEIS were available in local public libraries throughout the corridor. In addition, a special information office located in the Downey area remained in operation to explain the DEIS and Hearing process.

For the convenience of the public, four two-part "combined" location/design hearings were held on consecutive weeks at separate locations throught the 18-mile corridor.

The Hearing schedule was:

	Location 1
Excelsior High School 15711 S. Pioneer Boulevard Norwalk, CA 90750	Part 1 - Tuesday, March 25, 1975 Part 2 - Thursday, March 27, 1975
	Location 2
Centennial High School 2606 N. Central Avenue Compton, CA 90222	Part 1 - Tuesday, April 1, 1975 Part 2 - Thursday, April 3, 1975
	Location 3
El Segundo High School 640 Main Street El Segundo, CA 90245	Part 1 - Tuesday, April 8, 1975 Part 2 - Thursday, April 10, 1975
	Location 4
Hawthorne Memorial Center 3901 W. El Segundo Boulevard Hawthorne, CA 90250	Part 1 - Tuesday, April 15, 1975 Part 2 - Thursday, April 17, 1975

The hearings held in each location were essentially identical and covered the total corridor in the presentations. Discussion by the public was for the most part concerned with the features in the local area involved.

All hearings were called to order about 7:30 p.m. Adjournment varied between 10 p.m. and midnight. Attendance varied from as few as 48 persons at Part 2 of the Compton hearing to a maximum of 391 persons attending Part 1 of the Hawthorne hearing. Total attendance was 1230 persons.

The firm of Nelson, Kirshman, Goldstein, Gentile and Rexon furnished presiding officers for the hearings.

Transcripts of the proceedings were prepared by Morgan von Saxel, CSR No. 1242 of Polk Court Reporters. Copies of the transcript are available for inspection at Caltrans Sacramento Headquarters and Los Angeles (District 7) Offices.

12.1 HEARING PRESENTATIONS

Mr. Jeffrey C. Freedman, Presiding Officer opened all the hearings and stated that the purpose of the two-part hearings was to discuss transportation alternatives in the El Segundo-Norwalk Corridor. He explained both corridor and design features would be considered. He also noted that the Draft Environmental Impact Statement for the Route 1/I-105 Freeway provided the basis of the material to be presented and discussed at the hearings.

The staff presentation opened with a detailed explanation of the purpose of the hearings and the environmental process. This was provided at both sessions. The Part 1 session discussed the transportation situation in the general region and corridor, transportation

alternatives, possible locations and general concepts of solutions to transportation problems, as well as the social, economic and environmental effects of each. The Part 2 session focused on details and ramifications of the major design features of the alternatives. Particular emphasis was given to the section of the corridor and those communities near the particular location of the hearing.

The staff presentation utilized color slides projected on a screen to illustrate the descriptions.

Following the staff presentation, an approximate half-hour recess was provided. Prior to the hearings, and during recess the public was able to view alternate study displays in the lobby. At each location audiovisual self-contained units were also available for the public. These units provided information and basic concepts of various subjects, such as air quality, noise, housing, etc. Staff personnel were available during intermission to explain these displays and answer questions on the alternatives, right of way processes, etc.

After recess, statements were received for the record followed by a question-and-answer period.

Hearings at all locations followed this same format. The hearings were, in general, orderly and appeared to be well received.

12.3 COMMENTS AND RESPONSES

Substantive comments received at the public hearing and responses to these comments follow.

Hearing of 3-25-75, Norwalk

1. Comment

   Consideration should be made to determine if the existing limit of $15,000 for relocation assistance will provide for most contingencies.

   Response

   The existing limit of $15,000 was established by Federal legislation to provide adequate assistance to people who must relocate for a project. Experience in relocation of people to date confirms that this amount is adequate.

2. Comment

   A factor overlooked by freeway advocates is that growth occurs along the freeway which results in increased smog.

   Response

   The EIS provided the results of growth and air quality studies. It was noted that the Project would have very little effect on "urban sprawl" growth at the fringes of existing development. It was recognized that the Project could provide some impetus for development intensification in the corridor. See Section 7.1.

   The Air Quality analysis was discussed in Section 5.1. This analysis utilizes LARTS traffic projections, which are the basis of all transportation planning in the region. The LARTS data includes growth anticipated by local agencies and the region among the parameters which determine future traffic. It was concluded that with population growth and land use changes expected in the region, and along the 105 corridor, that the Project will not create an adverse impact from an air quality standpoint.

3. Comment

How can creation of another freeway be justified in the face of the predicted shortage of energy?

Response

The energy question is addressed in Section 5.6, of the EIS. The project was found to result in only 0.9 percent increase in regional fuel consumption. This is not considered significant. In contrast, an easily achievable 1 MPH increase in motor vehicle efficiency results in an 8% reduction in fuel consumption. The implication is that we do not necessarily have to reduce travel to reduce energy needs.

4. Comment

The project would bisect Lynwood, isolate schools, cut off police and fire protection.

Response

The project has been planned cooperatively with all local agencies and communities including Lynwood. Environmental studies completed in 1970 by a multidisciplinary team brought together various elements of the local communities to develop new circulation, land use and service elements compatible with local master plans. In Lynwood this approach resulted in Project features specifically incorporated to address these concerns. The railroad tracks would be removed through most of the city which eliminates automobile-train conflicts at crossing intersections; additional north-south access is created to improve local traffic circulation; and a new school was constructed to replace an existing one.

5. Comment

The critical energy crisis, lowered speed limit, the new Artesia Freeway only 2-1/2 miles away and many other changes reduce the need for the proposed freeway and the initial criteria of user benefit justification.

Response

The energy ramifications are insignificant, as mentioned earlier. This is covered in Section 5.6 of the EIS. The Artesia Freeway, which lies along the extreme southern edge of the transportation corridor under consideration, does very little to relieve corridor congestion in the central and northern portions of the corridor. Further, completion of the Artesia Freeway to Route 405 without completion the Route 105 Freeway would result in increased congestion on Route 405 south of the Los Angeles Airport complex. Route 405 is presently severely congested in this reach. All of the factors in the initial user-benefit justification are revised including the value of time savings, accidents and traffic forecasts. The results still support the Project which has been scaled down from 10 to 8 lanes.

Hearing of 3-27-75, Norwalk

1. Comment

The City of Norwalk favors the 105 Freeway terminating at the 605 Freeway with no off-ramps for automobiles to Studebaker Road.

Response

This is a design which was considered with the 8-lane alternate. It would use the Studebaker ramps for transit buses only. Final operational details will be developed in cooperation with the City of Norwalk, considering the overall movement of traffic, and so that it best serves the City's wishes and needs.

2. Comment

The City Council of Lynwood took the unanimous position of opposing the concept of urban homesteading.

Response

There is no legislation at the present time which would permit "Urban Homesteading" and Caltrans has no plan to promote such a concept.

3. Comment

The City of Downey opposes elimination of the eastbound on-ramp from Downey Avenue and the "Diamond" interchange configuration at Lakewood Boulevard which are proposed with the 8-lane design.

Response

Again, these design details will be developed in cooperation with the City involved so that the final design will consider the transportation needs of the public and serve the City's needs.

4. Comment

If a grade separation alternative is selected, there should be a separation for the intersection of Firestone and Lakewood Boulevards as this intersection is one of the most heavily traveled arterials.

Response

While it is true this intersection handles considerable traffic, congestion here is not as great as at other locations; and as shown in the EIS (Figure 4-7), construction of I-105 has little effect on this intersection. As the grade separation alternative is proposed to provide congestion relief comparable to the I-105 project, no separation was indicated for this intersection.

5. Comment

Add an additional lane in each direction on the 605 Freeway from the Artesia Freeway to the Santa Ana Freeway to diminish existing peak hour problems as well as accommodate traffic from the I-105 Freeway.

Response

Reconstruction to provide an additional lane in each direction on Route 605 to alleviate current operational deficiencies is being considered as part of the functional-operational betterments program to be constructed prior to I-105.

6. Comment

The rescope (8-lane design alternate) contains provisions not favorable to the City of Norwalk. The original design concept should be retained except that ramps to Studebaker could be eliminated or used for transit only.

Response

The rescope concept resulted from State funding constraints and the reduced vehicular volumes anticipated due to disincentives to the use of automobile and other features of the Regional Transportation Plan. It is understandable that local cities would wish to retain the original concept and final details will be developed to conform to the cities' wishes as much as possible.

7. Comment

The City of Paramount objects to (on rescoped project) deletion of ramps at Orange Avenue. Also suggest the freeway-transitway be depressed starting at Garfield Avenue.

Response

Again, these details will be worked out with the individual cities.

8. Comment

The City of Paramount's adopted bikeway plan should be reflected in the design alternatives.

Response

The City bikeway plan calls for bikeways along various local streets and also adjacent to the SPTCo tracks through the City. The bikeways along the local streets will not be affected as all such streets are grade separated from the project. The bikeway along the tracks which joins the Los Angeles River non-motorized trail in the Route 7-Route 105 Interchange area will be accommodated in the project design as indicated in Section 5.7 of the EIS.

9. Comment

Delete I-105 and busway, redesignate the Artesia Freeway to Interstate and complete it to the San Diego Freeway, construct a two-level access road system to LAX and parking from the San Diego Freeway, provide additional bus service to the air terminals, widen Imperial Highway and Firestone Boulevard to expressways with bus lanes and synchronized traffic signals and return purchased property (I-105 right of way) to the cities involved and allow them to sell or exchange properties to complete the expressway plan.

Response

The Artesia Freeway, Route 91, is at the extreme southerly edge of the corridor being considered and would not provide any appreciable relief to presently (or future) congested streets in the central and northerly portion of the corridor.

A study by the Senate Select Committee on Airport Access (May 1973) concluded that while a two-level access road from the Route 405 (San Deigo) Freeway could be constructed to handle the airport demand, the now congested Route 405 Freeway could not deliver any more traffic to it than it now delivers to Century Boulevard. The report recommended a new high capacity accessway independent of Route 405 be constructed to the airport.

The local street alternatives (see Section 3.4 of the EIS) show various ways to develop local streets to incorporate "expressway" features enabling them to provide needed congestion relief for the corridor. However, there has been no interest shown by any of the local cities in any of the local street improvement alternatives and as the local cities would have to implement this type of alternative, it does not appear an acceptable solution.

Hearing of 4-1-75, Compton

1. Comment

We just attempt to solve a transportation need in one little corridor and overlook the big area.

Response

Need for the I-105 project develops from travel forecasts from the Los Angeles Regional Transportation Study (LARTS) which is the primary source for all comprehensive transportation studies for the entire Los Angeles region. Therefore this corridor is planned as part of the entire regional transportation system. See Section 4.1 and Appendix D of the EIS for a more detailed discussion.

2. Comment

The hearings do not focus on the scaled down version of the project which is under serious consideration.

Response

The I-105 hearings focus on all alternatives under consideration including the alternative of a project with a reduced number of lanes. Designs for this "scaled down version" were presented in detail as were those for all other alternatives.

3. Comment

The EIS fails to state the objective in any intelligent way of this proposed project.

Response

The EIS fully identifies the objective of the proposed project both as to the region and corridor. This is stated in Chapter 1, Section 1.2, and fully evaluated in the various sections of this EIS.

4. Comment

The DEIS makes no mention of a scaled down model.

Response

The rescoped project "scaled down model" alternate was initiated in response to suggestions made by the Southern California Association of Governments during the period the DEIS was circulated for review. The alternative design developed conforms to reduced vehicular volumes anticipated from reduced population trends in the region and from implementation of the SCAG Regional Transportation Plan. Both Federal and State guidelines for implementing NEPA and CEQA envision that substantive revisions to alternatives, identified during the DEIS review period, should be discussed in the subsequent public hearings and included in the Final EIS. This process has been followed. The reduced project alternate was discussed in the public hearings and is included in the FEIS.

5. Comment

The DEIS makes wholly inadequate mention of the rail transit alternative.

Response

In the studies and analyses leading to the Draft EIS, a rail transit alternative was considered. In this evaluation it was found that a rail line in this corridor, even as part of a regional rail transit system, would have low patronage.

An expanded discussion of transit (both rail and bus) is included in this FEIS, including reasons why rail was not considered practical in the corridor. See Section 3.1 for a discussion of the Transitway Element.

6. Comment

The DEIS fails to adequately describe and consider the alternative of modifying existing freeway routes.

Response

Caltrans has an ongoing program (Functional Operational Betterments Program) to modify existing routes to provide optimum operation on the existing system. The traffic projections for the I-105 Freeway-Transitway developed from the LARTS model forecast which assumed freeway speeds (policy speeds) for the existing freeway network and local streets at optimum. In other words the LARTS model assumed all needed upgrading of the existing freeway system and local streets is complete as a parameter for forecasting traffic demand in the corridor. The need then is for capacity in excess of that which can be provided by the upgrading of existing freeway routes so that such upgrading is not a viable alternative for this corridor.

Further, the I-105 facility serves a large portion of traffic with origin or destination within the I-105 corridor. Upgrading other freeways would not provide service for this corridor.

7. Comment

There is inadequate discussion of the option of alternative freeway locations.

Response

Twenty-seven alternative route locations for the I-105 project were developed and fully evaluated for the EIS. Twenty of these alignments were studied during the original route location phase. These were revised and updated along with seven new alignments developed during the design or the EIS process.

Section 3.6 of the DEIS discussed the results of these studies and Figure 3-23 presents a tabulation of a comparative evaluation of the socioeconomic impacts of each.

The project proposed does entail a revised location in the Hawthorne area. This location resulted from the DEIS analysis and the public hearing and community involvement process which occurred during 1975.

For the remainder of the corridor, the results of the alternative studies indicate little difference in environmental impacts among the other alignments and the project location. Moreover, any alternative location through this fully developed area results in greatly increased adverse socioeconomic impacts because the major portion of such impacts on the adopted location have already occurred.

8. Comment

We are not talking about a project which includes a constructed and operating busway.

Response

Caltrans expects to cooperate fully in implementing the busway on the median of the Project. This statement was made by Caltrans at the Public Hearing held in Hawthorne in order that there would be no misunderstanding of Caltrans' intent. However, it must be understood that the eventual operation of the busway (or rail transit) is legally the responsibility of SCRTD, and not Caltrans. A commitment, then, must be made by SCRTD. This is discussed in Section 3.1 of this FEIS.

9. Comment

The alternative of synchronized traffic flow on surface streets received little or no attention whatever.

Response

A discussion of synchronozed traffic flow and the conclusion that this is not an adequate "singular" solution to corridor needs is included in Section 3.6.

10. Comment

The air pollution analysis is based on an erroneous test area.

Response

The air pollution analysis was based on consideration of the Los Angeles Air Basin. This basin, which is smaller than the South Coast Air Basin, was selected because it was found to include the entire area over which changes in traffic patterns resulting from the I-105 project would occur, and over which most of the atmospheric mixing of air pollutants from the project would occur. It did not seem appropriate to relate impacts to the larger South Coast Air Basin which would result in even smaller relative impacts from the project. Technical justification for this area is now included in Section 5-1 of the EIS. Neither the EPA, the ARB or local air pollution agencies suggested any change.

11. Comment

The analyses in the areas of noise pollution, housing and economics are inadequate.

Response

These oral comments duplicate those received in writing from the attorneys for the plaintiffs. These written comments, together with responses to them, appear in Chapter 9, WRITTEN COMMENTS REQUIRING RESPONSE, of this FEIS.

12. Comment

The Construction Industry Research Board comes up with 123,800 manyears of job related work instead of 100,000 MY as estimated in the EIS.

Response

Employment which would result from implementation of this project has been recalculated using the latest U. S. Bureau of Labor Statistics data. 45,000 man-years are now estimated.

HEARING OF 4-3-75, COMPTON

No comments received requiring responses.

HEARING OF 4-8-75, EL SEGUNDO

1. Comment

A transit alternative by itself would not meet the needs to move both people and goods that are essential to the industrial area in this community and in the Los Angeles area.

Response

Presently the primary goods flow in this area is north and south with secondary flows of goods in the east-west direction. These flows are now handled on existing arterials and freeways for the north-south trips and on the existing arterials for the east-west trips. I-105 Project will service some of the east-west truck traffic in the corridor (depending on the proximity of the delivery point to the facility) and so will provide some reduction of truck traffic on local east-west arterials. The transit only alternative which is described in detail in the EIS in Section 3.3 would serve public transit patrons only. All goods flow would remain on the existing arterials. A full discussion of service characteristics of each of the alternatives and a discussion of goods movement in the Los Angeles urban areas are contained in this FEIS, Chapter 4 and Appendix D.

2. Comment

This is one of the few interstate routes that can be turned in for a transit alternative ... and this is an opportunity that will be lost if it is not used here.

Response

Chapter 8 in the DEIS covered this possibility. The FEIS includes a discussion of this in Section 3.6, other Alternatives considered. Transit substitution requires (1) withdrawal of the segment from the Interstate System and (2) substitution of a mass transit project. Withdrawal requires a joint request from the local governments concerned and the State Governor.

All local governments concerned support the I-105 Freeway-Transitway Project and could not be expected to participate in such a request. Further, since a transit system has not been developed which has concensus support in the region, a transit project cannot be identified for substitution consideration.

3. Comment

I-105 will have exactly the same effect as other freeways have had (cause great growth of traffic in the area).

Response

Comparison of traffic forecasts with and without the project does not show great traffic growth due to the project. About half the traffic that will use the Project is from local streets, the remainder is from other freeways. Little 'growth' in traffic can be attributed to the corridor. The little that is, is from the modest increase in population projected for the corridor. Projections are from the LARTS Transportation Model; a computer model which simulates future travel patterns, utilizing current basic travel characteristics related to demographic and economic factors, as modified by the regional Transportation Control Plan. LARTS is an element of the Southern California Association of Governments (the regional planning agency) and is the primary source for comprehensive travel forecasts for this region. It is used by most of the local and regional public planning agencies and local private consultants in the transportation field. A detailed explanation of the LARTS model is included in the EIS in Section 4.1 and Appendix D.

4. Comment

The project is in conflict with the State Implementation Plan (SIP) because in order to be consistent with the plan, it would have to result in a 20 percent reduction in VMT.

Response

The basic goal of the SIP is attainment and maintenance of the National Ambient Air Quality Standards. Although VMT reduction is the underlying strategy proposed, the plan does not categorically preclude all transportation improvements. Analysis of the Air Resources Board's pollutant projections for Los Angeles County indicates that significant reductions in light duty vehicle VMT will not produce significant reductions in pollutants in future years 1980 to 1990. Future improvement in air quality will best be accomplished by technological control of all pollutant sources. This project is not in conflict with any technological control programs and in fact will enhance the implementation strategies such as preferential treatment of high occupancy vehicles, traffic control improvements, carpool action programs and transit improvement. Furthermore, traffic projections are based on the strategies to reduce regional VMT. The result is that an 8-lane facility has now been determined appropriate (a 10-lane facility had been evaluated in the DEIS) for this corridor. This can be said to aid in attainment of the National Ambient Air Quality Standards and is consistent with the SIP.

5. Comment

The EIS takes all the benefits that accrue from the potential busway but Caltrans will not build the busway or operate it.

Response

Caltrans will cooperate fully to secure funds to 'build' the busway, but Caltrans cannot operate it. The Southern California Rapid Transit District (SCRTD) is the agency legally authorized to operate regional transit buses in this area. In addition to operating the busway, SCRTD will also have to furnish the buses. All the impacts for the busway were included - costs, additional right of way, etc.

6. Comment

You cannot replace those single-family homes not yet acquired for the project at today's prices with anything like they were built originally. They are a resource that cannot be replaced.

Response

Those homes are a resource; however, they can be replaced - it just costs more today. There is an adequate stock of replacement housing available as identified in the I-105 Housing Availability Study and as explained in Section 6.1 of the EIS. The law recognizes the problem of increased replacement costs and in the form of supplemental payments insures that displacees will be able to find comparable housing at no additional expense to themselves.

7. Comment

The land already acquired and cleared should be looked on as an opportunity to revitalize the area and get many park opportunities.

Response

Local jurisdictions which have responsibility for land use planning have shown no desire to develop extensive park programs and in most cases have indicated the area should be returned to single-family housing, if not used for a transportation facility. Development of single-family housing in much of the corridor would require substantial time and involve losses of public funds already expended. This is covered in detail in Sections 7.3 and 8.1 (Non-recoverable costs) of the EIS.

8. Comment

Three hundred ninety thousand (390,000) job opportunities would be available for people who would use the freeway but only 200,000 job opportunities would be available for people who would use the busway. That is not equitable transportation planning. Caltrans has the mandate to plan for everyone's transportation.

Response

Job opportunity estimates have been revised in this EIS. New results, still based upon the typical 22-minute worktrip, show that the marginal improvement in job opportunity is greater for the transit mode (when the busway is considered along with improvements in the regional transit system) than for the freeway mode. See Section 4.4 of this EIS.

9. Comment

The busway (DEIS proposed alternate) was not even designed to get people into the airport.

Response

The proposed exclusive busway alternate, as well as the median busway of the project, has been planned in coordination with both SCRTD and the Los Angeles Department of Airports and conforms to the proposed airport development plan and the SCRTD public transportation plan. The westernmost station of the busway alternate will interface with the airport secondary transit system (people mover) proposed for the airport as well as with the airport-southwest transit corridor and local bus on-street feeder systems. It is not desirable to carry the primary transit systems into the airport proper thus adding to the congestion in the already overloaded complex.

10. Comment

The DEIS doesn't go into the comprehensive and cumulative impacts of the increases in energy consumption due to the project.

Response

The FEIS contains an analysis of energy requirements of each of the alternatives with respect to total regional energy demand (See Section 5.6). The analysis concludes that any of the I-105 alternatives would have only a very limited influence on regional fuel consumption and the differences between alternatives in fuel consumption would be very small.

11. Comment

There is a discrepancy in the projected VMT in the DEIS. On pages 1-16 and 1-17 the corridor VMT increase is reported 6 to 12% by 1980 and 35% by the year 2000. Then on page 5-41 a projection for 2000 is 52% increase.

Response

The differences shown on DEIS pages 1-16, 1-17, and 5-41 are not inconsistent. The corridor VMT is not expected to increase in a straight line relationship but to increase sharply with time. The projected increases referred to in Chapter 1 were for the corridor VMT increase while the projection in Chapter 5, page 5-41, of the DEIS is for the entire SCAG Region. This difference arises because the already fully developed I-105 corridor will be affected only slightly by regional population changes.

12. Comment

If you have crowded streets, you use a lot more gas than you do if there were more ways to travel and get through (the corridor).

Response

Tests have shown that mileage for an average vehicle traveling on a freeway may improve as much as 70 percent as compared to the same vehicle traveling on congested surface streets. (See Fuel Economy Testing, September 1973, by the Automobile Club of Southern California.)

13. Comment

The Court injunction stalling has been costing the taxpayers, as near as I can find out, about $1 million a month for these two or three years and now they are threatening the people that they are going to do it for two or three mor years.

Response

It has been calculated that the cost of delay (considering the value of capital invested, maintenance of rights of way already acquired and escalation of land and construction costs) amounts to very nearly $3,000,000 per month. If intangibles such as accidents (which could have been reduced with the freeway) and loss of user benefits are considered, the total cost could increase to about $6,000,000 per month.

14. Comment

EIS information indicated the population of the area would increase to about 16,000,000---all the evidence that I have been coming into contact with lately indicates that statement is erroneous....

Response

Population projection is an ongoing dynamic process. The Southern California Association of Governments is generally relied on for population projections used in considering all types of planning in the SCAG region. At the time the I-105 DEIS was developed a regional population forecast of 15.9 million was being used by SCAG. Subsequent SCAG forecasts were revised downward which resulted in reduced traffic projections and a downscoping in the design for the number of lanes of the proposal. The resulting 8-lane design was presented at the public hearings. A detailed discussion of present population trends and projections for the design year in the region is contained in Chapter 4 and Appendix D of this FEIS.

15. Comment

I wonder how many millions of gallons of gasoline it will take to build the freeway in the first place.

Response

Based on data from surveys made by the Federal Highway Administration, a project of this magnitude will require about 2 million gallons of gasoline and about 3-1/2 million gallons of diesel fuel for construction equipment. This amount of fuel will be consumed over the 5- to 8-year period required to construct the project. This is insignificant when compared with the anticipated regional fuel consumption for the same period. Please refer to Figure 5-10 of the FEIS for regional fuel consumption data pertaining to the alternatives.

16. Comment

I feel outraged at the money that has been appropriated for this improvement is being diverted... One person from outside our area proposes that our money...be used instead in other areas to start a public transit system.

Response

The alternative of transit substitution (of funds) was explained in the answer to Comment No. 2 of the hearing of 4-8-75 in El Segundo and a detailed discussion of this possibility is contained in the FEIS, Chapter 3, Section 3.6. It is true that the substituted funds could be used for other locations depending on transit priorities.

17. Comment

If the I-105 improvement is not made, the central area will become more of a jungle than it is now and this deterioration will affect Hawthorne values, Downey values, El Segundo values, Norwalk values, just as we now see Lynwood values now suffering.

Response

Completion of this project would probably encourage redevelopment of much of the blighted areas in the corridor and could aid in economic upturn. Redevelopment evaluation is covered in Chapter 7 of the EIS.

Hearing of 4-10-75 - El Segundo

1. Comment

This freeway is completely consistent with recent policy adopted by our Board of Airport Commissioners (Los Angeles International Airport) concerning the full range of transportation facilities through the airport. We would prefer the eight lane busway concept--and-- grade separated service beyond Aviation Boulevard and as much grade separated movements at Sepulveda and Imperial also be provided. We also strongly favor a full freeway interchange of the San Diego Freeway with Arbor Vitae because this would be a direct linkage into our East Weschester transportation complex.

Response

The 8-lane freeway-transitway project as detailed in the Final EIS would provide grade separations at Aviation and Sepulveda Boulevards. These design features developed from extensive evaluation of transportation needs of the airport complex during the EIS process. The evaluation also disclosed that proper distribution of traffic (to minimize congestion) in the vicinity of LAX suggested the need for a new interchange on Route 405 (San Diego Freeway) at Arbor Vitae. This would provide direct service to LAX's new East Westchester transportation complex. Provision for an interchange at Arbor Vitae is not an integral part of the I-105 Project and will be considered separately by Caltrans, LAX, and the affected communities.

2. Comment

If they (people) can't afford the luxury of a car, who is going to use the freeways?

Response

Responsible transportation agencies in the region, State and Nation recognize that for the foreseeable future a major portion of our transportation, both people and goods, will continue to be by auto and truck. The Southern California Association of Governments' Regional Transportation Plan places emphasis on modifications of

the auto to improve fuel efficiency. In discussing the subject, SCAG notes that fuel efficient autos with higher occupancy ratios than today will probably contribute more to energy efficiency than an extensive public transit system. It is also possible that alternate types of fuel will be developed.

3. Comment

Jobs available for construction people through this and related industries through this... project would be in excess of the 100,000 manyears stated in the environmental impact report... It might be as much as 125,000 manyears of employment.

Response

Within the years immediately preceeding the current economic slowdown, the construction industry was rapidly becoming more mechanized, that is, less labor intensive. Recent U. S. Labor Statistics indicate a project of this magnitude would result in only 45,000 man-years of employment. Although much less than 100,000, it would represent a much needed boost for the ailing construction industry.

Hearing of 4-15-75 - Hawthorne

1. Comment

The traffic congestion (in the corridor) that exists now and the congestion which could exist in the future we think may be understated (in the DEIS).

Response

The existing traffic analysis was based on 1972 data which was the latest complete data available at the time the DEIS was developed. Future volumes and congestion estimates were derived from LARTS computer modeling data. Future street capacities were based on completed local street master plans. The details of this analysis is contained in Chapter 4 of the FEIS. The FEIS has been updated to allow for current conditions and for revised regional population projections, etc.; however, corridor congestion values remain about the same as reported in the DEIS.

2. Comment

This alternative (transit only) does not offer the mobility of the proposed project. While it would offer some advantage for movement of people, it is only a part of a solution. There are great needs for trucking and for the movement of goods from the east industrial area of the County over to the airport and to the aerospace industries.

Response

There is substantial goods movement east and west in this corridor however, the bulk of the goods movement is north and south. See response to Comment No. 1 of the hearing of 4-8-75 in El Segundo and Chapter 4 of the FEIS for detailed discussion of the goods movement needs.

3. Comment

The environmetnal damage of delay greatly exceeds that of proceeding immediately with the project.

Response

There may well be environmental damage resulting from delay of the project, however, the principal impact is economic both to the corridor and the region. As pointed out in response to Comment No. 13 of the Hearing of 4-8-75 in El Segundo, the direct cost of delay is estimated at about $3,000,000 per month. Indirect costs due to delay of corridor redevelopment with related loss of tax base, generated employment, etx., are not readily estimated but appear to be major impacts.

4. Comment

Two attorneys for the plaintiffs in the U. S. District Court action, Civil No. 72-355HP (Keith, et al., vs. Volpe, et al.) appeared at this hearing and both made presentations with comments concerning the DEIS. Many of these same comments were also contained in written comments on the DEIS received from the plaintiffs attorneys. These written comments, together with responses to them, appear in Chapter 11 of this FEIS titled "WRITTEN COMMENTS REQUIRING RESPONSES" and are not repeated in this section.

5. Comment

An adequate Environmental Impact Statement should contain traffic projections based on different assumptions including stable population, improved transit facilities, and the possibility of fuel shortages.

Response

A stable population is not a very realistic concept for this region. Population projections for regional planning purposes are from the Southern California Association of Governments and traffic projections developed from the Los Angeles Regional Transportation Study (LARTS) computer model which utilizes these population projections among its parameters. The LARTS model also considers networks for all modes of travel including transit facilities as well as control strategies to reduce VMT. For a detailed explanation of this modeling technique, see Chapter 4 and Appendix D of this FEIS.

6. Comment

Although it is not included in the DEIS, if the freeway is constructed, it will cost millions and millions to maintain over its life.

Response

Any transportation facility, regardless of type, will involve maintenance costs to keep it in a safe operating condition. It is very difficult because of the many differing factors involved to make meaningful comparisons between the various alternatives and such costs were therefore not included in the DEIS. The National Highway Functional Classification and needs study for 1970 to 1990, prepared in cooperation with the U. S. Department of Transportation, estimated the maintenance and administrative needs of the Interstate System in the Greater Los Angeles Area to be about $239.5 million for the 20-year period. By contrast, the SCRTD consultants' Report (1973) estimated very nearly this much for annual operating costs for the initial transit system proposed for the Greater Los Angeles Area. (A system comprising less than half the miles of the Interstate system in the area.) District 07 maintenance records show an average maintenance cost of about $6,000 per year per mile of urban freeway at the present time. This, of course, would vary by location and size of facility and could be expected to rise with inflation.

7. Comment

Not included in the DEIS are great indirect costs.....including the cost of urban sprawl, the dependence on highways and automobiles encourage this urban sprawl.

Response

Chapter 7 of the EIS evaluates the potential contribution of the project to urban sprawl. It was found that the I-105 Freeway would have very little if any effect on regional expansion or urban sprawl as some choose to call it.

8. Comment

As a result of our reliance on the automobile as the sole means of urban transportation, substantial numbers of....the old, the young, the handicapped and the poor have no effective way of moving about in our cities.

Response

Actually, the SCRTD, the OCTD, and the various local bus systems together provide at present an excellent bus transit system in the greater Los Angeles area. The corridor to be served by the I-105 Project is particularly well served by the existing bus systems. These systems are shown on Figure 2-4 of the FEIS. The 1973 SCRTD system in Los Angeles provided 147 bus lines and their buses traveled a total of 185,000 miles each working day. This base system is continually being revised and expanded as demand increases. It is simply not true that Los Angeles has relied on the automobile as the sole means of urban transportation.

9. Comment

The freeway--will destroy--6,900 dwelling units and require the displacement of well over 20,000 people.

Response

Much of the right of way needed for the I-105 Project is acquired and the people already relocated. Less than 7,500 people remain to be relocated from the I-105 right of way. The housing studies prepared for the I-105 EIS evaluation indicated an adequate housing stock is available in the area to meet the needs of those remaining to be relocated.

A detailed analysis of the housing needs and replacement housing for persons displaced by the project is contained in Chapter 6 of this FEIS.

10. Comment

The impact on the coastal zone of this added traffic is ignored in the Environmental Impact Report.

Response

Chapter 5 of the EIS provides evaluation of environmental impacts from the project and its alternatives on the entire area of Los Angeles over which changes in traffic patterns resulting from the project and its alternatives would occur. The coastal zone is included to the extent of the area of impact evaluated.

11. A representative of the Sierra Club (The Sierra Club is among plaintiffs) spoke at this hearing. These comments are also contained in the written comments on the DEIS received from the Sierra Club. These written comments, together with responses to them, appear in Chaper 11 of this FEIS, "WRITTEN COMMENTS REQUIRING RESPONSES", and are not repeated in this section.

12. Comment

I recommend the continuous-flow boulevard approach for the I-105 corridor. This alternative was not considered in the Environmental Impact Statement.

Response

The continuous flow boulevard concept was provided by a written report in response to the DEIS. This proposal was thoroughly studied and an evaluation of this concept is contained in Chapter 11 of this FEIS, "WRITTEN COMMENTS REQUIRING RESPONSES."

13. Comment

The I-105 superhighway will pour heavy traffic and congestion into our communities daily, increasing the total air and noise pollution burden.

Response

The corridor is heavily congested with traffic today. The I-105 Project is intended to reduce much of the local street congestion. The extent of congestion remaining with the Project is anticipated as shown on Figure 4-7 of this FEIS. Chapter 5, Section 5.1 of the FEIS contains a thorough evaluation of the impact on air quality in both the corridor and the region.

14. Comment

Homeowners will suffer great economic depreciation of their properties.

Response

Studies by the California Department of Transportation before and after construction of various freeways in the Los Angeles area have shown that over a period of time, residential property values in an area served by a freeway may often rise above that of a not so accessible area. Residences immediately adjacent to a freeway will tend to rise in value-somewhat slower than houses several blocks removed - but they will increase in value as the general area increases.

15. Comment

We recommend these funds (I-105 funds) be shifted to complete the Artesia Freeway and the I-105 Corridor be utilized for building single-family dwellings and park facilities.

Response

A similar comment concerning the Artesia Freeway was also received at the hearing of March 27, 1975, in Norwalk. See Comment and Response No. 9 of that hearing. See Comment and Response No. 7 of the hearing of April 8, 1975, for a discussion of developing the corridor to park and single-family residential uses.

16. Comment

Create a new transit-oriented concept in urban living...using new multipurpose activity nodes, containing living units, commercial, medical, office, professional uses intermingled with recreational, cultural activities.

Response

This suggestion is similar to the CFB concept evaluated and reported in Chapter 11 of this FEIS, "WRITTEN COMMENTS REQUIRING RESPONSES." See that section for a detailed analysis of the concept.

17. Comment

The most tragic thing about the route change (reference to the bell-shaped line) would be the harm to small children...children attending York, Larch, Bennett and perhaps other schools would end up with a freeway between their home and school with a street opening about every mile.

Response

It is true there would be some circuity of travel to reach schools from some areas. However, this could occur with any location of the freeway and would be mitigated as much as possible by placing pedestrian crossings at locations of heavy pedestrian demand. These details would be worked out with City and School District officials.

18. Comment

For cars moving along steady (sic), it don't (sic) require near as much gas....the freeway I don't think increased air pollution one bit...I think it would reduce it from its present state.

Response

It is correct that cars moving at a steady rate will generally have better mileage. It is also true, however, that on a freeway people will tend to travel somewhat farther to work, shopping, etc. These two effects tend to counteract each other and analysis of this project's impact on energy and air pollution show only very small regional increases. See Chapter 5 of the FEIS for a detailed discussion of these impacts.

19. Comment

I have had many personal hours of time consumed over the years due to my travel back and forth along these routes (major streets parallel to the proposed project) and I am very concerned about the cost of the continued delays to this freeway.

Response

There is presently considerable peak hour delays involved in east-west corridor travel. This, together with relief anticipated from the project, is detailed in Chapter 4 of this FEIS by graphic illustration and by discussion. The cost of delay is considerable. See Comment No. 13 and response of the hearing of April 8, 1975 in El Segundo.

20. Comment

Implementing Caltrans' local street improvement alternative would allow funds for local bus service and intercity bus service in the corridor.

Response

Possibilities of implementation and funding for the local street improvement alternatives are discussed in detail in Chapter 8 of the FEIS. If I-105 is not constructed, it would not be possible to use I-105 funds for local bus service under existing laws. In fact, as much of the local matching funds would be needed for implementation of the local street improvements, these funds would not be available for other transportation uses such as local bus systems.

21. Comment

Is there a need for this freeway?

Response

The need for this project arises from the inability of the existing corridor transportation facilities to meet either the current needs or the future needs of this corridor as well as the needs of the regional freeway system for additional links to enable it to meet existing system and future demands with satisfactory levels of service. Chapter 4 of this FEIS provides a full discussion of transportation needs.

22. Comment

Why not put the freeway where the name indicates under Century (along Century Boulevard)?

Response

The "Red" line which was one of the alternative locations evaluated for the EIS process lies essentially along Century Boulevard. Results of that study are contained in Chapter 3 of this FEIS. See Figure 3-22 of this FEIS for a graphic representation of this location.

Hearing of April 17, 1975 - Hawthorne

1. Comment

The continuation of the Artesia Freeway to the 405, present streets become (sic) one way with special bus lanes and acquisition back on the tax rolls is (sic) recommended.

Response

See Comment No. 5 of the hearing of March 25, 1975, for a discussion of the use of the Artesia Freeway in lieu of I-105. The alternative of utilizing one way local streets was evaluated in this EIS process but as the local jurisdictions involved in implementing this proposal did not indicate that such as alternative was desirable, it was dropped from further consideration.

2. Comment

It need not take one-fifth of the time (to put excess land back on the tax rolls) if Caltrans worked as diligently to divest the State of land as it did to acquire it.

Response

See Chapter 7 of this FEIS for a detailed evaluation of procedures and impacts involved in disposal of excess land should the "no project" alternative be implemented. A period of 2 to 4 years is suggested as a reasonable time period to complete right of way disposal. It should be remembered that if a large number of parcels are offered for sale in too short a period, the real estate market in the cities involved could become seriously depressed resulting in great losses to property owners needing to sell for one reason or another.

3. Comment

You will destroy 69,750 trees if this project goes through. Can anybody tell me what the effect the removal of 69,750 trees will have on the oxygen supply?

Response

Freeways in urban Los Angeles havr provided far more green belts through landscaping and planting of roadsides than has been removed. The loss of 69,750 trees (if this were a true number and if they were not replaced by plantings) would have no appreciable effect on oxygen.

4. Comment

Complete the Artesia Freeway and then watch and see what happens up here, and then if we need a freeway (I-105) later we can complete it.

Response

The proposal for completion of the Artesia Freeway in place of I-105 has been suggested several times in these hearings. See Comment No. 5 of the hearing of March 25, 1975 for discussion of this proposal.

5. Comment

A major benefit of the freeway that is not adequately spelled out in this presentation is the growth-inducing impact of the I-105. Commercial and industrial development will intensify in the corridor.

Response

The growth-inducing potential of the I-105 Project was investigated in considerable depth in the report, "Growth-Inducing Impact of the I-105 Project and its Alternatives," Gruen Associates, Inc., January 1974. Results of this report are contained in Chapter 7, Section 7.1 of this FEIS.

6. Comment

If you widen all the north and south boulevards and all the east and west boulevards....we shouldn't even need this so-called 105 Freeway.

Response

The proposal of widening major streets (in excess of master planned widths) is one of the alternative solutions evaluated in this EIS process. See Chapter 3, Section 3.4 of this FEIS for a description. This alternative is fully evaluated in the various sections of this FEIS.

7. Comment

Your freeway is going to delete the one school in Lennox that is not under the flight pattern and move it from its position over to a spot underneath the flight pattern.

Response

The Larch Avenue School will be impacted with either the Bell Shaped Line or the Imperial Line; however, the proposed relocation site which was developed in coordination with school officials is no closer to the glide path than the present site and it is farther to the east, a location where planes will be at a higher altitude. This could result in a slightly reduced noise level at the school.

8. Comment

We think this situation could be solved by grade separations, by good bus service and the money is available.

Response

The proposal of grade separations for arterials is one of the alternative solutions evaluated in this EIS process. See Chapter 3, Section 3.4 of this FEIS for a description.

This alternative is fully evaluated in the various sections of the FEIS. There is presently good bus service in this corridor. See Figure 2-4 of this FEIS for a graphic representation of the many lines now in service by the SCRTD and other local bus lines.

This concludes this summary of comments requiring responses, which were received at the I-105 hearings.

CHAPTER 13

WRITTEN COMMENTS NOT REQUIRING RESPONSES

CHAPTER 13 - WRITTEN COMMENTS NOT REQUIRING RESPONSES

Copies of all comments received in response to the Draft Environmental Impact Statement which do not require a response or which are considered to be nonsubstantive are contained in this Chapter.

Comments are organized by these subheadings:

- Federal
- State
- Regional or County
- Cities
- Organizations
- Individuals

Within each subheading comments are arranged chronologically starting with the most recent.

Comments are reproduced in their entirety and include all received up to the time of this printing.

A detailed Index of Comments follows.

INDEX OF CHAPTER 13 COMMENTS

Correspondent | Page No.

Correspondent	Page No.
INDIVIDUALS (Contd.)	
Mrs. Anthony A. Monteverde	13-69
Robert S. Hartman	13-69
Mr. and Mrs. Peter E. Sorensen	13-70
Mrs. Helen Keene and Winston Keene	13-70
Vera Nixon	13-71
M. R. Morton	13-72
William Paul Laws, Sr.	13-73
George Renfro and Nena Renfro	13-74
Mr. and Mrs. J. H. Bush	13-75
Mr. and Mrs. Raymond Ast	13-76
Harold E. Crozier	13-76
Mr. and Mrs. R. L. Buxton	13-77
Omer and Veldene Goeden	13-77
Mrs. Blanche G. Miller	13-78
Mrs. Daisy M. Newsom	13-78
M. J. Gneier	13-79
Cleona Melchert	13-79
Frank DeGrazia	13-80
Mr. and Mrs. R. Jeffries, Mr. and Mrs. C. Gjonovich, Mr. and Mrs. O. Yandell, Mr. and Mrs. J. B. Gillispie, Mr. and Mrs. C. S. Allen	13-81
Miss Elizabeth Ransom	13-82
Frank and Shirley Bell	13-82
H. P. Gerrits	13-83
Mariano Solano	13-83
Vincent Omara	13-84
Mrs. Donald Peterson	13-84
Mr. and Mrs. David R. Brager	13-84
Mr. and Mrs. S. Van der Meer	13-84
Clarence M. Jordan	13-85
Donald F. Mason	13-85
George Vaughan	13-86
Luty Vaughan	13-86
Thelma Register	13-86
D. Mark Morris	13-87
Margaret B. Kochan	13-87
Mrs. Nick Sieber	13-88
Laura K. Hodge	13-89
David C. Maxwell	13-89
Lydia Edson	13-90
Cleona Melchert	13-90
Richard Jeffries and Carrie Jeffries	13-91
Mr. and Mrs. Leon C. Herring	13-92
Lewis C. Ard	13-93
Mrs. William H. Burks, Jr.	13-96
Margaret B. Kochan	13-97
Anonymous (Flyer)	13-97
Omer and Veldene Goeden	13-98
Nelson C. Henichee	13-99
David C. Maxwell	13-99
Miss Anita M. Baldo	13-100
E. G. Andrews	13-100
Robert A. Leitch	13-101
Frank J. Provenzano	13-102
Ethel Venger	13-102
W. E. Hattie	13-103
Jean Griffin	13-103
Helen E. Arnold	13-104
Sydney Edward Westman	13-105
Mrs. Beck	13-106
Mrs. G. W. Nichols	13-107
R. E. Jeffries and Carrie Jeffries	13-107
Robert J. Swan	13-108
F. M. Knight	13-108

Correspondent | Page No.

INDIVIDUALS (Contd.)

GLENN M. ANDERSON
32nd DISTRICT, CALIFORNIA

1230 HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
TEL. (202) 225-8476

DISTRICT OFFICES:
250 WEST FIFTH STREET
SAN PEDRO, CALIFORNIA 90731
TELEPHONE: (213) 548-2331

200 LONG BEACH BOULEVARD
(P.O. BOX 2369)
LONG BEACH, CALIFORNIA 90801
TELEPHONE: (213) 590-5721

Congress of the United States
House of Representatives
Washington, D.C. 20515

COMMITTEES:
PUBLIC WORKS AND TRANSPORTATION
- CHAIRMAN, AVIATION SUBCOMMITTEE
- MEMBER, SURFACE TRANSPORTATION SUBCOMMITTEE
- MEMBER, WATER RESOURCES SUBCOMMITTEE

MERCHANT MARINE AND FISHERIES
- MEMBER, FISHERIES AND WILDLIFE CONSERVATION AND THE ENVIRONMENT SUBCOMMITTEE
- MEMBER, MERCHANT MARINE SUBCOMMITTEE
- MEMBER, OCEANOGRAPHY SUBCOMMITTEE

November 10, 1975

Mr. Winston R. Fuller, Chairman
California State Highway Commission
1120 N Street
Sacramento, California 95814

Dear Mr. Fuller:

In reference to the Century Freeway (Route 105), reports have reached me that this Freeway, which has been on the drawing boards for more than ten years, will be scrapped according to a budget under consideration by the California Highway Commission.

I well appreciate the Commission's funding problems. However, I believe it would be a serious mistake to scrap the Century Freeway Project. If we cannot build the entire planned freeway now, I would suggest that it be done in segments - for instance, from the airport to Harbor Freeway, and then on to the Long Beach Freeway, etc. This would provide East - West transportation, including provisions for mass transit, in the area to the East of the Los Angeles International Airport and the southern area of Los Angeles County, which is urgently needed.

Under no circumstances should the Century Freeway be scrapped or the acquired rights-of-way rescinded. Communities already disrupted have become reoriented. To cancel would be disastrous.

Sincerely,

Glenn M. Anderson, M.C.

GMA/whp

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
REGIONAL OFFICE
450 GOLDEN GATE AVE., P.O. BOX 36003, SAN FRANCISCO, CALIF. 94102

JUL 8 1976

REGION IX
Office of Community Planning
and Development

IN REPLY REFER TO:
9CE

Mr. S. L. Elicks
Chief, Project Development, Branch A
California Department of Transportation
120 South Spring Street
Los Angeles, California 90012

Dear Mr. Elicks:

Subject: Proposed Route I-105 in the County of Los Angeles, California - Section 4(f) Review

We have reviewed the report you prepared for the proposed I-105 route through several communities in Los Angeles County. As you know, consultation with HUD is required by Section 4(f) of the 1966 Department of Transportation Act.

The proposal would take all or part of two schools, a park, and a historic railroad station. Although none of these actions is desirable to all parties affected, your proposals are probably the best compromises available.

Based on the information provided, we agree that:

1. There are no better, more feasible, or more prudent alternatives to the proposed actions.

2. All possible planning has been, and will continue to be, included in the design process to minimize harm to the encroached-upon land and structures.

I am impressed by the quality and thoroughness of your analysis. Please keep us informed on the progress of this route.

Sincerely,

Dale T. James
for Elizabeth Tapscott
Assistant Regional Administrator

cc:
Mr. Omar Homme, Division Administrator

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
ELEVENTH COAST GUARD DISTRICT
HEARTWELL BLDG.
19 PINE AVE.
LONG BEACH, CALIF. 90802

5920/PF
Ser: oan 501-75

State of California
Department of Transportation
Attention: Mr. S. L. Elicks, Chief
Project Development Branch A
District 7
P.O. Box 2304
Los Angeles, CA 90051

Dear Mr. Elicks:

Reference is made to your letter of 20 August 1975, concerning the public hearing to discuss location and design features of the alternate alignment of Route 105 Freeway-Transitway referred to as the "Imperial Line."

The District Commander does not consider any of the waterways crossed by the proposed "Imperial Line" to be navigable waters of the United States at the proposed crossing sites. This decision does not preclude the possibility of an affirmative determination of navigability in the future nor does it apply to other portions of these waterways.

Please inform the District Commander of any change in your plans which may affect this determination.

Sincerely,

B. F. Thomson III

B. F. THOMSON III
Lieutenant Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WESTERN REGION
P. O. BOX 92007, WORLDWAY POSTAL CENTER
LOS ANGELES, CALIFORNIA 90009

February 4, 1975

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

Dear Mr. Ayanian:

As requested, we have now completed a review of your Environmental Impact Digest for "The Proposed Routes 1 and I-105 (El Segundo - Norwalk) Freeway".

Our findings indicate that this proposed project will not present any problem from an environmental viewpoint to any existing or presently planned FAA facilities.

Please be advised that this approval does not obviate the requirement for the California Department of Transportation to file a notice with the FAA where applicable and as stipulated under Part 77 of the Federal Aviation Regulations.

We appreciate the courtesy extended in bringing this matter to our attention.

Sincerely,

W. Bruce Chambers

W. BRUCE CHAMBERS
Regional Planning Officer

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2711
LOS ANGELES, CALIFORNIA 90053

SPLED-E

20 January 1975

District Director of Transportation
California Department of Transportation
ATTN: Mr. C. J. O'Connell
P. O. Box 2304, Terminal Annex
Los Angeles, CA 90051

Dear Sir:

This is in response to your letter of 19 December 1974 in which you requested Corps of Engineers comments on the draft environmental impact statement on the El Segundo-Norwalk Freeway (Route-State 1/Interstate 105).

The proposed plan does not conflict with existing or authorized plans of the Corps of Engineers. We have no comments concerning the environmental impact statement for this proposed action.

A permit for construction will be required for the crossing of the Los Angeles River. This permit must be obtained from the Los Angeles County Flood Control District and we suggest that you apply to that agency at your earliest convenience.

Thank you for the opportunity to review and comment on this draft statement.

Sincerely yours,

for Walter Raketich
GARTH A. FUQUAY
Chief, Engineering Division

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

Angeles National Forest
150 South Los Robles Avenue
Pasadena, California 91101

8420
EIS, El Segundo-Norwalk
Freeway, Caltrans
January 8, 1975

Mr. H. Ayanian, District Director
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

Dear Mr. Ayanian:

Our Regional Forester has forwarded to us the Draft Environmental Impact Statement and Digest for the El Segundo-Norwalk Freeway and requested that we review it and comment to you as necessary. We find that the project has no direct affect on the Angeles National Forest. Thank you for the opportunity to comment.

Sincerely,

J. D. MACWILLIAMS
Deputy Forest Supervisor

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

6 JAN 1975

Mr. H. Ayanian
District Director,
California Department of
Transportation
District 7
P.O. Box 2304
Los Angeles, California 90054

Re: Environmental Review
El Segundo-Norwalk
Freeway (S-1, I-105)
Los Angeles, California
General

Dear Mr. Ayanian:

We have received a Draft Environmental Impact Statement from your office, requesting our review and comments on the proposed El Segundo-Norwalk Freeway (State Route 1, Interstate 105). This function of review and comment has become the responsibility of the UMTA field representatives, who in your case would be:

Mr. Stuart Eurman, UMTA Representative
Urban Mass Transportation Administration
Region IX
Suite 7061
450 Golden Gate Ave.
Box 36125
San Francisco, California 74102

It is suggested that you contact him and address all future requests for review of Environmental Statements to that Office. We have forwarded the above statement to him.

Sincerely,

Jerome C. Premo

Jerome C. Premo
Associate Administrator
Office of Capital Assistance

13-4

United States Department of the Interior
BUREAU OF RECLAMATION
LOWER COLORADO REGIONAL OFFICE
P.O. BOX 427
BOULDER CITY, NEVADA 89005

IN REPLY REFER TO: LC-150
561.

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

Attention: Mr. C. J. O'Connell

Dear Mr. Ayanian:

As requested, the Bureau of Reclamation has reviewed the draft environmental impact statement and draft environmental impact digest for the proposed route State 1/Interstate 105 (El Segundo-Norwalk Freeway) and offers the following comment for your consideration:

Section 4(f) of the Department of Transportation Act should be included in the environmental impact statement as specified in Order DOT 5610.1A, 10/4/71, 9C-5, page 14.

Sincerely,

E. A. Lundberg

E. A. Lundberg
Regional Director

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
630 Sansome Street
San Francisco, California 94111

7700
December 31, 1974

Mr. H. Ayanian, District Director
California Department of
Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

Attn: Mr. C. J. O'Connell

Dear Mr. Ayanian:

We have received the Draft Environmental Impact Statement and Digest for the El Segundo-Norwalk Freeway. Although we do not intend to comment on the Draft Environmental Impact Statement and Digest at this office, we are forwarding the report to the Forest Supervisor Angeles National Forest located at 150 South Los Robles Avenue, Pasadena, California 91101, for his review and comments as necessary as he and his Staff are most directly involved with this area.

Thank you for the copy of the report.

Sincerely,

JOHN A. VANCE
Deputy Regional Forester

6203-11 (1/69)

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (mepps)
ELEVENTH COAST GUARD DISTRICT
HEARTWELL BLDG
19 PINE AVE
LONG BEACH, CALIF. 90802
Phone: 213-590-2301

5922/13
27 DEC 1974

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
ATTN: Mr. C. J. O'Connell
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

Re: El Segundo - Norwalk Freeway
Draft Environmental Impact
Statement

Dear Sir:

The draft environmental impact statement for the El Segundo - Norwalk Freeway has been reviewed by this office. The Eleventh Coast Guard District has no comments to submit regarding this project.

Sincerely,

C. D. MORRISON
Lieutenant Commander, U. S. Coast Guard
Chief, Marine Environmental Protection
and Port Safety Branch
By direction of the District Commander

A RESOLUTION OF THE CITY COUNCILS OF THE CITIES OF COMPTON, HOMEDALE, EL SEGUNDO, HAWTHORNE, INGLEWOOD, LOS ANGELES, LYNWOOD, NORWALK, SOUTH GATE, AND THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, URGING IMMEDIATE COMMENCEMENT OF CONSTRUCTION OF THE I-105 (CENTURY) FREEWAY

WHEREAS, the California Department of Transportation, known as Caltrans, has proposed a Transportation Project, the I-105 (Century) Freeway, to meet the growing traffic congestion in the southern area of Los Angeles County; and

WHEREAS, existing and projected traffic volumes as stated in studies prepared by Caltrans establish an identifiable need for the I-105 Freeway as an eight-lane facility, including a center transitway; and

WHEREAS, the California Division of Highways made numerous studies of alternative routes over which the I-105 Freeway could be built, and the California Highway Commission held hearings on and made a final decision upon the final routing for said highway; and

WHEREAS, the City and County of Los Angeles and all but one of the cities along the finally selected route of said freeway have signed binding freeway agreements, and the cities through which the proposed I-105 Freeway will pass are in favor of the eight-lane facility; and

WHEREAS, the I-105 project will provide significant relief from the growing congestion in the area, enhance the operation of the entire Los Angeles area freeway system, including access to Los Angeles International Airport, and provide increased mobility of residents in South Central Los Angeles; and

WHEREAS, Caltrans has acquired approximately 85% of the I-105 Corridor right-of-way properties and a majority of the affected residents and businesses in the freeway corridor have been relocated, and the remaining property owners in the project corridor are being denied their individual Civil Rights due to a court injuction restraining them from selling their properties; and

WHEREAS, there is an urgent need to avoid deterioration of the neighborhoods in the project corridor, and the State of California is spending in excess of $100,000 per month for maintenance and security costs in the project corridor, and this money could be better spent on construction costs for said project which would provide needed jobs for the area; and

WHEREAS, Federal Aid is available to pay 92% of the total construction costs of the proposed I-105 eight-lane with a center transitway facility; and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered, including the "no project" alternative; and

WHEREAS, the construction of the I-105 Freeway has been delayed due to litigation on the Environmental Impact Statement, and any major down-scoping of the freeway will require new designs, new public hearings, new Environmental Impact Statements and increased delays,

NOW, THEREFORE, BE IT RESOLVED that the above-mentioned I-105 Corridor Cities and County do hereby:

1. Reaffirm their support of the eight-lane with a center transitway I-105 (Century) Freeway design.

2. Desire to impose a "Freeway-use only" restriction on all I-105 (Century) Freeway right-of-way properties presently owned and yet to be acquired.

3. Petition Donald E. Burns, Secretary of the State Business and Transportation Agency, to immediately allocate State of California funds, 8% of total project costs, as matching funds for the 92% in available federal aid for construction of the I-105 eight-lane facility with a center transitway.

4. Urge the California Highway Commission and Division of Highways to proceed immediately, without further debate or delay, with the construction of said I-105 (Century) Freeway.

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the Governor of the State of California, the California Highway Commission, and the California Department of Transportation.

PASSED, APPROVED, AND ADOPTED by the City Councils and the Board of Supervisors of the undersigned cities and counties this 29 day of June, 1976.

19-6

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
383 HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012

JAMES S. MIZE, EXECUTIVE OFFICER
RICHARD A. SCHOENI, ASST. EXEC. OFFICER
(213) 974-1411

May 18, 1976

(8-7)

Department of Transportation
1120 N Street
Sacramento, California 95814

Gentlemen:

At its meeting held May 18, 1976, the Board of Supervisors adopted the recommendations set forth in the attached letter opposing utilization of the Century Freeway right of way for any interim purpose.

Very truly yours,

James S. Mize

JAMES S. MIZE

Attachment

COUNTY OF LOS ANGELES
ROAD DEPARTMENT
1540 ALCAZAR STREET
LOS ANGELES, CALIFORNIA 90033
TELEPHONE 225-1677

ALVIN L. MORHAR, ROAD COMMISSIONER
EDWIN P. BENEDICT, DEPUTY DIRECTOR OF TRANSPORTATION

ADDRESS ALL CORRESPONDENCE TO:
P. O. BOX 4089
LOS ANGELES, CALIFORNIA 90051

May 6, 1976

IN REPLY PLEASE REFER TO FILE:
P-0
815.0/105

Honorable Board of Supervisors
County of Los Angeles
383 Hall of Administration

Gentlemen:

CENTURY FREEWAY

RECOMMENDATIONS:

That your Honorable Board:

1. Oppose utilization of the Century Freeway right of way for any interim purpose, including park or urban recreational use, which might jeopardize or delay the construction of the Century Freeway.

2. Reaffirm your position adopted on January 27, 1976, urging the early construction of the multi-modal Century Freeway with a minimum of 8 lanes, plus transit facilities.

3. Direct the Clerk of the Board to send copies of this action to Governor Edmund G. Brown, Jr., the Secretary of Transportation, the California Highway Commission and Caltrans.

RESOLUTION

A RESOLUTION OF THE LOS ANGELES COUNTY BOARD OF SUPERVISORS URGING THE UNITED STATES SENATE AND HOUSE OF REPRESENTATIVES JOINT CONFEREES DELIBERATING ON THE FEDERAL-AID HIGHWAY ACT OF 1975 TO GRANT RELIEF FROM INTERSTATE FUNDING LIMITATIONS IMPOSED UNDER TITLE 23, SECTION 103(e)(2) BY ALLOWING COST ESTIMATES TO BE UPDATED TO REFLECT CURRENT COSTS AND PROVIDE THAT INTERSTATE ROUTES ADDED TO THE SYSTEM FOR WITHDRAWN INTERSTATE ROUTES BE DESIGNED TO FULFILL CURRENT TRANSPORTATION NEEDS.

WHEREAS, the Embarcadero Freeway in San Francisco was deleted from the National System of Interstate and Defense Highways in 1965; and

WHEREAS, Section 103(e)(2), was added to Title 23 in 1968, enabling interstate routes to be added to the interstate highway system as substitutes for routes withdrawn from that system, but required that the aggregate cost of such additional projects be limited to the aggregate of the withdrawn routes based on 1965 cost estimates; and

WHEREAS, the Century Freeway was added to the interstate system in 1968 under the provisions of Title 23, Section 103(e)(2); and

WHEREAS, the Federal-aid Highway Act of 1973 subsequently allowed the estimates to be revised to reflect 1972 costs and thereby raised the funding ceiling on the Century Freeway to approximately $450 million; and

WHEREAS, the Century Freeway should be designed as an 8-lane divided highway with provisions for rapid transit in the median to meet today's transportation needs at an estimated cost nearly $650 million; and

WHEREAS, the Century Freeway is a critical segment of the Interstate system with a projected traffic volume of 165,000 cars per day upon opening; and

WHEREAS, California currently only gets back approximately 62% of its contributions to the Highway Trust Fund; and

WHEREAS, The Senate Committee on Public Works and House Committee on Public Works and Transportation are sitting in joint conference to work out a compromise Federal Highway Act of 1975; and

NOW, THEREFORE, BE IT RESOLVED that the Los Angeles County Board of Supervisors urges Congress to include provisions in the 1975 Federal Highway Act to amend Title 23, Section 103(e)(2), to allow the estimates to be updated to reflect current cost and provide that projects added to the interstate system for withdrawn routes under Title 23, Section 103(e)(2), be designed to fulfill current transportation needs.

The foregoing resolution was on the 2nd day of March, 1976 adopted by the Board of Supervisors of the County of Los Angeles, and ex officio the governing body of all other special assessment and taxing districts for which said Board so acts.

JAMES S. MIZE, Executive Officer-Clerk of the Board of Supervisors of the County of Los Angeles.

By _____

APPROVED AS TO FORM
JOHN H. LARSEN, County Counsel
BY _____
Deputy

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
383 HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012

JAMES S. MIZE, EXECUTIVE OFFICER
RICHARD A. SCHOENI, ASST. EXEC. OFFICER
(213) 974-1411

MEMBERS OF THE BOARD

PETER F. SCHABARUM
KENNETH HAHN
EDMUND D. EDELMAN
JAMES A. HAYES
BAXTER WARD

January 30, 1976

Robert Datel, Director
State Department of Transportation
1120 N Street
Sacramento, California 95814

Dear Mr. Datel:

At its meeting held January 27, 1976, on the recommendation of Supervisor Kenneth Hahn, the Board of Supervisors of the County of Los Angeles supported the construction of the Multi-modal Century Freeway with a minimum of 8 lanes plus transit facilities.

Approximately $180 million has been spent to date for design, public hearings, Environmental Impact Statements and to acquire more than 60% of the full width right-of-way. Construction of the Freeway has been delayed almost four years pending litigation on the Environmental Impact Statement. Litigation is about to be resolved and to down-scope the Freeway as Secretary Burns suggests would mean it would be necessary to start all over again with design, hearings and Environmental Impact Statements. The areas identified and adopted by the Highway Commission in 1965 have been severely impacted for over 10 years pending development of this route and delay for further study and redesign would be intolerable.

There is an identified need for this Freeway as an eight-lane facility, including a center transitway. The facility, as proposed, is compatible with the wishes of all the agencies along the corridor. The State would only pay 8% of the cost with the balance being funded by the Interstate Program and it is respectfully urged that its construction be completed as expeditiously as possible.

Very truly yours,

JAMES S. MIZE

cc: Each Supervisor
Chief Administrative Officer
County Counsel
Road Commissioner

FILE COPY

MOTION BY SUPERVISOR KENNETH HAHN January 6, 1976

Recently, Donald E. Burns, Secretary of the State Business and Transportation Agency, asked the Department of Transportation to give a high priority to the resolution of the problems surrounding the Century Freeway Corridor and called for the construction of a combined four-lane roadway/transitway. That facility, he contends, would provide an adequate level of service consistent with the social and environmental goals of Governor Brown's administration.

The Century Freeway is currently proposed as an eight-lane facility with a transitway in the median area. It will provide much-needed access to the Los Angeles International Airport, which is currently handling 23½ million passengers a year and projected to handle 40 million by 1990. Based on current trip demands within the corridor, it will be one of the busiest transportation facilities in the United States--perhaps the world. The facility, as proposed, is compatible with the wishes of all the agencies along the corridor.

Approximately 180 million dollars has been spent to date for design, public hearings, Environmental Impact Statements, and to acquire more than 60% of the full width right-of-way. The Century Freeway right-of-way acquisition was the first to provide Relocation Assistance to the residents and businesses relocated along the route, and the procedures under that innovative program have become a pattern for the Federal Government for all relocation assistance. It is the first multi-modal freeway proposed for California which included separate transit facilities in the median.

MOTION W/H JAN 6 1976

Schabarum
Hahn
Edelman
Ward
Hayes (1-27-76)

BSD 12

Construction of the Century Freeway has been delayed almost four years pending litigation on the Environmental Impact Statement. After four years and $4 million, that litigation is about to be resolved. To down-scope the Century Freeway as Secretary Burns suggests, it would be necessary to start over on design, public hearings, and Environmental Impact Statements. Major portions of the Century Freeway alignment were identified and adopted by the Highway Commission in 1965, and as a result, these areas have been severely impacted for over 10 years pending the development of this route. Delay for further study and redesign would be intolerable.

Everyone is aware that Caltrans is facing a funding crisis, and this is one of the reasons Secretary Burns has given for down-scoping this much-needed improvement; however, the Century Freeway is an Interstate Route and, as such, qualifies for 92% Federal funding. Under current Federal programs, California is a donor State with less than 63¢ of every dollar contributed to the Highway Trust Fund return to this State for transportation projects. That 63¢ return on a dollar is based on the construction of the Century Freeway as designed. If Caltrans does not move ahead with that project as proposed, California will become even more of a donor State.

In summary, let me state: (1) There is an identified need for the Century Freeway as an eight-lane facility, including a center transitway, based on current demand; (2) There is a consensus for this facility among the agencies through which it passes; (3) It will provide much-needed direct access to LAX; (4) The State would only pay 8% of the cost of the improvement with the balance being funded by the Interstate Program.

I, therefore move that the Board of Supervisors support the construction of the multi-modal Century Freeway with a minimum of 8 lanes plus transit facilities and that Caltrans be urged to complete the construction as expeditiously as possible.

Kenneth Hahn

dl

Southern California
AIR POLLUTION CONTROL DISTRICT
DISTRICT HEADQUARTERS
9420 TELSTAR AVENUE EL MONTE CALIFORNIA 91731 • (213) 443 3931

July 1, 1976

File No. B60625L

Mr. S. L. Elicks
Chief Project Development Branch A
District 7
California Department of Transportation
120 South Spring Street
Los Angeles, California 90012

Dear Mr. Elicks:

(1) Response to Comments on Route I-105 Air Quality Report and EIS by the Los Angeles County Air Pollution Control District dated February 25, 1975. CALTRANS 07201-040601, 6/25/76

(2) Route I-105 Supplementary Air Quality Impact Studies, CALTRANS March, 1976

We are pleased to submit our comments on the most recent additions and revisions to the I-105 Environmental Impact Statement.

The subject documents have satisfactorily addressed our concerns and objections to the EIS covered in our February 25, 1975 comments.

We have no additional comments at this time but would like a copy, for our files, of the air quality data from our Station 76 which was used in the data base for the result most recently presented by CALTRANS. Those values which were actually used to make future concentration projections should be indicated.

If you have any questions on this matter please call me at (213) 443-3931, Ext.238.

Very truly yours,

J. A. Stuart
Chief Air Pollution Control Officer

alan K. Stazer

Alan K. Stazer
Senior Air Pollution Analyst
Head, Impact Analysis Section

AKS:jc

13-11

SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT
1060 SOUTH BROADWAY • LOS ANGELES, CALIFORNIA 90015 • TELEPHONE (213) 749-6977

October 16, 1975

Mr. Donald E. Burns, Secretary
Business and Transportation Agency
1120 "N" Street, P. O. Box 1139
Sacramento, CA 95805

Dear Mr. Burns:

I-105 Freeway, Busway Provision

At its meeting of August 6, 1975, the District Board authorized the General Manager to enter into discussions with the State on this subject.

As you may know, our two staffs have been working together on the planning of this project over the last several years. The Board of Directors directed the making of the following statements to your agency:

(1) It is the District's belief that the provision for an exclusive busway along the I-105 Freeway, by means of a 40' - 50' clear median area for transit use, will represent an excellent blending of freeway and rapid transit service in this corridor, and

(2) Further, if for any reason the State should decide not to proceed with the construction of I-105 Freeway the SCRTD hereby formally notifies the State that it will want to obtain a 100' wide right-of-way for rapid transit extending from Sepulveda Blvd. on the West to the SPRR's "Willowbrook" line on the East, and we request that the State advise us just what steps we should take to assure that we have first opportunity to place our "hold" on this rightsof-way before any disposal thereof.

Sincerely,

(Original Signed By) J. R. Gilstrap

Jack R. Gilstrap

cc: S. McCausland, Director of Transportation
R. J. Datel, District Director - 07

RG/da

OCT 27 1975

13-12

SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT

JACK R. GILSTRAP
GENERAL MANAGER

April 23, 1975

Mr. Haig Ayanian
District Director of Transportation
California Department of Transportation
P.O. Box 2304 - Terminal Annex
Los Angeles, California 90051

ATTN: C. J. O'Connell

Subject: District Position on the Proposed 105 Transportation Corridor

Dear Mr. Ayanian:

Thank you for permitting the District to air its views on the proposed 105 Transportation Corridor!

For some years now the District has coordinated its planning activities with those of CalTrans to provide the public with the highest possible return on its transportation investment. One example of that coordination is the San Bernardino Busway on which construction is not yet complete, but which is now carrying 14,000 passengers per day. I might add that, based upon current trends, we expect this figure to go much higher.

You may recall that on July 2, 1974, the District Board of Directors adopted a corridor plan to guide the development of rapid transit for Los Angeles County. One element of that plan included a corridor extending from Norwalk to the Los Angeles International Airport.

Since 1968, our planning and engineering personnel have cooperated with their counterparts at CalTrans to determine the feasibility and impact of including a transit facility within the right-of-way of the I-105 transportation corridor. I can report that our collective decision was a favorable one. There is, as yet, no decision as to what form it might take within the corridor; it could be a busway, rail or a more exotic form of transit.

Assuming a transit facility were built, our consultants estimate that daily transit patronage on the facility would vary between an initial 6,000 to as many as 32,000 trips per day. It should be understood, however, that ridership will vary with both the type of transit equipment utilized and with the number of other transit facilities to which it is linked.

Based on the fact that our Board adopted the concept of a busway in this freeway, I can say that if this project proceeds, the District requests that sufficient space be provided within the median for a rapid transit facility.

Yours very truly,

Jack R. Gilstrap

cc: RTD Board of Directors

13-13

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL COOPERATION FOR REGIONAL PROBLEMS
1111 WEST SIXTH STREET · SUITE 400 · LOS ANGELES · CALIFORNIA · 90017 · 213/481-0095

March 19, 1975

Mr. Howard Ullrich, Director
Department ~~of Transportation~~
1120 N. Street
Sacramento, California 95814

Dear Mr. Ullrich:

Thank you for the opportunity to comment on the possible modification of the Route 105 alignment in and around the City of Hawthorne. We are in the process of reviewing the Draft Environmental Impact Statement and will be making comments on it in the near future.

As part of our review, the so called Hawthorne variation is being evaluated. At this time we do not have any comments or recommendations on the suggested modification.

Sincerely,

W. O. Ackermann Jr

William O. Ackermann, Jr.
Director of Transportation Planning

WOA:mh

cc: Haig Ayanian

NORMAN MURDOCH
Planning Director
EDGAR T. IRVINE
Deputy Director
JOSEPH K. KENNEDY
Deputy Director

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING

320 West Temple Street
Los Angeles, California 90012

February 20, 1975

Mr. H. Ayanian, District Director
of Transportation
California Department of Transportation
Post Office Box 2304 Terminal Annex
Los Angeles, California 90051

Attention: Mr. C. J. O'Connell

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT
PROPOSED ROUTES 1 & I-105
(EL SEGUNDO - NORWALK) FREEWAY

Dear Sir:

In response to your request of December 19, 1974, the staff of the Department of Regional Planning (DRP) has reviewed the Draft Environmental Impact Statement (EIS) for the proposed I-105 Freeway Corridor. Our review was concerned with the relationship of the proposed project to the Los Angeles County General Plan and the document's basic compliance with content requirements of the California Environmental Quality Act (CEQA) and the State EIR Guidelines.

The I-105 Freeway, as proposed, is shown in the major transportation network, 1970-1990, of the County General Plan, thus the project, is in basic compliance. As noted in the EIS (pg. 7-18), if the project is not completed or if one of the alternatives is chosen, revisions to the General Plan will be necessary. The EIS appears to be in compliance with CEQA and addresses the major environmental issues.

The Department of Regional Planning did not contact other County Departments or other agencies to verify conclusions presented in the EIS concerning specific environmental impacts, such as, air quality. It has been noted that several County Departments have been contacted to review the document; however, it is suggested that the County Health Services Department also be contacted regarding the air quality and noise impacts.

If you have any further questions regarding this matter, please contact Mr. Ray Ristic or Mr. Gil Conn at 974-6494.

Very truly yours,

THE DEPARTMENT OF REGIONAL PLANNING
Norman Murdoch, Planning Director

John Edwards

John Edwards, Division Chief
Community Planning Division

RPR:GSC:gjj

SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT

1060 SOUTH BROADWAY • LOS ANGELES, CALIFORNIA 90015 • TELEPHONE (213) 749-6977

January 29, 1975

Mr. C. J. O'Connell, P.E.
Chief Project Development Branch A
120 South Spring Street
Los Angeles, Ca. 90012

Dear Chuck:

This office has reviewed your "Draft Environmental Impact Statement" and, in general, believes that it represents a commendable piece of work.

The transit estimates contained on pages 4-8 are in line with those produced by our consultants. The estimate discussed under the "exclusive busway" alternative -also produced by our consultants- is probably slightly higher than what the staff would have produced, but is not one with which the staff would choose to take issue.

Thank you for giving us an opportunity to review this document.

Cordially,

D—M—

DAVID R. McCULLOUGH
Senior Advance Planner

DRMcC:mo

SERVING 2,230 SQUARE MILES OF SOUTHERN CALIFORNIA

13-15

CITY OF LOS ANGELES

October 7, 1976

RESOLUTION

WHEREAS, the California Department of Transportation, known as CALTRANS, has proposed a Transportation Project, the I-105 (Century) Freeway, to meet the growning traffic congestion in the southern area of Los Angeles County; and

WHEREAS, existing and projected traffic volumes as stated in studies prepared by CALTRANS establish an identifiable need for the I-105 Freeway as an eight-lane facility, including a center transitway; and

WHEREAS, the California Division of Highways made numerous studies of alternative routes over which the I-105 could be built, and the California Highway Commission held hearings on and made a final decision upon the final routing for said highway; and

WHEREAS, the City and County of Los Angeles and all but one of the cities along the finally selected route of said freeway have signed binding freeway agreements, and the cities through which the proposed I-105 Freeway will pass are in favor of the eight-lane facility; and

WHEREAS, the I-105 project will provide significant relief from the growing congestion in the area, enhance the operation of the entire Los Angeles area freeway system, including access to Los Angeles International Airport, and provide increased mobility of residents in South Central Los Angeles; and

WHEREAS, CALTRANS has acquired approximately 85% of the I-105 Corridor right-of-way properties and a majority of the affected residents and businesses in the freeway corridor have been relocated, and the remaining property owners in the project corridor are being denied their individual Civil Rights due to a court injunction restraining them from selling their properties; and

WHEREAS, there is an urgent need to avoid deterioration of the neighborhoods in the project corridor, and the State of California is spending in excess of $100,000 per month for maintenance and security costs in the project corridor, and this money could be better spent on construction costs for said project which would provide needed jobs for the area; and

WHEREAS, Federal Aid is available to pay 92% of the total construction costs of the proposed I-105 eight-lane with a center transitway facility; and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed and the total effects found to be more favorable than any alternate considered, including the "no project" alternative; and

WHEREAS, the construction of the I-105 Freeway has been delayed due to litigation on the Environmental Impact Statement, and any major down-scoping of the freeway will require new designs, new public hearings, new Environmental Impact Statements and increased delays,

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Los Angeles does hereby:

1. Reaffirm its support of the eight-lane with a center transitway I-105 (Century) Freeway design;

2. Desire to impose a "Freeway-use only" restriction on all I-105 (Century) Freeway right-of-way properties presently owned and yet to be acquired;

3. Petition Donald E. Burns, Secretary of the State Business and Transportation Agency, to immediately allocate State of California funds, 8% of total project costs, as matching funds for the 92% in available federal aid for construction of the I-105 eight-lane facility with a center transitway;

4. Urge the California Highway Commission and Division of Highways to proceed immediately, without further debate or delay, with the construction of the said I-105 (Century) Freeway;

BE IT FURTHUR RESOLVED, that a copy of this Resolution be sent to the Governor of the State of California, the California Highway Commission and the California Department of Transportation

I HEREBY CERTIFY that at the meeting of the City Council held October 7, 1976, motion was made (Farrell-Nowell) that the attached Resolution be adopted. The State, County and Federal Affairs Committee report contained in the file was ordered placed in the Archives.

REX E. LAYTON, CITY CLERK

By Deputy

City of Los Angeles Department of Airports 1 World Way, Los Angeles, California 90009 • (213) 646-5252 Telex 65-3413
Tom Bradley, Mayor

Board of Airport Commissioners
Alexander H. Pope
President
Robert E. Cushing
Vice President
Elizabeth K. Armstrong
Stephen C. Schroeder
Samuel Greenberg

Office of Director
General Manager

RESOLUTION NO. 10089

WHEREAS, Management has presented a report on the proposed highway program; and

WHEREAS, the Board of Airport Commissioners of the City of Los Angeles has indicated that there is a need for direct freeway access to Los Angeles International Airport; and

WHEREAS, the Board of Airport Commissioners supports the full I-105 Freeway concept with top priority given to that portion westerly from the San Diego Freeway; and

WHEREAS, the Board of Airport Commissioners supports an interchange at Arbor Vitae and the San Diego Freeway;

NOW, THEREFORE, BE IT RESOLVED that Management is directed to make the Board's position known to the State Highway Commission and to pursue the matter and report back to the Board from time to time.

I hereby certify that the above is a true and correct copy of Resolution No. 10089 adopted by the Board of Airport Commissioners at a special meeting held Monday, August 16, 1976.

Peggy C. Hereford — Secretary
BOARD OF AIRPORT COMMISSIONERS

RESOLUTION NO. 11,439

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON, CALIFORNIA, URGING IMMEDIATE COMMENCEMENT OF CONSTRUCTION OF THE I-105 (CENTURY) FREEWAY.

WHEREAS, the California Department of Transportation, known as CALTRANS, has proposed a Transportation Project, the I-105 (Century) Freeway, to meet the growing traffic congestion in the southern area of Los Angeles County; and

WHEREAS, existing and projected traffic volumes as stated in studies prepared by CALTRANS establish an identifiable need for the I-105 Freeway as an eight-lane facility, including a center transitway; and

WHEREAS, the California Division of Highways made numerous studies of alternative routes over which the I-105 Freeway could be built, and the California Highway Commission held hearings on and made a final decision upon the final routing for said highway; and

WHEREAS, the City and County of Los Angeles and all but one of the cities along the finally selected route of said freeway have signed binding freeway agreements, and the cities through which the proposed I-105 Freeway will pass are in favor of the eight-lane facility; and

WHEREAS, the I-105 project will [illegible] relief from the growing congestion in the area, enhance the operation of the entire Los Angeles area [illegible] system, including access to Los Angeles [illegible] and provide [illegible] Los Angeles; and

WHEREAS, CALTRANS has acquired [illegible] ately 85% of the I-105 Corridor right-of-way [illegible] and a [illegible]ority of the affected residents and business[illegible] freeway [illegible] been relo[illegible] property owners [illegible] project corridor are being de[illegible] their individual [illegible] due to a [illegible] them from sell[illegible] properties; and

WHEREAS, there is [illegible] need to avoid [illegible] of the neighborhoods in the project [illegible] ridor, and [illegible] State of California is spending in excess [illegible] $100,000 [illegible] for maintenance and security costs in [illegible] corridor, and this money could be better spent on constr[illegible] costs for said project which would provide needed jobs for the area; and

WHEREAS, Federal Aid is available to pay 92% of the total construction costs of the proposed I-105 eight-lane with a center transitway facility; and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered, including the "no project" alternative; and

WHEREAS, the construction of the I-105 Freeway has been delayed due to litigation on the Environmental Impact Statement, and any major down-scoping of the freeway will require new designs, new public hearings, new Environmental Impact Statements and increased delays.

NOW, THEREFORE, BE IT RESOLVED THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY :

Section 1. Reaffirm its support of the eight-lane with a center transitway I-105 (Century) Freeway design;

Section 2. Desire to impose a "Freeway-use only" restriction on all I-105 (Century) Freeway right-of-way properties presently owned and yet to be acquired;

Section 3. Petition Donald E. Burns, Secretary of the State Business and Transportation Agency, to immediatelly allocate State of California funds, 8% of total project costs, as matching funds for the 92% in available federal aid for construction of the I-105 eight-lane facility with a center transitway;

Section 4. Urge the California Highway Commission and Division of Highways to proceed immediately, without further debate or delay, with the construction of said I-105 (Century) Freeway;

Section 5. That a copy of this resolution be sent to the Governor of the State of California, and California Highway Commission, and the California Department of Transportation.

Section 6. That the Mayor shall sign and the City Clerk shall certify to the adoption of this resolution.

ADOPTED this 20th day of July, 1976.

MAYOR OF THE CITY OF COMPTON

ATTEST:

CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Charles Davis, City Clerk of the City of Compton, hereby certify that the foregoing resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the 20th day of July, 1976.

That said resolution was adopted by the following vote, to wit:

AYES: Councilmen- Buckner, Tucker, Davis
NOES: Councilmen- None
ABSENT: Councilmen- None

CITY CLERK OF THE CITY OF COMPTON

RESOLUTION NO. 76-96

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK IN SUPPORT OF IMMEDIATE CONSTRUCTION OF THE I-105 (CENTURY) FREEWAY.

WHEREAS, the I-105 (Century) Freeway has been a pending project of the California Department of Transportation for a number of years; and

WHEREAS, approximately 85% of the I-105 Corridor right-of-way properties has been acquired by CALTRANS and a majority of the affected residents and businesses in said freeway corridor have been relocated; and

WHEREAS, the necessary environmental impact reports have been provided and it is desirable that this project be brought to a conclusion in order to avoid the continued deprivation of property rights of the people in the corridor area and the continued economical hardship which is imposed on cities in which the corridor land is located; and

WHEREAS, the I-105 project will provide significant relief from the growing congestion in the area, enhance the operation of the entire Los Angeles area freeway system, including access to Los Angeles International Airport, and provide increased mobility of residents in South Central Los Angeles; and

WHEREAS, the City and County of Los Angeles and all but one of the cities along the finally selected route of said freeway have signed binding freeway agreements, and the cities through which the proposed I-105 Freeway will pass are in favor of the eight-lane facility; and

WHEREAS, there is an urgent need to avoid deterioration of the neighborhoods in the project corridor, and the State of California is spending in excess of $100,000 per month for maintenance and security costs in the project corridor, and this money could be better spent on construction costs for said project which would provide needed jobs for the area;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK DOES RESOLVE AS FOLLOWS:

SECTION 1: That this Council does hereby:

(a) Reaffirm its support of the eight-lane with a center transitway I-105 (Century) Freeway design;

(b) Urge CALTRANS to impose a "Freeway-use only" restriction on all I-105 (Century) Freeway right-of-way properties presently owned and yet to be acquired;

(c) Request Donald E. Burns, Secretary of the State Business and Transportation Agency, to immediately allocate State of California funds, 8% of total project costs, as matching funds for the 92% in available federal aid for construction of the I-105 eight-lane facility with a center transitway;

(d) Urge the California Highway Commission and Division of Highways to proceed immediately, without further debate or delay, with the construction of said I-105 (Century) Freeway.

SECTION 2: That the City Clerk is directed to send a copy of this Resolution to the Governor of the State of California, the California Highway Commission, and to the California Department of Transportation.

SECTION 3: The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED this 19th day of July, 1976.

ATTEST:

HERBERT A. HEINZS, JR.
Mayor of the City of Huntington Par

MARILYN A. BOYETTE
City Clerk
(SEAL)

City of Paramount

Los Angeles County, California

Resolution No. 76:031

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT, CALIFORNIA, URGING IMMEDIATE COMMENCEMENT OF CONSTRUCTION OF THE I-105 (CENTURY) FREEWAY

WHEREAS, the California Department of Transportation known as CALTRANS, has proposed a Transportation Project, the I-105 (Century) Freeway, to meet the growing traffic congestion in the southern area of Los Angeles County; and

WHEREAS, existing and project traffic volumes as stated in studies prepared by CALTRANS establish an identifiable need for the I-105 Freeway as an eight-lane facility, including a center transitway; and

WHEREAS, the California Division of Highways made numerous studies of alternative routes over which the I-105 Freeway could be built, and the California Highway Commission held hearings on and made a final decision upon the final routing for said highway; and

WHEREAS, the City and County of Los Angeles and all but one of the cities along the finally selected route of said freeway have signed binding freeway agreements, and the cities through which the proposed I-105 Freeway will pass are in favor of the eight-lane facility;

WHEREAS, the I-105 project will provide significant relief from the growing congestion in the area, enhance the operation of the entire Los Angeles area freeway system, including access to Los Angeles International Airport, and provide increased mobility of residents in South Central Los Angeles; and

WHEREAS, CALTRANS has acquired approximately 85% of the I-105 Corridor right-of-way properties and a majority of the affected residents and businesses in the freeway corridor have been relocated and the remaining property owners in the project corridor are being denied their individual Civil Rights due to a court injunction restraining them from selling their properties; and

WHEREAS, there is an urgent need to avoid deterioration of the neighborhoods in the project corridor, and the State of California is spending in excess of $100,000 per month for maintenance and security costs in the project corridor, and this money could be better spent on construction costs for said project which would provide needed jobs for the area; and

WHEREAS, Federal Aid is available to pay 92% of the total construction costs of the proposed I-105 eight-lane with a center transitway facility; and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered, including the "no project" alternative; and

WHEREAS, the construction of the I-105 Freeway has been delayed due to litigation on the Environmental Impact Statement, and any major down-scoping of the freeway will require new designs, new public hearings, new Environmental Impact Statements and increased delays.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Paramount does hereby:

1. Reaffirm its support of the eight-lane with a center transitway I-105 (Century) Freeway design;

2. Desire to impose a "Freeway-use only" restriction on all I-105 (Century) Freeway right-of-way properties presently owned and yet to be acquired.

3. Petition Donald E. Burns, Secretary of the State Business and Transportation Agency, to immediately allocate State of California funds, 8% of total project costs, as matching funds for the 92% in available federal aid for construction of the I-105 eight-lane facility with a center transitway;

4. Urge the California Highway Commission and Division of Highways to proceed immediately, without further debate or delay, with the construction of said I-105 (Century) Freeway;

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the Governor of the State of California, the California Highway Commission, and the California Department of Transportation.

PASSED, APPROVED AND ADOPTED the 8th day of July, 1976.

Richard DeBie

Richard DeBie, Mayor

Attest:

Larry C Bond

City Clerk

I HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 76:031, passed, approved and adopted by the Paramount City Council at an adjourned regular meeting thereof held July 8, 1976.

Dated: July 9, 1976

Larry C Bond

City Clerk

Roll Call Vote:
Ayes: Councilmen Guillen, Mosier, Spane, Mies and DeBie
Noes: None

A RESOLUTION OF THE CITY COUNCILS OF THE CITIES OF COMPTON, HAWTHORNE, EL SEGUNDO, INGLEWOOD, LOS ANGELES, LYNWOOD, NORWALK, SOUTH GATE, AND THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES URGING IMMEDIATE COMMENCEMENT OF CONSTRUCTION OF THE I-105 (CENTURY) FREEWAY

WHEREAS, the California Department of Transportation, known as Caltrans, has proposed a Transportation Project, the I-105 (Century) Freeway, to meet the growing traffic congestion in the southern area of Los Angeles County; and

WHEREAS, existing and projected traffic volumes as stated in studies prepared by Caltrans establish an identifiable need for the I-105 Freeway as an eight-lane facility, including a center transitway; and

WHEREAS, the California Division of Highways made numerous studies of alternative routes over which the I-105 Freeway could be built, and the California Highway Commission held hearings on and made a final decision upon the final routing for said highway; and

WHEREAS, the City and County of Los Angeles and all but one of the cities along the finally selected route of said freeway have signed binding freeway agreements, and the cities through which the proposed I-105 Freeway will pass are in favor of the eight-lane facility; and

WHEREAS, the I-105 project will provide significant relief from the growing congestion in the area, enhance the operation of the entire Los Angeles area freeway system, including access to Los Angeles International Airport, and provide increased mobility of residents in South Central Los Angeles; and

WHEREAS, Caltrans has acquired approximately 85% of the I-105 Corridor right-of-way properties and a majority of the affected residents and businesses in the freeway corridor have been relocated, and the remaining property owners in the project corridor are being denied their individual Civil Rights due to a court injuction restraining them from selling their properties; and

WHEREAS, there is an urgent need to avoid deterioration of the neighborhoods in the project corridor, and the State of California is spending in excess of $100,000 per month for maintenance and security costs in the project corridor, and this money could be better spent on construction costs for said project which would provide needed jobs for the area; and

WHEREAS, Federal Aid is available to pay 92% of the total construction costs of the proposed I-105 eight-lane with a center transitway facility; and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered, including the "no project" alternative; and

WHEREAS, the construction of the I-105 Freeway has been delayed due to litigation on the Environmental Impact Statement, and any major down-scoping of the freeway will require new designs, new public hearings, new Environmental Impact Statements and increased delays,

NOW, THEREFORE, BE IT RESOLVED that the above-mentioned I-105 Corridor Cities and County do hereby:

1. Reaffirm their support of the eight-lane with a center transitway I-105 (Century) Freeway design.

2. Desire to impose a "Freeway-use only" restriction on all I-105 (Century) Freeway right-of-way properties presently owned and yet to be acquired.

3. Petition Donald E. Burns, Secretary of the State Business and Transportation Agency, to immediately allocate State of California funds, 8% of total project costs, as matching funds for the 92% in available federal aid for construction of the I-105 eight-lane facility with a center transitway.

4. Urge the California Highway Commission and Division of Highways to proceed immediately, without further debate or delay, with the construction of said I-105 (Century) Freeway.

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the Governor of the State of California, the California Highway Commission, and the California Department of Transportation.

PASSED, APPROVED, AND ADOPTED by the City Councils and the Board of Supervisors of the undersigned cities and counties this 29 day of June, 1976.

RESOLUTION NO. 2809

A RESOLUTION OF THE NORWALK CITY COUNCIL URGING IMMEDIATE COMMENCEMENT OF CONSTRUCTION OF THE I-105 (NORWALK/EL SEGUNDO FREEWAY

WHEREAS, the California Department of Transportation, known as Caltrans, has proposed a Transportation Project, the I-105 (Norwalk/El Segundo) Freeway, to meet the growing traffic congestion in the southern area of Los Angeles County; and

WHEREAS, existing and projected traffic volumes as stated in studies prepared by Caltrans establish an identifiable need for the I-105 Freeway as an eight-lane facility, including a center transitway; and

WHEREAS, the California Division of Highways made numerous studies of alternative routes over which the I-105 Freeway could be built, and the California Highway Commission held hearings on and made a final decision upon the final routing for said highway; and

WHEREAS, the City and County of Los Angeles and all but one of the cities along the finally selected route of said freeway have signed binding freeway agreements, and the cities through which the proposed I-105 Freeway will pass are in favor of the eight-lane facility; and

WHEREAS, the I-105 project will provide significant relief from the growing congestion in the area, enhance the operation of the entire Los Angeles area freeway system, including access to Los Angeles International Airport, and provide increased mobility of residents in South Central Los Angeles; and

WHEREAS, Caltrans has acquired approximately 85% of the I-105 Corridor right-of-way properties and a majority of the affected residents and businesses in the freeway corridor have been relocated, and the remaining property owners in the project corridor are being denied their individual Civil Rights due to a court injunction restraining them from selling their properties; and

WHEREAS, there is an urgent need to avoid deterioration of the neighborhoods in the project corridor, and the State of California is spending in excess of $100,000 per month for maintenance and security costs in the project corridor, and this money could be better spent on construction costs for said project which would provide needed jobs for the area; and

WHEREAS, Federal Aid is available to pay 92% of the total construction costs of the proposed I-105 eight-lane with a center transitway facility; and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered, including the "no project" alternative; and

WHEREAS, the construction of the I-105 Freeway has been delayed due to litigation on the Environmental Impact Statement, and any major down-scoping of the freeway will require new designs, new public hearings, new Environmental Impact Statements and increased delays;

NOW, THEREFORE, BE IT RESOLVED that the above-mentioned I-105 Corridor Cities and County do hereby:

1. Reaffirm their support of the eight-lane with a center transitway I-105 (Norwalk/El Segundo) Freeway design.

2. Desire to impose a "freeway-use only" restriction on all I-105 (Norwalk/El Segundo) Freeway right-of-way properties presently owned and yet to be acquired.

3. Petition Donald E. Burns, Secretary of the State Business and Transportation Agency, to immediately allocate State of California funds, 8% of total project costs, as matching funds for the 92% in available federal aid for construction of the I-105 eight lane facility with a center transitway.

4. Urge the California Highway Commission and Division of Highways to proceed immediately, without further debate or delay, with the construction of said I-105 (Norwalk/El Segundo) Freeway.

BE IT FURTHER RESOLVED, that a copy of this Resolution be sent to the Governor of the State of California, the California Highway Commission, and the California Department of Transportation.

PASSED, APPROVED AND ADOPTED this 28th day of June, 1976.

/s/ JOHN ZIMMERMAN, JR.
MAYOR PRO TEMPORE OF THE
CITY OF NORWALK

ATTEST:

/s/ WILLIAM H. KRAUS, CITY CLERK

RESOLUTION NO. 3304

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DOWNEY URGING IMMEDIATE COMMENCEMENT OF CONSTRUCTION OF THE I-105 (CENTURY) FREEWAY

WHEREAS, the California Department of Transportation, known as Caltrans, has proposed a Transportation Project, the I-105 (Century) Freeway, to meet the growing traffic congestion in the southern area of Los Angeles County; and

WHEREAS, existing and projected traffic volumes as stated in studies prepared by Caltrans establish an identifiable need for the I-105 Freeway as an eight-lane facility, including a center transitway; and

WHEREAS, the California Division of Highways made numerous studies of alternative routes over which the I-105 Freeway could be built, and the California Highway Commission held hearings on and made a final decision upon the final routing for said highway; and

WHEREAS, the City and County of Los Angeles and all but one of the cities along the finally selected route of said freeway have signed binding freeway agreements, and the cities through which the proposed I-105 Freeway will pass are in favor of the eight-lane facility; and

WHEREAS, the I-105 project will provide significant relief from the growing congestion in the area, enhance the operation of the entire Los Angeles area freeway system, including access to Los Angeles International Airport, and provide increased mobility of residents in South Central Los Angeles; and

WHEREAS, Caltrans has acquired approximately 85% of the I-105 Corridor right-of-way properties and a majority of the affected residents and businesses in the freeway corridor have been relocated, and the remaining property owners in the project corridor are being denied their individual Civil Rights due to a court injuction restraining them from selling their properties; and

WHEREAS, there is an urgent need to avoid deterioration of the neighborhoods in the project corridor, and the State of California is spending in excess of $100,000 per month for maintenance and security costs in the project corridor, and this money could be better spent on construction costs for said project which would provide needed jobs for the area; and

WHEREAS, Federal Aid is available to pay 92% of the total construction costs of the proposed I-105 eight-lane with a center transitway facility; and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered, including the "no project" alternative; and

WHEREAS, the construction of the I-105 Freeway has been delayed due to litigation on the Environmental Impact Statement, and any major down-scoping of the freeway will require new designs, new public hearings, new Environmental Impact Statements and increased delays,

NOW, THEREFORE, BE IT RESOLVED that the above-mentioned I-105 Corridor Cities and County do hereby:

1. Reaffirm their support of the eight-lane with a center transitway I-105 (Century) Freeway design.

2. Desire to impose a "Freeway-use only" restriction on all I-105 (Century) Freeway right-of-way properties presently owned and yet to be acquired.

3. Petition Donald E. Burns, Secretary of the State Business and Transportation Agency, to immediately allocate State of California funds, 8% of total project costs, as matching funds for the 92% in available federal aid for construction of the I-105 eight-lane facility with a center transitway.

4. Urge the California Highway Commission and Division of Highways to proceed immediately, without further debate or delay, with the construction of said I-105 (Century) Freeway.

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the Governor of the State of California, the California Highway Commission, and the California Department of Transportation.

APPROVED AND ADOPTED this 22nd day of June, 1976

Hazel N. Scotto
Hazel N. Scotto, Mayor

ATTEST:

Robert L. Shand
City Clerk

I HEREBY CERTIFY that the foregoing resolution was adopted at a regular meeting of the City Council of the City of Downey held on the 22nd day of June, 1976, by the affirmative vote of at least three Council Members, to wit:

AYES:	3	Council Members: Greene, Miller, Jackman
NOES:	1	Council Members: Scotto
ABSENT:	1	Council Members: Jennings

Robert L. Shand
City Clerk

RESOLUTION NO. 2691

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL SEGUNDO URGING IMMEDIATE COMMENCEMENT OF CONSTRUCTION OF THE I-105 (CENTURY) FREEWAY

WHEREAS, the California Department of Transportation, known as Caltrans, has proposed a Transportation Project, the I-105 (Century) Freeway, to meet the growing traffic congestion in the southern area of Los Angeles County; and

WHEREAS, existing and projected traffic volumes as stated in studies prepared by Caltrans establish an identifiable need for the I-105 Freeway as an eight-lane facility, including a center transitway; and

WHEREAS, the California Division of Highways made numerous studies of alternative routes over which the I-105 Freeway could be built, and the California Highway Commission held hearings on and made a final decision upon the final routing for said highway; and

WHEREAS, the City and County of Los Angeles and all but one of the cities along the finally selected route of said freeway have signed binding freeway agreements, and the cities through which the proposed I-105 Freeway will pass are in favor of the eight-lane facility; and

WHEREAS, the I-105 project will provide significant relief from the growing congestion in the area, enhance the operation of the entire Los Angeles area freeway system, including access to Los Angeles International Airport, and provide increased mobility of residents in South Central Los Angeles; and

WHEREAS, Caltrans has acquired approximately 85% of the I-105 Corridor right-of-way properties and a majority of the affected residents and businesses in the freeway corridor have been relocated, and the remaining property owners in the project corridor are being denied their individual Civil Rights due to a court injuction restraining them from selling their properties; and

WHEREAS, there is an urgent need to avoid deterioration of the neighborhoods in the project corridor, and the State of California is spending in excess of $100,000 per month for maintenance and security costs in the project corridor, and this money could be better spent on construction costs for said project which would provide needed jobs for the area; and

WHEREAS, Federal Aid is available to pay 92% of the total construction costs of the proposed I-105 eight-lane with a center transitway facility; and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered, including the "no project" alternative; and

WHEREAS, the construction of the I-105 Freeway has been delayed due to litigation on the Environmental Impact Statement, and any major down-scoping of the freeway will require new designs, new public hearings, new Environmental Impact Statements and increased delays,

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of El Segundo does hereby:

1. Reaffirm its support of the eight-lane with a center transitway I-105 (Century) Freeway design.
2. Its desire to impose a "Freeway-use only" restriction on all I-105 (Century) Freeway right-of-way properties presently owned and yet to be acquired.

3. Petition Donald E. Burns, Secretary of the State Business and Transportation Agency, to immediately allocate State of California funds, 8% of total project costs, as matching funds for the 92% in available federal aid for construction of the I-105 eight-lane facility with a center transitway.

4. Urge the California Highway Commission and Division of Highways to proceed immediately, without further debate or delay, with the construction of said I-105 (Century) Freeway.

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the Governor of the State of California, the California Highway Commission, and the California Department of Transporatation.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of El Segundo this 15th day of June, 1976.

E L Bahne
Mayor of the City of El Segundo
California

ATTEST:

Valerie A. Burrows
City Clerk

(SEAL)

RESOLUTION NO. 7108

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INGLEWOOD URGING IMMEDIATE COMMENCEMENT OF CONSTRUCTION OF THE I-105 (CENTURY) FREEWAY

WHEREAS, the California Department of Transportation, known as Caltrans, has proposed a Transportation Project, the I-105 (Century) Freeway, to meet the growing traffic congestion in the southern area of Los Angeles County; and

WHEREAS, existing and projected traffic volumes as stated in studies prepared by Caltrans establish an identifiable need for the I-105 Freeway as an eight-lane facility, including a center transitway; and

WHEREAS, the California Division of Highways made numerous studie of alternative routes over which the I-105 Freeway could be built, and the California Highway Commission held hearings on and made a final decision upon the final routing for said highway; and

WHEREAS, the City and County of Los Angeles and all but one of th cities along the finally selected route of said freeway have signed binding freeway agreements, and the cities through which the proposed I-105 Freeway will pass are in favor of the eight-lane facility; and

WHEREAS, the I-105 project will provide significant relief from the growing congestion in the area, enhance the operation of the entire Los Angeles area freeway system, including access to Los Angeles Internation Airport, and provide increased mobility of residents in South Central Los Angeles; and

WHEREAS, Caltrans has acquired approximately 85% of the I-105 Corridor right-of-way properties and a majority of the affected residents and businesses in the freeway corridor have been relocated, and the remaining property owners in the project corridor are being denied their individual Civil Rights due to a court injunction restraining them from selling their properties; and

WHEREAS, there is an urgent need to avoid deterioration of the neighborhoods in the project corridor, and the State of California is spendi in excess of $100,000 per month for maintenance and security costs in the

project corridor, and this money could be better spent on construction costs for said project which would provide needed jobs for the area; and

WHEREAS, Federal Aid is available to pay 92% of the total construction costs of the proposed I-105 eight-lane with a center transitway facility and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered, including the "no project" alternative; and

WHEREAS, the construction of the I-105 Freeway has been delayed due to litigation on the Environmental Impact Statement, and any major down-scoping of the freeway will require new designs, new public hearings, new Environmental Impact Statements and increased delays,

NOW, THEREFORE, BE IT RESOLVED that the above-mentioned I-105 Corridor Cities and County do hereby:

1. Reaffirm their support of the eight-lane with a center transitway I-105 (Century) Freeway design.

2. Desire to impose a "Freeway-use only" restriction on all I-105 (Century) Freeway right-of-way properties presently owned and yet to be acquired.

3. Petition Donald E. Burns, Secretary of the State Business and Transportation Agency, to immediately allocate State of California funds, 8% of total project costs, as matching funds for the 92% in available federal aid for construction of the I-105 eight lane facility with a center transitway.

4. Urge the California Highway Commission and Division of Highways to proceed immediately, without further debate or delay with the construction of said I-105 (Century) Freeway.

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the Governor of the State of California, the California Highway Commission, and the California Department of Transportation.

PASSED, APPROVED, AND ADOPTED this 15th of June, 197[illegible]

MERLE MERGELL

MAYOR OF THE CITY OF INGLEWOOD, CALIFORNIA

ATTEST:

[illegible], CITY CLERK

CITY CLERK

(SEAL)

RESOLUTION NO. 76-51

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LYNWOOD, CALIFORNIA, URGING IMMEDIATE COMMENCEMENT OF CONSTRUCTION OF THE I-105 (CENTURY) FREEWAY.

WHEREAS, the California Department of Transportation, known as CALTRANS, has proposed a Transportation Project, the I-105 (Century) Freeway, to meet the growing traffic congestion in the southern area of Los Angeles County; and

WHEREAS, existing and projected traffic volumes as stated in studies prepared by CALTRANS establish an identifiable need for the I-105 Freeway as an eight-lane facility, including a center transitway; and

WHEREAS, the California Division of Highways made numerous studies of alternative routes over which the I-105 Freeway could be built, and the California Highway Commission held hearings on and made a final decision upon the final routing for said highway; and

WHEREAS, the City and County of Los Angeles and all but one of the cities along the finally selected route of said freeway have signed binding freeway agreements, and the cities through which the proposed I-105 Freeway will pass are in favor of the eight-lane facility; and

WHEREAS, the I-105 project will provide significant relief from the growing congestion in the area, enhance the operation of the entire Los Angeles area freeway system, including access to Los Angeles International Airport, and provide increased mobility of residents in South Central Los Angeles; and

WHEREAS, CALTRANS has acquired approximately 85% of the I-105 Corridor right-of-way properties and a majority of the affected residents and businesses in the freeway corridor have been relocated, and the remaining property owners in the project corridor are being denied their individual Civil Rights due to a court injunction restraining them from selling their properties; and

WHEREAS, there is an urgent need to avoid deterioration of the neighborhoods in the project corridor, and the State of California is spending in excess of $100,000 per month for maintenance and security costs in the project corridor, and this money could be better spent on construction costs for said project which would provide needed jobs for the area; and

WHEREAS, Federal Aid is available to pay 92% of the total construction costs of the proposed I-105 eight-lane with a center transitway facility; and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered, including the "no project" alternative; and

WHEREAS, the construction of the I-105 Freeway has been delayed due to litigation on the Environmental Impact Statement, and any major down-scoping of the freeway will require new designs, new public hearings, new Environmental Impact Statements and increased delays.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lynwood does hereby:

1. Reaffirm its support of the eight-lane with a center transitway I-105 (Century) Freeway design;
2. Desire to impose a "Freeway-use only" restriction on all I-105 (Century) Freeway right-of-way properties presently owned and yet to be acquired;
3. Petition Donald E. Burns, Secretary of the State Business and Transportation Agency, to immediately allocate State of California funds, 8% of total project costs, as matching funds for the 92% in available federal aid for construction of the I-105 eight-lane facility with a center transitway;
4. Urge the California Highway Commission and Division of Highways to proceed immediately, without further debate or delay, with the construction of said I-105 (Century) Freeway;

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the Governor of the State of California, the California Highway Commission and the California Department of Transportation

PASSED, APPROVED, AND ADOPTED this 15th day of June, 1976.

/S/ James E. Rowe
James E. Rowe, Mayor

ATTEST:

/S/ Josephine L. Shepherd
Josephine L. Shepherd, City Clerk
City of Lynwood

RESOLUTION NO. 3408

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, URGING IMMEDIATE COMMENCEMENT OF CONSTRUCTION OF THE I-105 (CENTURY) FREEWAY.

WHEREAS, the California Department of Transportation, known as Caltrans, has proposed a Transportation Project, the I-105 (Century) Freeway, to meet the growing traffic congestion in the southern area of Los Angeles County; and

WHEREAS, existing and projected traffic volumes as stated in studies prepared by Caltrans establish an identifiable need for the I-105 Freeway as an eight-lane facility, including a center transitway; and

WHEREAS, the California Division of Highways made numerous studies of alternative routes over which the I-105 Freeway could be built, and the California Highway Commission held hearings on and made a final decision upon the final routing for said highway; and

WHEREAS, the City and County of Los Angeles and all but one of the cities along the finally selected route of said freeway have signed binding freeway agreements, and the cities through which the proposed I-105 Freeway will pass are in favor of the eight-lane facility; and

WHEREAS, the I-105 project will provide significant relief from the growing congestion in the area, enhance the operation of the entire Los Angeles area freeway system, including access to the Los Angeles International Airport, and provide increased mobility of residents in South Central Los Angeles; and

WHEREAS, Caltrans has acquired approximately 85% of the I-105 Corridor right-of-way properties and a majority of the affected residents and businesses in the freeway corridor have been relocated, and the remaining property owners in the project corridor are being denied their individual Civil Rights due to a court injunction restraining them from selling their properties; and

WHEREAS, there is an urgent need to avoid deterioration of the neighborhoods in the project corridor, and the State of California is spending in excess of $100,000 per month for maintenance and security costs in the project corridor, and this money could be better spent on construction costs for said project which would provide needed jobs for the area; and

WHEREAS, Federal Aid is available to pay 92% of the total construction costs of the proposed I-105 eight-lane with a center transitway facility; and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered, including the "no project" alternative; and

WHEREAS, the construction of the I-105 Freeway has been delayed due to litigation on the Environmental Impact Statement. and any major down-scoping of the freeway will require new designs new public hearings, new Environmental Impact Statements and increased delays;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City does hereby reaffirm its support of the eight-lane with a center transit-way I-105 (Century) Freeway design.

SECTION 2. That the City desires to impose a "Freeway-use only" restriction on all I-105 (Century) Freeway right-of-way properties presently owned and yet to be acquired.

SECTION 3. That the City does hereby petition Donald E. Burns, Secretary of the State Business and Transportation Agency, to immediately allocate State of California funds, 8% of total project costs, as matching funds for the 92% in available federal aid for construction of the I-105 eight-lane facility with a center transitway.

SECTION 4. That the City does hereby urge the California Highway Commission and Divfsion of Highways to proceed immediately, without further debate or delay, with the construction of said I-105 (Century) Freeway.

SECTION 5. That a copy of this resolution be sent to the Governor of the State of California, the California Highway Commission, the California Department of Transportation, United States Congressman Augustus F. Hawkins, the Los Angeles County Board of Supervisors, United States Senators Cranston and Tunney, and to the City of Lynwood,

SECTION 6. That the City Clerk shall certify to the passage and adoption of this resolution; shall cause the same to be entered in the book of original resolutions of said City; and shall make a minute of the passage and adoption thereof in the records of the proceedings of the City Council of said City in the minutes of the meeting at which the same is passed and adopted.

Passed, approved and adopted this 14th day of June, 1976.

/S/ JOHN J. MURDOCK
Mayor of the City of
South Gate, California.

ATTEST:

/S/ JANET STUBBS
City Clerk of the City of
South Gate, California.
(SEAL)

13-28

City of Downey

CHARLES W. THOMPSON
CITY MANAGER
DONALD B. ROBISON
ASSISTANT CITY MANAGER
ROBERT L. SHAND
CITY CLERK - TREASURER
CITY HALL
861-0301

8425 SECOND STREET
DOWNEY, CALIFORNIA 90241
MAIL ADDRESS: P.O. BOX 7016

March 9, 1976

Subject: Construction - I-105 Century Freeway

Dear Sir:

At the meeting of March 8, 1976, the Downey City Council approved a motion submitted by Councilman William L. "Bill" Greene regarding a new stand on the I-105 Century Freeway linking the Cities of Norwalk and El Segundo.

Enclosed with this letter is a copy of the motion prepared by Councilman Greene.

Very truly yours,

Robert L. Shand
City Clerk-Treasurer

RLS:jm
Encl.

13-28

MOTION BY COUNCILMAN WILLIAM L. "BILL" GREENE

It has come to my attention that the Board of Supervisors at its February 10, 1976 meeting agreed to assist in having the State Highway Commission and Caltrans proceed immediately with the completion of the Norwalk - El Segundo Freeway from the 605 Freeway to the International Airport.

I, therefore, move that the City Council of Downey:

(1) Join with the other corridor cities in urging Governor Brown, the State Highway Commission, Caltrans, and all others involved, to construct a full-width freeway, I 105 also known as the Century Freeway between the cities of Norwalk and El Segundo, as soon as possible.

(2) Urge that the State Highway Commission be requested to rate this project with the No. 1 priority of those projects considered in the 1976-77 budget which will include all carry-over surplus funds from fiscal 1975-76.

(3) Develop a comprehensive zoning study of the affects of the Freeway upon the adjoining land and to limit the costs to that amount specified in the Freeway agreement.

RESOLUTION NO. 76-8

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELLFLOWER REQUESTING THE GOVERNOR, THE BUSINESS AND TRANSPORTATION AGENCY AND THE STATE LEGISLATURE TO PROCEED IMMEDIATELY TO PERMIT THE PROMPT COMPLETION OF THE CENTURY FREEWAY

WHEREAS, the Route 105 Freeway (Century Freeway) is a vital transportation link in the South, Central and Southeast area of Los Angeles County, planned to extend from the Los Angeles International Airport on the west to the Route 605 Freeway on the east; and

WHEREAS, this Route 105 Freeway was adopted by the California Highway Commission on November 15, 1965, and July 24, 1968, and included in the National System of Interstate and Defense Highways on March 20, 1968, by joint action of the Federal Government and the State of California; and

WHEREAS, in reliance on the State's promises the affected entities along the route have coordinated community planning and projects with the State's freeway planning and have committed themselves to particular developments based on the State of California commitments to construct the Route 105 Freeway within the Interstate deadline as ~~a fully-developed major Freeway, and~~

WHEREAS, further delays will result in aggravating the extreme hardships being suffered in these communities and delaying further the transition of land use to accommodate the proposed Route 105 Freeway; and

WHEREAS, further delays could prevent the State of California from completing construction of the Route 105 Freeway within the Federal Interstate deadline and some or all of the Federal reimbursement of the estimated $500 million could be lost to the State; and

WHEREAS, the Governor's proposal to reduce the I-105 Freeway from eight lanes to four lanes is contrary to the previous traffic studies made and relied upon and the promises made by the State;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Bellflower, that this City Council respectfully requests that the Governor of this State and the Business and Transportation Agency of this State proceed as expeditiously as possible to implement the construction of a full eight lane freeway, and that the State Highway Commission and Caltrans be directed to proceed forthwith with the completion of right-of-way acquisition, design and construction of the Century Freeway (I-105); and

BE IT FURTHER RESOLVED that the City Clerk forward certified copies of this Resolution to Governor Edmund G. Brown Jr., Donald E. Burns, Secretary of Business and Transportation Agency, the Honorable Members of the Board of Supervisors of Los Angeles County, Congressman Mark Hannaford, Senator Ralph C. Dills, and Assemblyman Frank Vicencia.

APPROVED AND ADOPTED THIS 23rd DAY OF February, 1976.

/s/ Henry Arula
Mayor

ATTEST:

/s/ Jean S. Koch
City Clerk

CITY OF PARAMOUNT
COUNTY OF LOS ANGELES, CALIFORNIA

RESOLUTION NO. 76:002

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT REJECTING THE FOUR-LANE ALTERNATIVE DESIGN OF THE PROPOSED I-105 FREEWAY AS SUGGESTED BY DONALD E. BURNS, SECRETARY OF THE STATE BUSINESS AND TRANSPORTATION AGENCY

WHEREAS, the City Council of the City of Paramount on March 18, 1975, approved the eight-lane design and center transitway for the I-105 Freeway, and

WHEREAS, existing and projected traffic volumes as stated in studies prepared by the California Department of Transporation establish an identifiable need for the I-105 Freeway as an eight-lane facility, including a center transitway; and

WHEREAS, there is a consensus for an eight-lane facility among the agencies through which the I-105 Freeway passes; and

WHEREAS, the construction of the I-105 Freeway has been delayed almost four years due to litigation on the Environmental Impact Statement, and any major down-scoping of the freeway will require new designs, new public hearings, new Environmental Impact Statements and increased delays,

NOW, THEREFORE, the City Council of the City of Paramount hereby reaffirms its support for the construction of the I-105 Freeway as an eight-lane facility with center transitway and rejects the proposed down-scoping of the freeway to a four-lane facility with center transitway.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Paramount, this 3rd day of February, 1976.

Ted J. Mosier, Mayor

ATTEST:

City Clerk

I HERSBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 76.002, passed, approved and adopted by the Paramount City Council at a regular meeting thereof held February 3, 1976.

City Clerk

ROLL CALL VOTE:
AYES: Councilmen Cuillen, Mies, Spane, DeBie and Mosier
NOES: None

13-31

RESOLUTION NO. 3237

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DOWNEY STATING ITS POSITION RELATIVE TO THE PROPOSED MODIFICATION OF THE ROUTE I-105 FREEWAY AND THE PROPOSED ABOLITION OF THE 40-60 NORTH-SOUTH SPLIT OF STATE HIGHWAY FUNDS.

WHEREAS, the State of California Secretary of Business and Transportation has proposed that the I-105 Freeway be reduced in size from the currently planned 8- or 10-lane freeway transitway to a 4-lane freeway transitway to be used primarily by buses, trucks and car pools; and

WHEREAS, the City of Downey has been impacted by the I-105 for 17 years; and

WHEREAS, construction of an 8 - 10-lane freeway will take from 12 to 15 years to complete; and

WHEREAS, construction of a 4-lane freeway will take a minimum of two years before construction would commence. The I-105 construction is extremely unlikely to take priority over missing freeway links; and

WHEREAS, a substantial increase in taxes is required to maintain the existing system; and

WHEREAS, considering limited funds, energy and air-pollution problems and costs increasing at a spiraling rate, the need for an alternative to the automobile is imperative; and

WHEREAS, freeway ramp metering is now and will further measurably increase the flow of traffic and should reduce the need for additional lanes; and

WHEREAS, the Secretary also proposed that the 40-60% split of State Highway funding between Northern and Southern California be abolished,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DOWNEY DOES RESOLVE AS FOLLOWS:

SECTION 1. That the results of the delays in construction have placed extraordinary costs and service demands upon the City and further has resulted in a depreciation of housing and neighborhood values in the Corridor area and contributes the gravest environmental problem which the City has encountered and, therefore, an immediate resolution of this issue be made; and

SECTION 2. That the City of Downey has previously requested a study of the feasibility of the curtailment at the Long Beach Freeway with entry ramps across the Rio Hondo Channel for access to the City of Paramount; and

SECTION 3. The most appropriate use of these public funds at this time in this Corridor would provide:

- Local bus feeder and circulation service
- Intercity bus service
- On established Corridor highways:
  - special signaling and major lanes for bus priority
  - grade separation where needed

SECTION 4. The City Council of the City of Downey goes on record as opposing the abolition of the 40-60 North-South split, since more than 60% of the population of the State is in the Southern California area and the transportation needs for the Los Angeles region are many times greater than those in Northern California, to which it would be proposed to divert these funds.

SECTION 5. The City Clerk shall certify to the adoption of this Resolution and send copies to the Mayors of the other Corridor Cities along the I-105 Freeway route, to Governor Brown, to the Board of Supervisors of Los Angeles County, to Secretary of Business and Transportation Burns, Assemblyman McLennan, CALTRANS, and to the Board of Directors of SCRTD.

APPROVED AND ADOPTED THIS 27th DAY OF JANUARY, 1976.

JOSEPH E. DILORETO
MAYOR

13-32

RESOLUTION NO. 2730

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NORWALK REQUESTING THE GOVERNOR, THE BUSINESS AND TRANSPORTATION AGENCY AND THE STATE LEGISLATURE TO PROCEED IMMEDIATELY TO PERMIT THE PROMPT COMPLETION OF THE NORWALK-SECURED FREEWAY (I-105)

WHEREAS, the Route 105 Freeway is a vital transportation link in the South Central area of Los Angeles County, planned to extend from the Los Angeles International Airport on the west to the Route 605 Freeway on the east; and

WHEREAS, this Route 105 Freeway was adopted by the California Highway Commission on November 15, 1965, and July 24, 1968, and [illegible] Interstate System of Interstate and Defense Highways on March 20, 1968, [illegible] the Federal Government and the State of California; and

WHEREAS, the Southern California Rapid Transit District has publicly declared its plans to utilize the median of the freeway as an [illegible] to complement its proposed first stage rail transit line; and

WHEREAS, extensive and detailed consideration of environmental, social and economic impacts have been considered; and

WHEREAS, the affected entities along the route have coordinated community planning with the State's freeway [illegible] and have [illegible] this [illegible] to particular developments based on the State of California's commitments to complete the Route 105 Freeway within the Interstate [illegible], and

WHEREAS, delays in construction have created disruption of orderly land use and fiscal planning in the affected communities; and

WHEREAS, further delays will result in aggravating the extreme hardships being suffered in these communities and delaying further the transition of land use to accommodate the proposed Route 105 Freeway, and

WHEREAS, further delays could prevent the State of California from completing construction of the Route 105 Freeway within the [illegible] Interstate deadline and some or all of the Federal reimbursement of the estimated [illegible] could be lost to the State, and

WHEREAS, the positive related effects on jobs and economic prosperity for the citizens, communities and the State of California could be lost, and

WHEREAS, the Governor's proposal to reduce the I-105 Freeway from eight lanes to four lanes is completely unrealistic in the light of [illegible] and traffic demands.

NOW, THEREFORE, BE IT RESOLVED that the Governor and the Business and Transportation Agency proceed as expeditiously as possible to implement a full eight lane freeway, and

BE IT FURTHER RESOLVED that the State Highway Commission and Caltrans be directed to proceed immediately with the completion of right-of-way acquisition, freeway design, and construction of the freeway [illegible] 605 Freeway to the Los Angeles International Airport.

BE IT FURTHER RESOLVED that Governor Brown, Secretary of Business and Transportation Agency, Caltrans, Los Angeles County Board of Supervisors, State and Congressional leaders representing the City of Norwalk be provided copies of this Resolution.

PASSED, APPROVED AND ADOPTED this 26th day of January, 1976.

/s/ PETER H. FOGARTY
MAYOR OF THE CITY OF NORWALK

ATTEST:

RESOLUTION NO. 3168

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA, URGING THE PROMPT CONSTRUCTION OF THE I-105 TRANSPORTATION PROJECT.

WHEREAS, the City Council of the City of Gardena, is concerned with the growing traffic congestion in the southern area of Los Angeles County and the need for better transportation in all modes; and

WHEREAS, the California Department of Transportation, known as CALTRANS, has proposed a Transportation Project consisting of freeway and busway facilities with provision for future guideway use in an east-west corridor in the vicinity of Imperial Boulevard; and

WHEREAS, each city traversed favors the construction of said Transportation Project; and

WHEREAS, the majority of the affected residents and businesses have been relocated and their properties acquired; and

WHEREAS, the project will enhance access to Los Angeles International Airport; and

WHEREAS, the freeway portion of said project will enhance the operation of the entire Los Angeles area freeway system; and

WHEREAS, the project will provide significant relief from the growing congestion in the area; and

WHEREAS, the construction of said project will provide needed jobs for the area; and

WHEREAS, the project will increase mobility of the residents near the project and their access to jobs, shops, and cultural centers; and

WHEREAS, the environmental effects of the project have

been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered, including the "no project" alternative;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA, DOES RESOLVE, DECLARE, FIND, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That the City Council of the City of Gardena endorses the proposed I-105 Transportation Project.

SECTION 2. That the City Council encourages the prompt consideration and approval of the Environmental Impact Study, and urges the prompt funding and construction of said project.

SECTION 3. That the City Clerk forward a certified copy of this Resolution to the Governor of the State of California, the California Highway Commission, the Board of Supervisors of Los Angeles County, and the California Department of Transportation.

SECTION 4. That this Resolution shall take effect immediately.

SECTION 5. That the City Clerk shall certify to the passage and adoption of this Resolution; shall cause the same to be entered in the Book of Resolutions of the City of Gardena; and shall make a record of the passage and adoption thereof in the records of the proceedings of the City Council of said City in the minutes of the meeting at which the same was passed and adopted.

Passed, approved and adopted this 10th day of June, 1975.

/s/ EDMOND J. RUSS

Mayor of the City of Gardena, California.

ATTEST:

/s/ DORIS DIAMOND BANKUS

City Clerk

(SEAL)

RESOLUTION NO. 6955

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INGLEWOOD, CALIFORNIA URGING THE PROMPT CONSTRUCTION OF THE I-105 TRANSPORTATION PROJECT

WHEREAS, the City Council of the City of Inglewood is concerned with the growing traffic congestion in the southern area of Los Angeles County and the need for better transportation in all modes; and

WHEREAS, the California Department of Transportation, known as CALTRANS, has proposed a Transportation Project consisting of freeway and busway facilities with provision for future guideway use in an east-west corridor in the vicinity of Imperial Boulevard; and

WHEREAS, each city traversed favors the construction of said Transportation Project; and

WHEREAS, the majority of the affected residents and businesses have been relocated and their properties acquired; and

WHEREAS, the project will enhance access to Los Angeles International Airport; and

WHEREAS, the freeway portion of said project will enhance the operation of the entire Los Angeles area freeway system; and

WHEREAS, the project will provide significant relief from the growing congestion in the area; and

WHEREAS, the construction of said project will provide needed jobs for the area; and

WHEREAS, the project will increase mobility of the residents near to the project and their access to jobs, shops, and cultural centers; and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered, including the "no project" alternative;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Inglewood endorses the proposed I-105 Transportation Project; and

BE IT FURTHER RESOLVED, that the City Council encourages the prompt consideration and approval of the Environmental Impact Study; and,

BE IT FURTHER RESOLVED, that the City Council urges the prompt funding and construction of said project; and,

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the Governor of the State of California, the California Highway Commission, the Board of Supervisors of Los Angeles County, and the California Department of Transportation.

Passed, Approved, and adopted this 10th day of June, 1975.

MERLE MERGELL

Mayor of the City of Inglewood, California

ATTEST:

HELEN RIECK

City Clerk

(SEAL)

RESOLUTION NO. 2726

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NORWALK ACCEPTING A DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED I-105 (EL SEGUNDO-NORWALK FREEWAY)

WHEREAS, in October, 1970 the City Council of the City of Norwalk signed an agreement with the State Department of Transportation for the construction of the I-105 (El Segundo-Norwalk) Freeway; and

WHEREAS, due to a federal court injunction, progress on the construction of this freeway was halted pending the preparation of an environmental impact statement on this route; and

WHEREAS, the delays caused by this injunction have created serious detrimental effects on this community including blight, vandalism, an increase in crime, and the loss of long-time business and residential interests; and

WHEREAS, pursuant to the court injunction the State Department of Transportation (Caltrans) has completed a Draft Environmental Impact Statement for this freeway corridor; and

WHEREAS, the City Council has reviewed the results of this EIS and find that a positive impact will occur within this community and the region based upon the construction of the freeway; and

WHEREAS, continuing delay will add to the negative impact of this project;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Norwalk as follows:

SECTION 1. That the Draft Environmental Impact Statement for Interstate I-105 Freeway has been reviewed and it is determined that a positive environmental impact will be created upon the completion of the project.

SECTION 2. That the delays of the construction of the freeway provides a negative impact upon the City of Norwalk, and therefore, the City Council urges the construction at the earliest possible date.

PASSED, APPROVED AND ADOPTED this 14th day of April, 1975.

/s/ PETER H. FOGARTY
MAYOR OF THE CITY OF NORWALK

ATTEST:

/s/ WILLIAM H. KRAUS, CITY CLERK

RES. 2726

CITY OF HAWTHORNE
CITY COUNCIL

4480 W. 136th ST., HAWTHORNE, CALIF. 90250 • PHONE: 676-1181

April 9, 1975

MINUTE RESOLUTION NUMBER 1

Pursuant to the provisions of Resolution No. 4533, the alternate submitted to the City of Hawthorne on February 28, 1975, known as the Imperial 405 alternative, wherein the Bell curve at its apogee continues in a south/westerly direction to intersect with the 405 Freeway, essentially at Imperial Highway, substantially meets the intent of Resolution No. 4533. The Commission is respectfully urged to pursue those steps necessary to implement the finalization of that general route configuration.

"City of Good Neighbors"

RESOLUTION NO. 4533

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA, REQUESTING THE CALIFORNIA HIGHWAY COMMISSION TO REOPEN THE MATTER OF THE ADOPTED ROUTE OF THE INTERSTATE ROUTE 105 FREEWAY.

IT IS HEREBY RESOLVED by the City Council of the City of Hawthorne, California, that the California Highway Commission be respectfully requested to reopen the matter of the adopted route of the Interstate Route 105 Freeway, pursuant to Section 211.5 of the Streets and Highways Code and to give consideration and study to the proposed route of I/S-105 Freeway within and about the City of Hawthorne, California, as depicted on the attached drawings No. S-210.5 dated October, 1972.

PASSED, APPROVED and ADOPTED this 10th day of June, 1974.

/S/ JOSEPH MILLER
Mayor
City of Hawthorne, California

ATTEST:

/S/ KENNETH L. KEEL
City Clerk

APPROVED AS TO FORM

City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)
CITY OF HAWTHORNE)

I KENNETH L. KEEL, City Clerk of the City of Hawthorne, California, DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 4533 was duly adopted by the City Council of the City of Hawthorne, California, at a regular adjourned meeting of the City Council held June 10, 1974, and that it was adopted by the following vote to wit:

AYES: Councilmen Moore, Reeves, Clark, Gies, Mayor Miller.

NOES: None.

ABSENT: None.

/S/ KENNETH L. KEEL
City Clerk, City of Hawthorne, California

RESOLUTION NO. 2616

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL SEGUNDO, CALIFORNIA, REAFFIRMING ITS SUPPORT OF THE I-105 FREEWAY.

WHEREAS, there is a severe deficiency of surface transportation facilities serving the El Segundo industrial area and the southern approach to Los Angeles International Airport which results in massive traffic congestion; and

WHEREAS, in order to meet this deficiency the I-105 Freeway was developed by the California Department of Transportation after extensive consultation with El Segundo and other agencies directly affected by the Freeway; and

WHEREAS, the El Segundo City Council approved a Freeway agreement with the California Department of Transportation in August, 1970, and has reaffirmed its support of the Freeway on several occasions subsequent to that time; and

WHEREAS, the El Segundo City government and private developers have made plans for future development based on the existence of the I-105 Freeway; and

WHEREAS, the Freeway design includes space in the median for a busway or other transit facility which will provide an effective and efficient mode of public transportation in the I-105 corridor; and

WHEREAS, the Environmental Impact Statement prepared by the Federal Highway Administration and the California Department of Transportation confirms the need for an east-west freeway in the I-105 corridor for the movement of people and goods between residential and industrial areas served by the corridor; and

WHEREAS, the beneficial impacts which will result from the construction of the Freeway far outweigh the probable adverse impacts of the Freeway;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL SEGUNDO, CALIFORNIA, DOES RESOLVE AS FOLLOWS:

SECTION 1. That the Environmental Impact Statement prepared in response to order of the United States District Court satisfactorily describes the impacts of the project on the City of El Segundo and complies with the intent of the National Environmental Policy Act.

SECTION 2. That the Council hereby reaffirms its support for construction of the I-105 Freeway and urges the California Department of Transportation and the Federal Highway Administration to proceed expeditiously with the construction.

SECTION 3. That the City Clerk shall certify to the passage and adoption of this resolution; shall enter the same in the book of original resolutions of said City; and shall make a minute of the passage and adoption thereof in the records of the proceedings of the City Council of said City in the minutes of the meeting at which the same is passed and adopted.

PASSED, APPROVED and ADOPTED this 1st day of April, 1975.

/s/ E. L. Balmer
Mayor of the City of El Segundo, California

ATTEST:

/s/ Valerie A. Burrowes
City Clerk

(SEAL)

RESOLUTION NO. 3327

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, ACCEPTING A DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED I-105 (EL SEGUNDO-NORWALK) FREEWAY.

WHEREAS, on October 27, 1969, the City Council of the City of South Gate signed an agreement with the State Department of Transportation for the construction of the I-105 (El Segundo-Norwalk) Freeway; and

WHEREAS, due to a federal court injunction, progress on the construction of this freeway was halted pending the preparation of an environmental impact statement on this route; and

WHEREAS, the delays caused by this injunction have created serious detrimental effects on this community including blight, vandalism, an increase in crime, and the loss of long-time business and residential interests; and

WHEREAS, pursuant to the court injunction the State Department of Transportation (CALTRANS) has completed a Draft Environmental Impact Statement for this freeway corridor; and

WHEREAS, the City Council has reviewed the results of this EIS and find that a positive impact will occur within this community and the region based upon the construction of the freeway; and

WHEREAS, continuing delay will add to the negative impact of this project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, AS FOLLOWS:

SECTION 1. That the draft EIS for the I-105 Freeway is accepted by the South Gate City Council having reviewed and determined that a positive environmental impact will be created with completion of the project.

SECTION 2. That continuing delays of construction of the freeway negatively impact upon the City of South Gate and therefore the Council urges initiation of construction at the earliest possible date.

SECTION 3. That the City Clerk shall certify to the passage and adoption of this resolution; shall cause the same to be entered in the book of original resolutions of said City; and shall make a minute of the passage and adoption thereof in the records of the proceedings of the City Council of said City in the minutes of the meeting at which the same is passed and adopted.

Passed, approved and adopted this 24th day of March, 1975.

/S/ HAROLD PRUKOP
Mayor of the City of
South Gate, California.

ATTEST:

/S/ DOROTHY McGAFFEY
City Clerk of the City of
South Gate, California.
(SEAL)

RESOLUTION NO 75-19

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LYNWOOD ACCEPTING A DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED I-105 (EL SEGUNDO-NORWALK) FREEWAY

WHEREAS, in 1970 the City Council of the City of Lynwood signed an agreement with the State Department of Transportation for the construction of the I-105 (El Segundo-Norwalk) Freeway; and

WHEREAS, due to a federal court injunction, progress on the construction of this freeway was halted pending the preparation of an environmental impact statement on this route; and

WHEREAS, the delays caused by this injunction have created serious detrimental effects on this community including blight, vandalism, an increase in crime, and the loss of long-time business and residential interests; and

WHEREAS, pursuant to the court injunction the State Department of Transportation (CALTRANS) has completed a Draft Environmental Impact Statement for this freeway corridor; and

WHEREAS, the City Council has reviewed the results of this EIS and find that a positive impact will occur within this community and the region based upon the construction of the freeway; and

WHEREAS, continuing delay will add to the negative impact of this project.

NOW THEREFORE, BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF LYNWOOD, as follows:

Section 1. That the draft EIS for the I-105 Freeway is accepted by the Lynwood City Council having reviewed and determined that a positive environmental impact will be created with completion of the project.

Section 2. That continuing delays of construction of the freeway negatively impact upon the City of Lynwood and therefore the Council urges initiation of construction at the earliest possible date.

PASSED, APPROVED, AND ADOPTED THIS 18th day of March, 1975.

s/ Henry J. Liewer
Henry J. Liewer
Mayor
City of Lynwood

(SEAL)

ATTEST:

s/ Josephine L. Shepherd
Josephine Shepherd
City Clerk
City of Lynwood

13-39

CITY OF PARAMOUNT

LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION NO. 75:016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT APPROVING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED ROUTE 1 AND I-105 (EL SEGUNDO-NORWALK) FREEWAY.

WHEREAS, the U. S. Department of Transportation Federal Highway Administration and the California Business and Transportation Agency Department of Transportation have prepared a Draft Environmental Impact Statement which considers the significant environmental effects associated with the El Segundo-Norwalk Freeway; and

WHEREAS, the Draft Environmental Impact Statement has considered those impacts associated with both the Project and the proposed alternatives; and

WHEREAS, the City Council has carefully considered the Draft Environmental Impact Statement as it applies to both the Project and the proposed alternatives; and

WHEREAS, the City Council has determined that the proposed alternatives to the Project are unacceptable in solving the transportation needs of the City of Paramount.

NOW, THEREFORE, the City Council does hereby resolve, approve and endorse the findings of the Draft Environmental Impact Statement and favors the immediate construction of the proposed El Segundo-Norwalk Freeway.

PASSED, APPROVED, AND ADOPTED this 18th day of March, 1975.

Mayor

ATTEST:

City Clerk

I HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 75:016 approved and adopted by the City Council of the City of Paramount at an adjourned regular meeting thereof held on the 18th day of March, 1975.

City Clerk

ROLL CALL VOTE:
AYES: Councilmen Guillen, Mies, Spane, Debie, and Mosier
NOES: None

RESOLUTION NO. 10,965

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON URGING THE CALIFORNIA DEPARTMENT OF TRANSPORTATION TO PROCEED WITH THE COMPLETION OF THE INTERSTATE 105 FREEWAY

WHEREAS, the completion of the proposed I-105 freewey is essential in relieving traffic congestion and in expediting the movement of goods and workers in the south-central area of Los Angeles County; and

WHEREAS, over seventy (70) percent of all parcels within the freeway right-of-way have already been aequired and 14,000 persons already relocated; and

WHEREAS, one-hundred and fifty million dollars ($150,000,000) has already been expended on planning and property acquisition for the proposed freeway; and

WHEREAS, officials of seven of the nine cities through which the proposed freeway passes have actively and unequivocably supported the completion of I-105;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES RESOLVE AS FOLLOWS:

Section 1. That the California Department of Transportation is urged to proceed with the necessary legal steps to insure the completion of I-105; and

Section 2. That a copy of this resolution be mailed to the Governor of the State of California along with a letter urging his support of this project.

ADOPTED this 7th day of January, 1975.

Mrs. Doris A. Davis
MAYOR OF THE CITY OF COMPTON

ATTEST:

CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
City of Compton: ss

I, Charles Davis, City Clerk of the City of Compton, hereby certify that the foregoing resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the 7th day of January, 1975.

The said resolution was adopted by the following vote, to wit:

AYES: Councilmen - Enchier, Love, Miller, [illegible], Davis
NOES: Councilmen - None
ABSENT: Councilmen - None

Charles Davis

13-40

DOWNEY UNIFIED SCHOOL DISTRICT

11627 Brookshire Avenue
Downey, California 90241
(213) 923-6711 (213) 773-2582

March 17, 1976

DOWNEY UNIFIED SCHOOL DISTRICT
MANUEL GALLEGOS, Ed.D.
Superintendent

Governor Edmund G. Brown, Jr.
State Capitol
Sacramento, California 95814

Dear Governor Brown:

The Board of Education of the Downey Unified School District, at its regular meeting on March 15, 1976, adopted the enclosed Resolution No. 197576-12, Support of the Century Freeway, which is provided for your information and consideration.

Sincerely,

Manuel Gallegos

Manuel Gallegos, Superintendent and
Secretary to the Board of Education

Enclosure

13-41

Downey Unified School District

RESOLUTION NO. 197576-12

SUPPORT OF THE CENTURY FREEWAY

WHEREAS, the completion of the Century Freeway along the currently designated route will be for the betterment of the community in general; and

WHEREAS, further delays in the construction of the Century Freeway along the currently designated route will not be for the betterment of the community in general;

NOW, THEREFORE, BE IT RESOLVED that the Board of Education of the Downey Unified School District does hereby go on record as strongly supporting the completion of the Century Freeway along the currently designated route.

BE IT FURTHER RESOLVED that a copy of this resolution shall be sent immediately to the Governor of the State of California, each California State Senator and Assemblyman and to the California Highway Commission.

DOWNEY UNIFIED SCHOOL DISTRICT
BOARD OF EDUCATION

Robert G. Cormack, President

Mrs. Grace E. Horney, Member

D. Clayton Mayes

D. Clayton Mayes, Vice President

Mrs. Betty L. Kilpatrick, Member

Robert R. Pilling, Clerk

John T. Shea, Member

AYES: 4
NOES: 1
ABSTAIN: 1

MARCH 15, 1976

CITY OF NORWALK

ROBERT E. WHITE
MAYOR

12700 NORWALK BLVD. NORWALK, CALIFORNIA 90650 (213) 868-3254

February 27, 1975

Caltrans
P.O. Box 2304 - Terminal Annex
Los Angeles, California

Gentlemen:

The City of Norwalk approved of an agreement with the State of California on October 12, 1970 relative to the construction of the El Segundo - Norwalk (1-105) Freeway. Since that time the Norwalk City Council has repeatedly expressed its desires that the freeway be constructed as expeditiously as possible.

13-46

In conjunction with our five year old agreement, the City of Norwalk stipulated in a separate letter of understanding various amenities which expressed the City's concern. One important aspect was that noise control and/or sound attenuation devices to effect a livable environment would be incorporated in the project. The Draft Environmental Impact Statement for the proposed freeway does treat noise control. It is believed that the sound attenuation measures will provide the necessary relief to protect the residential environment adjacent to the freeway. In reference to air pollution control measures, it is strongly urged that the dilution and/or deferment of automobile exhaust emission standards will not be permitted. Air pollution is a serious problem and must be controlled or eventually the entire Southern California region will become a disaster zone.

The majority of the 1-105 freeway right-of-way in Norwalk has already been acquired. To the best of our knowledge, no member of City Council or City staff have received any complaints from former residents as to taking a financial loss from the State of California. It would appear that the relocation assistance is adequate; however, in the light of present day inflation, consideration could be made to determine if the existing limit of $15,000 will provide for most contingencies.

If the project is to be abandoned, the City of Norwalk would have the challenge of converting the acquired freeway right-of-way for beneficial uses. It is not known at this time with any degree of preciseness how the property would be ultimately developed. It is conceivable that multiple zoned residential uses might be more appropriate than to retain the existing R-1; however, this is a matter that will be decided by our Planning Commission and City Council in the event a "No Go" decision is made.

During initial discussion stages of the then Century Freeway, the City of Norwalk was opposed to the present location of the freeway entering the City. Even though the preference for the location would still be at the northerly perimeter of Norwalk, it would appear completely unrealistic that additional millions of dollars be expended for the acquisition of new right-of-way, and to expend additional gas tax dollars for the disposition of excess property that would not be required. It is believed that the die is cast insofar as the existing location is concerned and it is requested that Caltrans and the Federal Government through the Department of Transportation pull all stops to get this vital transportation link constructed as soon as possible.

The City Council of the City of Norwalk and its staff appreciates the opportunity to review the Draft Environmental Impact Statement for the proposed freeway and wishes to extend its support for an early settlement of present litigation which has impeded the orderly development of this community.

Sincerely yours,

Robert E. White

Robert E. White
Mayor

CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

DEPARTMENT OF
ENVIRONMENTAL QUALITY
ROOM 330, CITY HALL EAST
LOS ANGELES, CALIF. 90012
485-4242

JACK GREEN
GENERAL MANAGER

PLEASE REFER TO
FILE NO.

February 21, 1975

Your File No:
07-LA-1/105

Our File No:

Mr. C. J. O'Connell, P.E.
Chief Project Development
Department of Transportation
District 7, P.O. Box 2304
Los Angeles, California 90054

Project Description: EL SEGUNDO-NORWALK FREEWAY (Route - State 1/Interstate 105)

13-43

Gentlemen:

The Department of Environmental Quality has reviewed your draft environmental impact report. Comments from our Department are attached herewith.

Sincerely,

MICHAEL M. KOIRE
Principle Administrative Assistant

MMK:aw

attachment

DEQ# PB 165

Project Description: El Segundo - Norwalk Freeway

Responsible Agency: California Department of Transportation

Date of Draft EIR: July 1974

ACOUSTICS DIVISION

The draft EIR, together with the comprehensive detailed noise report (plus addendum) which we obtained from CAL TRANS, adequately presented
1) the existing L_{10} ambient noise levels along the proposed freeway critical areas; and,
2) the predicted future L_{10} noise level taking into consideration noise abatement measures.

ALBERT W. OPTICAN
Senior Noise Pollution Specialist

James Hsu

JAMES HSU
Noise Pollution Specialist

AWO:JSH:jc
1-13-75

RENEWING THE CITY/BUILDING THE FUTURE

THE COMMUNITY REDEVELOPMENT AGENCY
OF THE CITY OF LOS ANGELES, CALIFORNIA
727 West 7th St., Suite 400, Los Angeles, Ca. 90017 (213) 688-7520

File #P03.53.1

FEB 3 1975

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

Attention: Mr. C. J. O'Connell

Gentlemen:

Subject: Draft Environmental Impact Statement
Proposed El Segundo-Norwalk Freeway

The Agency has reviewed the Draft E.I.S. for the subject proposed freeway project to determine the possible effect upon the Watts Redevelopment Project.

We feel that both the traffic reduction on east-west corridor streets and the related Railroad Relocation Project which will abandon the existing north-south Wilmington Branch line will be of benefit to the Watts Redevelopment Project.

Sincerely,

Lloyd Scouler
Acting Administrator

LOS ANGELES POLICE DEPARTMENT

EDWARD M. DAVIS
Chief of Police

TOM BRADLEY
Mayor

Mailing Address: Box 30158
Los Angeles, Calif. 90030

Ref. No. 9.2

January 31, 1975

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P.O. Box 2304, Terminal Annex
Los Angeles, CA 90051

Attention: Mr. C. J. O'Connell

Dear Mr. Ayanian:

ENVIRONMENTAL IMPACT STATEMENT
No. 07-LA-1/105
Proposed Routes 1 and I - 105
(El Segundo - Norwalk) Freeway

The Los Angeles Police Department staff has been requested to review the draft Environmental Impact Statement for the subject project. The following comments are a result of that review:

The proposed freeway is contiguous to the City limits at Los Angeles International Airport and commences along the southern boundary of police Reporting District 1497 served by Venice Area Station, 12312 Culver Boulevard. The project also diagonally crosses Reporting District 1499 in the community of Westchester. Criminal activity in these districts is characterized by vehicle-related crimes, particulary auto theft, burglary from auto, and theft from auto.

The proposed freeway will also cross the south-central/southeast section of the City served by the 77th Street Station, 235 West 77th Street. The right-of-way crosses police Reporting Districts 1292, 1293, 1294,

and 1295, all of which experience a relatively high incidence of reported crimes, including residential burglary, auto theft, murder, rape, and aggravated assault. However, inasmuch as the majority of property along the right-of-way in south-central Los Angeles has been cleared, the right-of-way itself is now relatively free from crime. When constructed, the freeway is not expected to offer increased opportunities for the commission of crime.

While the embankment may create patrol problems and impede emergency service, this will be largely mitigated in the south-central/southeast area, as the draft Environmental Impact Statement states that nine of the 14 present through streets will remain open. In Westchester, however, six residences will be isolated from the rest of the City of Los Angeles by the freeway. This will present some patroling problems and may adversely affect emergency response time to those residences.

The interchanges, on-ramps and off-ramps will provide increased criminal escape opportunities, although many such opportunities already exist along the freeway corridor. This adverse impact will be somewhat mitigated by the increased mobility afforded to emergency vehicles.

The project is not expected to have a significant impact on the crime rate in any area of the City and may ease traffic circulation on some surface streets. The freeway, by itself, does not appear to warrant additional police personnel in the City of Los Angeles at this time.

Changes along the corridor in building, development, land use, or other factors attendant with the freeway may ultimately require alterations in manpower deployment and could necessitate additional police officers.

Very truly yours,

E. M. DAVIS
Chief of Police

D. C. WATSON, Lieutenant
Acting Commanding Officer
Advance Planning Division

CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

DEPARTMENT OF
RECREATION AND PARKS
200 NO. MAIN ST.
CITY HALL EAST
13TH FLOOR
LOS ANGELES, CALIF. 90012
485-5571

WM. FREDERICKSON, JR.
GENERAL MANAGER

January 7, 1975

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

Attention: Mr. C. J. O'Connell

Dear Mr. Ayanian:

07-LA-1/105
El Segundo - Norwalk Freeway
Draft Environmental Impact Report

Staff of this Department has reviewed the above-referenced draft EIR as requested in your letter dated December 19, 1974.

The information included in the report and our individual analysis has indicated that construction of the freeway along the adopted route, as shown in solid blue on Figure 3-1 would probably have no significant effect on public recreational facilities under our jurisdiction. Therefore, the report is acceptable for the purposes of the Department of Recreation and Parks. However, we would urge that all possible mitigation measures be taken to lessen the potential impacts of the freeway upon surrounding properties.

The opportunity to review the Draft Environmental Impact Report for the El Segundo - Norwalk Freeway is appreciated.

Very truly yours,

WM. FREDERICKSON, JR.
General Manager

JOEL BREITBART, Superintendent
Planning and Development

JB:AAC/d

WHEN MAKING INQUIRIES RELATIVE TO THIS MATTER, REFER TO FILE NO.
70-1485

CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

OFFICE OF
CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIF. 90012
485-5705

January 3, 1975

State Department of Transportation
District 7, P.O. Box 2304
Los Angeles, CA 90054
Attention: H. Ayanian
District Director

STATE, COUNTY AND FEDERAL AFFAIRS COMMITTEE

In accordance with Council Rules, communication from the State Department of Transportation, transmitting for information and review a copy of the Draft Environmental Impact Statement (DEIS) and a DEIS Digest for the El Segundo-Norwalk Freeway (Route - State 1/Interstate 105) between the City of El Segundo near Los Angeles International Airport and Interstate Route 605 in the City of Norwalk, was referred to the STATE, COUNTY AND FEDERAL AFFAIRS COMMITTEE.

Rex E. Layton

City Clerk

aw

Inter-City Transportation Committee

Culver City · El Segundo · Gardena · Hawthorne · Hermosa Beach · Inglewood · Lawndale · Lomita
Manhattan Beach · Palos Verdes Estates · Redondo Beach · Rolling Hills Estates · Torrance

26 January 1976

Mr. Donald E. Burns
Business and Transportation Agency
Office of the Secretary
1120 N. Street, P. O. Box 1139
Sacramento, California 95805

Dear Secretary Burns:

At the January 8, 1976 meeting of the Inter-City Transportation Committee the membership requested that I convey to you their concerns about the Century Freeway Corridor.

Over the years the Inter-City Transportation Committee (ICTC) has followed the proposed Century Freeway with great interest and concern since the membership feels that this project is a critical link in the transportation network of the entire South Bay Area. The completion of the Century Freeway is necessary to provide reasonable east-west flow of traffic into and out of the South Bay Area. As shown in the EIR of this project, there are no adverse effects upon air quality and energy consumption.

It is our understanding that the Administration recognizes the importance of this project but as a result of funding restraints are supporting a combined four lane roadway/transitway for the Century Corridor. The ICTC recognizes the serious funding problems that exist and would support the proposed four lane project if that is the only alternative due to funding problems. Nevertheless, the ICTC still feels that eventually a higher capacity freeway along this route will be necessary and urges the consideration of the following suggestions:

1) The right-away being secured for the Century Freeway Corridor should be sufficient to allow for expansion of the project to a full service freeway at such a time as funding becomes available.

2) All bridges, underpasses, overpasses and other such facilities should be designed and constructed to allow for the economic expansion of the project in the future.

Your consideration of the above concerns and suggestions, plus support of the Century Freeway Corridor are greatly appreciated. The Inter City Transportation Committee would appreciate being kept abreast of the status of this project.

Sincerely,

R. K. Van Vranken

R. K. Van Vranken
President

COMPTON CHAMBER OF COMMERCE . . . "HUB CITY"

M. E. MANNING
President

BEN JOHNSON
Executive Manager

RESOLUTION

WHEREAS, it is in the best interests of the citizens of Compton to have the Century Freeway completed as a full freeway as soon as possible, and

WHEREAS, a four lane freeway would accomplish little in the resolution of our traffic problems of our environmental problems, and

WHEREAS, additional federal funding is necessary for the completion of this vital link in our freeway system.

NOW, THEREFORE BE IT RESOLVED,

1) That the Compton Chamber of Commerce urge our national legistators to pass and adopt Senate Bill No 2358 providing additional federal funding for freeways.

2) That the Governor of the State of California be urged and requested to reconsider his proposal to convert the Century Freeway to a four lane freeway and assist in the completion of the Century Freeway as a 10 lane major freeway.

Approved and adopted this 23rd day of January, 1976, by the Board of Directors of the Compton Chamber of Commerce.

ATTEST:

John Maxwell
Executive Manager

SIGNED:

Philip A. Sonntag
President

Member: California State and United States Chambers of Commerce • Harbor District Chambers of Commerce
Southeast Area Chambers of Commerce • South Coast Industrial Development Council

499 EAST COMPTON BLVD. • COMPTON, CA. 90221 • P.O. BOX 5588 • 631-8611 - 631-8612

Century Southwest Corporation

8826 S. Sepulveda Boulevard
Los Angeles, California 90045
Telephone 213: 641-6840

September 23, 1975

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P.O. Box 2304 Terminal Annex
Los Angeles, California 90051

Attention: S. L. Elicks

Dear Mr. Elicks:

We are property owners in the corridor of route 105, sometimes known as the Imperial and/or Century Freeway. The property that we own is impacted by both the adopted line and the alternate line, and as such, we find it very difficult to make future plans. If possible, we would like to discuss with the State the possibility of your acquiring the property at this time. In view of the fact that our property at 11422 Aviation Boulevard, El Segundo, California is impacted by every design presently considered, it will be necessary to your plan.

We would appreciate any direction you could give us on this matter.

Sincerely yours,

John R. Prewitt
Vice President
In Behalf of Highland Manor
JRP:jcb

cc: Louie Pieper

A
NON-PROFIT
COMMUNITY
BETTERMENT
ORGANIZATION

THE DEL AIRE IMPROVEMENT ASSOCIATION, INC.

5544 West 119th St., Inglewood, Calif. OS. 6-9097

August 21, 1975

H. Ayanian, District Director of Transportation
California Department of Transportation
Post Office-Box 2304, Terminal Annex
Los Angeles, California 90051

Att. S. L. Fleck

For consideration by the Commission

Gentlemen:

The Del Aire Improvement Association is a civic organization in the area between Aviation Boulevard and the San Diego Freeway, and bounded on the north and south by Imperial Highway and El Segundo Boulevard.

We have hosted several "freeway meetings" in our building, and have listened to the comments and questions of many people, residents and former residents, of our neighborhood. From those comments, we have formed the following opinions, and believe they reflect the thinking of a great number of people:

1) The "one-oh-Five" freeway should be built on the route originally adopted;

2) The qualified engineers who designed the route did so with consideration for such vital factors as cost of acquisition, cost of building, and impact on the community;

3) If the route is changed now, the funds already spent for properties will have been mis-spent, and can never be fully recovered:

4) No one area or group of people, such as Hawthorne, should be allowed to halt, or change the progress of a freeway intended and needed to serve millions of drivers.

Many of those who were forced to sell their homes were long time residents of our community---people who had been involved in school and community projects, and who had loved the neighborhood and their homes.

Are their sacrifices to be in vain?

Enough time and money have already been wasted!

The Commission has a decision to make. Will you decide to abide by the plans and actions already initiated---or will you go along with the very vocal minority whose pettifogging tactics have delayed the freeway almost to the

point of its planned completion? Will you uphold the waste of money already spent, or will you follow the sensible course of bridging over the dissenting area as promised early in this controversy? Will you accept the contentions of some of the people, or will you consider the wishes of the majority?

We urge you to consider all factors and all "sides". We ask you to drive through the devastated areas where homes were bulldozed out, and look into the possible future of these acres should they remain unused by the freeway. We hope you will not let common sense be shouted down by factions.

Sincerely,

(Mrs.) Pat Beardslee

Pat Beardslee,
Corresponding Secretary
The Del Aire Improvement Association, Inc.

PB:mjf
cc: Caltrans
Governor Brown

LOS ANGELES AREA CHAMBER OF COMMERCE

404 SOUTH BIXEL STREET · LOS ANGELES, CALIFORNIA 90017 · (213) 629-0711

July 24, 1975

The Honorable Donald E. Burns
Secretary
Business and Transportation Agency
1120 N Street
Sacramento, California 95814

Dear Don:

As you know, some time has passed since Caltrans completed a series of hearings here in Los Angeles soliciting public comment on the environmental impact of the I-105 transportation project. For many years the Chamber has supported a concept of a transportation facility in that corridor which would provide for public transportation as well as the vital movement of people and goods in private vehicles.

Recently, the Chamber Board of Directors acted to support top priority implementation of this project. We believe this project will provide multimodal transportation that specifically addresses the mobility and economic needs for the low and middle income people along the corridor and will provide a positive economic impact on the residential, business and industrial centers through that area.

This is an important project in our view, and we are certainly anxious to keep close tab on its progress. Any information that you could provide, particularly the status of the final environmental impact report, will be appreciated.

Cordially,

George Moody
Chairman
Public Transportation Committee

GM:ca

Inter-City Transportation Committee

Culver City · El Segundo · Gardena · Hawthorne · Hermosa Beach · Inglewood · Lawndale · Lomita · Manhattan Beach · Palos Verdes Estates · Redondo Beach · Rolling Hills Estates · Torrance

P. O. Box 270
Redondo Beach, CA 90277
June 18, 1975

OFFICERS

C. AUGUST SALVAIL
President
Redondo Beach

GEORGE W. BREWSTER
Vice President
Torrance

MURRAY O. NIXON
Secretary-Treasurer
Inglewood

California Highway Commission
P. O. Box 1139
Sacramento, CA 95805

Gentlemen:

Enclosed for your consideration is a copy of a resolution adopted by the ICTC in regard to the Route 1/105 Freeway.

Yours very truly,

C. August Salvail

C. August Salvail
President

CAS:hs
Enc.

A RESOLUTION OF THE INTER-CITY TRANSPORTATION COMMITTEE, CONSISTING OF CULVER CITY, EL SEGUNDO, GARDENA, HAWTHORNE, HERMOSA BEACH, INGLEWOOD, LAWNDALE, LOMITA, MANHATTAN BEACH, PALOS VERDES ESTATES, REDONDO BEACH, AND TORRANCE, URGING THE PROMPT CONSTRUCTION OF THE 1/105 TRANSPORTATION PROJECT

WHEREAS, the Inter-City Transportation Committee is concerned with the growing traffic congestion in the southern area of Los Angeles County and the need for better transportation in all modes, and

WHEREAS, the California Department of Transportation, known as CALTRANS, has proposed a Transportation Project consisting of freeway and busway facilities with provision for future guideway use in an east-west corridor in the vicinity of Imperial Boulevard, and

WHEREAS, each city traversed favors the construction of said Transportation Project; and

WHEREAS, the majority of the affected residents and businesses have been relocated and their properties acquired; and

WHEREAS, the project will enhance access to Los Angeles International Airport, and

WHEREAS, the freeway portion of said project will enhance the operation of the entire Los Angeles area freeway system; and

WHEREAS, the project will provide significant relief from the growing congestion in the area; and

WHEREAS, the construction of said project will provide needed jobs for the area; and

WHEREAS, the project will increase mobility of the residents near to the project and their access to jobs, shops, and cultural centers; and

WHEREAS, the environmental effects of the project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternate considered including the "no project" alternative;

NOW THEREFORE BE IT RESOLVED, that the Inter-City Transportation Committee endorses the proposed 1/105 Transportation Project; and

BE IT FURTHER RESOLVED, that the ICTC encourages the prompt consideration and approval of the Environmental Impact Study; and

BE IT FURTHER RESOLVED, that the ICTC urges the prompt funding and construction of said project; and

BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Governor of the State of California, the California Highway Commission, the Board of Supervisors of Los Angeles County, and the California Department of Transportation.

Passed, approved and adopted this 8th day of May 1975.

INTER-CITY TRANSPORTATION COMMITTEE

C. August Salvail
C. August Salvail
President

ATTEST:

Murray O. Nixon
Murray O. Nixon
Secretary-Treasurer

Space Division
Rockwell International

12214 Lakewood Boulevard
Downey, California 90241

May 22, 1975

75MA1747

Mr. C. J. O'Connell, P.E.
Chief, Project Development, Branch A
California Department of Transportation
P.O. Box 2304, Terminal Annex
Los Angeles, California 90024

Dear Mr. O'Connell:

The receipt of your letter of April 24, 1975, reviewing the facts of the past vibration studies and the substance of our discussions, is hereby acknowledged. We plan no further action until such time as a decision is reached to proceed with the construction of the I-105 Freeway - Transitway. At that time we will conduct a review of the equipment installations in Building 004 that may require vibration isolation and contact you to initiate technical investigations as may be required to support any claim for compensation during negotiations for the right of way.

ROCKWELL INTERNATIONAL CORPORATION

N. D. Justice

N. D. Justice, Director
Facilities & Industrial Engineering
Space Division

NDJ:ns

19-82

MAY 19 1975

Rec'd by C.H.C.

RESOLUTION NUMBER 1-75

A RESOLUTION OF THE HAWTHORNE DEMOCRATIC CLUB REQUESTING THE HONORABLE EDMUND G. BROWN, JR., GOVERNOR OF THE STATE OF CALIFORNIA, TO USE ALL LEGAL MEANS WITHIN THE POWER OF HIS OFFICE TO DELETE THE CENTURY FREEWAY ROUTE I-105.

WHEREAS: The Honorable Judge Harry Pregerson issued a preliminary injunction on July 7, 1972, ordering new hearings on the Century Freeway Route I-105, covering an Environmental Impact Statement, alternate route studies including deletion and

WHEREAS: The United States Court of Appeals for the Ninth District Circuit, setting (en banc), upheld an appeal from the United States District Court for the Central District of California, ordering new hearings in an order issued on September 27, 1974. The Court's decision was twelve to one to sustain the contested parts of the preliminary injunction as ordered by the Honorable Judge Harry Pregerson and

WHEREAS: The United States Supreme Court on January 27,1975 refused to review an appeal from the United States Court for the Ninth District Court upholding the Honorable Judge Harry Pregerson's preliminary injunction and

WHEREAS: It appears that this proposed freeway (Century Freeway I-105) is so entangled with indecision as to size (8 or 10 lanes), location, and/or deletion in certain areas, legal and other matters, that it may take as much as five to ten years to reach a final decision, which possibly could be a permanent injunction, THEREFORE

BE IT RESOLVED: that the Hawthorne Democratic Club request that Your Honor use all of the legal power provided by your office to delete the I-105 Century Freeway, also known as the El Segundo-Norwalk Freeway, AND

BE IT FURTHER RESOLVED: that the Hawthorne Democratic Club request that Your Honor use all of the legal power provided by your office to return to private ownership as quickly as possible all property now owned by the State of California in the proposed route of the Century Freeway I-105, also known as the El Segundo-Norwalk Freeway, AND

BE IT FURTHER RESOLVED: that the Hawthorne Democratic Club order a copy of this Resolution to sent to

United States Senator Cranston
United States Senator Tunney
Congressman Charles Wilson
Congressman Glenn Anderson
State Senator Ralph Dills

Assemblyman Paul Bannai
Cty. Supervisor Kenneth Hahn
53rd [redacted] Assembly District members of the County
Democratic Central Committee
The Hawthorne Press-Tribune
The Los Angeles Times
The Daily Signal
The Southeast Daily News
The Call-Enterprise
Hawthorne Chamber of Commerce
Hawthorne Realty Board
Jack Wilson, Pres.,Hawthorne Freeway Fighters
Ralph W. & Esther May Keith, Plaintiffs:
Keith vs Volpe
California Dept. Transportation District 07
Gardena Democratic Club
California Dept. Transportation, Sacramento
California Highway Commission
Center for Law in the Public Interest

Approved and Adopted
on this 8th day of
May, 1975

Harold E. Grady
President

Secretary

Jack T. Wilson
Vice President

13-53

chamber:commerce
INGLEWOOD

April 21, 1975

Highway Commission
State of California

Gentlemen,

On April 15, 1975 the Inglewood Chamber of Commerce presented their Policy Statement on I-105 to the assembly at that hearing in Hawthorne, California.

In that statement we made two major points:

(1) The I-105 freeway is a strategic transportation link vital to the Los Angeles-South Bay region. Therefore there should be no further delay in the construction of that freeway.

(2) In view of the urgency of the matter before us further delay will only compound the problems the corridor is facing. Therefore we urge the Highway Commission to seriously consider the recommendation of the California Department of Transportation concerning the Hawthorne Line (Bell Route) or some reasonable variation.

Gentlemen, this communique is to re-emphasize part two of the remarks above. Let's not delay any longer. Let's get the freeway built, we support this alternative.

Cordially,

Dwight W. Gladieux
General Manager

DWG:bb

330 east queen street · p.o. box 762 / inglewood, california 90301 / (213) 677-1121

chamber of commerce

INGLEWOOD

March 28, 1975

Mr. H. Ayanian
California State Department
of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, Calif. 90051

ATTENTION: Mr. C. J. O'Connell

Dear Mr. Ayanian,

The Inglewood Chamber of Commerce would like to make known our intention to be present at both I-105 freeway hearings in Hawthorne, California. We will have a prepared statement to be read at the hearing on April 15th and also April 23th.

We are requesting to be placed on the agenda for both of these hearings so that we can present our position on the freeway.

So that you may know in advance, we will be taking a position strongly in favor of the freeway.

Cordially,

Dwight W. Gladieux
General Manager

DWG:bb

330 east queen street · p.o. box 762 / inglewood, california 90301 / (213) 677-1121

SOUTHERN CALIFORNIA
TRANSPORTATION ACTION COMMITTEE
VENTURA • LOS ANGELES • ORANGE • SAN BERNARDINO • RIVERSIDE
BOX 54775 TERMINAL ANNEX LOS ANGELES, CALIFORNIA 90054

March 27, 1975

Governor Edmund G. Brown Jr.
Lieut. Governor Mervyn Dymally
Members of the California Legislature
Members of the California Congressional Delegation
Board of Supervisors of Los Angeles County
Mayor & City Council along I-105 Route
Chambers of Commerce along I-105 Route
U.S. Department of Transportation
Federal Highway Administration
California Department of Transportation

I-105 TRANSPORTATION PROJECT

On March 25, 1975 we made a presentation at the Public Hearing for the I-105 Transportation Project held in Norwalk, California. Along with the short presentation, we had included into the record a copy of a Resolution Urging the Prompt Construction of the I-105 Transportation Project (El Segundo - Norwalk). This resolution was approved on February 14, 1975 by the Executive Committee of the Southern California Transportation Action Committee. A copy of our testimony and resolution is attached for your information.

Since the public hearings are scheduled from March 25th to April 23rd and final written and oral statements will be accepted by Caltrans until May 5, 1975, we ask that you publicly support this project if you have not already done so.

Sincerely,

Ray Kulvicki
Executive Director

RK:gk
attachments

cc: VPaul
WFPond
HAyanian
LRGillis
HRGinsberg/
CEForbes
4/1

CC: Media Representatives along I-105 Route

PRESENTATION
BEFORE THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION
AT THE
I-105 TRANSPORTATION PROJECT
PUBLIC HEARING IN
NORWALK, CALIF.
March 25, 1975

My name is Ray Kulvicki. I am the Executive Director of the Southern California Transportation Action Committee (generally pronounced "SEE-TAC")

SCTAC is a forum for leaders of diverse and autonomous business entities, associations and support groups, as well as individual citizens concerned with any and all aspects of transportation.

SCTAC works to promote the common interest and develop the needed public support for transportation facilities and services required throughout Ventura, Los Angeles, Orange, San Bernardino, and Riverside Counties.

One of SCTAC's goals is to work for early adoption and orderly updating of a California Transportation Master Plan and a Southern California Regional Transportation Plan, both of which recognize the need for a workable balance of public and private services and facilities, including highways, railways, airports, harbors, and pipelines.

On February 14, 1975, SCTAC's Executive Council approved a Resolution Urging the Prompt Construction of the I-105 Transportation Project. (see copy attached) This resolution has been sent to each U.S. Senator and Member of Congress from California, The Governor of California and each State Senator and Assemblyman, the Board of Supervisors of Los Angeles

County, the Mayor and City Council of each affected city, the U.S. Department of Transportation and the Chambers of Commerce along said proposed project.

From a regional viewpoint, I would like to point out that 97% of the Southern California population are dependent upon the auto. Only 2 - 3% are currently dependent upon public transit. Transportation corridors like I-105, can help both the auto-dependent and the transit-dependent population with a major east-west transportation corridor.

The Los Angeles Airport is a major generator of traffic - the majority of which flows in a north-south and east-west direction. The need for a major east-west transportation corridor is therefore readily apparent for the movement of people and goods.

Those of us who live easterly of the Los Angeles Civic Center need a better transportation route to LAX and to the south coast cities. Current freeways force many of us to travel through the major interchanges in downtown Los Angeles. There is absolutely no need to force us to go through downtown LA whenever we wish to cross Los Angeles County.

The people in south central Los Angeles are in need of access routes for transportation and jobs. We feel that I-105 fulfills this obligation.

If the obstructionists insist upon prolonging construction of the I-105, we would consider petitioning Congress and the State Legislature to overrule the courts and the obstructionists in their delaying tactics, including quibbling over the useless paperwork generated for the environmental reports. In this respect, we feel that EIR's should only be required before a freeway is adopted. Once a freeway is adopted, there should be no delay on financing and construction of that particular project.

At a time when vital jobs are needed in the construction industry, well-accepted and adopted projects like I-105 need two years to prepare an EIR and one additional year for hearings before proceeding with the project. This is nonsense! We can never improve the economic well-being of our workers under these restrictive conditions.

We therefore summarize by urging the prompt construction of the I-105 Transportation Project as part of the Federal Interstate Highway System and as a key segment of our public transit system in Southern California.

Thank you.

Ray Kulvicki
Executive Director
Southern California Transportation Action Committee

attachment

for further information contact:
Ray Kulvicki, Executive Director
(213) 628-3358

SOUTHERN CALIFORNIA
TRANSPORTATION ACTION COMMITTEE
VENTURA • LOS ANGELES • ORANGE • SAN BERNARDINO • RIVERSIDE
BOX 54775 TERMINAL ANNEX LOS ANGELES, CALIFORNIA 90054

RESOLUTION URGING THE PROMPT CONSTRUCTION OF THE I-105 TRANSPORTATION PROJECT

WHEREAS, the Southern California Transportation Action Committee, known as SCTAC, was formed for the purpose of encouraging better transportation in all modes; and

WHEREAS, the California Department of Transportation, known as CALTRANS, has proposed a Transportation Project consisting of freeway and busway facilities with provision for future guideway use in an east-west corridor in the vicinity of Century Boulevard; and

WHEREAS, each city involved and the County of Los Angeles favor the construction of said Transportation Project; and

WHEREAS, the majority of the affected residents and businesses have been relocated and their properties acquired; and

WHEREAS, the said project will enhance access to Los Angeles International Airport and is deemed to be vitally important by the Board of Airport Commissioners; and

WHEREAS, the freeway portion of said project will enhance the operation of the entire Los Angeles area freeway system; and

WHEREAS, the construction of said project will provide needed jobs for the area; and

WHEREAS, the project will increase mobility of the residents near to the project and their access to jobs, shops, and cultural centers; and

WHEREAS, the environmental effects of the proposed project have been exhaustively studied, mitigating procedures have been proposed, and the total effects found to be more favorable than any alternates proposed, including the "no project" alternative;

NOW THEREFORE BE IT RESOLVED, that the Southern California Transportation Action Committee endorses the proposed I-105 Transportation Project; and

BE IT FURTHER RESOLVED, that SCTAC encourages the prompt consideration and approval of the Environment Impact Study; and;

BE IT FURTHER RESOLVED, that SCTAC urges the prompt funding and construction of said project; and,

BE IT FURTHER RESOLVED, that copies of this resoltuion be sent to each U.S. Senator and Member of Congress from California, the Governor of California and each State Senator and Assemblyman, the Board of Supervisors of Los Angeles County, the Mayor and City Council of each affected City, the U.S. Department of Transportation and the Federal Highway Administration, the California Department of Transportation, and the Chambers of Commerce along said proposed project.

Approved
February 14, 1975

Paramount Chamber of Commerce
5700 Alondra Boulevard

March 21, 1975

Mr. H. Ayanian
California State Department of Transportation
P.O. Box 2304, Terminal Annex
Los Angeles, California 90051

Attention: Mr. C. J. O'Connell

Dear Mr. Ayanian:

The I-105 (El Segundo-Norwalk) Freeway is a vital transportation link which will serve the entire Los Angeles region. More specifically, its construction will have a direct and immediate impact upon the residential, commercial, and industrial uses within the City of Paramount. The Public Transportation Committee and Board of Directors have thoroughly reviewed the Draft Environmental Impact Statement and based upon that review, have provided the following comments as the official position of the Paramount Chamber of Commerce.

-- Immediate construction would provide 25,000 man years of employment

-- Positive effect of immediate construction on the total economy of the Southern California region.

-- Positive environmental improvements specifically addressed within the EIS which indicate freeway construction is the best of all alternatives considered, including that of "no project".

-- Construction of the Freeway would provide for the expeditious movement of goods and services as well as people within the Corridor.

-- Continuing delays are having an increasingly negative impact upon this community. --

The Paramount Chamber of Commerce, after thorough review and analysis of the draft EIS, adopted the attached resolution, supporting the concepts included therein. In addition, the Paramount Chamber of Commerce urges immediate initiation of construction in order to provide for the positive impacts as outlined within this letter to the benefit of all who live and work within the Los Angeles region.

Sincerely,

Jack E. Hall
President
Paramount Chamber of Commerce

DP/cr

5700 Alondra Boulevard · Los Angeles 90001

→ File 040601

ARCATA CA 95004 1974 Samuel Adams Patriot U.S. Postage 8¢

Mr. H. Ayanian, District Director of Transportation
California Department of Transportation
P.O. Box 2304 Terminal Annex
Los Angeles CA. 90051

Attention C.J. O'Connell

SCS

DEC 30 1974

12.24.74

Gentlemen:

All material relating to the Draft Environmental Impact Statement 07-LA-1/105 has been forwarded to Dr. Jim Cutting of Riverside for consideration by the Southern California Botanists Chapter of CNPS.

Sincerely

Karen Tangen

ENVIRONMENTAL IMPACT COORDINATOR
CALIFORNIA NATIVE PLANT SOCIETY
P. O. BOX 684669
ARCATA, CA 95004

OCTOBER 11, 1976

The Governor
STATE CAPITOL
SACRAMENTO, California 95818

The Governor:

I drive from Orange County to the Wilshire District of Los Angeles each Day. I do so, because that is where I work.

The nature of my employment requires that I use my car and therefore, I cannot use the Bus System (when the drivers are not on strike).

I would like to see the Century Freeway and the Balance of the Artesia Freeway completed. In addition, I would like a CALTRANS that wants to help the people, not hinder and increase our cost of fuel.

Please advise me of your views and future plans to assist, we the people of Los Angeles and Orange Counties, who must drive freeways to earn a living.

Sincerely,

J. Thomas Mrozinski
1746 N. Prelude Drive
Anaheim, California 92807

DEAR MS GIANTURCO, 8-4-76

LYNWOOD needs the 105
FREEWAY. ITS THE EAST-WEST
FLOW of PEOPLE we need to think
ABOUT. WE (real) TOOK CARS (SANTA ANA,
SAN DIEGO ETC. L.A. COUNTY
EAST OCEAN TO FOOTHILLS IS A
HEALTH MAZE. 105 IS ONE
ANSWER TO THIS PROBLEM.
THANK YOU FOR ANY help YOU CAN GIVE LYNWOOD
Jan Myhill

Dear Governor, — Please let us get on with the Century Freeway in L.A. area without any further nonsense. You have vacillated long enough on this important Essential project. A disgusted taxpayer
Sincerely Yours Allen B. Schmidt

12115 Thorson Ave.
Lynwood, Calif. 90262
Sept. 1, 1976

Gov. Edmund Brown, Jr.
State Building
Sacramento, Calif. 95814

Dear Gov. Brown,

We understand you have a Senate bill on your desk allowing construction to proceed for the I-105 Freeway. We urge you to approve this.

Our city has been torn apart for seven long years to permit this freeway through the center of Lynwood; many fine homes moved out and many others boarded up and in disrepair due to vandalism.

We understand Pres. Ford has signed a bill allocating $750,000,000. to the project (or 92%), and the state's share would be 8%. If you are really interested in helping unemployment, please approve the freeway and put people to work constructing it. Surely it is need for East-West traffic, and it would be better to invest money in constructing the freeway rather than millions spent on upkeep of the corridor.

Sincerely,
Esther Alexander

South Gate, Calif.
Feb. 12, 1976

The Honorable Jerry Brown
Sir,

We are in the path of the Century I 105 Freeway and would like to let you know our views on it.

In the first place, we do not need this freeway, there is one just four miles south of us and, in some places, closer.

Moreover, we need houses desperately. You know, of course, how acute the housing situation is. It would be of greater value to use the land for houses than to build any kind of freeway on it.

We hope you will veto any size Century I 105 Freeway.

Sincerely,

Mr + Mrs James B. Gillispie
6156 Nevada ave.
So. Gate, Calif. 90280

12-80

2-8-76

Governor Brown

①

I am writing you this letter because, as one of the thousands of motoring public that use the Los Angeles freeway system, I feel you are cutting us short.

You have been cutting back the budget for the Division of Highways so much lately, that I'm afraid the needed sections of uncompleted freeways will never be built.

Since the freeway system of the Los Angeles Area is our only means of mass transit, we need these sections of freeway to be constructed.

You may say to the people down here to take the bus but for myself and the majority of Southern Californians, which I'm proud to be one, they would take their car instead of a noisy + inconvenient bus.

I think, as many of my friends do, that a mass transit system, could be worked in on the same existing freeway routes.

We need our freeways and if you didn't know a Southern Californian spends about a third of his or her time in their cars and if you insist on taking the money away to finish needed sections of freeway it would not set well with the voting public.

I realize in these days of inflation

we need to tighten up our belts but if we dont build these needed sections of freeway in Los Angeles and other parts of Southern California the traffic in the future will be twice or three times as bad as it is today.

If these sections of freeway are started many people will be employed for a long period of time and could be taken off of the unemployed rolls.

Most of the money for freeways are from the federal government and also state gas tax. If you would let all the money for state gas tax go for freeway and Highway construction like it was originaly intended we could get back on the right track.

I would also like to say that your proposal to make the Century freeway (105) a four lane freeway is ill advised because the volum of traffic, even if it were used only by car poles, buses, + trucks, would be to great of a traffic load. The freeway would be backed up for miles.

It would serve no useful purpose to give out a great amount of money to pass the freeway the freeway

is built with eight or ten lanes like it was originaly planed.

The Los Angeles Area freeway system is the best in the world but unless it is completed and improved in the years to come it could end up being the worlds largest incomplete parking lot.

In Closing sir I would say that one out of every three cars in the United States is in California and two out of every three in California are in Southern California. So I would wish that you would give a little higher priority to the freeways of California in the future.

Cordially Yours

Chuck Warner
9626 Boson Street
Downey, California
90242

13-61

The Honorable
Governor of Calif.

Feb. 6-1976

Sir:

Writting in regard about the Century (105) Freeway or the Norwalk freeway.

Most of the land has been bought, hundreds of home have been torn down at the expence of the tax payers. Along comes the Sierra Club. Pulled some strings and got this Judge to tell the people it was unlawfull it was stopped. which is making a ghetto out of our neighborhood, lowing the value of our homes, but not the taxes.

Well some time later this Sierra club suggest it should be used for rapid transit. The Mayors of the concerned freeway all said no.

Well now here comes along Mr Donald Burns a big shot in the Sierra Club, appoint him State Transportation Secretary. Now he got you to support mine-version of the Century Freeway.

Governor Brown - you have have built your name up real good for no longer than you have been in office.

Plea don't let the Sierra Club ruin you.

Be for what the law of the country is. Our government was built on for the people by the people. Don't let this freeway be another watergate.

Very Truly Yours,
Joseph H. Haller
10812 Van Ruler St
Norwalk, Calif.
90650

13-82

South Gate, Calif. 90280
February 6, 1976

Honorable Govenor Edmund Brown Jr.
State Capitol
Sacramento, Calif. 95814

Dear Gov. Brown:

There is much discussion lately about the future Century Freeway and we just want you to know, we hope never will be built. The cost of it, we are sure, would be very high and we are not convinced the need is or will warrant it. Improved local transit service seems of more value.

Also, our home may be taken- and we would be very sad about that as we bought it new about twenty years ago and we like it here and hoped to make it our home all our lives.

Please do what you can to avoid all these problems.

Sincerely yours,

Lewis N. Tanner

Lewis N. Tanner, Engineer

Frieda Tanner

Frieda Tanner R.N.

13-83

Dear Gov. 1-25-76
A 2 Lane freeway for Century law is too small. There is Big LA traffic. Please consider a larger one. Thank You
Jenny Keep.

DEAR SIR — WED - FEB - 4 - 1976
PLEASE CONSIDER STEPPING UP THE SCHEDULE FOR THE CENTURY 105 FREEWAY. I feel THAT 4 LANES IS TOO SMALL CONSIDERING THE EAST WEST flow of TRAFFIC. IT SEEMS TO ME YOU MUST HAVE THE FUNDS Budgeted OR YOU WOULD HAVE Scheduled it
THANK YOU - SANDRA HICE

14823 Dunnet Avenue
La Mirada, California 90638

January 7, 1976

Governor Edmund G. Brown

Dear Governor Brown:

I don't favor your plan to limit the Norwalk Freeway construction. The state should go ahead and build the freeway as originally planned.

Southern California has been built around its freeway system. Rapid Transit is a laudable goal, but if we fail to expand our freeway system to the full extent of our ability, Rapid Transit will not be able to fill in the gaps.

Access from east to west and west to east is very poor in this area. We have the Santa Monica Freeway and an uncompleted Artesia-Redondo Beach Freeway, and that's all. We need this freeway to provide better access to the airport and to take some congestion from the aforementioned freeways.

Let me reinterate, I strongly oppose your plan to build a limited Norwalk Freeway. Build it right and build it now!

Sincerely,

M. Paul Marshal

M. Paul Marshal

CC: George Deukmajian
Wm. Campbell

13-84

Lennox, California
January 7, 1976

Dear Governor Brown:

We read in the paper about your willingness to approve a Mini Freeway for the 1 105 Corridor.

We plead with you to reconsider and approve at least an 8 lane freeway for the following reasons.

1. Because of the high density of traffic in the area 2 lanes in each direction would be inadequate. It would be a huge bottleneck.

2. It is much cheaper to build the extra lanes when they are working in an area then it is to come back and do the work later when the small freeway is found inadequate.

3. It would be a tremendous boost to the economy in this area where so many people are out of work.

4. If you go to a Mini freeway all of the planning that has been done in the past years and already paid for would be wasted. They would have to start over and that would cost millions of dollars more.

5. The idea of routing busses and trucks on the Mini Freeway during peak hours would be a good idea if you would have separate lanes for High Speed Busses and 4 lanes each way for cars.

We know you are a young man and just starting in the Governor business, but if you are going to have something built have it known as a "Brown Edifice" not a "Browns Folly."

Sincerely

P. Sorensen

P.S. I would appreciate a reply.

Mr. & Mrs. P. Sorensen
4246 W. 111th St.
Inglewood, Calif. 90304

January 7, 1976

Honorable Governor Brown
Sacramento
California

Dear Sir,

I am writing in regard to the highway program. I am retired and have no monetary interest in the program. I am a civil engineer and have worked on freeway construction in Southern California for major contractors since 1952.

I believe there are several unfinished highways that should be completed, namely:

Route 210 which dead ends on Foothill Boulevard in La Verne,

Century Freeway is badly needed from Los Angeles Airport to Route 605. Rights of way have been bought and cleared of buildings,

Long Beach Freeway needs to be completed from Valley Boulevard to the interchange in Pasadena. Millions of dollars have been wasted if it is left in its present condition. This would create a highway from the mountains to the sea.

Glendale Freeway needs to be completed. A picture is enclosed.

These and others can be completed with a two-cents a gallon increase in the gasoline tax. Thousands of production jobs will be created. Let's get people off unemployment.

I would add another reason. Operating Engineers Union of Southern California has over 12,000 members. In addition, they have 6,000 retirees. Their pension fund is not in jeopardy now but will be if working members cannot continue to contribute. I am sure other unions have the same problem.

Who can say that we will not have another source of fuel for the automobile? May this letter help with a favorable decision.

Very truly yours,

Sidney R. Query

SIDNEY R. QUERY

19-86

22 December 1975

Governor Edmund Brown, Jr.
Sacramento, California

Dear Sir:

Your recent comments about individuals doing for themselves, because "government" can not do everything has merit to it, but you must not forget that every individual is a part of "government" whether he acts or not.

As far as doing, there is much that could be done in and out of the freeway building program. The proposed freeway between Highways 605 and 405 is not only unnecessary, it is a travesty. Naturally, you are considering it as a means of reducing unemployment at the state and local level.

The building industry gains when new houses are boarded, moved or destroyed. The road construction companies gain when new highways are to be built. And, of course, all of the attendant supplier companies will increase their output, increase employment hopefully, and everyone will be happy with a "government" that tries to do everything.

Removing houses to build freeways is the American/Californian/politician/individual way of "government" helping, creating, destroying, creating, destroying. But you must warn the individual not to expect so much from "government."

Why not use the funds for rail transportation? Imagine the strain at LAX where the facilities even now can not handle all the automobile traffic. Oh, yes, to whom does none apply for the job of checking automobiles onto the mini-freeway (we do love our titles) to see if there are at least three persons per car? And does a child of a certain age not count?

Automobiles, even Plymouths, are fine for transportation, but now is the time for you to take a stand against this madness of freeways - mini and maxi - and see to it that those who never will use the presently considered abomination are given the attention which is their due. As individuals, they should not be required to give aid to those who wish to drive over the sites of former homes, for, as you say, individuals can not expect too much from "government."

Respectfully yours,

John B. Palmer

John B. Palmer
631 East Pinehurst Avenue
La Habra, California
90631

Dec 5

Subject: Century Freeway

Dear Sir

As a home owner, a tax payer and a private citizen I strongly & violently oppose the building of the proposed Century Freeway. It is a costly, unnecessary and waste of money to build another strip of concrete leading to no place!

The LAX is the most dangerous airport in the USA according to my pilot friends and is already overloaded.

I suggest if you spend your time and my money doing something else!

Sybil W. Amos
5317 W 115th St
Los Angeles, Cal. 90045

5028 West 116th Street
Los Angeles, California 90045
September 13, 1975

District Director of Transportation
CALTRANS, District 7II
P.O. Box 2304, Terminal Annex
Los Angeles, California 90051

Gentlemen:

Route I/105 Transportation Corridor

In April, 1971, I purchased the property located at 5028 West 116th Street, Los Angeles, California 90045 (actually located in the unincorporated County). I purchased this property from a member of my family and transferred the loan which will be paid off in approximately 10 years. Since that date I have married and we have started to raise a family.

My wife and I were considering the possibility of moving to another location but determined it would be economically unfeasible without her returning to work and having some other person raise our children. In the fall of 1973, we abandoned the idea of relocating and acquired the services of a building designer to prepare plans for a building addition. This action was taken after careful analysis of our current and future financial status, social and environmental considerations and the adopted alignment for the Century Freeway (currently called the El Segundo-Norwalk I/105 Transportation Corridor) that would not take our property.

We acquired a second trust deed on our property, used all of our savings, cashed in insurance policies and stocks to construct the first phase of our house addition. Based upon the adopted route alignment we proposed, had plans and specifications prepared, obtained County building permits to improve our dwelling for our current need and future anticipated needs for our family.

Based upon information presented by CALTRANS officials at public meetings held in March, April, and on August 27, 1975, the need for this freeway is somewhat doubtful. The original concept of the Master Plan of Highways proposed the Century Freeway in conjunction with the existing San Diego Freeway and the future Laurel Canyon and Pacific Coast Freeways to encircle the Los Angeles International Airport, so that said land, when ultimately developed may be expected to have adequate traffic circulation. I have been recently informed that the Laurel Canyon and Pacific Coast Freeways have been deleted from said Master Plan due to political consideration.

(continued)

Based upon CALTRANS' former LARTS study, anticipated traffic trends and current conditions, in addition to the deletion of the Laurel Canyon, Pacific Coast Freeways and segments of Century Freeway, and the unknown status of the Hawthorne and Manhattan Freeways, termination of the Redondo Beach-Artesia Freeway east of the Harbor Freeway and the Environmental Impact Statement for the I/105 Corridor, you gentlemen have a grave decision to make.

Analysis of wording used in advertisements placed in newspapers by CALTRANS, public presentations conducted by CALTRANS, and pressure applied by all political jurisdictions, indicate your decision has already been made concerning the routing of the I/105 Freeway. The only reason I'm writing you is to indicate, if you're keeping a box score, that if the I/105 Freeway is ever built, that it follow the adopted route using portions of the previously approved plans and additions to bridge Hawthorne's City streets. Since your decision is going to be politically motovated, the slight increase in cost to bridge Hawthorne would be a wise investment considering CALTRANS' former inability to use sound engineering judgment to proceed with the Freeways over Hawthorne years ago.

Very truly yours,

Robert A. Leitch

ROBERT A. LEITCH

13-88

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: Yoshiko N. Berkel DATE: 9/22/'75

ADDRESS: 11601 Birch Ave CITY: Hawthorne

ORGANIZATION:

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED:

☒ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD:

1. I am opposed to the I-105 Corridor Transportation Adopted Line route through Hawthrone.
2. Of the possible transportation alternatives. I favor in the following order:
   a. No Project b. Transitway and Street Improvements c. Transitway Only

7-PH-481 AUG 74 REV

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: CYRIL O. BERKEL DATE: 27/3/75

ADDRESS: 11601 E BIRCH AV CITY: HAWTHORNE

ORGANIZATION:

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED:

☒ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD:

1. I am opposed to the "Adopted Line" route through Hawthorne. It would be destructive to a sizeable area of our city, without sufficient benefit.
2. I favor the I-105 Corridor Transportation Alternatives in the following order:
   (a) Transitway and Street Improvements
   (b) No Project
   (c) Transitway Only

7-PH-481 AUG 74 REV

1421 East Oak Avenue

El Segundo, California 90245

September 14, 1975

RE: ROUTE 1/105 Transportation Corridor (Portion)

District Director of Transportation
Caltrans
P.O. Box 2304, Terminal Annex
Los Angeles, California 90051

Gentlemen:

We live in El Segundo but own a piece of property on Eucalyptus Avenue in Hawthorne directly in the path of the adopted line for the freeway.

Every day we travel around in El Segundo, Hawthorne, and in and around the Los Angeles Airport. The traffic situation is impossible and the automobiles are backed up for miles going in all directions.

As long as so much money has already been spent, why don't you follow through with the freeway as was adopted along 120th Street through Hawthorne. It just doesn't make sense to select another route, spend more and more millions, and lose valuable time.

The purpose of this letter is to urge you to make a decision soon. It just isn't fair to keep us all waiting for more than ten years. We have tried to sell our property at 11934 South Eucalyptus Avenue, but because of the freeway, everyone backs off with a "wait and see" attitude. In the meantime, we are living under a black cloud of not knowing what to expect and not being able to do anything about it.

Please make a decision soon, one way or the other, but do it as soon as possible. That is all we ask.

Thank you for listening to our plea.

Sincerely,

Mrs. A. A. Monteverde

MRS. ANTHONY A. MONTEVERDE

13-88

7 Sept 1975

Calif Dept of Transportation
Box 2304, Terminal Annex
Los Angeles, Ca

Dear sirs:

My name is Robert S Hartman and my home is at 3759 W, 120th street, Hawthorne.

I favor the adopted line for the 105 freeway. The area is becoming very run-down, property values have fallen, and it is not just to keep us people for political pawns. The recommended "Imperial Line" is only a delaying factor.

Thank you for consideration of this appeal.

Very truly yours,

Robert S Hartman

ATT: J.L. Slicks
CALTRANS
P.O. Box 2304 Terminal Annex
Los Angeles, Ca

90051

13-70

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: MR + MRS PETER E. SORENSEN DATE: 9/3/75

ADDRESS: 4246 W. 111TH ST. CITY: LENNOX

ORGANIZATION:

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED

☒ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD:

I'M AGAINST FAVOR OF THE IMPERIAL ROUTE FOR THE I-105 FREEWAY. THE FREEWAY IS NEEDED BADLY IN THIS AREA. THE BUILDING OF IT WOULD PROVIDE MANY JOBS AND HELP THE ECONOMY. ITS ABSOLUTELY RIDICULOUS THAT HAWTHORNE COULD HOLD UP CONSTRUCTION SO LONG. IT IS VERY DIFFICULT TO SELL A HOME IN THIS AREA WHEN PEOPLE KNOW A FREEWAY MAY COME THROUGH. LETS GET IT STARTED AS SOON AS POSSIBLE.

7-PH-010 AUG 74 REV

4828 West 138th Street
Hawthorne, California
September 6, 1975

Caltrans
State of California
Department of Transportation
District 7
Sacramento, California

I would like to state several opinions in connection with the hearing in Hawthorne on August 27th on the proposed route change for the Century Freeway.

In the first place it bothers me, that property would be condemned before all parties had signed the agreement. Since the city of Hawthorne has not signed the agreement, great inconvenience has been suffered by many people along the route. If the Freeway is never built many people will have been forced to move in error. In the future I would recommend that no property be condemned until all parties effected had signed the agreement.

I support the change in the route--and believe that the Imperial route should be adopted. It would create far less disruption for keeping Hawthorne an orderly well planned city, than the present adopted route which would divide the city in two.

However, to me, more important than which route will be adopted for the Century Freeway--would be more cooperation from the Department of Transportation in ~~raising~~ some of those tax dollars which all of us have given, to improving the present Freeways so they could include a Rapid Transit System. It would be of great help for example for those of us living in Hawthorne if there was a Rapid Transit System going down the San Diego Freeway at least as far as Wilshire Blvd. As a starter fast busses with their own lane.

If it is true that Gasoline is going to become less available, and the price ~~for~~ gallon is going to go way up, then the time has come for less Freeways, and more Rapid Transit Systems.

Sincerely,

(Mrs.) Helen Keene
Mrs. Helen Keene

Winston Keene
Winston Keene

Lennox, Calif.
Sept-5-75

Mr S.L. Ehlido

Dear Sir:

In reguards to Freeway Route 1-105 Corridor Imperial Line

This Freeway crosses Imperial Highway a beautiful 4 lane Blvd, and crosses Inglewood Ave, Medical Bldgs west side of street, Then on east side of street Imperial Hospital; Noise would intefere with both Buildings.

Freeway going east through Lennox Close to Southern California water works.

Lennox Recreation Park is North of Imperial line.

School Childer of all ages go Swimming - Play Tennis, & base Ball.

Senior Citizens of Lennox have a Club, meets once a week.

Senior Citizens & Children living so. of Freeway, would have a much longer

walk to Park.

This Freeway crosses Hawthorne Blvd in Lennox, takes out 2 schools and then crosses Imperial Highway and Prairie Ave. On Imperial Highway Their will be a 350 ft tunnel, These Children going to school will go through this tunnel of 6 lane of traffic, will create a lot of pollution from gas from Cars.

Its a shame for children going through this hazzard.

This Freeway crosses four major Blvds, in less than three Miles, and also a 15 ft wall for sound proofing, will displace 1600 people and 600 living units.

The Adopted Route is the Route for the Freeway, through Hawthorne will Cost Less money. The Adopted Route will cost less money, wont intefer Schools, Recreation Park and no tunnel for School Children.

Thank Yours sir.

Vera Nelson. 11202 Truro Ave. Lennox Calif 90304

H.AYANIAN
DIST.DIR.OF TRANS.
ZONE 7
LOS ANGELES CALIF.

M.R.MORTON
3846½ WEST 119 TH.ST.
HAWTHORNE CALIF 90250

COMMENTS 1_105 RELOCATION HEARING OF AUGUST 27,1975

I WOULD LIKE THE FOLLOWING THREE POINTS ENTERED INTO THE HEARING RECORD.

1-THE PUBLIC NOTICE OF SAID HEARING SO VAGUE MANY PROPERTY OWNERS SAY THEY DID NOT REALIZE THEIR HOMES WERE IN THE PROPOSED RE ALIGNMENT PATH. ONLY THE MAIN STREETS WERE SHOWN ON THE MAP.NO RESIDENT COULD BY REFERING TO THE MAP DETERMINE THEY WOULD BE AFFECTED.ITS CLEAR THESE PEOPLE WERE NOT PROPERLY NOTIFIED THEY WOULD BE AFFECTED.THE NOTICE STATED ANY FUTHER INSPECTION OF MAPS HAD TO BE MADE WEEK DAYS AT DOWNTOWN LOS ANGELES.

2- FEDERAL LAW DEFINES THE TWO SCHOOLS THAT WOULD BE TAKEN AS PUBLIC RECREATION LANDS AND PROHIBITS THEIR TAKING UNLESS THEIR IS NO REASONABLE OR PRUDIENT ALTERNATIVE.THE PRESENTLY ADOPTED ROUTE IS SUCH AN ALTERNATIVE.

3-SECTION 211.5 STREETS AND HIGHWAYS CODE RELATION TO ADOPTED ROUTE MODIFICATIONS,STATES IN PART,THE RECOMENDATION OF THE DIRECTOR AND THE CHIEF ENGINEER OF THE DIVISION OF HIGHWAYS SHALL BE PUBLICIZED IN ADVANCE OF THE PUBLIC HEARING. I SAW NO SUCH NOTICE.I QUESTION IF THE LAW WAS ~~CHEC~~ COMPLIED WITH IN THIS REQUIREMENT.

13-72 I THINK IT IS QUITE CLEAR THE AFFECTED PROPERTY OWNERS AND TENENTS IN THE PROPOSED RE ALIGNMENT WERE NOT PROPERLY MADE AWARE OF A PROPOSED ACTION THAT WOULD HAVE A SERIOUS AND PROFOUND EFFECT ON THEIR LIVES AND FUTURE. AND THE INFORMATION AVAILABLE ON THE EFFECTS WAS ALMOST NON EXISTING. DUE TO THE LACK ON INFORMATION IN THE IMPACT STATEMENT ON THE IMPERIAL LINE.

A NEW HEARING IS NEEDED AND I AM SURE WILL BE REQUIRED.

THANK YOU.

M.R.Morton

CHARLES FORD DISTRICT DIRECTOR
CAL _TRANS.DISTRICT 7

M.R.MORTON
3846 W.119 th.st.
hawthorne CALIF.

I 105 HAWTHORNE RE ROUTING COMMENTS

IN COMPARING THE PRESENTLY ADOPTED ROUTING VS. THE HAWTHORNE CITY COUNCIL RECOMENDED ROUTING,THE NUMBER OF PEOPLE UPROOTED-HOMES REMOVED-SCHOOLS TAKEN HOSPITAL REMOVED-BUSINESSES REMOVED-COSTS-USER BENEFITS-PROPERTY REMOVED FROM TAX ROLLS-LENGTH-AIR POLLUTION AND SO ON THE MASSIVE ADDITIONAL ADVERSE IMPACTS OF THE SO CALLED IMPERIAL LINE ARE SO CLEAR IT STAGGERS THE MIND TO SEE WHY IT WAS EVER PROPOSED AT ALL.I,AM NOT OPPOSED TO THE FREEWAY BUT LETS AT LEAST HAVE THE ROUTING THAT CREATES THE LEAST ADVERSE IMPACTS. DOESN,T WASTE MILLIONS OF DOLLARS,AND ISOLATE THOUSANDS OF SCHOOL CHILDREN FROM EASY ACCESS TO THEIR SCHOOLS.
NO ONE HAS EVER CLAIMED ONE SINGLE BENEFIT OF THE PROPOSED RE ROUTING.
WE ALL KNOW SOME CITY COUNCILMEN PROMISED IF ELECTED TO ATTEMPT TO MOVE IT.
THE CITY OFFICIALS OF HAWTHORNE ADMIT THE FREEWAY IS VITAL TO THE CITIES MASSIVE SHOPPING CENTER DEVELOPMENT TO RELIEVE CITY STREETS OF THRU TRAFFIC.
IF RE ROUTING IS DENIED SHEER LOGIC WOULD FORCE THEM TO ACCEPT THE PRESENTLY ADOPTED ROUTING.NO ONE COULD DENY THEY DONE ALL THEY COULD TO RE ROUTE IT.
AS WELL AS EVERYONE ELSE RESPECTS THE HIGHWAY COMMISSION AND TRUSTS IT WILL AS ALLWAYS BASE ITS DECISION ON FACTS,NOT DEMANDS.
MANY RESIDENTS OF HAWTHORNE DO NOT WANT THE FREEWAY IN ANY LOCATION.
MANY WANT IT ON THE ADOPTED ROUTE.BUT NO ONE AT ALL WANTS IT CONSTRUCTED ON THE IMPERIAL LINE.I HAVE TALKED TO HUNDREDS OF HAWTHORNE RESIDENTS WHO AT ONE TIME OPPOSED THE ADOPTED ROUTING BUT ARE CONVINCED IT IS A FAR BETTER ALIGNMENT FOR THE CITY THAN THE PROPOSED RE ALIGNMENT.

IN CONCLUSION IT IS CLEAR THE COMMISSION IS OBLIGATED AND HAS A RESPONSIBILIT TO ROUTE THE FREEWAY ON THE MOST PRUDENT AND REASONABLE ALIGNMENT CREATING THE LEAST ADVERSE IMPACTS ON THE COMMUNITY ANF THE ENVIOROMENT WITHOUT UNNECESSARY WASTE OF TAX FUNDS.THAT ARE SO BADLY NEEDED ON OTHER ~~PROJECTS~~ PROJECTS.BUT BY FAR THE BIGGEST ADVERSE IMPACT WOULD BE THE UPROOTING OF SOME 1600 ADDITIONAL PEOPLE FROM THEIR HOMES.THE DESTRUCTION OF SOME 600 ADDITIONAL HOUSES.THE TAKING OF SOME 65 ADDITIONAL BUSINESSES THE DESTRUCTION OF TWO ADDITIONAL SCHOOLS THE WIPING OUT OF A MODERN LARGE HOSPITAL. A WASTE OF UNTOLD MILLIONS OF ADDITIONAL DOLLARS.ALL NEDDLESSLY.
BUILD A BETTER FREEWAY??????????????
NOT AT ALL.NO ONE CLAIMS IT WOULD BE BETTER.

WE ALL KNOW IT WOULD BE WORSE.SOME HAWTHORNE COUNCLEMEN HAVE STATED THEY WOULD HATE TO SEE THAT MONSTROCITY STAND FOREVER AS A MONUMENT TO HAWTHORNES STUPIDITY.CONGRESSMAN WILSON SAID"LEAVE THE ROUTING UP TO THE COMMISSION.THEY HAVE THE EXPERTISE IN SUCH MATTERS."

I SAY RE AFFIRM THE PRESENT ROUTING.IF THE COUNCIL WONT ACCEPT IT ~~BRER~~ LET THEM CHOKE IN THEIR OWN TRAFFIC CONGESTION AT THEIR REDEVELOPMENT AREA. USE THE FUNDS ON OTHER BADLY NEEDED PROJECTS.IT MAKES MORE SENSE.

REGARDS

M.R.Morton
Sept 25,1975

To
Caltrans
P.O. BOX 2304
Terminal Annex
Los Angeles Calif
90051
to
H Agarian
and
S.L. Elicks

(1)

Lot 183

1035-019-217

Dear Users of the people's tax money
I believe that any change in the proposed 105 Freeway from its original adopted line will be a foolish waste of our tax money we pay to you and we work hard for our money. We have already shelled out $150,000,000
I believe that the only reason you would even consider an alternate route of other than the original adopted one - is because you would be influenced by the City of Inglewood - who is getting pressure from corporations like the Forum people, and the Race track people I have personally fought annexation to the City of Inglewood and the City of Hawthorne for many years what is going on now, "is the agreement between the two Citys" - and of course Caltrans too - to split Lennox between Inglewood, and

(2)

AUG 25 1975

Hawthorne and tear out my home here that I have had for 39 years - one spot I will state again - that it will take hell and high water to oust me from my lifetime home.
I understand that you are going to destroy 1 hospital - 2 schools - and part of the 3rd school. you plan to relocate ~~the~~ Lark ave school into another area. all of this you plan to do - so that your so called hard hat people can have employment for a longer period of time - and meanwhile all the tax payers are suffering. Oh yes you don't show the on and off ramps at Prairie ave. that are only for the convience of gamblers going and coming from six holes of the Forum and the Hollywood Park area.
It seems to me that someone in your group with some authority should also realize too that you are thinking about putting in a dead end useless Freeway that California Citizens pay for - but the only people mainly using it will be tourists from all over the world who are going to the Forum - and Racetrack - and

(3)

AUG 25 1975

these people of course — couldn't give a damn whether my home is destroyed by a useless piece of Concrete — (that probably won't even be used at all) — due to shortages of gas, — high prices of gas and oil — and of course inflation, unemployment, and restriction of travel by the Government, such as gas rationing.

So — whomever it concerns in your office — We do not need this Freeway 105 at all. I would suggest that Caltrans improve all large corridors — east — west — north and south for Example — Crenshaw — main — Broadway — El Segundo Imperial etc. they are all just about a mile apart — you could even put in a two level or all main surface streets — or have monorails in place of the great old yellow and red street cars we used to have — something like this would benefit everyone in California and in the world who comes here. we would have prosperity and everyone would be employed for years to come. It has been proved that America could be a leading country, (without depending on a war for a change.)

William Paul Lamb
11162 Cissy Ave
Lennox Cal. 90304

13-14

From the Desk of
Geo. Renfro - Realtor
768 Main St. - El Segundo
Phone EA. 2-2222

H. Ayanian :-

I think the adopted line for the (105) freeway is the best way to go

— thank you

George Renfro

Irene A. Renfro

Mrs. James Huston Bush
3800 W. 119th Place
Hawthorne, California 90250

Aug 20 - 1975

Caltrans. P.O. Box 2304 L.A. Cal.

Dear Sirs:

I am writing a letter to protest the changing the 120th Street route to the Imperial route.

I don't see why as short as money is that we can't keep the first adopted route which was along 20th Street.

It only takes money to change things. Also I can't see why the City of Hawthorne has much say as to how you put your freeway in. It has been since 1965 that this freeway was first proposed, and we have sat here getting our property ruined by the battle between the state and the city.

over

It is a shame to ruin a good community by stuff like that we have to endure. We have lived here since 1941 and it was a beautiful place to live but with the community like it is, I am ready to move. So I am definitely against the Imperial route.

Sincerely

Mrs J. H. Bush

J. H. Bush

Home owner

Anaheim, California
August 20, 1975

District Director of Transportation,
Cal Trans,
P. O. Box 2304
Terminal Annex
Los Angeles, California 50051

Re: Adopted Line Hearing

Dear Sir:

I am writing in protest of the Imperial Route going through for the following reasons:

(1) We made our home in the Hawthorne area at 3812 W. 119th Pl. for 15 years and enjoyed living in a clean progressing community. (We were in L.A. Co until 7 years ago when Hawthorne annexed us.)

(2) We have waited since 1963 to have our homes condemned and moved from the area as the Century Freeway should be going through. Results: We kept up our property because we expected the State to buy same property.

(3) Hawthorne seemed to be having all the say and didn't want the freeway going through the end of their city and have fought it for years not considering the residents it was hurting. If you remember the Inglewood residents got to sell their property immediately to the state and relocate. Their houses they sold were leased to people who could live there until asked to move by the State. Needless to say the area was never taken care of. WE HAVE PUT UP WITH THIS KIND OF NEIGHBOR HOOD FOR OVER 6 YEARS.

I feel Hawthorne Council have neglected and used some of their eldest Hawthorne residents and let them down because of their handling of this fight with the state and I feel it is time they leave the proposed Century Freeway the way the State laid it out. It will cost Hawthorne and the State many tax dollars to straighten this matter out as there will have to be a resale of these run down homes. Does Hawthorne have this kind of money to throw away?

Please consider us who have remained in the community and want the Century Freeway as proposed 7 years ago and we do not want the Imperial Route to go through.

Sincerly yours,
Raymond Ast
Wilma Ast
Mr. and Mrs. Raymond Ast
1265 Live Oak Dr.
Anaheim, California 92805

13-78

Hawthorne, Calif.,
August 16, 1975

California Department of Transportation,
P. O. Box 2304, Terminal Annex,
Los Angeles 90051 Att'n: S. L. Elicks

Gentlemen:

As a long-time (40 years) resident, former Councilman, former Mayor, retired machine tool manufacturer (30 years), all in Hawthorne, I believe I have as good knowledge of the local scene as anyone. I have devoted many hours in the last few months discussing the I-105 Freeway with significant numbers of local residents and taxpayers. The concensus of opion gathered thereby is stated as follows:

An East - West freeway is needed in this general area.

Selection of the best route is a matter for experts to decide.

The original route adoped by the Department, particularly after the design was changed from elevated to below-grade should have satisfied the needs of theCity. Elaborating on the reasons would be superflous to you.

The stubborn attitude of the Councilmen is regretted. They are obviously keeping their commitment to the newspaper who supported them and fought the freeway, not because of the merits, or lack of merit of the freeway, but because of the "crusade" the issue afforded - not an unusual manner used to increase the sale of newspapers.

The various ploys engaged in by the Councilmen, including the 'Bell Route' and the 'Imperial Route' would add nothing to the efficiency of moving traffic, but would cost an additional $ 12,000,000 in gas-tax and other taxpayer funds for the construction, as well as creating additional right-of-way acquisition costs. Then there is the matter of disposing of the property purchased for the original route. Another substantial loss.

This last item is not the responsibility of the Department, but if the original plans are carried out on the original route, the Hawthorne Shopping Center would certainly benefit. Unlike the 'Bell' and 'Imperial' route, the Shopping Center would be visible from the original route, being a half block away instead of three-quarters mile away. The proximity of the freeway traffic to the Center could spell the difference between the Center developing enough parking fees to service the $ 20,000,000 or more in bond interest and payments. If the parking autority does not generate enough revenue, and the tax increment is insufficient, the bonds will fall back on the taxpayers, like the previous 1915 Act bond debt did back in the 1930's.

Please re-adopt the original freeway route and I believe the Councilmen can be made to agree to it.

Yours very truly,
Harold E. Crozier
Harold E. Crozier
11902 S. Birch Ave.,
Hawthorne. 90250

8-2-75

H. Ayanian

We have lived here in Hawthorne 28 years at this same address. My wife and I, as our many of our neighbors, are for the adopted route of the I-105 Century Freeway through Hawthorne as long as it is below ground. The general area across Hawthorne has become run down because people have let their place go expecting the freeway. Why start in another area by following another recommended route. Lets get on with it as is.

Mr + Mrs R. L. Boyston
4915 W 121st
Hawthorne Calif
90250

13-77

8-9-75

Dear Sir

We wish to say we are not in favor of the alternate route for the freeway. No more freeways should be built - we need rapid transit + bicycle paths. Freeways are outdated - dirty + just add to air pollution. Freeway funds should now go to rapid transit -

Sincerely,

Ames + Veldene Gordon

July 31, 1975

California Dept. of Transportation,
P.O. Box 2304 Terminal Annex
Los Angeles, Calif. 90051

Attention: S.L. Elicks;
Re: Route 1/105 Transportation Corridor

Please send me a right-of-way map, listing addresses of houses situated on the proposed Imperial Route.
My home is located at 5015 W. Imperial Hwy. between Inglewood Ave. and Redfern.
I am ill, and at present at the home of my son, and cannot come to the listed meetings. Would be in favor of this route if my property is included.
Any literature on this will be appreciated.
(I am enclosing self addressed, stamped envelope.)

Thanks,
Mrs. Blanche G. Miller
c/o 3647 W. El Segundo Blvd.
Hawthorne, Calif. 90250
Phone
213-675-3524

P.S. I am a widow, 81 years old

11124 Condon Avenue
Lennox, Calif. 90304
July 30, 1975

Caltrans
Attn. H. Aganian

Re: Opposition to Imperial Line

Gentlemen:

I am against the new Imperial Line, more than I was against the Belt or loop which was defeated in May or June for the following reason

1: Additional costs incurred, I am a taxpayer.
2: Environment for pollution against additional freeways.
3: Artesia freeway is close enough to provide whatever is needed.
4: Cost of gasoline & future price.
5: If through-ways are needed, improvement of Century Blvd, Imperial Highway & El Segundo would be a better way to go.

If a freeway is the only solution, please use the original route as the majority of the buildings & homes have been purchased & some cleared & this would be a straighter route which would save on cost.

Sincerely
Mrs. Daisy M. Newsom
Property owner of: 11124, 11126 & 11128 Condon Ave.
Lennox 90304

P.S. I will be out of town on vacation 8/27/75 otherwise I would attend the

13-78

July 10, 1975
P.O. Box 833
Downey,
Calif. 90241

Gov. Brown.
We in Downey, Calif. have vacant good homes, hundreds of them that were to be used by the State for a freeway. But that goodness the freeway was stopped by a Judge! Why not sell these homes like the State of Calif. did in Long Beach Calif.? We need homes to buy have not more free-ways. Please sell them good homes to the public. Please.
By; M. J. Greer -

13-79

MAY 30, 1975

DEAR MR. O'CONNELL, P. E.

ENCLOSED FIND AN ARTICLE FROM THE LENNOX CITIZEN PAPER. I WROTE YOU SOME TIME AGO, ABOUT WHY I THOUGHT THE FREEWAY, RT. 105, SHOULD GO THROUGH LENNOX. THIS ARTICLE CONFIRMS WHAT I SAID IN THE LETTER.

SINCERELY,

Cleona Melchert

C. MELCHERT
10934 CONDON AVE.
LENNOX, CALIF. 90304

FOURTH OF FUNDS FROM U.S., STATE

Lennox Schools: Old, Poor, Clogged

BY PATT MORRISON
Times Staff Writer

LENNOX—The best story Sean Allen, 9, has written for his fourth-grade class at Jefferson Elementary School is a wistful, whimsical account of teaching his dog to fix bacon and eggs for breakfast.

For Sean, the bacon and eggs were as much fiction as the cooking canine.

His breakfast is usually cold juice, rolls and cereal (he prefers Cocoa Puffs).

He eats at school, and it is free. His lunch is free, too, as it is for half of the children at his table, and in school cafeterias all over the unincorporated community of Lennox.

The free meal program is provided in the Lennox School District, a 1.6-square mile urban leftover of 18,600 residents which hovers near the bottom of the charts in most of the state's steel-eyed studies of things that matter for schools: facilities, environment, money.

Sean does not read those reports, but he is in them.

He is in them because he is black, as are about 15% of Lennox's more than 3,000 students, distributed among four elementary schools and one junior high school.

Of his classmates, 38% are Spanish-surnamed, a range of Mexican-Americans, Cubans, Latin-Americans—more than twice the statewide average.

There is a small percentage of Oriental and American Indians and 45% are white.

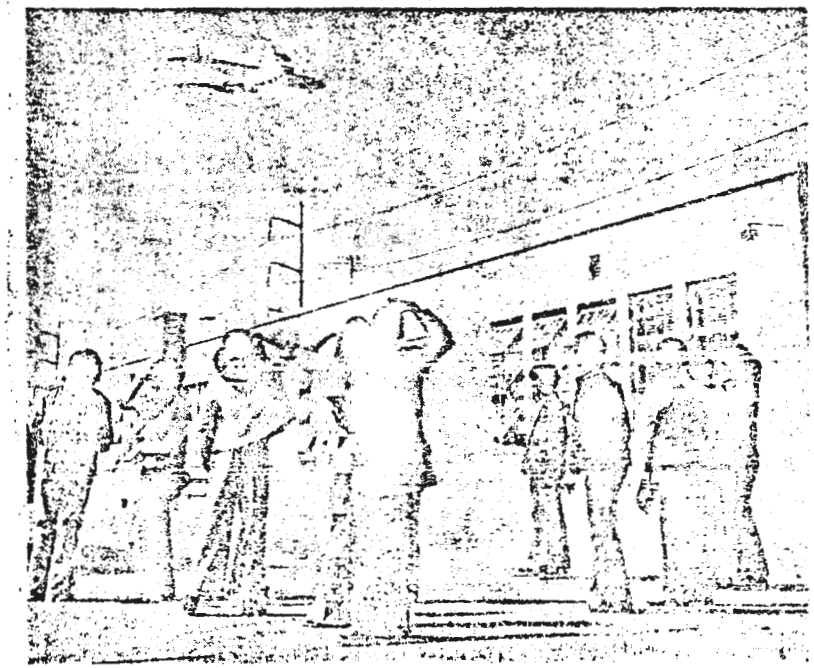
Sean is in the reports because his family income, with a working mother and six children, qualifies him for federally subsidized free breakfasts and lunches.

That is true for many of his friends. Lennox's median income is around $9,000 a year, and 10% of Lennox's families are officially below poverty levels. Fully half of the district's students get free lunches.

Supt. Wes Colby says only 23% of the state's school districts have more poverty-level families.

Sean is in those reports because he has attended Jefferson only since second grade.

Please Turn to Page 4, Col. 2



NOISE PROBLEM—Jets shrieking overhead cause frequent interruptions in activities at the schools in Lennox which are close to the International Airport and are literally in its shadow.

LENNOX SCHOOLS

Continued from First Page

Lennox has a higher transiency rate than 84% of the districts in the state, Colby said. Large families move into the older homes, stay a year or less, and move on.

And Sean is in those reports because he contributes to Lennox's enrollment, an enrollment which increases by about 150 students each year.

"We're overcrowded," Colby said. "Most schools are complaining about empty classrooms and we have so many students, we're holding several classes in trailers and portable classrooms, and two classes in a church."

Lennox is not an affluent district, and new taxes are not popular. A tax override which would have provided money for several new classrooms was recently defeated by 20 votes.

"That one was a real heartbreaker," Colby said.

Walking down Jefferson's 40-year-old hallways on his way to class, his sneakers padding on the hardwood floors whose waxy shine has long ago worn away, Sean does not know those statistics.

But he knows their effects.

His classroom is in the school's high-rent district, an experimental class of fourth, fifth and sixth graders in two carpeted rooms whose fresh, cream-colored walls were painted by the class's two young teachers who tired of the faded, pervasive antiseptic green.

Sean's first session is math—multiplication tables—which he admits he does not like.

"I like science best—plants and bugs," says Sean. "I want to go to college and be a scientist."

In the room he shares at home with two brothers. Sean keeps an insect menagerie, his plants and science books. He is saving money for his big project—white mice.

He also would like a microscope, but there is none in class.

Microscopes for fourth graders come under the category of frills.

"Our total budget is $3,656,000 this year, nearly a quarter of which is federal and state money," said Colby. "So we do have to skimp on those things because we're a low-income district. What we have is spent for more basic things like teacher salaries. Because our salaries are competitive we get and keep good teachers."

Lennox is blessed in its teachers, whose enthusiasm for their work and out-of-pocket expenses takes them sometimes above and beyond the call of duty.

Many are young, and nearly half have worked there less than three years.

Sean's teachers—there are two for 66 students—are young women, both in their fourth year at Lennox, clad casually in jeans and decidedly unequal in their feelings about students' needs.

They lament that they do not have enough time for each child. Although the 66 students are down from the 71 of three weeks earlier—the five students whittled away by the transiency rate—the class, and the district, still have one of the state's highest student-teacher ratios.

"We will have 20 different kids in and out in a year because of transiency," says Mrs. Ilene Straus, 25. "We have teaching continuums so kids can catch up to others. It's unusual to find a fourth grade student at a fourth-grade achievement level because of problems like this."

She said she brings in pencils and paper from home, since there are usually not enough, and she insists students use both sides of a sheet of paper.

Sean's multiplication paper had been covered—reluctantly—on both sides, and he had turned to arguing about Mt. Rushmore with two friends, 10-year-old Lisa Lynn, and Heidi Hintz, 9, who are the classroom's major scrap paper suppliers.

"We find a lot of it in the wastebaskets," boasts Lisa.

Sean settled down with some of the paper for a language session, taught from books older than the students themselves.

His subjects are part of a pilot program of mixed grades, where students can work at their own speed in each subject like Sean himself, a whiz at science but needing work in math.

"There are a few advantages to being poor," said Colby wryly. "We get a large share of federal and state money designated for largely impoverished, mobile and bilingual districts—that's us."

At the elementary schools—Jefferson, Buford, Whelan and particularly Larch—there are cases of innovation, government-funded programs in bilingual education and reading and math special classes.

Early childhood education groups try to personalize youngsters' educa

Please Turn to Page 3, Col.

LENNOX

Continued from 4th Page

tion with flexible and a 1-to-10 teacher-student ratio in a district which averages 1 to 30 or 1 to 35.

Outreach programs in Spanish and English have drawn parents into volunteer roles as informal teachers' aides or instructors in the specialties the district cannot afford, such as art, cooking or music.

Only three schools have full-time physical education instructors, and Jefferson is not one of them.

So Sean's physical education is of his own design, whirling by his knees from a jungle gym bar.

Nearby, two boys straddled a wooden bench, huddled over a chess game borrowed from a teacher.

They were playing chess under conditions that would have given Bobby Fischer tantrums—the noise of jets.

As much as money, or facilities, or shortages, the jet is Lennox's problem.

The people who built Lennox's houses, and whose taxes built the schools, did so before there were jets to shriek overhead, casting shadows—some visible, some hidden—over the schools and the students.

Work is stopped in Sean's class when the jets pass over, for it is impossible to hear, difficult to think. It is sometimes a minute before the noise subsides; Sean says he is used to it.

A few blocks away, at Buford School, the same plane blots the sun from the windows of kindergarten class being read a story called "The Little Airplane."

But Barbara Gonzalez, who is in third grade, got used to the noise long ago.

She is used to a lot of things. At 9 years old, she is self-possessed, even sophisticated.

She was born in Cuba, whence her family escaped more than five years ago, and came to Lennox with her brother, two sisters, parents and grandmother.

She has heard stories of the cousins, the aunts and uncles who could not leave, and she says she would like to help them.

Barbara is coming back to class from lunch, having eaten her brown-bagged cake and fruit and pitched a quick inning of coed softball.

She whispers a secret in Spanish to her best friend, Paula. She whispers slowly because Paula, who is black, is just learning the language in this federally funded bilingual class.

Government money makes a difference here, for there are two teachers to 28 children.

"Some are learning English as a second language, some are learning Spanish, and we have several children like Barbara who are already good in both," teacher Mrs. Barbara Pakrasi said.

Barbara is pretending to study, one leg in its silver-studded jeans drawn up under her as she drums on a grammar book.

"I would like to be a scientist, I think," she says. "I want to go to Felton (Junior High School) and make experiments with chemistry sets."

She keeps her science books in her playhouse, a special place to read and play and to help her friend Paula with her Spanish homework.

Barbara's parents, unlike many Latins who have come to the United States and to Lennox, speak adequate English. She does not have to serve as an interpreter, like the 7-year-old boy in the class next door who once accompanied his Spanish-speaking father to his lawyer's office to translate.

Even the bilingual classes have unique problems.

"Immigration problems affect my students more than transiency this year," Mrs. Pakrasi said. "Many students must interrupt their studies to return to Mexico when their parents renew work permits or seek permanent resident status."

Supt. Colby says Lennox students can can hold their own at Lennox High School, but beyond that, he explains, "The percentage of our kids who end up going to college is low partly because of their own economic problems and partly because we just don't have the money we'd like to spend on each child."

Efforts to annex Lennox to richer districts have failed.

A proposed freeway route threatens to displace one school.

Enrollment is increasing, and impromptu classes in trailers and churches may become permanent fixtures.

The big tax money-maker —the race track, a Hughes plant and commercial districts—remain tantalizingly out of reach of the district's boundaries.

But Lennox schools have exhibited the stoicism, if not the cheerfulness of newlyweds on a tight budget making do with used cars and hamburger, and dreaming of Mercedes and stakes.

13-80

11720 Sundale
Hawthorne, Calif.
90250
May 29, 1975

Dept. of Transportation
District 7 P.O. Box 2304
Los Angeles, Calif.
90051

Dear Mr. O'Connell,

I'm most grateful for your answer to my request for our Mayor's (Champ Clark) presentation to the California Highway Commission on April 23, 1975. It's nice to know that a little man's interest is not "one voice crying in the wilderness" in vain. I most certainly would like to comment on this "Century Freeway".

A freeway to the airport is most essential as traffic to that important destination is certainly a must for motorists of our Great State. (The Greatest of the 50.)

The people of Hawthorne voted months ago not to have a freeway passing thru Hawthorne, but as I mentioned this freeway is essential. The Bell Route had many Hawthorne homes marked for demolition and though the Imperial 405 route also takes homes there are less to be taken then the Bell Route. Besides, several million dollars are saved if the 405 Route is approved. This Route is also nearer the airport so consider the fuel savings as well as the time eliment for motorists who know that "time's a-wasting" and "fuel's a-costing."

In closing, Mr. O'Connell, let me thank you again for your personnal reply and trust that our CHC considers the many benifits derived for the people of California if the Imperial 405 is chosen.

Sincerely,
Frank DeGrazia
Frank DeGrazia

P.S. Last two nites (Tuesday & Wednesday) on Channel 9 —shall we call it the El Segundo-Norwalk Transportation Facility Environmental Studies was on the News and of course you, "Chuck" being one of the "wheels" you were pictured and gave your little comment. I thought you'd be a short bimbo with a beer belly, red nose and bald head with the burdens of the world etched deeply on your face. But no, you looked youngish with a full crop of hair and a look as though you could grab the bull by the horns and throw him. Good luck in your great adventure and I am in hopes that you and the CHC will win out and eventually build this freeway that our city so sorely needs.

13-81

6167 Nevada Ave.
South Gate, Calif 90280
May 12, 1975

Mr. Charles O'Connell
Calif. Department of Transportation Dist 07
120 South Spring Street
Los Angeles Calif. 90012

Dear Sir,

The property at 6166 Florance ave. South Gate Calif. 90280 (Hollydale). Also property at 6153 Nevada ave, in the path of the Century I-105 Freeway is in a deplorable state.

The undersigned will appreciate your investigating the condition of this state-owned property. Not only is it unsightly but is also a detriment to the health of the neighborhood.

We ask that this matter be given your most immediate attention

C.C.
Rick Sutherland
Brent N. Rushforth
Center for Law In the Public Interest
10203 Santa Monica Blvd.
Los Angeles, Calif 90067

Sincerely
Mr & Mrs R. Jeffries
6167 Nevada Ave South Gate Calif 90280
Mr & Mrs Elvis Djonovich
6172 1/4 Florence ave.
South Gate,

6167 Nevada Ave
South Gate Calif 90280
May 12, 1975

Mr. Charles O'Connell
Calif. Department of Transportation Dist 07
120 South Spring Street
Los Angeles, Calif 90012

Mr + Mrs. Omar Vandell
13649 Paramount Blvd.
South Gate, Ca. 90280

Mr + Mrs James B. Gillispie
6156 Nevada ave
So. Gate, Calif. 90280

Mr + Mrs Charles S Allen 7303 Walnut ave. S. Gate.
owners of Property 6172 Florence.

13-82

Division of Highways
MAY 1 1975

I am in favor of El Segundo - Norwalk
I-105 freeway being built according
to original plans. It is unthinkable
that all the plans and money
spent should be put aside for a
new route. I hope you will do
everything possible to retain
original plans.

Miss Elizabeth Ransom
11974 York Ave. C
Hawthorne, Calif. 90250

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: FRANK & SHIRLEY BELL DATE: 5-7-75
ADDRESS: 4127 W 134TH ST CITY: HAWTHORNE
ORGANIZATION

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED:
☑ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD:

WHEN WE VOTED AGAINST THE 120TH ST ROUTE FOR 105 FREEWAY, WE THOUGHT YOU PEOPLE WOULD UNDERSTAND HAWTHORNE DID NOT WANT THIS FREEWAY PERIOD. THIS ALTERNATE ROUTE IS THE MOST RIDICULOUS PROPOSAL WE COULD LIVE. HAWTHORNE, THE CITY OF GOOD NEIGHBORS, WE FEEL, SHOULD NOT PUSH THIS FREEWAY ON ITS NEIGHBORS. THIS FREEWAY BELONGS NEAR CENTURY BLVD WHERE IT WAS ORIGINALLY PROPOSED.

Shirley J Bell Frank E Bell

7-PH 810 AUG 74 REV

Hawthorne, May 1, 1975

Mr. H. Ayanian,
District Director of Transportation,
Box 2304 Terminal Annex,
Los Angeles, Ca. 90051

Attention: Mr. C.J.O'Connell, Calif. Dept. of Transportation.

Re: Century Freeway.

Gentlemen:

My property at 11907 Gale Ave., Hawthorne, is located on the route as adopted by the California Department of Transportation.

I have been waiting for a decision whether the Century Freeway will be built or not, since 1965. We are now in the year 1975 and still no decision has been taken. No further comments and the only thing I would like to see that at least decisive steps are being taken at this point.

I enclose herewith a photocopy of a flyer issued by a Hawthorne resident to which I would direct your attention. I fully agree with the contents of this flyer and I am absolutely against any re-routing as proposed by the City of Hawthorne.

Very truly yours,

H.P. Gerrits

From: H.P. Gerrits,
11907 Gale Ave.
Hawthorne, Ca. 90250.

HAWTHORNE, CALIFORNIA
APRIL 29th., 1975

H.A.YANIAN, District Director of Transportation
California Department of Transportation
P.O. Box 2304
Terminal Annex,
Los Angeles, CA 90051

Dear Sir;

ATTENTION: C.J.O'Connell

SUBJECT: CENTURY FREEWAY

I attended the last meeting, at the Hawthorne Memorial Center, at which the officials that spoke for Hawthorne, to try and influence the acceptance of the City of Hawthorne proposal. After hearing their arguments I and many others came to the conlusion that they not have the best interest of the people of Hawthorne and other cities along the present proposed route.

Even a 5 year old child could see how absurd it would be to spend millions of extra dollars , of the people's money , if the Hawthorne proposal would be accepted. If the Hawthorne proposal would be accepted, what is to stop other cites from demanding that the route in their area be changed to suit them, and what happens to the millions of dollars already spent.

It is generally accepted that Freeways are to do the greatest good, for all cities and people along the route, NOT TO SATISFY the whim of some politicians and are only considering their personal future, as officials paid by the public that expect them to do a moral and fair job. Not only for the small community that they serve , but what is the greatest good for all persons and communities involved.

The Hawthorne proposal should be rejected and the Freeway should be constructed as proposed, before Hawthorne threw in their bum suggestions.

Very truly yours

Mariano Solano
11973 York Ave., Apt A.
Hawthorne, CA 90250

Note : I am a property owner in Hawthorne.

4/29/75

H. Ayanian
Director of Transportation
attention of C. J. O'Connell

Mr O'Connell:

Just a word about the proposed 105 Freeway: if any of the "bell" variations were adopted the cost would be prohibitive. Why not follow the original plan down 120th St in Hawthorne or discard the idea.

Thanking you in advance for your consideration,

Vincent Omar
4700 W Imperial
Hawthorne

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: Mrs DONALD H PETERSEN DATE: 4-29-75
ADDRESS: 5244 CALLIADA AVE CITY: W. Hollywood
ORGANIZATION: Housewife -

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED:
☑ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD:

I have been waiting for many years for something better than an alternate route to LAX Airport. The best route we now have available is the ~~Pomona, Santa Monica, and San Diego Freeways,~~ which are fine until you hit Century Blvd, then Boom!-traffic jam and a lot of praying that you will catch your flight. Where or where is the long ~~promised Century Freeway, that land has been~~ purchased for right of way, and Federal money made also available. Rapid transit can be fine for those that use it, but it is no answer for Airport commuters, with their golf clubs, surf boards, plus luggage. ~~Century freeway, we need~~ you.

7-PN 401 AUG 74 REV

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: Mr. & Mrs. David R. Brager DATE: April 29, 1975
ADDRESS: 4843 W. 113th St. CITY: Lennox
ORGANIZATION:

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED
☒ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD

We would like to go on record as opposing the alternate route of the 105 Freeway, as proposed. We favor the plan B-2 if the alternate route must be accepted as it is not so much like a roller-coaster.

7-PN 401 AUG 74 REV

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: Mr. & Mrs. S. Van Der Meer DATE: April 29, 1975
ADDRESS: 12029 Ramona Avenue CITY: Hawthorne
ORGANIZATION: --

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED:
☒ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD:

Since California is now leading the nation with its dirty air, we feel that a freeway is one of the least things needed. California must use its money toward a modern rapid transit system. Also, the proposed route toward 120th Ave will split the City of Hawthorne and not add to the community as a whole. At least Hawthorne version, or the Bell-shaped curve, will leave the City of Hawthorne intact and will displace people now living practically under the LAX flight path. The widening of El Segundo Blvd. and Imperial Highway, with overpasses at major intersections, will help the flow of traffic during the rush hours.

Lennox, Calif.
april-26-75

Mr A. Ayanian:
Dear Sir

In regards to Route-1/105
Transportation Corridor Freeway.
The Hawthorne City Council requested
the Highway Comission to consider this
Route. I think it is a shame to
run a Freeway zig zagging from
Hawthorne crossing Imperial Highway to
Lennox, Running by Lennox High School
and behind Imperial Hospital,
making a bend, close to Southern
California water Plant.
This Route will cost more money
take more land, than the Adopted
Route, and put more people out of homes.

Yours Truly, Thank You.
Clarence M. Jordan
11202 Yukon Ave.
Lennox Calif.
90304

19-85

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: DONALD F. MASON DATE: APRIL 24, '75
ADDRESS: 8347 Jefferson CITY: Paramount
ORGANIZATION: Businessman

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED
☒ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD

I live in Paramount. I have a business in Hawthorne which will be taken if the Bell Route is accepted. I just want to say that I don't care which route is accepted but WE on the east side of Los Angeles County DO NEED THIS FREEWAY.

We realize that the people in Hawthorne do not need it because they are right at the AIRPORT, THE FORUM, HOLLYWOOD PARK and many other places of interest, but there are many many people who do not have access to these places without going THROUGH AUTO REGISTRATION or by going South (the long way round. WE NEED THIS DIRECT ROUTE FROM EAST TO

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: GEORGE VAUGHAN DATE: 4-23-75

ADDRESS: 4118 W 135TH ST CITY: HAWTHORNE

ORGANIZATION:

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED:

☒ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD:

IN CONSIDERING AN ALTERNATIVE TO THE FREEWAY, WHY NOT A "GREENBELT"? CANBERRA, AUSTRALIA, THE MOST BEAUTIFUL CITY IN THE WORLD, HAS SUCH. ALSO THE CITY OF CHRISTCHURCH, N.Z. HAS ONE AMONG OTHER LIFE GIVING OXYGEN GREEN SOURCES - IT WOULD GO A LONG WAY TO RESTORE AIR QUALITY TO THE BASIN - MUCH NEEDED PLAY-GROUNDS & PARKS COULD BE ADDED.

7-PH-010 AUG 74 REV

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: Peter Kuykendall DATE: 4-23-75

ADDRESS: 4192 W. 131ST ST. CITY: HAWTHORNE

ORGANIZATION: 3 Yr. resident of Hawthorne

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED:

☒ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD:

I think we will have enough freeways when the Artesia is finished. We are tied in with them now. Spend the money on Public Transportation. Traffic at L.A. Airport is possible sometimes but you can a lot way thru Hawthorne till that. I've been over there on Tues last week & this and had no problem with traffic nor parking - was there at 5 p.m.

7-PH-010 AUG 74 REV

INFORMATION CARDS MAILED SUBSEQUENT TO HEARING

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: Thelma Legrotte DATE: 4-23-75

ADDRESS: 3738 W. 116th St CITY: Hawthorne 90250

ORGANIZATION:

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED:

☒ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD:

Present transportation does need to be up dated to move all segments of the population; and return to me to a place of less noise and pollution. In 1940, we had a good bus and street car system and home delivery service which failed. General Motors and Standard Oil are responsible for our present mess. We need more efficient use of our present roadways.

7-PH-010 AUG 74 REV

D. Mark Morris
UTTER McKINLEY
MORTUARIES
EXECUTIVE OFFICE
444 SOUTH VERMONT AVENUE
LOS ANGELES, CALIFORNIA 90020
TELEPHONE (213) 388-2481

H. Ayanian
District Director of Transportation
Attn: C. J. O'Connell
Calif. Dept. of Transportation
P.O. Box 2304, Terminal Annex
Los Angeles, Ca.

Dear Sir,

This letter is in response to an announcement that appeared in the Daily Journal of Los Angeles requesting response of persons affected by the proposed Century Freeway.

It is my belief that the state should, as soon as possible, complete the freeway. In the vary least the state should keep the property that it has bought to date in repair, as per its agreements with the various cities.

I am in agreement with Mayor Jennings of Downey that the freeway should be sunken as it passes through Downey.

All ideas in regard to using the freeway as a rapid transit route should be disregarded, expect for a bus lane. It is my feeling that the people in my area wouldn't make use of rapid transit system.

Respectfully,

D. Mark Morris

13-97

WILSHIRE · ARCADIA · LAKEWOOD-LONG BEACH · HIGHLAND PARK · EAST LOS ANGELES · INGLEWOOD · COMPTON
HUNTINGTON PARK · GLENDALE · HOLLYWOOD · MISSION HILLS · VAN NUYS · DOWNEY · EAGLE ROCK · VIEWPARK

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: Margaret B. Keehan DATE: April 23, 1975
ADDRESS: 743 West 99th Street CITY: Los Angeles
ORGANIZATION: "Neighbors-Help" Policy-Making Board

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED:
☒ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD:
It was shocking to hear the kind of threats that were made at the meeting at Hawthorne Memorial. and I am sure something should be done about it. It was my solution to have a Community Caucus to meet with Caltrans' representatives at a suitable time during the forum period. My contact was with other community interests and Mr. Swan. I requested a for-related accident study and a copy of the seismic report. I am waiting for these. I am in favor of the City Engineer's Recommendation (File No. 70-1485 S-1)

7-PH-001 AUG 74 REV

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: Margaret B. Keehan DATE: April 23, 19
ADDRESS: 743 west 99th Street CITY: Los Angeles
ORGANIZATION: "Neighbors-Help" Policy-Making Board

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED:
☒ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD:
Community Access along the I-105 Route seems to be the logical pattern to support approval. There is reason to request that there should be a turnoff at Vermont for auto & light traffic wishing to continue northerly to Century Blvd. as an approach to the LAX Development Area east of the Airport. Additional consideration should be given to a Taller approach between Manchester and Century, with a turnoff on 92nd to accomodate Forum traffic. We have a 3-year "Image Development" in proposal. Please include me in your Notices.

7-PH-010 AUG 74 REV

April 21, 1975

Dear Mr. O'Connely

I'm in Houston, Texas on an emergency but I live at 9118 Angell Street, Downey with my husband.

I'm writing you in regard to the proposed freeway that was never built. Now what is going to happen to us that are left there to stare at those boarded up houses all the time? It's not fair when people from the state came and coaxed the people to move out. It is not fair what our city fathers at that time, did to us, to ruin what use to be a nice neighborhood. Imperial Highway is so crowded now that it takes me twice as long to get to work.

Jim Clark

My husband and I didn't get to come to the last freeway hearing as we were out of town. We heard there was some talk of widening Imperial and leave that row of houses north on our street but we don't want that either and have the state sell them to low-income people - we had rather see them burn down first!

We are near retirement age and don't feel we can afford to move. We have just put a new roof on our house and we hope you will do what you can on going ahead with the freeway and save our neighborhood.

Sincerely,
Mrs Nick Sieber

13-88

Apr. 21 1975

Dear Mr O'Connel

As a home owner here since 1953 concern over the Century Freeway happening still runs strong. The latest information to the fact - our new Governors top man wants to give the vacant houses to the needy with promise of "do it yourself" fixing up.

Do not abandon the high standards your administrative staff has developed for the Freeway. Information available would be appreciated. Women are starting to march.

Laura K. Hodge
9144 Angell St
Downey Calif.
90242

5031 N. Golden West Ave.
Temple City, Calif. 91780
April 19, 1975

Mr. C. J. O'Connell
California Department Of Transportation
P.O.Box 2304, Terminal Annex
Los Angeles, Calif. 90051

Dear Mr. O'Connell,

Could you please send me a copy of the court order stopping all work on the El Segundo-Norwalk Freeway?

Having attended all but one of the hearings, I feel that the California Department of Transportation did a fantasic job in their presentations of the different alternatives for the freeway. I can only admire the way that all the officials of Caltrans stood up under the abusive languague used by some of the people who spoke.

Also, could you keep me informed as to any new developments that may happen. I am especially interested in aquiring a copy of the Final Environmental Impact Statement, when it ie released.

Thank you very much,

Yours truly,

David C. Maxwell

David C. Maxwell

4-18-75
Friday 18th

H. Ayanian
Dist. Dir. of Transportation
Box 2304 Term. Annex Los Angeles
90051.

Gentlemen: Re. The proposed New Freeway.

As a long time residence of this area, I would like to express my preference for the Adopted Freeway.

Either of the alternates would displace more people and condemn more property, causing a needless waste of tax payer's money-

Very truly yours
Lydia Edson
677-1453

4-15-75

H. AYANIAN:

BECAUSE OF THE DETERIORATION OF PROPERTY AND JET AIRPLANE PATTERN OVER A SMALL UNINCORPORATED COMMUNITY, NAMELY LENNOX, CALIF. 90304, WE THE CITIZENS LIVING IN SAID AREA FEEL THE FREEWAY SHOULD TAKE THIS COMMUNITY LEAVING OTHER PROPERTY FOR GROWING.

OUR SCHOOLS ARE PLAGUED WITH NOISE FROM L.A. AIRPORT, OF WHICH, I AM SURE YOU ARE AWARE.

WE FEEL ENOUGH PRODUCTIVE LAND HAS BEEN USED FOR FREEWAYS.

IT'S TIME TO GIVE SOME SERIOUS THOUGHT TO WHERE THIS FREEWAY WOULD BE MOST USEFUL IN EVERY WAY.

Gloria Melchert
10934 Condon Ave.
Lennox, Calif.

13-80

April 15, 1975
Hawthorne, Calif.

H. Ayanian, District Director
P.O. Box 2304 - Terminal Annex
Los Angeles, Ca.

Sirs:

Since we won't be able to attend the public hearing on the route 1 & I-105 freeway at Hawthorne Memorial center on April 23rd, we want to go on record as opposing the route change as proposed by Hawthorne. We approve the route as adopted by the Highway Dept. for the following reasons.

US-81 The original route as proposed by the Highway Dept. is a straighter route and therefore would a safer one than the alternate route. The alternate route adds three additional curves which create a driving hazard by forcing traffic to slow and could result in accidents and or traffic congestion.

The route as proposed by the Highway Dept. would be a safer freeway because there would be 45,000 less miles being driven per day. (150,000 vehicles x the extra .3 mile as proposed by Hawthorne.)

The route as proposed by the Highway Dept. would be much less costly and displace fewer people, homes and businesses than the alternate route.

The original route does not require the crossing and recrossing of Imperial highway as does the alternate route. Thus the original route would save the cost of construction and the unnecessary traffic congestion during construction over Imperial highway.

The alternate route is at least .3 mile longer than the Highway Dept adopted route. So using the estimated 150,000 vehicles per day x .3 mile means an extra 45,000 miles per day. Using an average maintenance and driving expense of ten cents a mile this means an added cost of 4,500 dollars per day. This is a recurring cost and increases with vehicle load and with increases in the cost of living. The alternate route means millions of miles being driven and millions of dollars being spent needlessly.

If the alternate route is adopted it would mean the State would sell all the houses it now owns in the by passed area. This would over load the market and create a hardship on owners who want to sell.

Money spent for properties can be recovered by resale, however, money already spent for relocation assistance for people along the original route can't be recovered if the alternate route is chosen.

The route as proposed by the Highway Dept. would permit Rapid Transit passengers to be boarded and discharged within walking distance

of Hawthorne's new shopping center.

The public should demand an investigation of the qualifications of any Design Engineer that would suggest a route like Hawthorne has proposed.

In our opinion the route as adopted by the Highway Dept. should become the final adopted route because it has the best design, is safest, less costly and will displace fewer people and businesses.

Sincerely
Richard Jeffries
Carrie Jeffries

13-82

R.E. JEFFRIES
3837 W. 119th PLACE
HAWTHORNE
CALIF. 90250

April 11, 1975

To Whom it May Concern:

Would like it known, that regarding the I-105 Freeway. My Husband and I are fully in favor of it's completion at the earliest possible date.

We have lived at our present address over 15 years, therefore, we are & have been fully aware of these projects. Moving the Long Beach Freeway over - at the end of the block, and the I-105, which, one of the proposed routes would have involved us directly. It now, is about 5 blocks North.

We are fully aware of what has happened to property and living conditions. All things considered we do not need Urban Homesteading or the likes. The freeway was to be a needed advantage for everyone. Instead, it has been delayed & delayed, till it's a must, to be completed, to end the blight and conditions these delays are responsible for. Not everyone can be pleased by a project of this size, but surely it would please more to end this mess. Sincerely:

Mr & Mrs. Leon C Herring - 5407 Rayborn St. Lynwood

April 11 1975

Dear Sir.

I live at 11151 Acacia Inglewood Ca 90304. this is in County territory, Lennox to be exact. Since we have no mayor or Council to act for us the board of County supervisors assumes these duties.

You are no doubt aware of the Controversy on the route of the El Segundo Norwalk freeway and the Problems the State Div of transportation is having with the city of Hawthorne.

Living next to Hawthorne I was aware of the apparent lack of fortitude on the part of the Div of transportation.

Several days ago I saw advertised in the La times a schedule of Public meetings in several local cities and also a small map of some Proposed changes in the original route in order to please Hawthorne. this map indicated that the new Proposal would be in the vicinity of my home so I decided to attend the meeting to be held in El Segundo Hi School. Upon checking their detailed map of the proposed "Hawthorne loop"

13-83

I was almost unable to believe that this freeway as designed would come within 5 ft of my property line + leave my home next to a busy freeway. this is an impossible situation to say the least which is why I am writing this letter.

I would appreciate answers to a few questions as the final route decision is to be made in Hawthorne on April 23 and judging from the tone of the El Segundo meetings the loop through Lennox along 111th St is already settled. If this comes to pass will anyone in this area be given a chance to vote one way or another as they did in Hawthorne? I can't find anyone in this area who has ever been contacted. Did the board of Supervisors have a representative at these meetings to indicate the feelings of the Lennox citizens? I know of none at the El Segundo meetings.

If this loop around Hawthorne is adopted and I find my home right next to a freeway will I be compensated for the loss in value of my property? Would you buy a home next

13-84

to a freeway? (4) Will I be compensated for the increased noise level? the airport is a problem now, additional vehicle noise on the freeway will raise the noise level to an almost intolerable level. (5) Will I be compensated for the rise in Air Pollution? According to reports at the El Segundo Div of transportation meetings they expect to have buses as well as regular vehicular traffic on an 8 or 10 lane freeway. (5a) Have you ever driven behind an R.T.D. Diesel?

this unnecessary loop is costing tax payers (me)

several millions of dollars more than the direct route through Hawthorne. If the Div. of transportation can appease the City of Hawthorne the least it can do is to see that anyone in and along this loop is given reasonable treatment. (2) Does the right of "Eminent Domain" mean the path of least resistance? (1) I would also appreciate it if you could tell me who the head of this particular group is. no one at these meetings seem to know. there were several in charge of different sections but surely they have a leader some place?

I have lived at this address over 25 years + retired in 1972 hoping to enjoy a quiet life. Now it is rapidly becoming apparent that the State of Calif. and "Progress" will disturb this. Immediate action of some kind is necessary. As my representative please take whatever action is necessary to prevent another "Rip off", as you did so successfully with the Auto Emission Control Devices.

Respectfully
Lewis C Ault
11151 S Acacia
Inglewood Ca 90304

4-10-75

Mr C. J. O'Connell
California Dept. of Transportation
P.O. Box 2304 Terminal Annex
Los Angeles, Ca. 90051

Mr O'Connell:

Lets build the I/105 Freeway.

Its badly needed in this area to connect us to the airport via a fast - safe - mileage saving (fuel saving) route.

Yours truly
Mrs Wm. H. Burkey Jr.

13-98

4-9-75

E. Ayanian, District Director
P.O. Box 2304 - Terminal Annex
Los Angeles, California 90051

Attention: Mr. C. J. O'Connell

Dear Sir:

The "Environmental Impact Digest" for the I & I-105 proposed route, and possible alternatives, has come to my attention for "review and comment". I am concerned about the outcome of the Hearings.

Mistakes have been made in the planning, but there is no need to abandon the general plan. The only revision is west of the Harbor Freeway and the approach to the airport. There are adjuncts that would have been necessary (from the north) by this time. In this way, the delay can be counted as a benefit.

I understand some studies have been made on items not included in the Digest. I should like to have a history of other studies. I need a detailed account of statistics of fog-related accidents on the three major streets---Century, Imperial, and El Segundo. It also seems important to have some information regarding the 1 mile segments between Manchester and Rosecrans, along the Harbor Freeway.

It is more logical to consider the impact of the environment on the planning than to have all the projected studies. When the east-west transportation corridor is completed, the problems from deprivation of the entire area, over the years, will begin to have an evolved solution. Your studies will show the best way to correct and further resolve a long-awaited improvement.

There is something wrong with the estimate of the potential of the surrounding area in the study. Future planning will be easy, when the present route is revised.

Please send the information as soon as possible. I did not know it was not included in the report.

Thank you for this consideration.

Sincerely,

Margaret B. Keehan

Margaret B. Keehan, Chairman Pro Tem
Policy-Making Board for the proposed
"Neighbors-Help" Community Program

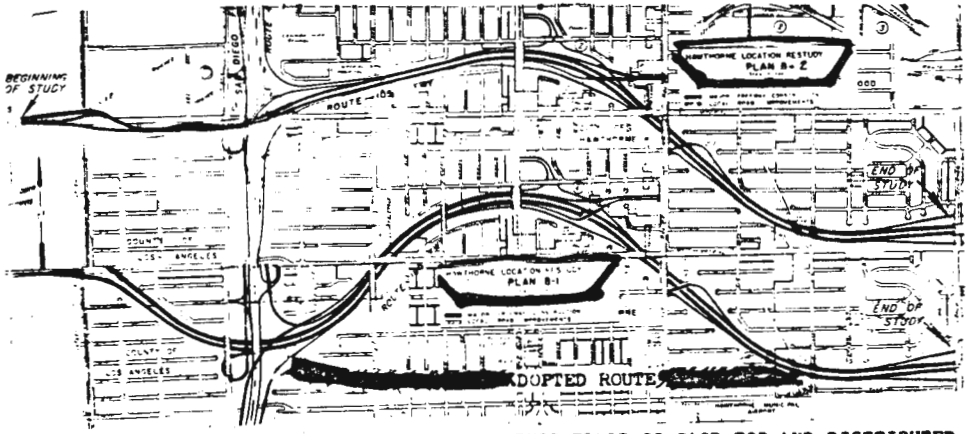
(213) 755-5855

13-87

4/8/75

******** CENTURY FREEWAY **********

******* HOW REROUTING WOULD AFFECT YOU*******



*** SCHOOLS ***

NOTE***THIS FLYER IS PAID FOR AND DISTRIBUTED BY ONE CONCERNED CITIZEN WHO FEELS THE PUBLIC NEEDS THIS INFORMATION.NOT BY ANY PRO OR ANTI FREEWAY GROUP.I HOPE IT DOES NOT OFFEND ANYONE.

KEW WILL BE ELIMINATED.

BENNETT--- LARCH AVE.--YORK AVE.STUDENTS AREADVERSLY AFFECTED. LARCH WOULD BE TAKEN.IT MAY BE MOVED TOWARD INGLEWOOD IF REPLACED. CHILDREN LIVING SOUTH OF THE FREEWAY WOULD BE CUT OFF.

YORK AVE.---CHILDREN LIVING EAST OF THE FREEWAY WOULD BE CUT OFF. IN ADDITION TO HAVING TO TRAVEL A MUCH LONGER DISTANCE TO SCHOOL THESE SMALL CHILDREN WOULD HAVE TO WALK THRU 350FT.TUNNELS ALONE UNDER THE FREEWAY.AND DOWN IMPERIAL AND HEAVY TRAFFIC.

PARENTS SHOULD ATTEND THE HEARINGS AND PROTEST LOUDLY.THE ADOPTED ROUTE DOES NOT TAKE ANY SCHOOLS AND DOES NOT ALTER ANY CHILDS NORMAL PATH TO SCHOOL. NO COUNCILMANS CHILDREN WILL BE AFFECTED.YOU CAN BET ON THAT.

THE HAWTHORNE CITY COUNCIL REQUESTED THE HIGHWAY COMISSION TO CONSIDER ROUTING THE FREEWAY THRU THE CITY ON THE SO CALLED BELL CURVE ALIGNMENT.
IT APPEARS THEY ARE NOW READY FOR IT TO GO THRU THE CITY.
SO THE IMPORTANT THING IS WHICH ROUTE,THE BELL ROUTE OR THE ADOPTED ROUTE WILL CREATE THE MAX.BENEFITS AND THE LEAST ADVERSE IMPACT ON OUR CITY?

WHY THE RE ROUTING DEMAND BY THE CITY COUNCIL?

A LARGE NUMBER OF HAWTHORNE VOTERS STATED THEY DID NOT APPROVE OF THE ADOPTED ROUTE AT THE URGING OF THREE COUNCIL MEMBERS IN AN ELECTION A FEW YEARS AGO.AN ELECTION NOT BINDING ON THE COUNCIL.
LITTLE DID WE KNOW THAT THE COUNCIL WOULD PICK A ROUTING AND DESIGN THAT WOULD BE SO DAMAGING TO THE CITY AND ITS RESIDENTS IN ITS PLACE.
A LOT OF PEOPLE TELL ME THEY VOTED NO IN THE FREEWAY ELECTION BECAUSE THEY OPPOSED THE FREEWAY PERIOD.BUT IF THERE IS GOING TO BE A FREEWAY THEY WOULD RATHER SEE IT ON THE ADOPTED ROUTE.THAN THE STUPID HAIRPIN CURVE.

-OVER-

CENTURY FREEWAY

120 STREET ADOPTED ROUTE

WOULD PROVIDE A BUFFER ZONE BETWEEN THE HAWTHORNE AIRPORT AND THE RESIDENTIAL AREA TO THE NORTH.SAVING THE CITY THE COST OF DOING IT.

WOULD TRAVEL A STRAIGHT LINE THRU THE CITY -BE RECESSED-NOT AFFECT ANY SCHOOL REMOVE A LOT OF OLD RUN DOWN HOUSES-DISPLACE THE LEAST HAWTHORNE PEOPLE REMOVE THE LEAST PROPERTY FROM HAWTHORNE TAX ROLLS--DISPLACE FEWER BUSINESSES AND EMPLOYEES--WOULD PROVIDE AN OFF RAMP TO THE SHOPPING CENTER INSTEAD OF DRAGGING THAT TRAFFIC DOWN HAWTHORNE BLVD.

THE MOST IMPORTANT ADVANTAGE TO THE ADOPTED ROUTE IS THE RAPID TRANSIT PROVISIONS IN THE FREEWAY DESIGN.WE COULD HAVE A TRANSIT STATION AT THE SHOPPING CENTER.IT WOULD REDUCE TRAFFIC AND ENTICE SHOPPERS. AND JUST GREAT FOR SENIOR CITIZENS OR ANYONE.IT WILL TIE IN TO A VAST NETWORK ONE DAY.CITIES ON THE LINE WILL BE LUCKY WHEN GAS GETS SCARCE.

THE IMPACT REPORT STATES THE FOLLOWING ABOUT HAWTHORNES PROPOSED ROUTING*******
* **

DISPLACE 1600 MORE PEOPLE---600MORE LIVING UNITS--TAKE TWO MORE SCHOOLS--DISPLACE 400 MORE STUDENTS---A DIOGIONAL ROUTING CREATES A MUCH MORE ADVERSE IMPACT ON AN AREA AND WOULD LEAVE HUNDREDS OF ODD SHAPED UNUSABLE PARCELS TO GROW UP IN WEEDS--A 35 FT.DIRT EMBANKMENT WITH 15 FT.WALLS ON EACH SIDE FOR NOISE.(NOT NEEDED ON THE RECESSED 120ST.ROUTE) AN ELEVATED DESIGN HAS A GREATER ADVERSE IMPACT---ZIG-ZAGS BACK AND FORTH GOING IN AND OUT OF HAWTHORNE SEVERAL TIMES LEAVING MANY POCKETS OF PEOPLE CUT OFF FROM THEIR FIRE AND POLICE PROTECTION.
THE REPORT GOES ON TO SAY IF THE ROUTING IS CHANGED STATE OWNED HOUSES IN HAWTHORNE WOULDBE SOLD AND DEPRESS AND LIMIT THE MARKETABILITY OF PRIVATLY OWNED HOUSES IN HAWTHORNE FOR SEVERAL YEARS.
****
THE MOST BAFFLEING THING ABOUT THE COUNCILS REASONING IS THE BELL ROUTE THEY PROPOSE WOULD REMOVE WELL OVER AN ADDITIONAL ONE MILLION DOLLARS OF ASSESSED VALUATION FROM HAWTHORNE TAX ROLLS OVER THE ADOPTED ROUTE.

THE EXTRA LENGTH OF A ROUTE CHANGE WOULD CONSUME UNTOLD MILLIONS OF GALLONS OF EXTRA GAS.IF WE ARE GOING TO HAVE A FREEWAY LETS AT LEAST HAVE THE LEAST POLLUTION POSSIBLE. A RECESSED DESIGN.A TRANSIT STATION FOR OUR CITY.LEAVE OUR SCHOOLS ALONE AND NOT ENDANGER OUR SCHOOL CHILDREN. WRITE YOUR COMMENTS BEFORE MAY 5 TO H.AYANIAN DIST.DIR.OF TRANS. ATTN.C.J.O'CONNELL CALIF.DEPT.OF TRANS. BOX 2304 TERM.ANNEX L.A. CA.90051

ATTEND THE HEARINGS AND SPEAK UP.AFTER THE HEARINGS THE ROUTE CAN BE CHANGED WITHOUT ANY FURTHER NOTICE. ITS YOUR ONLY OPPORTUNITY TO DO SOMETHING. NO ONE LIKES THE RE ALIGNMENT PROPOSAL.ITS A HORRIBLE THING. BUT ITS CERTAIN IT WILL BE CHANGED UNLESS THERE IS A LARGE PROTEST. I HAVE BEEN PRO FREEWAY BUT I WOULD HATE TO SEE THIS HORRIBLE THING BUILT.

ROUTE 1/105

HEARING SCHEDULE

(4) Hawthorne Memorial Center
3901 W. El Segundo Boulevard
Hawthorne, CA 90250
Tuesday, April 15
Thursday, April 17

(5) Hawthorne Memorial Center
3901 W. El Segundo Boulevard
Hawthorne, CA 90250
(This is a Special California Highway Commission Hearing to Consider the Hawthorne suggested line.)
Wednesday, April 23

(GET YOUR NEIGHBORS AND FRIENDS TOGETHER TO ATTEND ALL THREE HEARINGS DIFFERENT THINGS ARE PRESENTED EACH NITE)

(ALL FORMAL PROCEEDINGS WILL BEGIN AT 7:30 P.M.)

—OVER—

13-88

Hawthorne, Calif
April 7, 1975

Dear Sir:

We wish to reaffirm our position on the 1/105 freeway and that is to say use the money for rapid transit—we don't need anymore freeways. Los Angeles is way behind on rapid transit and we must have this system now, if we are to clean up our air. Stop kidding yourselves with new designs bell or what have you & get on with the rapid transit.

Sincerely,

Omer & Veldene Harden

WESTERLY CABINET CORPORATION

Bank Fixtures
Display Fixtures
Store Fixtures
Restaurant Fixtures
Store Planning and Design

April 7, 1975

Mr. H. Ayanian
District Director of Transportation
California Department of Transportation
P.O. Box 2304 Terminal Annex
Los Angeles, California 90051

Attention: C.J. O'Connell

Dear Mr. Ayanian:

We wish to express our belief that the I-105 transportation corridor is essential to the revitalization of the important south Los Angeles area which is deteriorating at an alarming rate and already is depressing adjacent areas.

The correctness of the original decision to build I-105 has not diminished but to abandon this important cross county link after much expenduture is illogical.

Please consider the needs of the people who depend on professional community planners for sound and and continuing progress and don't be directed by social expediency.

Sincerely,

Nelson C. Hinchee

Nelson C. Hinchee
President

403 East Carlin Street / Compton / California / 90222 / Telephone (213) / 637-9000 / 979-7000

5031 N. Golden West Ave.
Temple City, Calif. 91780
April 4, 1975

Mr. C. J. O'Connell
California Department of Transportation
P.O. Box 2304, Terminal Annex
Los Angeles, Calif. 90051

Dear Mr. O'Connell,

I enjoyed our conversation that we had at the public hearing on April 3, 1975 very much. I was very pleased when you said that the letters coming in about the freeway had been 3 to1 in favor of the freeway.

I was very suprised to find out at the April 3 meeting that an eight-land design is being studied for possible replacement of the ten-lane design. I feel that because of the freeways position in the 12 mile gap between the 91 and the Santa Monica Freeways, this freeway will become the most traveled route in the Los Angeles area. If the eight-lane design is chosen over the ten-lane design, the subsitution of the four-level interchange with interchanges of the three-level design will lower the operating efficiency of the existing freeway as well as the 105 project. This lower efficiency will occur because of the lower capacity of the loop-type connector in relation to the type used in the four-level design. With this lower capacity, cars will back up on the lanes leading to the loop because of the lower speeds required on the loops. This will mostly happen durring peak-hour traffic. One other viewpoint is also one of how the interchange will look to the people driving on the freeways. I an sure that if you will compare a photo of a properly landscaped four-level interchange with one of a three-level interchange, you will find that the four-level interchange will always be more pleasing to the eye.

I also have several questions that I would like to have answers to, if you could,

1. I read in the newspaper that the court order was issued a couple of days before construction was about to start. Could you please tell me where the construction was going to take place?

2. Is it possible to buy or aquire in some way, a copy of the actual construction specifications on which the contracts are bid upon?

3. If this is possible what, if any, would the cost be and who would I have to contact?

Thank You very much

Yours truly

David C. Mowell

Hawthorne, California
April 3, 1975

Mr. H. Ayanian
District Director of Transportation

Hello Mr. Ayanian
Dear Sir:
We the "Baldo's, Italo, Amerigo, and Anita - Native born Californian, have lived in this "City of Good Neighbors" Hawthorne, California, for fifty-five (55) years.
We voted against the "105" freeway coming through Hawthorne and we were very happy when it was defeated 3-1.
Don't the Citizens have anymore "Rights" -- at the "Polls" after "Voting Against the Freeway coming through Hawthorne ??
Why are we faced with "this Problem Again?!!" The "Supreme Court" refused to hear your "Case" in "favor of Hawthorne" ---
We do Not want Any "Freeway" coming through Hawthorne in any shape or form -- Respectfully yours,
(Miss) Anita M. Baldo
12319 So. Oxford Avenue
Hawthorne, California 90250

12502 Hesby St
No. Hollywood, Calif 91607
April 2, 1975

Caltrans
P.O. Box 2304, Terminal Annex
Los Angeles, Calif 90051.

Attn: C. J. O'Connell
Re: Route 1/105 Corridor

Gentlemen:
The original routing of the above had no bearing on property I own in the area. However the "Hawthorne Variation" may, therefore, please send me a readable map of the area of the variation so that I may more fully understand just how this re-routing will affect me. Thank you.

Sincerely
E. G. Andrews

April 1, 1975

Mr. H. Ayanian
District Director of Transportation
Attention C. J. O'Connell
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

Dear Mr. Ayanian:

Route 1/105 Transportation Corridor

I wish to express my concern regarding the proposed alternate alignments of the El Segundo-Norwalk Freeway, near the City of Hawthorne, from the route adopted by the State Highway Commission. I have reviewed segments of the Environmental Impact Reports (EIR) and concur that some type of transportation improvement may be expected to provide for an improvement in air quality, reduce accident potential and improve transportation characteristics in the vicinity of the Los Angeles International Airport (LAX) and the subject corridor.

The adopted route for this freeway appears to provide the most direct access route through the City of Hawthorne, from the east, to the San Diego Freeway and the LAX complex. I am aware, as you must be, that installation of this proposed freeway will not greatly reduce accident potential or congestion in the vicinity of the San Diego Freeway interchange or the LAX during peak-hour operating times. The net result of any single freeway alignment near the LAX will be an expensive parking lot to temporarily store vehicles until those vehicles can be accommodated in off-street parking facilities at or near the LAX.

It is apparent the City of Hawthorne needs this freeway as much as any adjacent community, if not more, due to their current redevelopment program with the Hawthorne Shopping Center and their dependence upon adjacent communities for employment and retail sales revenue.

Since Hawthorne is not willing, at this time, to sign a street closure agreement with the State, the only logical solution is to construct a portion of said adopted freeway over Hawthorne on a viaduct. Such construction techniques are more expensive than the normal cut and fill methods of freeway construction, but an agreement could be arranged to provide a park and ride shuttle bus service to LAX and the adjoining aerospace industries, and possibly to the Hawthorne business community. The elevated freeway concept, with State property under the freeway being leased for parking or storage, has proven to be very effective under other freeways (Santa Monica Freeway between Figueroa Street and the Los Angeles River and portions of the San Francisco freeway system).

13-101

The City of Hawthorne is faced with numerous social, economical, and political problems. The alternate alignment of the proposed El Segundo-Norwalk Freeway, suggested by the City of Hawthorne will not resolve any of their problems, but only compound them by establishing a physical barrier separating and isolating Hawthorne from the socially and economically deprived minorities residing to the north of Hawthorne.

Very truly yours,

Robert A. Leitch

ROBERT A. LEITCH
5028 West 116th Street
Los Angeles, California 90045

RAL:sm

April 1-1975

Dear Mr. Ayanian;

I would like to voice my humble opion toward the building of the I 105 Freeway. It is my contention that all Freeways or at least new Freeway construction be eliminated. The reasoning behind my statement is the condition which exist with the fuel or energy crisis. The cost of keeping our own auto has become so prohibitive that I see that many people will not be able to keep up with a multiple amount of cars. As the need for private autos decrease the need for public transportation increases, so here is the target that must be headed toward.

I would suggest that the money that accumulates from the taxes be spent for improving our highways and keeping them in top notch condition, improve safety such as the very dangerous condition which exist on the North bound on ramp and off ramp at the 405 (San Diego Freeway) at Rosecrans. I have come very close of being hit as the on ramp and off ramp intersect and cross each others paths. I find this condition deplorable in this day and age as we in Calif boast of having the best freeways in the nation. I would also suggest that less money be spent to beautify center dividers as I believe this to be extravagent with my money.

I would appreciate a response as to your awareness of the condition at Rosecrans and 405 and what is proposed to eliminate the dangerous potentional.

"A concerned citizen for better roads not more roads

Frank J. Provenzano

March 31, 1975

H. Ayanian
Dist. Dir. of Transp.
Att'n C.J. O'Connell
Calif. Dept. of Transp.
P.O. Box 2304 Terminal Annex
Los Angeles, Ca. 90051

RE: #105 Freeway

Gentlemen:

I have been a resident of Los Angeles County since 1935 and have seen the changes necessitated by the increased population and number of automobiles in use.

There is absolutely no doubt of the very urgent need for the east-west #105 freeway to the airport. We have been dismayed by the spiralling costs that the extended delays have incurred.

We are particularly infuriated by the suggestion to reroute the Hawthorne segment, involving moving of two schools, 500 additional living units and commercial and industrial units. I intend to ask for the actual comparative costs this plan would entail at the April 23rd meeting. I am sure that you will have them available. Some property along the original route has already been aquired, and this too would represent a loss.

It is time to stand up to the local Hawthorne oppossition; politically motivated, and act in consideration of the vast majority of statewide taxpayers, to whom you have an obligation to complete long started and unfinished projects-especially the 105--so urgently needed.

Yours truly,

Ethel Venger

Ethel Venger
P.O. Box 360
La Mirada, Ca. 90637

10528 Mansel Ave.,
Lennox, Cal., 90304
March, 29th, 1975.

Mr. H. Ayanian,
Dist. Director of Transportation,
California Dept., of Transportation,
P.O.Box 2304, Terminal Annex,
LOS ANGELES, CAL., 90051.

Dear Sir:- Att'n., C.J. O'Connell.

Was rather surprised to see the latest map of the proposed 105 Freeway with the hump jutting in to our Lennox(County) Area,

I was always taught at school that the shortest distance between two points was a straight line. Does this still hold on the modern math and methods? Highways cost money by the mile so why exend more to make a circuitous route through Lennox?

Am now retired due to ill health so have lots of time to persue things that interest or bother me. With this in mind tookx a leisurely drive just south of Imperial Hwy down to Tahoe Ave which is partly in Los Angeles City and part in Hawthorne. Apparently when the Freeway was originally proposed the State purchased some of the property in Hawthorne just south of Imperial Hwy., and there are now house boarded up, lots vacant on which houses formerly stood and were demolished and barriers across streets which were previously traffic routes.

Why the City of Hawthorne would want to disrupt our area by coming in to Lennox is beyond me. Understand if they get there waxy it will mean the elimination of two elementary schools in the Lennox area and removal of many houses and disruption of many families in the area.

Have lived in Lennox for over twenty years and know both Inglewood and Hawthorne would like this area. Inglewood so that they could become a City of over 100000 and Hawthorne so they could re-zone or place Freeway routing in our area. Both Inglewood and Hawthorne have annexed most of our Commercial areas and left us with the Nudie Places and Bars. Whether the State of the Cities realizes it were in a recession and the expenditure of additional money to extend the Freeway in to Lennox in my opinion is uncalled for. Am sure our watchdog Supervisor Kenneth Hahn will concur with me on this matter.

Yours very truly,

W.E. [illegible]

CC: Supervisor Kenneth Hahn

R-103

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Caltrans

INFORMATION CARD

NAME: Jan Griffin Phone 868-7114 DATE: 3-27-75
ADDRESS: 12653 LEEDS ST CITY: NORWALK
ORGANIZATION:

☐ I WISH TO SPEAK ☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION(S) ANSWERED:
☑ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD:

The noise and vibrations from the 605 Freeway have increased steadily since the opening to the point that there is a dropping sound in our house. Every time a truck goes off the off ramp it feels and sounds like he's coming through your house. This has caused cracks in the stucco on our house. Like where my house is located there seem like you can have no privacy due to the freeway.

7-PH-001 AUG 74 REV

APR 29 1975

Mr. Dan Goble
State of Calif.
Dept. of Transportation
District #7
120 South Spring Street
Los Angeles, Calif. 90012

Hawthorne Ca.
Mar 26, 1975.

Mr. H Aganian
Cal-Trans.
P.O. Box 2304
Terminal Annex
Los Angeles, Ca

Dear Sir:

We the people of Hawthorne + all of Hawthorne citizens who have been fighting this 105 Century Freeway also just as strongly are opposed to any Freeway coming through Hawthorne. We already have 1 freeway, the San Diego Freeway coming through Hawthorne causing us enough smog (and that's enough! We don't need anymore Freeways, rapid transit is what we need + you know it. Now concentrate on building something that isn't killing the people like Smog on the freeways does.

I simply cant understand that you people can't seem to understand plain English. You know that the more freeways you built the more smog is created + you know this enviromental impact study is for the birds + that we'll never get clean air unless you just quit building these cement monsters! I bet just the 605 Freeway to Norwalk from El Segundo!

The guy that took off all the Red + yellow line Street cars should have had his head examined when he did so. The whole world has a better system.

I'd say that Los Angeles has the worst transportation in the whole U.S.A. The old people can get nowhere these days as they're not allowed to drive cars anymore to drive on these lovely freeways.

I'm worried about these lousy

freeways before 1964 and it's about time these people are left alone, as you fully know the people have voted 3 to 1 that they didn't want any freeway. The 13 Judges voted in our favor, the Supreme Court refused to hear the Freeway's Case. What more do you want?

Our Hawthorne councilmen had better watch their step too, as the people all voted no freeway, not any freeway!

On with a Rapid Transit system that creates no smog, then, you'll be talking our language.

It really irks me when I drive into a gas station & know that I have to pay high gas tax that goes into the Freeway fund & none for Rapid Transit!! Imagine my disgust when I found out?!

Very truly yours
Helen E. Arnold
11935 S. Menlo ave
Hawthorne Ca.
90250

SYDNEY EDWARD WESTMAN AND
AILI MARIE WESTMAN, TRUSTEES
UNDER DECLARATION OF TRUST
DATED MARCH 13, 1974.

8961 Bedel Drive
Huntington Beach, Ca. 92646
26 March, 1975

CALIFORNIA DEPARTMENT OF TRANSPORTATION
120 SOUTH SPRING STREET
LOS ANGELES, CALIFORNIA

Dear Sirs:

A news story in this morning's Los Angeles Times carries information of proposed changes (and possible activity) in the proposed Century Freeway.

As owner of the residence at 3720 West 113th Street, Inglewood, we are very much concerned about the possible effect on this property and its value as a continuing rental.

Do you have, for distribution, a map of the proposed change in route that we may have in advance of the hearing scheduled for 23 April?

Also, may we have the time and place of this hearing?

Thank you.

Sincerely,

Sydney Edward Westman

Sydney Edward Westman, Trustee

3-24-74

Dear Mr Ayanian
or Mr O'Connel

I am writing this letter in regards, about the changing of the freeway.
We have set here for ten years, waiting to see what the state was going to do + the state bought all those home, now they are sitting there like dummies, putting the freeway thru that lousy neighborhood we wouldn't do much for Hawthorne + the new shopping center that we are to have real soon.
I am in favor of the old route.

Mrs Beck

Mar 21, 1975

Dear Sir:

I understand that there is to be another hearing shortly regarding the Century Freeway. Speaking for myself and neighbors, we would like to see this freeway completed as it is necessary in order to get to the airport and will rid of the presently blighted areas due to this waiting. Also I feel it will create many necessary jobs for people presently out of work.

I hope you will be able to give our views so that this unnecessary lingering will stop. Thank you for your attention.

Sincerely

Mrs. G.W. Nichols
13241 Rutgers Ave
Downey, Ca.
90242

13-108

Hawthorne, Calif.
March 17, 1975

H Ayanian
Terminal Annex
L.A. CA. 90051

Sir:

We have reviewed the E.I.D. for proposed route 1 & I-105 and it is our opinion that the freeway should be constructed.

We also feel that the route as adopted by the Highway division is the best and most logical one.

The bell shaped route as proposed by Hawthorne at least .3 of a mile longer than the original adopted route. Therefore using the potential 150,000 vehicles per day, you have 150,000 vehicles x .3 mile equals 45,000 extra miles per day being driven. Now divide this by the generous average of 20 miles per gallon of gasoline and you have an additional 2,250 gallons of gasoline being used each day. At the price of gasoline today this adds an extra cost of at least $1,125.00 per day, plus the environmental impact of the burning of this additional gasoline. This situation is a continuous one over the life of the freeway and increases as the vehicle load increases.

In summation the extra .3 mile added by the Hawthorne proposed freeway change doesn't sound like much but over the life of the freeway it means the needless spending of millions of dollars for fuel and millions of extra miles being driven unnecessarily.

Because of the existing energy crisis the above should be a determining factor in the approval of the freeway route as proposed by the Highway division.

Sincerely,
Richard Jeffries
Carrie Jeffries

R.E. JEFFRIES
3837 W. 119th PLACE
HAWTHORNE
CA. 90250

transit leadership - public transit catalyst - March 3, 1975

ROBERT J. SWAN
Box 1866 - Ph. (213) 436-1667
Long Beach CA 90801

Route 1/I-105 EIS

H. Ayanian, District Engin Director
P. O. Box 2304 - Terminal Annex
Los Angeles CA 90051

Attn: Mr. C. J. O'Connell

Dear Sir:

Received--the EIS. Your prompt mailing, at my request, of the draft digest is very much appreciated.

If he were professionally approached, myself, that is, the public transit catalyst--expediting the improvement of low-cost rail transit, would take strong exception to portions of the EIS.

And for your record, now, simply a "no." I reject the bases supporting the EIS.

Sincerely,

Robert J. Swan

ROBERT J. SWAN
Public Transit Catalyst

13-208

Robert J. Swan
transit leadership -
- public transit catalyst

"Expediting the Improvement of Low-Cost Rail Transit"

Phone (213) 436-1667
P.O. Box 1866
Long Beach, CA 90801

F. M. KNIGHT
10245 So Western Ave.
Downey, Calif. 90241

March 12, 1975

Mr. H. Ayanian, Dist. Director
Department of Transportation
P.O.Box 2304, Terminal Annex
Los Angeles, CA 90051

Attention C. J. O'Connell

Gentlemen:

I have carefully reviewed the Digest of the Draft Environmental Impact Statement for the Route 1/I-105 Freeway.

After taking into consideration, all sides of the question,one must come up with a decision, namely go or no-go.

While there will always be individual details which could be argued forever, with a resulting lack of an over-all decision, it seems to me that it would be fatal to the Los Angeles area to have this happen.

I strongly urge that an agreement be worked on the routing through Hawthorne, and all efforts be devoted to getting on with the construction of this very badly needed Freeway. It is going to have to be built someday, so let's do it now, when the expenditure of these funds can be used to help the economy out ot the recession we are now in.

Very truly yours

F. M. Knight

75

February 27, 1975

Mr. H. Ayanian
District Director of Transportation
Attn: C.J. O'Connell
California Department of Transportation
P.O. Box 2304 Terminal Annex
Los Angeles, California 90051

Dear Mr. Ayanian

For many years we have watched the debate over the so-called Century 105 freeway rage back and forth.

My parents have lived in the area that is basically effected by the proposed Hawthorne variation. They, in fact, went to the display and information center at your S. Spring Street office in Los Angeles in order to determine just how much they would be effected.

As proposed, the Hawthorne variation route would virtually leave a freeway in their back yard or as their next door neighbor. I am quite sure that you and your associates know the Lennox area, bordered by the existing San Diego freeway and harassed by aircraft from the Los Angeles Int'l Airport. My parents were hoping that the Hawthorne variation would include and take their property in order that they might be able to move to a more suitable location which would be environmentally more beneficial to their health.

If indeed, their property is to be excluded from the Century 105 freeway plans, I would appreciate your advising how we might be able to enter into litigation to stop the freeway or if it would be possible for them to plead hardship in order to qualify for purchase by the Highway or Caltrans Commissions or Departments. Their property is described as being listed in Section 211.5 Streets & Highways, Tract #957, S. 50 Ft of W. 150 Feet of Lot 82.

I would very sincerely appreciate your early reply so that we might have this information in order to have it with us when we attend your meetings in this area. Thank you for your assistance and consideration.

Cordially,

Vernon L. Mondsbaugh

Vernon L. Mondsbaugh
11120 Condon Ave.
Inglewood, CA 90304

12-108

February 27, 1975

Dear Mr Ayanian

My daughter read to me about your 105 Freeway plans and I want to give you my opinion on it. I am an elderly lady, too old to drive anymore. I don't see very well — and can hardly walk as it's hard to get around. I used to drive and I use to ride buses sometimes. I liked freeways and I didn't like buses.

I think you should build the 105 Freeway. We may not need many more freeways but we do need another good way to the airport or to the beach.

I can't ride buses, but I do get to ride on the freeways

when my daughter takes me. Sometimes they are crowded but mostly not. When we go to the airport to pick up my grand-children it takes an awfully long time - so we need the 105 Freeway.

When someone says buses are for the elderly or for the crippled - don't you believe it - without freeways my children would find it harder to visit me and I would not see them as often or get my shopping done. So freeways are something I can not do without.

Freeways help older people like me and I think we should build this one - we need it.

My daughter wrote this for me.

Thank you

Mrs E. J. Hartbaugh
410 S Montebello Blvd
Montebello, Calif 90640

13-110

FOUNDATION ENGINEERING CO., INC.

SOILS ENGINEERS

18344 OXNARD STREET • TARZANA, CALIFORNIA 91356 • 996-1600
704 SOUTH SPRING STREET • LOS ANGELES, CALIFORNIA 90014 • 873-5032

February 26, 1975

H. Aganian
District Director of Transportation
Attention C. J. O'Connell
California Department of Transportation
P. O. Box 2304 Terminal Annex
Los Angeles, California 90051

Dear Mr. Aganian:

This is in response to a request for comments in regard to the hearings for the proposed Century Freeway. The letter is in support of construction of the planned freeway. I am a regular user and contributor to the cost of construction of the freeway system in California. In the conceptual stages of the freeway system the public was told that gasoline would be taxed for the purpose of constructing a properly designed and engineered freewag system throughout the State of California, which is a policy that I agreed with. We now find that after a number of freeways have been constructed, the residents of the City of Hawthorne object. I see no reason why the freeway should not be built. It has been built in my neighborhood and it should be built, if necessary, in somebody else's neighborhood. The freeway in my neighborhood cuts across the city area and in no way has affected our community, except to improve transportation conditions around the community.

I enjoy using the freeways, I enjoy seeing the greenery along the freeways, and I am willing to pay the price of the freeways. I am willing to pay through the gasoline tax for a busway system on the freeway and even to defrag all or part of the operating cost of the bus transportation itself.

If the Century Freeway, the Beverly Hills Freeway and the Whitnall Freeway are important components of the freeway system, I am in favor of them being built and I see no reason why a few individuals should prevent their construction. I will be the first to agree that they should be aesthetic, they should be practical, they should serve the majority and they should not change the environmental conditions without due deliberation. It

has been my observation that the freeways generally improve the environmental conditions.

Very truly yours,

JACK W. ROLSTON
18911 Ringling Street
Tarzana, California 91356

JWR:ps

Feb. 26, 1975

Mr. C . J. O'Connell
Department of Transportation
PO Box 2304 Terminal Annex
Los Angeles, Ca. 90015

Dear Mr. O'Connell,

I have read your El Segundo-Norwalk Environmental Report and I want you to know that I think it is very good and fairly speaks to the transportation problem and its solution.

Your department has built us a fine set of freeways and we the people do appreciate it. I have used them many times and I know how well they work. Perhaps they work too well and thats why some foolish people have been fooled into thinking we do not need any more but they are wrong . We do need a few more in places where we have congestion and one such place is the I-105 area. Anyone with a little thought could figure this out but most of them are too busy believing what they read in the papers.

I think that we must save our environment, reduce noise(I'm under the flight path)and air pollution, save energy and so on but we wont do it by hating our freeways or by not building them when we need them. I'm just damn tired of the Sierra Club running the whole Country.

Even though our freeways do work well I agree with you in your idea to make room for a bus or rail line in the freeway median. I don't see any need for it now but it's good to leave the room as we will need a bus and then a rail line sometime. Too bad you didn't do this on all your other freeways but I know it's hard to see every prob-lem. You have done us a good job. You are doing your best in a tough time. I for one appreciate it. Thank you.

Yours sincerely,

R. N. Rictner

R. N. Rictner

400 Talbet Street
Playa Del Rey, Cal. 90291

FEB 26 1975

$8 4249 Mofling Drive
Los Angeles, California 90008
February 23, 1975

Mr. E. Ayanian
District Director of Transportation
California Department of Transportation
P. O. Box 2304 Terminal Annex
Los Angeles, California 90051

Dear Mr. Ayanian:
These comments are in response to the Draft Environmental Impact Digest for the Proposed Route 1 & I-105 (El Segundo-Norwalk) Freeway as requested and received from your Los Angeles office (per a newspaper announcement).
The enclosed copy(previously ~~x~~ forwarded) of the letter-dated August 20, 1972- to the then Assemblywoman Yvonne W. Brathwaite Burke, now Congresswoman Yvonne B. Burke, was in response to a reply from the then Dept. of Public Works, now Dept. of Transportation to my previous letter forwarded by the then Assemblywoman Burke to the DPW.
Kindly refer to the various sections contained in the Aug. 20 letter for significant points cited in this response. References will be made by page & para. on this letter.

In reference to EI Digest-pg.4, 1st Sentence "This law did not define how on-going projects were to be handled"., PL 91-190 (NEPA) on on-going projects are covered in Sec. 102(2)(B)- Declaration of National Environmental Policy & Sec. 102(2)(C)- Environmental Impact Statement requirments.
Kindly refer to the Council on Environmental Quality-Part II- Guidelines (36 FR 7724) April 23, 1971- Item 6-content of environmental statement; Item 10- Use of statements in agency review processes; distribution to Council on Environmental Quality; availability to public; Item 11- Application of Section 102(2)(C) procedure to existing projects and programs. (See Aug. 20 letter- pgs. 3 & 4).
The Council of Environmental Quality- Guidelines II - Sec. 11. Application of Sec.102(2)(procedures to existing projects and programs stresses the use of maximum effort to further major Federal actions doing significant effect on the environment even those initiated prior to enactment of Act on January 1, 1970. Further action should minimize adverse environmental consequences and also account for environmental consequences not fully evaluated at the outset of the project or program.

Subsequent to the Aug 20 letter, the US 9th Circuit Court Appeals by split decision partly reversed US District Court Judge Pregerson's order as to requirements for new corridor and design hearings. However, the Appeals Court left a preliminary injunction in effect as to other aspects of the proposed route until the environmental statements are completed. This suit is presently on appeal to the US Supreme Court.

My principal objection is ~~the~~ to the proposed I-105 Route; the only route if constructed should be under the flight paths of aircraft landing at LAX (approximately between 105th and 110th Streets) as indicated upon your Exhibit No. 1 showing an alternate Route I/105 Transportation Corridor. Otherwise, I contendé that there would be parallel zones of adverse environmental impact if constructed as proposed.
There appears to be nothing in the Alternatives identified in the EIDigest that even considers alternative routes.
Air & noise pollution impacts upon communities affected by aircraft operating in and out of LAX must also be given primary consideration in the freeway route plans.
To update certain citations in the August 20 letter.
AB 1054(signed into law-Dec. 1971) under the then state Dept. of Aeronautics/ jurisdiction (now Dept. of Transportation) prohibits aircraft not meeting federal noise standards from landing or taking off in California except in emergencies.
These California noise control regulations for single flights at airports were ruled unconstitutional by a three-judge US District Court panel in Feb. 1975.
The proposed Noise Exposure Forecast(NEF) was also ruled inapplicable by a US District Court Judge in Washington, D.C. on the Dulles International Airport case.
The present state standards in effect is the CNEL- Community Noise Exposure Level.
A new standard LDN- Level Day-Night is in the process of being formulated. These standards affect the contours surrounding the airports (including aircraft approach zones)- a local resposibility; the FAA controls the operations of aircraft over and on the airports per discussion with John Lockwood, Assistant Manager, Los Angeles Dept. of Airports at LAX.

The US Supreme Court (Jan 1975) denied the City of Los Angeles review of a California Court of Appeals decision upholding an award of $650,000 damages to 520 property owners (plaintiffs in this suit) in Inglewood, El Segundo, Los Angeles and Lennox. These property owners claimed value of their property was diminished because of noise of aircraft approaching to land and taking off from LAX; they also contended that air traffic overhead constituted an easement on their property to be compensated by the city.
Following the state Supreme Court (Sept 1974) ruling on an aircraft noise case involvir the San Jose Municipal Airport, the 2nd District Court of Appeals (Jan 1975) dismissed a $1,7 billion class-action suit by Inglewood residents (Inglewood Resident Protection Association and for 94,000 residents) over aircraft noise at LAX.
Although this class-action suit was denied, The US Supreme Court denial of review could mean a new suit by co-plaintiffs~~xx~~ on an individual and joint actions under a similar prior-cited litigition.
Precedent was established against the City of Santa Monica Airport operations holding same liable for "public nuisance" claims for aircraft landing and taking off from such airport facilities. (State Supreme Court ruling -1974).
Eventually the total amount of these noise and air pollution suits caused by aircraft operating (particularly in flight paths) in and out of LAX could amount to over $2-3 billi a sum which would dwarf the tentative $600 million coast of Route 105.
As taxpayers and residents of the City of Los Angeles, we would be liable for payment of these amounts by any adverse judgments aginst the City of Los Angeles.
(The Dept. of Transportation was created to consolidate and coordinate all aspects of the state transportation functions- land, air, transit and other related activities. It appears that only the highway(auto traffic) and transit modes of transportation are the basic considerations for the construction of this 105 Route.
If the state Dept. of Transp. persists in the present proposed 105 Route, I would also hold the Dept. of Transp. jointly liable among others including airlines for these judgment costs since the Dept. of Tranp. would be contributing an additional environmental impact without attempting to minimize already existing environmental impact consequences ~~xxx~~ and not join in actions to resolve the existing air and noise pollution impact of LAX.
The only practical and sensible freeway route if to be constructed would be the route coordinated with the aircraft flight paths (approach zones) to LAX to avoid parallel zones of environmental impacts. This coordinated route would provide for full land utilization under the multiple use concept- airspace, surface and subsurface(undergroud) and accomodate three modes of transportation- Motor vehicles, transit and aircraft- in the same areas and zones.
AB 35 (signed into law,Oct 1971) allows the (then Public Works) now Dept. of Transp. to lease airspace above and below freeways. (See also Aug 20 letter, pg. 9).
The freeway areas could also be made into green areas, storage and parking areas, possibly have bicycle and minibike paths in certain areas, and other myriad uses including commerci recreational, and other activities underground. (For the 1968? Winter Olympics , the City of Sapporo, Japan built a subway system, shopping centers and other facilities underground
It appears that the Dept. has not even considered its leasing authority allowed under AB 35 for multiple use land utilization in the proposed Route 105 by which some revenues can be derived to pay costs of maintenance, improvements, and even repay part of the construction~~s~~ costs.

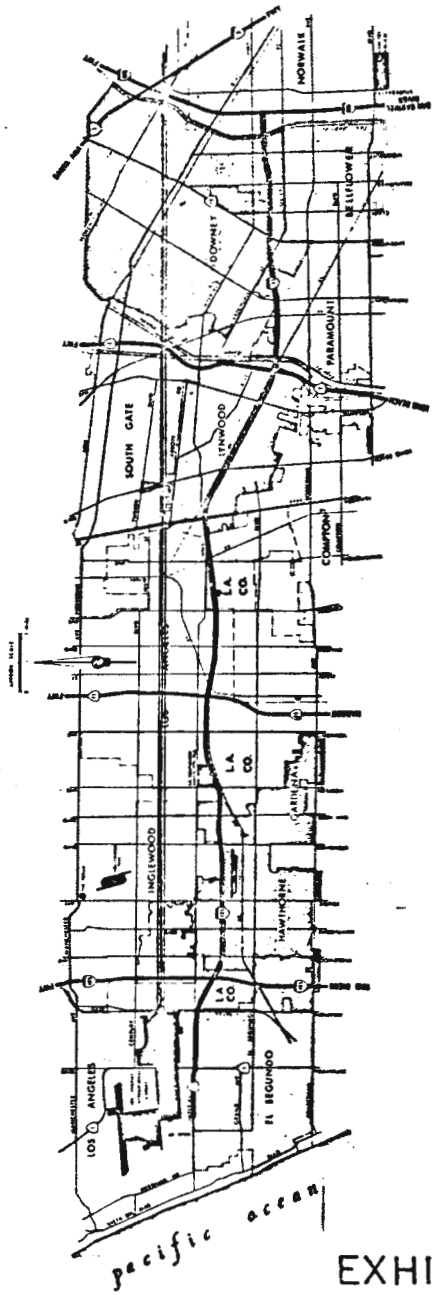
The only practical and acceptable route would be the alternative route as recommended to us, the people, the citizens, the taxpayers, to be~~xxx~~ the most economically feasible, ecologically and environmentally acceptable and compatible.

Sincerely yours,

S. William Inouye

13-112

ROUTE 1/105 TRANSPORTATION CORRIDOR



LEGEND
Indicates Recommended alternate route
Indicates 1/105 Project
Indicates Existing Freeways

EXHIBIT NO. 1

FEB 25 1975

Los Angeles, California 90006
August 20, 1972

Assemblywoman Yvonne W. Brathwaite Burke
Sixty-Third District
4041 Marlton Avenue, Suite 260
Los Angeles, California 90008

Dear Assemblywoman Brathwaite Burke:

In accordance with your letter of April 24, 1972 relating to the Department of Public Works's reply to my suggestions and recommendations regarding the Route 105 Freeway, I certainly appreciate the opportunity to submit my comments as requested.

Inasmuch as the temporary restraining order #Civil No. 72-355-HP, dated March 15, 1972, by Federal Judge Harry Pregerson has been superseded, said order will be discussed briefly later.
The preliminary injunction was issued on July 7, 1972 by Judge Pregerson in a 42-page opinion partially stopping work on the proposed $530 million 17-mile Route 105 "Century" Freeway projects.
(These comments are based upon news media accounts on Judge Pregerson's injunction).
This order calls for more hearings on the planned route's effect on air and noise pollution;
(Judge agreed with the plaintiffs that planners "made virtually no attempt" to evaluate freeway's effect on air pollution).
; requires additional studies on housing for displaced persons (Judge held that "no one can be completely sure on the basis of the studies heretofore conducted, that the replacement housing is adequate").
; and also requires state and federal governments to prepare environmental impact statements on the freeway's impact on neighborhoods along the proposed route.
However, Judge Pregerson also gave the state Division of Highways permission to buy right-of-way property from individuals and businesses willing to sell such property.
(Judge explained he was limiting the injunction to allow the state-with court's approval- to buy property from persons who "freely and voluntarily" decide to leave).
; and to perform demolition work necessary to protect public health and safety.

It appears that the intent of the joint plaintiffs in this class action suit was to stop all further acquisitions(new as well as those pending) currently and force compliance with federal and state laws.

Commenting on the temporary restraining order briefly, the Dept. PW apparently intended to maintain its status quo and to conduct business as usual and possibly initiate new actions including condemnation using the "good cause" provision for justification.
To quote the Dept's letter, "the order does not restrain the Department from conducting any other activity including, but not limited to, appraisal, acquisition, clearance, and relocation assistance.
By Webster's dictionary definition:
Condemnation--declaring (property) legally appropriated for public use.
Acquisition --getting possession of.
Condemnation, the initial step, is not fully meaningful without the actual acquisition of those lands condemned.

(Our neighborhood was involved in a successful litigation to obtain a permanent injunction against the construction of an illegal motel contrary to deed restrictions after going through the proceedings of a temporary restraing order and Preliminary injunction).

Therefore, I had intended to recommend that all activities furthering condemnation and acquisitions of lands along the Route 105 freeway be suspended pending Judge Pregerson's decision and new environmental impact statements.
The only current action permissible would be for relocation assistance to those parties already displaced through prior acquisitions by the Dept.
In view of the Judge's order, I would also add the demolition work necessary to protect public health and safety.

I had not contacted the Dept. regarding their environmental impact studies nor had I anticipated requesting or receiving copies of same.
Moreover, such environmental impact studies and statements will be required to undergo new hearings and would require considerable revisions in accordance with the Judge's order.
(The Judge emphasized that his order ~~will~~ would not determine the future of the Century Freeway, which will be dependent upon the decisions of the appropriate federal and state agencies whether or not to even make the freeway.
In anticipation of the lengthy delays, the Judge said people living or doing business in the freeway corridor will continue "to live in a state of uncertainty for an unforseeable period of time").
I had made references to severe environmental impacts (duplication of environmental impact) in my discussion of the proposed freeway route and the flight paths of aircraft landing at LAX.
I had recommended suspension of any further activity along the proposed Route 105 pending resolution of all conflicts, legal actions, and environmental impact reports.
Further discussions on environmental impact will be made in greater detail.

If the publication of such public announcements in question is required by law, the governing provisions of the subject law can always be and should be amended to provide for the delay and/or suspension of such public announcements while any litigations, state executive actions, legislative actions, and full compliance with federal and state requirements, such as, environmental impact studies, are pending.
Inopportune public notices during these periods create additional confusion and undue distress to those thousands of people involved in the affected areas.
The amendments should decrease and prevent additional public concern and misgivings regarding their current status.

If the Route 105 Freeway has been designated officially "the Norwalk Freeway" by resolution of the state Legislature, the official name should be so publicized.
To my knowledge, the public announcement and the Dept's letter are the only times that Route 105 has been referred to by its official name- Norwalk Freeway.
Why has the unofficial name-Century Freeway been permitted to be used without clarification by the Dept in all public references to the proposed freeway route, proposed rapid transit route, and even in the restraining order-Civil No.72-355-HP and very likely in the preliminary injunction? Faulty public relations.

The El Segundo Freeway(which should read West instead of East of the San Diego Freeway) is no longer in existence since it was apparently deleted last year.
See your AB 574-page , item 1- Route 105 from Route 405 (San Diego Freeway) to Route 605(San Gabriel River Freeway). There is no Route 105 West of Route 405.
AB 574 deleting a major portion of Route 90 unfortunately vetoed by the Governor after passage by both legislative houses.

It was unfortunate that the more picturesque and historical names were changed for the Arroyo Seco(the first freeway) and the Ramona Freeways to the Pasadena and the San Bernardino Freeways, respectively.
Accordingly, the State Legislature has the authority and prerogative by resolution to designate any freeway, by any official name, eg. The Richard B. Nixon Freeway-

Route 90-Marina Del Rey-"Slauson"- 1.1 mile section from Route 405 to the Marina.

Before I proceed further, I do not claim or purport to be a qualified expert on environmental impact matters, I am merely expressing my views as concerned citizen and taxpayer with some knowledge and background on land and resources utilization.

I have reviewed the following governing orders, laws and regulations on organizational structures, delegations, and on environmental policies and procedures:
1. Executive Order 11472 of May 29, 1969 ~~(34FR8693) of June 3, 1969~~
(34 FR 8693) June 3, 1969
2. National Environmental Policy Act of 1969
(Public Law 91-190)(83 Stat. 855) Jan. 1, 1970.
3. National Environmental Policy
(42 USC 4331) CFR Title 42 - Public Health & Welfare)
4. Executive Order 11514 of March 5, 1970
(35 FR 8693) March 7, 1970
5. Council on Environmental Quality- Guidelines Part II
(36 FR 7724) April 23, 1971
6. Environmental Protection Agency- Statement of Organization & General Information
(37 FR 3898-901) Feb. 24, 1972
7. Department of the Interior - Environmental Statements
(36 FR 19343) Oct. 2, 1971
8. Department of Transportation - Title 49
(49 USC 101) - Chap. 23 - Dept. of Transportation
9. Federal Highway Administration - Title 23
(23 USC 101) - CFR Title 49 - Chap. 148 delegations
9a. CFR Title 23- Chap. 1.6 - Federal Aid Highway Systems
Appendix A.- Policy & Procedures Memorandum 20-8
- Public Hearings & Location Approval
-Par. 9- Social, Economic & Environmental Effects
10. Federal Aid Highway Act - 1970
(84 STAT. 250)
10a. Fed. Aid Hwys. Act - Interstate Systems
(23 USC 103(d))
11. State Environmental Quality Act - 1970
Public Resources Code - Div. 13 (Sec. 21000-21151)
12. AB 2376 - State Environmental Protection Act - 1972
(Secs. 12944, 12980)
- under reconsideration in the State Assembly.

Other pertinent documents were not available for review:
1. OMB (Office of Management & Budget under President Nixon)
- Circular No. A-85
(State & local review of agency procedures, regulations and policies for administration of Federal program assistance to state and local governments)
2. OMB Circular No. A-95 - Attachment D.
(Review of draft environmental statements by state and local governments, procedures under Part 1).

Parts of the Act and Council Guidelines will be quoted in part, abstracted, and paraphrased for citations and references in subsequent discussions.

I. Public Law 91-190, January 1, 1970 - National Environmental Policy Act.
Title I - Declaration of National Environmental Policy
Sec. 102(2)(B) - identify and develop methods and procedures, in consultation with the Council on Environmental Quality established by Title II of this Act, which will insure that presently unquantified environmental amenities and values may be given appropriate consideration in decisionmaking along with economic and technical considerations; (underlines added).

Sec. 102(2)(C)- include in every ~~ENVIRONMENTAL~~ recommendation or report or proposals for legislative and other major Federal actions significantly affecting the quality of the human environment, a detailed statement by the responsible official on-

(i) the environmental impact of the proposed action,
(ii) any adverse environmental effects which cannot be avoided should the proposal be implemented,
(iii) Alternatives to the proposed action,
(iv) the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and
(v) any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.

II. Council on Environmental Quality - Part II - Guidelines

6. Content of environmental statement
   - describes in further detail the points to be covered in the statements under Sec. 102(2)(C) of the Act.

10. Use of statements in agency review processes; distribution to Council on Environmental Quality; availability to public.
    (g) Agency procedures pursuant to Sec. 3 shall implement public information requirements for availability of environmental statements and comments at the head and appropriate regional offices of the responsible agency and at appropriate State, regional and metropolitan clearinghouses unless the Governor designates some other point for receipt of this information.

11. Application of section 102(2)(C) procedure to existing projects and programs.
    To the maximum extent practicable the section 102(2)(C) procedure should be applied to further major Federal actions having significant effect on the environment even though they arise from projects and programs initiated prior to enactment of Act on January 1, 1970.
    Where it is not practicable to reassess the basic course of action, it is still important that further incremental major actions be shaped so as to minimize adverse consequences.
    It is also important in further action that account be taken of environmental consequences not fully evaluated at the outset of the project or program. (eg. NEF standards of air noise pollution).

The most significant consideration about the Route 105-Century Freeway is that it is the last interstate route in the Los Angeles region with eligibility for 90% federal funding. In 1968, the interstate designation with federal funding was transferred to Route 105 after San Francisco stopped two urban freeways.
It is this special interstate designation that places the Route 105 under federal support and funded program subject to federal requirements, such as, federal and state environmental studies.

Without the environmental report itself, it appears that the primary criteria of environmental impact was the number of homes affected by the proposed route of the freeway as per the statement, "The Highway Commission noted that approximately 900 fewer homes would be required than any other alignment".
It also appears that these environmental impact studies made with Gruen Associates preceded the National Environmental Policy Act of January , 1970.

The Council of Environmental Quality- Guidelines - Sec. 11. Application of Sec. 102(2)(C) procedures to existing projects and programs stresses the use of maximum effort to further major Federal actions doing significant effect on environment even those initiated prior to Jan. 1, 1970, date of Act. Further action should minimize adverse environmental consequences and account for environmental consequences not fully evaluated at the outset of the project or program.

It is the last statement that is very significant.

I recommended that the freeway route be located under the flight path to LAX.
The Dept's letter states that less than 10% of the total homes involved in the high-median noise impact area would be purchased.
On what basis and when was this 10% determined?

Since the North runway at LAX has become operational, the so-called median noise impact area has been greatly enlarged.
The Traffic Control Area (TCA) plan for LAX WHICH HAS BEEN IN EFFECT SINCE ~~Since~~ Sept. 1971 has created additional air noise pollution because of lower altitude flights permitted thereunder.
Although I live about five miles from LAX, the air noise pollution over my home is bad since my home is in the flight paths of jet aircraft heading for the landing approach zones to both the south and north runways.

The Dept, of Public Works should coordinate their environmental impact studies with the State Dept. of Aeronautics, the FAA, the LA Dept. of Airports, and LA City Planning Commission as well as with Federal Highway Administration and LA County, all cities concerned and the citizenry.

Under state Dept. of Aeronautics jurisdiction, AB 1054-(signed into law-Dec. 1971) prohibits aircraft which don't meet federal noise standards from landing or taking off in California except in emergencies.
AB 1608 delayed the implementation of state airport standards under AB 1054 for one year until Dec. 1, 1972.
LAX maintained that it would suffer a 40% to 80% shut down without the one-year grace period of AB 1608.
However, a noise monitoring system is currently required under this law.
The noise standards will not be in effect until the Noise Exposure Forecast (NEF) for LAX and other airports are approved by the FAA.

The Federal Aviation Administration (FAA) has the actual jurisdiction and control of aircraft flight operations.
(The City of Inglewood municipal code on excessive jet noise cited in a criminal complaint against Continental Airlines was ruled unconstitutional and void by the US District Court because of preemption of flight regulations by the FAA).
The NEF (20, 30, 40) for LAX presently under study by the FAA.
The question of approval may be contingent upon the outcome of the NEF standards at Dulles International Airport in Washington, D.C. currently under litigation.
Airport development is also under the jurisdiction of FAA, sister agency to the Federal Highway Administration under the Dept. of Transportation.

The LA Dept. of Airports has the responsibility for the operation of LAX.
Mr. Clifton A. Moore, General Manager, LADA. has declared that the proposed noise standards (NEF) cited above under FAA study would reduce airport operations at LAX:
NEF 30- would involve seriously affected residental areas in LA covering 150,000 homes stretching 9½ miles east of LAX;
NEF 40- recommend no residential usage under any circumstances covering 65,000 homes on over 9,000 acres, which at $34,000 per acre would cost over $3.1 billion.
A ridiculous cost to contemplate.
If these declarations of Mr. Moore are correct, there will be two parallel zones with extremely high environmental impacts.

Mr. Moore's contention is supported inpart by the $659,440 judgments awarded against the City of Los Angeles for damage and inverse condemnation from airport operations at LAX.
Another trial has begun on an inverse condemnation suit caused by jet noise at LAX.
The State Supreme Court recently ruled in favor of public nuisance suits filed against the City of Santa Monica for its airport operations including landing approach and take off zones.
This ruling would be applicable to the airport operations at LAX including the landing approach and take off zones.

AB 2370 - for a two-year moratorium from nuisance suits was defeated in the Assembly Judiciary Committee.

The LA Board of Airport Commissioners upon recommendations in part by Mr. Moore have stopped most major improvements at LAX for additional terminals and field improvements, such as, runways and taxiways. The improvements would be limited to airport access and internal circulation of persons and vehicles.

Mr. Moore further states that Palmdale International Airport should hereafter have the primary emphasis in airport development by further land acquisitions and airport development projects as soon as possible subject to approval of environmental impact studies.
Airport Dept.'s studies have been confirmed by Southern California Association of Governments (SCAG).
The human ecology in the LA Basin should be a primary consideration over other environmental factors.

It is Mr. Moore's contention that LAX handles 74% of the Air passengers in the 10 Southern California Counties with more than half of these passengers coming from outside the City of Los Angeles. These outside areas share no responsibility or liability in these nuisance suits.
A regional system with regional responsibility, not LAX AND LA City alone, would be more equitable and would mean greater development and airport operations at Ontario, Long Beach, Van Nuys, Hollywood-Burbank and principally Palmdale along with the many smaller airports.

Thus, it would appear that the justification for the construction of the Route 105- Century Freeway even along the proposed 120th Street route would be greatly minimized and be rendered impractical in terms ofthe economic factor (most costly freeway in California) - the extremely high costs of condemnation, acquisition, destruction, removal, relocation and the construction as well as to businesses and other commercial enterprises and activities.
The factors considered above point to the diminished role of and distribution of aircraft operations away from LAX to other airports, principally the Palmdale International Airport.
What is the purpose of the Route 105- Century Freeway?
To serve as a major access including proposed transit service to LAX which would be playing a lesser role in airport operations in the LA Basin.
Then,, will this freeway be justified at such tremendous costs?

In the event the actual construction of the proposed Route 105 is to proceed, the proposed route should be changed to the aircraft flights and approach zone to LAX.

The Los Angeles City Council approved a land use segment of a proposed airport plan for 700' buffer zone north of LAX giving Airport Dept. authority to purchase remaining 137 homes therein.
Land use is for parking, storage, terminals, cargo and offices.
The LA City Planning Commission has approved a broader "quarter-mile buffer area" plan coordinated with the Westchester Community Plan.
The significant provision calls for the extension of the proposed Century Freeway into this buffer zone to form a barrier along the northern edge of LAX.
The Route 105 freeway extension would supersede the proposed Route 170- Laurel Canyon Freeway, airport segment, still in the proposed freeway inventory.
To accomodate this extension, the more practical route of the Century Freeway logically would be under the aircraft landing approach zones.
LA County Board of Supervisors under the above-cited state laws AB 1054 and 1608 ordered a listing of airports including LAX violating state noise standards. After Dec. 1, 1972, the County is allowed to fine airlines $1,000 per jet noise per day.

Supervisor Hahn, Second District, areas covering LAX and landing approach zones, has declared that this jet noise epidemic must have the highest priority of county government particularly for persons living under the flight paths at LAX.
State noise standards refers to the NEF under study by the FAA.

All cities except Hawthorne along the proposed Route 105 signed the freeway agreements with the Division of Highways.
The City of Hawthorne voters rejected the proposed route as bisecting their community.
The Los Angeles Times Editorial of May 3, 1972 recommended rejection of SB 859.
This bill authorizes Dept. of Public Works to construct a state freeway through a city (under 60,000; in county over 4 millions, etc.) failing to sign necessary street closure agreements.
This provision would apply to Hawthorne for the Century Freeway.
It is wrong in principle and would set a bad precedent for Dept's future actions against cities opposing unwanted freeways.

AB 773- Highways - gives cities and counties veto powers over state highways in their areas.
AB 1717- Freeways - would bar state highway staff from buying land from a city that agrees to having a freeway run through its area if an adjacent city opposes same freeway.
Both bills were defeated but were granted reconsideration and referred back to the Assembly Transportation Committee on June 7 and July 26, respectively.
AB 773 and AB 1717 would counteract SB 859.

The City of Hawthorne would not even be involved if the freeway route is changed to the aircraft landing paths to LAX.

The citizens have spoken through their class action suit resulting in the preliminary injunction by Federal Judge Harry Pregerson.

Federal Highway Administration may even alter its concurrence on the present proposed route after subsequent hearings and environmental impact studies and statements are made. (PL91-190-Sec. 102(2)(C); CEQ Guidelines-Sec. 11; CFR Title 23-App.A-P&Memo 20-8 Par. 1-12, esp. 9)

The final route selection of Route 105-"Century" Freeway should fully exercise the multiple use concept of full land utilization in actual practice of airspace, surface and subsurface (underground) areas along the freeway route.
AB 35 (signed into law, Oct. 1971) Freeways - allows the Public Works Dept to lease airspace above and below freeways.
If the freeway route is coordinated with the aircraft flight path (approach zone) to LAX, three modes of transportation- motor vehicles, transit and aircraft would be accomodated in the same areas- in airspace and surface uses.
Mr. Moore's NEF factor-created problems would also be partially resolved.
The freeway areas could also be made into green areas, storage and parking areas, possibly have bicycle and minibike paths in certain areas, and other myriad uses including commercial, recreational, and other activities underground.
The multiple use concept will be better utilized and would eliminate the duplicate waste of land use since the lands condemned and acquired for freeway use and lands under severe aircraft noise pollution will be the same areas instead of two parallel routes of land areas.
It appears that the Dept. has not even considered its leasing authority allowed under AB 35 for multiple use land utilization in the proposed Route 105 by which some revenues can be derived to pay costs of maintenance, improvements and even repay part of the construction costs.

Assemblyman Willie Brown stated that "Public Works builds the best highways in the world but they build nothing but highways and we need to blend all of our transportation needs and begin funding something other than more and bigger roads which generate their own traffic".
Mr. Brown's AB 291-Highways - empowers the legislature to review the nearly $1 billion state highway budget. This bill was passed by the Assembly upon reconsideration and was approved by the Senate Transportation Committee to the Finance Committee.
The most costly freeway project in California history apparently requires some measure of legislative review.

Consideration of social effects does not appear to have been given to human interrelationships, collectively and individually, within a group, a community, and group of communities. (CFR Title 23 Appendix "- P&P memo 20-8, part 9)

Land use planning is evidently a very difficult aspect of freeway programming for the Dept. of Public Works as with any other land use programs.
I agree with Assemblyman Brown that the Dept has done an excellent job in road Construction in the technical aspects.
But the Dept needs better coordination with state, regional and local planning commissions in its exercise of practically autonomous authority in road site selection and construction.

The Governor's "Environmental Goals and Policies Report" required by AB 2070(signed Sept. 1970) was particularly criticized for its recommendations on land use.
The main objection by opponents is the sentence -"The protection of environmental resources of statewide significance is principally a local government responsibility".
They claim that land-use proposals would give counties and cities too much power since no existing land use laws offer strong state control.
(San Bernardino County appears to have the best and most comprehensive land use planning because of its planning expertise and close coordination with federal & state agencies).

Mr. James A. Moe, State Director, Dept. of Public Works, has recommended a plan for discontinuing the existing California freeway and expressway system as a designated network. The Dept would retain control over less than one-third of 18,000 miles of California Highway system, of state-wide significance. Two-thirds of the highway system would become county and city responsibility with matching funds for maintenance and construction.
The old four-mile grid freeway concept is being superseded by the corridor concept. This latter system still must be developed further into a coordinated transportation system including vehicles, rapid transit, and other modes of travel.
The route selection may be made a local responsibility in coordination with state and regional planning. However, the construction expertise of the Dept should be retained at the state level. Otherwise, there will be much local duplication and a hodge-podge mess at local levels. On road routes passing through many communities, regional control will be required.
Statewide uniform road construction standards are required and must be maintained in the interests of uniformity of construction and safety.
Under this recommended plan, the Route 105-Century Freeway would logically be placed under local responsibility since this freeway is not state-wide significance. (Interstate designation was applied only because of the federal funding).
It is not really an interstate highway.

The creation of a Dept. of Transportation following the federal pattern is being considered. The agency will be responsible for the state's transportation planning and construction by consolidating the Dept of Public Works, Aeronautics, Transportation planning and research and others. The Dept will seek transportation coordination at all levels of government and consider many different transportation approaches and other ways to travel diminishing the need for highway development.

Excess freeway land holdings as disclosed by the State's so-called "Little Hoover Commission" with charges of mismanagement of $100 million of these property holdings and "lost" $15 million worth of inventory are not always as simple as they appear on the surface.
Although much land may be held in so-called excess, I have to agree with the Dept of Public Works' contention that all lands cannot and should not be subject to disposal and sale.
It appears that the problems could arise out of the Division of Highways' classification system of land holdings.
The inventory of freeway and highway land holdings could include constructed roads and access thereof, roads under construction, planned & budgeted roads, roads pending final approval, and other categories.
The land management unit for each regional district should have a complete inventory and status of land holdings for each district on a current basis.
These regional inventories should be coordinated at the state level- land management unit.

The lands can be classified for:

I. Retention -
- A. Roads and access- constructed, under construction, planned & budgeted, pending final approval, etc.
- B. Leases and rentals of holdings - (per AB 35 & other authorities)
  - permanent and temporary
- C. Open space - including safety and noise abatement barriers and zones
  - for future expansion and improvements
- D. Roadside rest areas - need to be developed in California
- E. Recreational and green areas, etc.

II. Transfer -
- A. Local governments and entities and/or non-profit orgn. (Boy Scouts at nominal prices)
  - for recreation, parks, community areas
  - bicycle & minibike paths, children gardens-grow flowers & vegetables
- B. Other government agencies - by grant or permit
  - for various significant purposes;
  - transit access & stations, utilities, etc.

III. Disposal and sale - @ current market value
- Subject planning commission approval of respective communities
- (TOO many developments are being built too close to freeways which should have a set-back and open space requirement).

As the classification and status of landholdings change, the inventory should be updated to reflect current status.
(I have a relative who purchases maps of freeways from the Dept and keeps current on the status of excess lands. He knows where most excess lands are).

Much of the problem of excess land holdings is caused by the Division of Highways itself by its road construction plans and methods which cut-off and by-pass small towns and communities by its extensive fencing and create isolated and fragmented tracts by its access road system.
The 124-mile section of Interstate 5 was built without access to any service stations or evidently without any roadside rest areas.
Freeways constructed in the desert on federal government lands under right-of-way grants- Federal Aid Highway through the Federal Highway Administration(formerly Bur. of Public Roads) result in many isolated and fragmented tracts, often inaccessible.
Thus, it appears that the Division of Highways has not utilized the concept of full land utilization and resources in actual practice.

The state legislature and the Governor must develop a comprehensive land use planning for California coordinated with the federal and local governments.
The State Lands Commission under a new Department can be empowered with the authority and responsibility for planning, research, management and coordination of state land and resources use plans and programs.
Such a dept. should have a comprehensive inventory of all state lands including highway holdings and would assure more practical control and management of these lands and its resources.
Regional land-use planning under state governments will become more or less mandatory under the proposed legislation now under consideration in the US Congress.

President Nixon's proposed legislation, passed by the Senate Interior Committee, (S 632 - HR 7211) establishes a "national land use policy" to be administered by a Land Use Policy Administration within the Department of the Interior.
This bill would provide $100 million over 5-year period in incentives to states to assume regional planning regulatory authority.
States would have authority to determine future of land use and would be empowered to override local governments in land-use decisions with more than local (regional) significance.
States are to identify critical environmental areas, shorelines, wetlands and unique ecological areas and to institute effective controls over development of these areas.
Statewide authority would be encouraged to control the placement of "key facilities" such as highways and airports. For failure to develop such a program, the states will be penalized by an annual loss of 7 per cent up to three years un federal grants for highway and airport development.
Land and water conservation funds would also be affected.

A review of all planned freeways in California was called for by Dr. Gerhard M. Rostvold, Claremont-based economist, former Chairman of Pomona College's economics department, a member of SCAG.
Freeways although an essential need cannot be built indefinitely to allow men and machines to conquer nature as for last 30 years in name of economic progress.
This meant more freeways, subdivisions, and water; less open space and agriculture.
Future freeway development programs must be made by reconciling the concerns of the environmentalists and the developmentalists.
If the environment is not preserved, our economic potential will not be realized.

I believe that the Dept has a faulty concept of environmental impact.
To illustrate, on the San Bernardino Freeway-Interstate Highway 10- in the Ontario area, tall trees which served as windbreaks in high wind area were cut down and after road widening, replaced by small trees and shrubs, which have grown larger.
But why waste the tall trees and make kindling out of them? Can be used elsewhere or could have been moved and replanted in the same areas after widening?
As a consequence of the above-cited destructive activities, considerable dand blew across the freeway resulting in pitted windshields and sand blasted cars and often poor visibility and unsafe and hazardous driving conditions on windy days.
(I had traveled this road for over eight years and suffered the cited consequences).
On Highway 60(Mission Blvd to Riverside) in the Mira Loma area, tall trees for wind breaks in high wind area were also cut down instead of planning the freeway route further west on the leeward side to retain the trees for windbreaks.
The areas under the tall trees could also have made excellent rest stop areas.
The trees could have been removed and replaced after widening if the expansion to the west was a little more expensive because of a bridge structure in the area.
Therefore, in view of the above-cited reasons, it appears that the Dept's concept of environmental impact unless drastically altered and made more inclusive of related factors will fail to meet the criteria set forth in the federal statutes, regulations, and other authorities.

The Dept apparently requires on its staff; Ecologist, Environmentalist, Sociologist, Economist, Acoustical Engineer(apparently has), and Land Use Planner(for urban, suburban, rural-to coordinate with state, regional and local planning commissions) in addition to its road planning and construction expertise to develop really significant understanding of the environmental impact created by its road construction programs and activities.

In the event that the Route 105-Century Freeway is required to be changed and altered from its proposed and planned route or even cancelled in its entirety, the subject lands and property already acquired or in process of acquisition can be disposed of under various federal programs.
The many cities affected can come under the Neighborhood Redevelopment and Community Development projects with the Department of Housing and Urban Development (HUD).
The Dept of PW can sell the freeway lands to HUD.
The cities and communities along the freeway route would have the opportunity to reconstruct and update neighborhoods according to their own concepts of planned communities. The Model Cities program (HUD) may be applicable in some areas.
Home Owners Modernization Effort (HOME) and Community Renewal programs may be available to improve and update adjacent neighborhoods.
Thus, while it will be costly and time-consuming, the redevelopment of cities, communities and neighborhoods may serve to eliminate blight areas and revitalize declining areas into modern and well-planned residential, commercial, recreational, and other types of areas.
If there are any comparable redevelopment programs at the state level, I am not able to cite any for your reference.
However, all of these concepts of redevelopment to become a reality and practical will still be contingent upon resolving the air noise pollution problems created by aircraft in the landing approach zones to LAX.
While our primary concern is the aircraft-created noise pollution problem in the LAX area, the transportation problems in coordinating all modes of travel have also vital significance in this area.

May the social interrelationships (human ecology), economic feasibility, environmental impacts of the various major projects including Route 105 in the area prove to be compatible in resolving the many problems and in establishing these programs on a coordinated basis. If it is not possible to do so, the air noise pollution problem would be priority no. 1 with the other projects including Route 105 subject to lower priorities and considerations.

We, the people, the citizens, taxpayers, shall be entitled to live peacefully in an ecologically and environmentally pleasant atmosphere.

Sincerely yours,

A. William Inouye

M.R.MORTON
3846½ W.119 ST.
HAWTHORNE CA. 90250

REF. I-105 FREEWAY
DRAFT E.I.S.

DEAR SIRS.

I BELIEVE THE PROJECT SHOULD BE COMPLETED AS PLANNED.I ALSO AM CONVINCED THAT A RE ROUTING IN THE HAWTHORNE AREA WOULD TURN IT INTO SUCH A HORRIBLE THING THAT WE WOULD BE BETTER OFF TO DELAY THE WHOLE THING UNTILL HAWTHORNE ALLOWS A SENSIBLE DESIGN AND ROUTING AS WAS PLANNED.
THE ADOPTED ROUTE WOULD SEPERATE THE HAWTHORNE AIRPORT FROM THE ADJOINING RESIDENTIAL AREA INSTEAD OF TRAPPING US BETWEEN THE AIRPORT AND FREEWAY. WHICH WOULD HAVE A 15 FT.WALL.
THE ADOPTED ROUTE WOULD PROVIDE VEHICLE AND TRANSIT TO THE HAWTHORNE REDEVELOPMENT AREA A CENTER OF ACTIVITY. WOULD DISPLACE LESS PEOPLE,COST LESS BE MOSTLY ELEVATED PROVIDE BETTER USER BENEFITS PRODUCE LESS AIR AND NOISE POLLUTION NOT TAKE ANY SCHOOLS REMOVE LESS PROPERTY OFF TAX ROLLS DISPLACE FEWER BUSINESSES AND EMPLOYEES AND OTHER BENEFITS. YOUR OWN REPORT STATES.

THE E.I.S.AND SUPPORTING BOOKS STATE.THE HAWTHORNE SUGGESTED ROUTE WOULD. DISPLACE 1500 MORE PERSONS 600 MORE LIVING UNITS 38 MORE BUSINESSES COST UPWARDS OF TWENTY MILLION DOLLARS MORE ADD ADDITIONAL LENGTH. DISPLACE TWO OR THREE HUNDRED ADDITIONAL STUDENTS TAKE TWO ADDITIONAL SCHOOLS REMOVE OVER ONE MILLION DOLLARS OF ADDITIONAL ASSESSED PROPERTY VALUATION OFF TAX ROLLS. IT STATES A DIOGIONAL ROUTING WOULD CREATE MORE ADVERSE IMPACTS ON THE AREA.AND DISPOSING OF UN NEEDED STATE OWNED HOUSES WOULD LIMIT THE MARKETABILITY OF PRIVATLY OWNED HOUSES IN HAWTHORNE FOR SEVERAL YEARS AND WOULD ISOLATE SEVERAL AREAS FROM THEIR POLITICAL JURISDICTIONS.AND WOULD DIMINISH THE HAWTHORNE SHOPPING CENTER CUSTOMERS AND REVENUE.MANY MORE ADVERSE IMPACTS ARE ALSO REFERED TO.
THE ABOVE IS ALL FROM THE E.I.S.AND SUPPORTING DATA BOOKS I ASSUME IT IS CORRECT.

I WOULD LIKE TO NOW ADD A FEW ITEMS THAT ARE MY OWN THOUGHTS BUT SEEM VALID. THE EXTRA LENGTH WOULD USE EXTRA GAS.DRIVING TIME-OPERATING COSTS-AIR AND NOISE POLLUTION WHEN FIGUERED ON A YEARLY BASIS WOULD BE A STAGGERING AMOUNT.

ANY ELEVATED SECTIONS OVER STREETS IF RELOCATED WOULD FORCE SCHOOL CHILDREN TO WALK THRU BLOCK LONG TUNNELS AN UNSAFE CONDITION THE E.I.S. STATED CHILDREN WOULD HAVE TO WALK A LONGER DISTANCE TO GET TO SCHOOL.

THE RESPONSIBLE STATE AND FEDERAL OFFICIALS AND COURTS CAN HAVE NO JUSTIFICATION TO CHANGE THE ADOPTED AND CAUSE SUCH ADDITIONAL DAMAGE TO BE ENDURED BY AREA RESIDENTS AND FREEWAY USERS.JUST TO PLEASE SOME COUNCILMEN THAT ARE NOT NOTED FOR EXPERTISE IN ANY FIELD LET ALONE FREEWAY ROUTING.
A STATE REPORT ONCE SAID THE PUBLIC WOULD BE BETTER SERVED BY CONSTRUCTING THE FREEWAY THRU HAWTHORNE ON THE ADOPTED ROUTE WITHOUT RAMPS TIEING TO CITY STREETS AND NOT NEEDING A FREEWAY AGREEMENT.I AGREE BUT THEN THEY WOULD BE QUICK TO SIGN.BOTH PRO AND ANTI FREEWAY PEOPLE HATE THE BELL ROUTE.
IF THE STATE RE ROTES THE FREEWAY FROM THE LEAST DAMAGING ROUTE TO THE MOST DAMAGEING ROUTE OF ALL I AM SURE THE COURTS WILL ACT TO PREVENT IT.
THE HAWTHORNE MAYOR SAID A FREEWAY TOO CLOSE MIGHT HARM THE SHOPPING CENTER. ARE YOU GOING TO PUT THE DEVELOPERS PROFITS ABOVE THE WELFARE OF THE AREA RESIDENTS AND FREEWAY USERS?1##86 IF SO THEN GOD HELP US ALL.
I SUPPORT SENSIBLE FREEWAYS AND THE 105 SINCE PLANING STARTED.BUT I WILL SURE JOIN THE FREEWAY FIGHTERS TO STOP THIS STUPID ROUTING NIGHTMARE.THE DIVISION OF HI WAYS MIGHT YEILD TO HAWTHORNES UNREASONABLE DEMANDS BUT I HAVE CONFIDENCE THE HIGHWAY COMM.WILL NOT.

THANK YOU FEB.20,1975

M. R. Morton

To whom it should concern:

I have read your digest environmental impact report and have scanned your environmental impact report. They are both rediculous!

You have based your arguments principally on the fact that the state has acquired most of the land required for the construction of I-105. Well, people, there is considerably more to a freeway than mere land.

Freeways as a major method of transportantion do not work. It is apparent to any freeway user.

Freeways are noisy. They create a noise unique to our current society. The noise of consant motor traffic. They also cause noise created by industries that locate along freeways.

Freeways cause polution. The areas around freeways are pelted by lead residue that is deadly to animal (human) and plant life.

Freeways are not the answer to the problem of mass individual transportation. They were not the answer in ancient Rome nor are they the answer now.

It is time that we, the people of California, cast away the useless transportation ides of greedy manufacturers and replace them with systems that will work.

Freeways do not work! Continued freeways will not work! When will the elected officials of the people act for the people and not for the people they think put them where they think they are? This is a good place to start.

R. C. Dein
533 Hillcrest
El Segundo, CA
90245

FEB, 20, 1975

535 W. Hillcrest Blvd.
Inglewood, California 90301
February 20, 1975

Mr. H. Ayenian
District Director of Transportation
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

Attention: Mr. C. J. O'Connell

This is to protest and oppose the proposed Transportation Corridor between Main Street in the City of El Segundo and Route 605 Freeway in the City of Norwalk.

Economic and ecological problem would indicate to us that this is a bad decision.

The increased air and motor traffic in the Inglewood area has reduced living here to mere existence. It is all bad and getting worse.

The United States has not solved the oil problem and there are indications it will not be solved. If no oil why more highways?

There was a time when our members thought this proposal was good. We see now that we were wrong as were many other people.

We suggest the land be used for public parks and recreation. Two wrongs will not add up to be one right.

Very truly yours,

Wm Morgan

William Morgan, President
Southwest Inglewood Improvement Association

13-120

Mt. Whitney – Elevation 14,492 feet

W. J. "BILL" WORTHINGTON

2929 WEST 78TH STREET
INGLEWOOD, CALIFORNIA 90305
PHONE: (1-213) 752-3295

216 SOUTH LONE PINE AVENUE
POST OFFICE BOX 662
LONE PINE, CALIFORNIA 93546
PHONE: (1-714) 876-5063

February 19, 1975

Member of Conservation Committee of:
California Retired Teachers Assoc.
Committee for the Preservation of the Tule Elk
Committee to Preserve the Ecology of Inyo County
High Country Environment
Kiwanis Club of Inglewood
National Audubon Society
Sierra Club
Smithsonian Institution
Wilderness Society

Mr. H. Dyanian
District Director of Transportation
Attention: C. J. O'Connell
California Department of Transportation
P. O. Box 2304 Termi al Annex
Los Angeles, Ca. 90051

Until the petroleum problem is projected and solved, I think it stupid to think about building further freeways.

I oppose the transportation corridor between Main Street in the City of El Segundo and Route 605 Freeway in the City of Norwalk.

The United States is on the brink of crisis and our way of transportation must change, is my opinion.

Why must government pursue a trend that has no forseeing end?

W. J. Worthington

W. J. Worthington

"IF MAN IS TO EXIST, WILDLIFE MUST LIVE"

Feb 10, 1975

Mr C. J. O'Connell

Dear Sir:

This is concerning the 105 Freeway. I hope the hearing committee will keep in mind that the delaying tactics of the short-sighted politicians comprising the Hawthorne city council have increased the cost of this much needed freeway by many millions of dollars. This unneeded delay has also contributed to the smog problems of the South Central and Southwest Coastal areas by causing a lot of stop and go traffic which adds to the waste of gasoline which, in turn, has used up many barrels of the high priced crude oil.

Another item of consideration is the Hawthorne shopping center (it's coming 1½ years late) which will need the nearest possible proximity to the freeway for success. Both of the above items are further proof of the short-sightedness of the Hawthorne city council. (The big stores wanted to move into the Hawthorne area about 15 years ago.)

So let's get on with the freeway, in the previously proposed route, without further delay. Thanks for the chance to voice my opinion as a Hawthorne property owner.

Sincerely

Mrs Alma M. Warner

13-121

1421 East Oak Avenue

El Segundo, Calif. 90245

February 8, 1975

ROUTE 1/105 TRANSPORTATION CORRIDOR

Mr. H. Ayanian
District Director of Transportation
Attention: C. J. O'Connell
California Department of Transportation
P.O. Box 2304 Terminal Annex
Los Angeles, California 90051

Gentlemen:

We are interested people and wish to submit our comments regarding the Century Freeway.

When the Freeway was adopted in 1965 the route was selected because it was the most direct and the least expensive to build. Why should the route which was selected by professional engineers and others, be changed 10 years later after millions have been spent and much land acquired because one obstinate city, namely, Hawthorne, objects. What about the other cities that cooperated? What about future Freeways? This will certainly set a precedent if Hawthorne has it's way. Other cities will think they can get alternate routes because of what Hawthorne did by holding out.

We own property in Hawthorne in the path of the Freeway which we would glady yield for progress, and feel that the Freeway should be built as originally adopted, with no detours. It should be built as soon as possible, not ten, fifteen, years from now, so traffic can start to move again all around the airport and neighboring cities.

Hawthorne should be shown that the majority rules, not the minority. That is what a democratic country is all about.

The shortest distance between two points is a straight line - not a detour.

Thanks for listening.

Sincerely,

Anthony A. Monteverde
Dorothy L. Monteverde

ANTHONY A. MONTEVERDE
DOROTHY L. MONTEVERDE

AAM:DLM

H. Ayanian
or C. O'Connell

To whom Concern:

Dear Sir:

Only sorry there is so much hassel over the Route 1/105 I believe the environmentalist people carry things to far at time, this freeway is needed very much as the other freeways are so crowded going & coming from the airport from our area there in Downey would make it so much easier to get to the airport faster to get this Route connected to 605. when freeways are kept up they are very nice to look at with the ivy or greenery planted to break there ugly catching. even our own city of Downey they hassel back and forth as a property owner we are for getting this completed.

Mrs Lessie Dickerson
2332 Irwingrove
Downey Ca. 90241

Feb 7, 1975

H. Ayanian, Dist Director of Transportation
attn: C.J. O'Connell, Calif Dept of Trans
PO Box 2304 Terminal Annex, L.A., Ca 90051

Gentlemen:

As former residents & now absentee mortgagee of property affected by Route 1/105 we wish to state that we approve the completion of the airport freeway along the least expensive and least disruptive route. Only your office knows which route that would be.

We would appreciate receiving a copy of the digest which briefly summarizes the Draft Environmental Impact Statement.

Thank you,
Howard C. & Mildred I. Hansen
1461 Drawville Place
Costa Mesa, Ca 92626

13-122

John F. Leonard
5427 West 141st Street
Hawthorne, California
90250

February 7, 1975

H. Ayanian, District Director
P. O. Box 2304 - Terminal Annex
Los Angeles, CA 90051

Dear Sir:

I have found the time to read and re-read the digest of the D.I. R. concerning the so-called "Century Freeway". I do not wish to impugn either your honesty or that of your staff, but I must indicate that I have found the digest biased in favor of construction of the freeway. (Witness the twenty-two pages about the freeway and ten pages concerning the "alternatives".)

This attitude is understandable, since a government bureaucracy could not issue a negative report about it's activities and remain viable.

Recent newspaper items forecast an escalation in the cost of this eighteen mile freeway to six hundred million dollars. Surely such spending of public tax dollars would be the height of fiscal irresponsibility, at a time when local, state and federal governments should be attempting to reduce costs and in turn reduce taxes that feed these costs.

Honest thought and plain logic dictate that freeway construction is not a solution to our congested life style, but rather a temporary "band-aid" on a social sore. (Note the highly touted and congested San Diego Freeway on any Thursday or Friday evening.)

We must turn away from this eternal merry-go-round of more freeways, more cars, more freeways, ad infinitum. In truth, this course offers no improvement in the quality of life for any resident in our so-called transportation corridor. Until such time as Southern Californians, myself among them, abandon their "one man, one car" concept and adopt a true public rapid transit system, and also face up to the politically explosive issue of population control all other solutions to our transportation problems are moot.

YOurs truly,

John F. Leonard

John F. Leonard

Feb. 6, 1975

H. Ayanian
Dept Director of Transportation

We are a peaceful family living along the corridor of the 605 Freeway north of Imperial, where a row of closed single family residential parcels is located between a surface street and the freeway. Since those homes have been removed and we have this isolation between us and the freeway which is about two blocks away, the noise is unbearable so I can just imagine what it will be like if this Freeway project goes through and that damn Freeway is practically in our back yard. Of course I'm sure the ones for this project

wouldn't know what it's like because I'm sure they have nice nest fee areas, so why worry about the poor, low income family who is unfortunate enough to be forced to live next to a freeway. Some people are fortunate to be able to move, but there are those who aren't so fortunate, they have no choice but to stay. We happen to be one of those families who has no choice. You see my husband has a serious health problem, so we don't know just how much longer he can work. If this should happen we must have a place we can afford, and this one many other families faced with similar problems.

Most of the people for this project have no idea what hazards are created for the people who have to live right by a freeway. Here are just a few. (1) Air Pollution

such as dust particles, Autos and bus emission, which are very bad for someone with a respiratory condition like my husband has. (2) Noise Problems), which can cause high blood pressure, nervous breakdown, headaches, and heart conditions, and if you don't already have some of these they will soon develope as the high blood pressure did with me. I was normal until about two years ago when they removed these homes behind us, then the noise got unbearable and up went the blood pressure, which my Dr. said could very well be because of the high noise level in our area. There are other things that can happen too. people who are forced to live close to a Freeway. It can turn a once tranquil family into a bickering, quarrelsome family.

come to start drinking to much, come to start taking tranquilizers during the day to quiet the nerves, and sleeping pills at night to get some sleep. You also can never entertain your friends in your back yard any more because you have to scream to be heard above the noise, not to mention there is no privacy either because every thing going along the Freeway can see in your back yard. I don't think any human being should be subjected to these kind of pressures, no matter how little and unimportant he may seem.

It says in the Draft Environmental Impact statement these adverse effects I mentioned are extremly small and will have no significant effect in getting the project under way. In other words have that it does affect it's just there trough

lick because we can't be allowed to stand in the way of some powerful, greedy, influential people who are really the ones who will benefit from this project at the expense of the poor, low and middle income people. The draft said this project was for the needs of the people. Yes for the needs of certain people who will have something to gain for themselves.

If the Federal Hwy Administration was really interested in the needs of all the people then maybe they should be less concern on how much money the state & Federal government might lose if this project doesn't go through. They waste more money than they could even lose from this. Quit

disrupting families by evacuation them from their homes. Rebuild the homes that were destroyed to make room for this project, then start concentrating on building a rapid rail transit system. Baxter Ward has some good ideas on that. What we don't need is more Freeways or the widening of the already existing Freeways. All this will do is make room for more cars and more buses which will create more pollution and noise and then in a few years even with more Freeway it will still be just as congested as before.

Wake up and do something for the needs of all the people and progress for the future with Rapid Rail Transit.

Gordon Perkins
15219 Leibacher Ave
Norwalk, Calif. 90650

13-128

Feb 4, 1975

Dear Mr Ayanian -

In reply to the proposed route 1/105 Trans. Corridor, I have one question that should relate my feelings. That question is — why?

1) Doesn't Southern California already have enough freeways that do the job?
2) Don't we need to discourage driving as the President suggests?
3) Don't we have enough air pollution without encouraging more?
4) Can't intelligent men think of a better more "together" transportation system for Calif?
5) Can't we save this money for that "better" system???

I think it is time to spend taxpayer money for the taxpayers benefit not just to spend it.

Sincerely

I plead with you —

Please find a better way.

Sincerely,
Monica S Lyman
8502 Luxor Drive
Downey, Calif.

LB-127

ALVIN S. KAUFER
20TH FLOOR · 445 SOUTH FIGUEROA STREET
LOS ANGELES, CALIFORNIA 90017

January 30, 1975

C. J. O'Connell, P.E.
Department of Transportation
District 7
P. O. Box 2304
Los Angeles, California 90054

Dear Mr. O'Connell:

Thank you for your letter of January 24, 1975 together with a copy of the Environmental Impact Digest for Routes 1 & I-105.

I was inquiring, however, whether you intend to hold public hearings in connection with the study of the Route 1 and Route 64 Corridors in the Malibu area. I understand a study is underway and I was interested to learn if there would be any public hearings in connection with that study.

Thank you in advance for your consideration.

Very truly yours,

Alvin S. Kaufer

ASK:bh

13-129

Donald Q. Miller 1664 Isabel Drive – San Jose, California – 95125 – 408/266-9017

January 29, 1975

Mr. H. Ayanian
District Director of Transportation
Attention C.J. O'Connell
California Department of Transportation
P.O. Box 2304 Terminal Annex
Los Angeles, CA 90051

Dear Mr. Ayanian:

This is my letter opposing freeway route 1/105, usually referred to as the Century Freeway.

In my view the transportation dollars to be spent on the route could be of greater public benifit if spent on improving public transportation. Either toward upgrading the exsisting rail facilities or building light rail (street cars) having a seperated right-of-way.

I note one of the standard arguments used by Cal Trans for the rational of the freeway is air pollution will be less than from the present stop and go of present streets on the proposed freeway route. This is true. It is only valid if the exact number of vehicles plying the proposed 1/105 route use the the freeway when constructed. The validity ends there, for new freeways generate new traffic. As vehicle capacity on the 10 lane route increases so does air pollution.

This was the identical argument advanced when I-280 was presented to the public in San Jose. I live a half mile from I-280 and I can attest the quality of the air has deteriorated.

Our Nation must realocate our transportation dollars away from these costly inefficient freeways. If we hope to reduce the consumption of fuel (autos us 13%--Time Mag.) then we as a people should be investing our transportation dollars in alternate modes. Rail is the most efficient in fuel, land and air use. Added to this the safety of rail. Our long range goal is to use our precious resources conservatively. One side effect--reduce our balance of payment.

Sincerely yours,

Donald Q. Miller

cc:Claire Dedrick

Lynwood, California
January 28, 1975

State Department of Transportation:

In reference to an article published in the L.A. Herald Express (Dateline Sacramento A.D.) concerning the proposed El Segunda - Norwalk Freeway - it was stated that the Department of Transportation was circulating an "environmental impack report' among concerned persons. We and our neighbors certainly are concerned persons as we are one half block off freeway property and we and all other property owners I've talked to - want the freeway to go through. We have many "boarded up" homes in the freeway path that are a detriment - certainly a tax los to our city. We feel if the freeway were completed these houses would be removed and perhaps the much needed E & W Freeway would bring new interest and business to our fast dying city.

Perhaps a "one letter" will do no good in the decision but as a long time citizen and property owner I at least feel I can express my opinion.

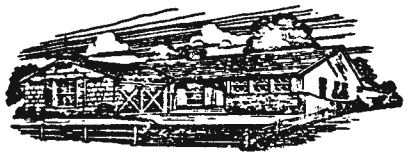
Sincerely,

Muriel C. McRoberts
Melvin A. McRoberts
11635 Virginia Avenue
Lynwood, California 90262

13-128

OFFICE SYSTEMS
TODAY

IN LOS ANGELES SINCE 1905



4422 SANCOLA AVE.
NO. HOLLYWOOD, CALIF.
91602

OLOF F. JOHNSON
GENERAL CONTRACTOR
REAL ESTATE
(Retired)

January 28, 1975

H. Ayanian District Director
P.O. Box 2304 Terminal Annex
Los Angeles, Calif. 90051

Attention Mr.C.J. O'Connell

Gentlemen;

I have read the Environmental Impact Digest report for the proposed routes - and 1-105 Freeway.

I have lived in Los Angeles since 1905, and the question I have asked most peopleis, what would our traffic condition be today if w did not have the Freeways. The people that are against the Freeways have no answer. The rest of the people state that if we don't have more Freeways, Mass transporation will not work in the Los Angeles County and surrounding Counties.

The poojet is needed and will help the Smog and Air Quality caused by the stop and go of Automobiles.

If this type of Freeway and Busway was designed years ago, they would not have the problem for Mass Transit or Busway today.

The project has been started and would be a waste of money and time to drop it at this time, and we still have the probleum of getting the people around. We need the Freeway.

Yours truly,

Olof F. Johnson

Phone: 631-8380
631-1797

Reuben W. Anderson

REAL ESTATE

12010 [redacted] LONG BEACH BOULEVARD
LYNWOOD, CALIF. 90262

January 24, 1975

Mr. Charles J. O'Connell,
Project Chief,
P.O. Box 2304,
Terminal Annex,
Los Angeles, Calif. 90051.

Dear Mr. O'Connell: Subject:Route 1/105 Transportation Corridor.

As an interested Property Owner in the City of Lynwood along said Freeway, I am heartily in favor of Century Boulevard Freeway as proposed being constructed without delay.

There is a great need for this Freeway. Any one who has driven Artesia Freeway during peak traffic time will realize that there is a great need for another Freeway running east and west in this area—and that with Artesia Freeway not being opened all the way West yet, when it will be further crowded.

Candidly I was not so favorable when this Freeway was first inauguarated and the Route that it was decided, but I can't now see any reason for the project not being completed at as early a date as possible in view of existing circumstances.

I can't see how it could feasibely be abandoned now after the State has bought most of the properties in the right of way, especially in the Lynwood corridor where I reside, making our City look like a Ghost town in the path of the freeway right of way. We know that the State have already spent Millions of Dollars for purchasing these properties. Every day that it is delayed it is costing the Taxpayers more money on account of our Inflationary conditions. If they could have gone right ahead and proceeded with the project as they should the Freeway would have cost Millions of dollars less.

I don't think it is fair to let these Environmentalist place this added tax burden on to the taxpayers by causing this delay; not do I think too highly of this Judge who stopped the project with requiring hearing to pacify these Rabble Rousers. After all this Freeway was conceived and planned way before the present Environmental Act was adopted, and therefore we should not be required to have these hearings.
Let's get going this prject without further delay!

Sincerely yours,

REUBEN W. ANDERSON,
As Concerned Taxpayer.

RWA

12-130

JAN 20 1975

Joseph Rubin
117 Nautilus
LA 90036

H. Ayanian
DISTRICT Director of Transportation
Attn: C. J. O'Connell

Dear Mr. O'Connell,

when will the people who work for the public get smart enough to realize what is being done to the earth? In the Los Angeles times part IV wed Dec 18, 1974 an artical entitled "dismal environment outlook" discusses the pros and cons of freeway construction. I quote "each year in the United States alone more than 1 million acres of land with oxygen-producing trees are paved over." Dr Ashley Montagu sees this "insanity". and says the "progress without conscience", consideration or real study to environmental impact is destroying the environmental capsule that supports life on this planet.

laws were put into effect concerning air water and noise pollution around the 1870's in new york yet the once Salmon filled Hudson river is now so polutted salmon haven't been seen there for over 50 years. and the once cheapest food protein less expensive than chicken is now a costly luxury growing more rare yearly- automobiles and freeways do the same destruction to peoples' lives.

the state says new freeway badly needed but no reason they give is real.

engineers say 30 to 35% traffic increase would result in the abandoned freeway corridor if it were to be rebuilt. increase over what? the empty lots that have sat since 1972 or from before they removed the 15,000 people they have displaced? it is easy to mislead with unclear statistics this tactic is used all over the report as I read it in ray Roberts Dec 19, 1974 artical.

next how can the state ignore every study the governments in the U.S. have found to be axium- "build a road and people will traffic it." what we really need is non polutting efficient mass transit a new concept of vehicular travel, a new

honesty directness and real concern for people not profit.

another reason to build is jobs - well jobs can be produced in mass transit - tree planting, urban redevelopment - example why not turn that corridor into a linear city development such as le corbusier suggested for algiers in 1926 - a continuous structure housing transportation, shops, ~~homes~~, business, schools, community centers and recreation facilities with the roof being a park and the whole 17 mile long structure surrounded by green, forest, more park, perhaps with some more recreation entertainment facilities such as have been included in world famous successful (for 100 years, a good test time wise) plans like central park - boating horseback riding golf tennis restaurants bars (like a casino in the park) a place like that will improve transportation give jobs; decent and in fact superlative living conditions, create a sensitive and prouddful environment, be a landmark, a tourist center creating future jobs and activities - and would more than make up the losses on the freeway.

just look at the freeways all of which are out of date congested and over costly money wise environment wise (notionally unless you don't drive them in rush hours or live near them - why won't any rich neighborhoods allow freeways going through them - like Beverly Hills fighting it's proposed freeway for, is it 20 years now?

freeways in the US have not even been built as well as the auto bahn of 1920's in germany - they don't do the job cause accidents from stupid planning and now need traffic lights on ramps. can't the state people who engineer these freeways see? are they so blinded or uneducated or ignorant or profit oriented and can not imagine a better solution? when every freeway in Los Angeles has major congestion a lack of planting and dumb exits and entry ramps; and has been proven to be dangerous to respiratory systems (medical tests given to heart patients show dangerous impact on their condition with <u>every</u> ride on a freeway due to exhaust fumes in the air.) when everyone who drives during traffic hours notices negative symptoms in his or her own body and mind, when every architect planner city offical with understanding and experience is talking about how inadequate the auto - road - freeway system is for our life style and our ~~technology~~ technology the state engineers are still clamoring we need more -

this is a painful joke on humankind! car companies cannot afford to build cleaner engines or safty features but have enough gumption to change design of light bulbs or fins or chrome, decorative additions! just as ~~road builders~~ traffic engineers continue ~~rather than developing~~ the deplorable misapplication of their talents.

if ~~too~~ these people had their way every American would own at least one car and the world would be one large unobstructed freeway they of course would be looking only at the results they want to see not reality. ~~you must~~ look at the map and see where this plan ends, the freeway. it's a dead end on to the San gabriel river freeway - without mentioning the santa ana freeway directly ahead but that's plans for 1984.

Dr. Michael K. Gauthier
9618 Florence Avenue
Downey, California 90240
(213) 923-0131

1-18-75

Attn: C.J. O'Connell
California Department of Transportation
P.O. Box 2304 Terminal Annex
Los Angeles, CA. 90051

Dear Mr. O'Connell,

I saw your ad in Thursday January 16, 1975 Los Angeles Herald-Examiner. I would like to make a simple statement on the 105 Freeway. Lets stop messing around and get the thing build. There is no way to get to the Airport area during rush hours without spending over an hour going down Imperial Highway. During non-rush hour times it about 45 minutes to go 605 to 405 to LAX. If the freeway was in the total trip should take about 20 minutes. Also I'd get 14-15 mpg driving at 55-65 mph while on the serface streets I feel I'm doing good to get 7-9 mpg. Lets stop spinning our wheels on this important project and get it built.

While I have your attention, I would also like to put in a plug for the extention of the Long Beach Fwy. To get to Northwest Pasadena I have to go down the Santa Ana to the Long Beach, to the San Berdo, to the Golden State, to the Pasadena, to ~~XXX~~ Orange Grove Blvd, then North to the 210 Freeway. When are we going to get the Long Beach completed all the way to the 210? We need more freeway today not less. Public Transportation will not work in the Greater Los Angeles area. Our only hope is to add many more new freeways to our system and FINISH BUILDING THOSE WE HAVE ALREADY PLANNED OR STARTED.

~~Yours very truly~~

Dr. Michael K. Gauthier
Engineering Consultant, Electronic:

13-182

W. B. RANDALL
CERTIFIED PUBLIC ACCOUNTANT
32614 Coastsite Drive, Apt. 204
Palos Verdes Peninsula, Calif. 90274

January 17, 1975

H. Ayanian,
District Director of Transportation,
Attention C. J. O'Connell,
California Department of Transportation,
P O Box 2304, Terminal Annex,
Los Angeles, California 90051

Dear Sir:

Reference is made to your display ad in the Thursday, January 16, 1975 Los Angeles Times, regarding the Route 1/105 Transportation Corridor.

This letter is to indicate my desire to urge approval of the construction of this piece of highway. Definitely we need a Freeway connection with the Airport going east.

Please push this as expeditiously as possible.

Thank you

W B Randall

January 17th, 1975
196 East Charles Street
Banning, Calif. 92220

Mr. H. Ayanian, District Director
California Department of Transportation
Post Office Box 2304, Terminal Annex
Los Angeles, California 90051

Dear Mr. Director:

As a re-locatee from the Interstate 105, at no time did I protest the building of that Freeway. Becuase the Pacific Electric cars had been permitted to deteriorate to the point of no return, I was firmly convinced that a freeway was badly needed across town at that area.

My protest centered around the fact that the State appraisal, on December 8th, 1970- was ONLY $1700. more than the County Appraisal for taxes made in March, 1965. Your appraisal allowed us an increase of only $1700. while the taxes during the "waiting period-" had cost us over $2,000-- MORE than when the route was adopted in or on July 24, 1965.

We would have left LONG BEFORE the Injunction was placed on the freeway- by various "ecology groups"-- if theSacramento office- had expedited our second request for more more- as their answer "NO" arrived just after the injunction had been granted.

What made the situation worse- was that I retired from aircraft assembler- to $125.00 per month Social Security and a $25.00 per month compension from North American Aviation. The ensueing "w aiting period" with no possibl sale except to the State- caused us to use up our reserve funds to pay the unnecessary taxes.

The extra allowance- if we spent our total sale price on another home- would have been around $2,000., but, with such a low total monthly income- we could not have paid the ever increasing property taxes probably another $125- on top of the $500 on the Fernwood avenue home.

While Banning is not an ideal location- it sure beats the mess still in Lynwood- and we are very thankful that we signed the release from Judge Fregersons' Injunction. This place follows our plan of 1965 at retirement- to sell out- and buy a cheaper home in order to gain some reserve funds for our old age. Thankfully, we found this place at $10,000- which at the time left us off fairly well after putting on a new roof- and having carpets put in throughout the 800 sq. ft house.
The draw back here is the extreme distances to go for large department stores- and entertainment- which in Lynwood- was, "just around the corner" in Los Angeles.
We moved out Nov.15, 1972

Sincerely,
George E. Wiener

4150 Lobos Road
Woodland Hills, Calif. 91364
January 17, 1975

H. Ayanian, District Director
Attn: C. J. O'Connell
California Department of Transportation
P. O. Box 2304 Terminal Annex
Los Angeles, California 90051

SUBJECT: Proposed Interstate Highway 105
Los Angeles County

Dear Sir:

I am writing this letter to convey my unconditional opposition to proceeding with the proposed Interstate 105 in south Los Angeles County.

In light of the impending energy shortage, it seems insane to spend hundreds of millions of dollars to provide roadways for personal automobiles, which will vanish as a dominant form of transportation.

This money would be better spent on mass transportation systems. This county does not need another freeway; it needs alternatives to personal automobiles.

I urge you to abandon this project immediately.

Sincerely,
Richard Meyer
Richard Meyer

cc: Governor Jerry Brown
Sacramento, California

Jan 16-75

Mr O'Connell

I want to say

(1) I do not like the present Route. I do not want Hawthorne dissected again. Put the freeway if we have to have it, between Lenox + Hawthorne a natural divider.

(2) The map in papers is poor.

(3) I put a red line where it could go.

Thank you

Roberta Lee Bourguignon
4912 W123 pl.
Hawthorne Calif 90250

9616 Borson Street
Downey, California 90242
January 16, 1975

California Dept. of Transportation
120 South Spring Street
Room 490
Los Angeles, California

Gentlemen:

In reference to the notice in the Los Angeles Times regarding Route 1/105 I wish to state that I feel this route should not be abandoned since so much expense has already gone into this project. Also, it seems this route would relieve the strain greatly of east-west traffic on existing routes of travel.

Since there is so much unemployment, why can't construction of this freeway be started immediately instead of waiting for approximately 18 years as was the case of the Artesia Freeway?

Very truly yours,

Mrs. E. M. Heath

Jan 13

Dear Sir;

Please forward a copy of the Digest of the Draft Environmental Impact Statement. I oppose the construction of the route 1/105 Freeway.

Thank you very much.

Susan Miller
10166 Pounds Ave.
Whittier, Calif. 90603

8901 Kennelly Ln
Anaheim CA 92804
January 8, 1975

Mr. H. Ayanian
District Director of Transportation
Attn: C. J. O'Connell
California Department of Transportation
P. O. Box 2304 Terminal Annex
Los Angeles CA 90051

Dear Mr. Ayanian:

I am writing this letter to express my approval for the construction of the Century Freeway. I believe we all need easier access to the LA International Airport.

Sincerely,

Mrs H E Myers

(Mrs.) H. E. Myers

The Atchison, Topeka and Santa Fe Railway Company
A Santa Fe Industries Company
121 East Sixth Street, Los Angeles, California 90014, Telephone 213/628-0111 ext. 22457

January 7, 1975

File: 2271-Lairport (Rte-105
& Imperial Highway OH)

Mr. H. Ayanian,
District Director of Transportation
California Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, CA 90051

Attention: Mr. C. J. O'Connell

Re: 07-LA 1/105
El Segundo-Norwalk Freeway
Draft Environmental Impact Statement.

Dear Sir:

This is to advise that Santa Fe has reviewed the Draft Environmental Impact Statement for the above-referenced project and has no objections to that which is proposed.

Yours very truly,

J. G. Fry,
Assistant General Manager-Engineering

cc: Mr. I. L. Morhar, Road Commissioner
Los Angeles County Road Dept.
P. O. Box 4089
Los Angeles, CA 90054

Mr. Donald C. Tilman, City Engineer
Bureau of Engineering, Dept. of Public Works
111 E. 1st Street - City Hall South
Los Angeles, CA 90012 (File: West.-Ven.;Aviation Blvd; Imperial Hwy and Santa Fe Tracks Crossing)

Mr. John P. Ukleja
Calif. Public Utilities Commission
107 So. Broadway
Los Angeles, CA 90012

Mr. W. H. Glickman, Director Public Wks.
City of El Segundo
350 Main
El Segundo, CA 90245

Mr. Richard Marquis
CALDOT Dist. 07
P. O. Box 2304
Los Angeles, CA 90054

13902 Yorba, 8D
Tustin, California 92680
January 6, 1975

Mr. H. Ayanian
District Director of Transportation
Attention C. J. O'Connell
California Department of Transportation
P. O. Box 2304 Terminal Annex
Los Angeles, California 90051

Dear Sir,

Please send me the Digest of the Draft Environmental Impact Statement covering the construction of Route 1/105 Freeway, which will connect the Los Angeles airport area with Route 605.

I am strongly in favor of the construction of this freeway, and with the minimum of delay.

Thank you very much.

Very truly yours,

Charles A. Stout

1/3/~~74~~ 75

2630 W. Holly Avenue
La Habra, Ca 90631

Mr. H. Ayanian
District Director of Transportation
Attn: Mr. C.J. O'Connell
Calif. Dept. of Transportation
P.O. Box 2304 Terminal Annex
Los Angeles, Ca 90051

Dear Mr. Ayanian:

I am totally in favor of the Proposed Freeway Route I/105. Please send me a copy of the Digest of Draft Environmental Impact Statement.

Thank You

David M. Clementz

David M. Clementz

13-137

Calif. Dept. of Transportation 12-31-74

Please send a digest of the Env. Impact Statement on the Route 1/105 Freeway.

I am in favor of building this Freeway!

If you can send me the complete digest I will remit $8.00 on receipt of same. Otherwise I will prepay with order after receiving the digest.

Very Truly Yours

S.W. Nicksic
214 El Encanto Dr.
Brea, CA. 92621

10505 Brookshire Avenue
Downey California
December 27,1974

H. Ayanian
District Dir. of Trans.
Attention C. J. O'Connell
California Department of Trans.
Box 2304,Terminal Annex
Los Angeles,California,90051

Gentlemen:

I wish to comment on the Environmental Imact Statement for the Route 1/105 Corridor.

I felt the case for the construction of this freeway is even conservative in its approach and results expected. Certainly a needed freeway is a tremenious aid in the conservation of gasoline as opposed to the stop-start driving now required. Congested driving obviously contibutes to smog.

If those opposing this construction had to suffer the alternate routes such as Firestone,Imperial and such streets their opposition would cease.

Yours very truly,

D. C. Johnston

13-138

B. JANDA
7003 1/2 KITTYHAWK
LOS ANGELES, CAL.
90045

DEC 1974

H. Ayanian
Dist Dir. of Transportation
Attn C. J. O'Connell
Calif. Dept. of Transportation
P.O. Box 2304, TERM. ANNEX LA 90051

12/26/74

For heaven's sake let's get going on the Century Freeway.

Bernard Janda
7003½ Kittyhawk
Los Angeles, CA 90045

MY ADVISE?

DON'T BUILD THE STUPID FREEWAY AT ALL, YOU JERKS!

QUIT WASTING MY MONEY TO LINE YOUR POCKETS! WITH GAS SOON TO BE RATIONED, WHO NEEDS ANOTHER FREEWAY?

APPENDIX A

LIST OF REVIEWING ENTITIES

APPENDIX A - LIST OF REVIEWING ENTITIES

The Draft Environmental Impact Statement was circulated December 19, 1974 for comments to the following:

FEDERAL, STATE, AND LOCAL GOVERNMENTAL OFFICIALS

Honorable Alan Cranston
United States Senator
11000 Wilshire Boulevard
Suite 13220
Los Angeles, CA 90024

Honorable John V. Tunney
United States Senator
11000 Wilshire Boulevard
Suite 14223
Los Angeles, CA 90024

*Honorable Glenn M. Anderson
Congressman, 17th District
255 North Fifth Street
San Pedro, CA 90731

Honorable Alphonzo Bell
Congressman, 28th District
11000 Wilshire Boulevard
Suite 14220
Los Angeles, CA 90024

Honorable Yvonne Brathwaite Burke
Congresswoman, 37th District
4041 Marlton Avenue, Suite 250
Los Angeles, CA 90008

Honorable Delwin M. Clawson
Congressman, 23rd District
11600 South Paramount Boulevard
Suite D
Downey, CA 90241

Honorable Augustus F. Hawkins
Congressman, 21st District
8563 South Broadway
Suite 206
Los Angeles, CA 90003

Honorable Chet Holifield
Congressman, 19th District
9125 East Whittier Boulevard
Pico Rivera, CA 90660

Honorable Craig Hosmer
Congressman, 32nd District
620 Security Building
110 Pine Avenue
Long Beach, CA 90802

Honorable Charles H. Wilson
Congressman, 31st District
300 East Hillcrest Boulevard
Inglewood, CA 90301

Honorable George Deukmejian
Senator, 37th District
444 West Ocean Boulevard
Suite 401
Long Beach, CA 90802

Honorable Ralph C. Dills
Senator, 32nd District
529 West Eighth Street
San Pedro, CA 90731

NOTE: Asterisk indicates those from whom comments were received.

FEDERAL, STATE, AND LOCAL GOVERNMENTAL OFFICIALS (cont'd)

Honorable Mervyn M. Dymally
Senator, 29th District
2622 South Western Avenue
Los Angeles, CA 90018

Honorable Joseph M. Kennick
Senator, 33rd District
110 Pine Avenue, Suite 606
Long Beach, CA 90802

Honorable Robert S. Stevens
Senator, 25th District
1245 Glendon Avenue, Suite 35
Los Angeles CA 90024

Honorable Lawrence E. Walsh
Senator, 30th District
8060 East Florence Avenue
Room 204
Downey, CA 90240

Honorable James Q. Wedworth
Senator, 31st District
One Manchester Boulevard
Suite 103
Inglewood, CA 90301

Honorable Paul Bannai
Assemblyman, 67th District
15305 South Normandie Avenue
Gardena, CA 90247

Honorable Robert G. Beverly
Assemblyman, 46th District
1611 South Pacific Coast Highway
Redondo Beach, CA 90277

Honorable Julian C. Dixon
Assemblyman, 63rd District
2907 West Vernon Avenue
Los Angeles, CA 90008

Honorable Jack P. Fenton
Assemblyman, 51st District
1601 West Beverly Boulevard
Montebello, CA 90640

Honorable Joe A. Gonsalves
Assemblyman, 66th District
12340 East Firestone Boulevard
Norwalk, CA 90650

Honorable Bill Greene
Assemblyman, 53rd District
203 East Vernon Avenue
Los Angeles, CA 90011

Honorable Frank Holoman
Assemblyman, 65th District
8836 South Vermont Avenue
Suite 3
Los Angeles, CA 90044

Honorable Robert McLennan
Assemblyman, 38th District
8040 East Alondra Boulevard
Suite D
Paramount, CA 90723

Honorable Leon D. Ralph
Assemblyman, 55th District
1922 East 103rd Street
Los Angeles, CA 90002

Honorable Floyd L. Wakefield
Assemblyman, 52nd District
7340 East Florence Avenue, Suite 229
Downey, CA 90240

*Honorable Board of Supervisors
County of Los Angeles
500 West Temple Street
Los Angeles, CA 90012

FEDERAL, STATE, AND LOCAL GOVERNMENTAL OFFICIALS (cont'd)

*The Honorable City Council
City of Bellflower
9838 East Belmont
Bellflower, CA 90706

The Honorable City Council
City of Cerritos
P. O. Box 7
Cerritos, CA 90701

*The Honorable City Council
City of Compton
P. O. Box 5118
Compton, CA 90220

*The Honorable City Council
City of Downey
P. O. Box 607
Downey, CA 90241

*The Honorable City Council
City of El Segundo
350 Main Street
El Segundo, CA 90245

*The Honorable City Council
City of Gardena
1700 West 162nd Street
Gardena, CA 90247.

*The Honorable City Council
City of Hawthorne
4460 West 126th Street
Hawthorne, CA 90250

*The Honorable City Council
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

*The Honorable City Council
City of Inglewood
105 East Queen Street
Inglewood, CA 90301

The Honorable City Council
City of Lawndale
P. O. Box 98
Lawndale, CA 90260

*The Honorable City Council
City of Los Angeles
200 North Spring Street
Los Angeles, CA 90012

Honorable David Cunningham
Councilman, 10th District
City of Los Angeles
City Hall, Room 240
Los Angeles, CA 90012

Honorable John S. Gibson, Jr.
President of the City
Council and Councilman,
15th District
City of Los Angeles
City Hall, Room 317
Los Angeles, CA 90012

Honorable Gilbert Lindsay
Councilman, 9th District
City of Los Angeles
City Hall, Room M-27
Los Angeles, CA 90012

Honorable Pat Russell
Councilwoman, 6th District
City of Los Angeles
City Hall, Room 260
Los Angeles, CA 90012

FEDERAL, STATE, AND LOCAL GOVERNMENTAL OFFICIALS (cont'd)

*The Honorable City Council
City of Lynwood
11330 Bullis Road
Lynwood, CA 90262

The Honorable City Council
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

*The Honorable City Council
City of Norwalk
P. O. Box 369
Norwalk, CA 90650

*The Honorable City Council
City of Paramount
16420 Colorado Avenue
Paramount, CA 90723

The Honorable City Council
City of Redondo Beach
P. O. Drawer 270
Redondo Beach, CA 90277

*The Honorable City Council
City of South Gate
8650 California Avenue
South Gate, CA 90280

The Honorable City Council
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

FEDERAL AGENCIES

*Environmental Protection Agency
Region IX
100 California Street
San Francisco, CA 94111

*Urban Mass Transportation
Administration
Department of Transportation
800 Independence Avenue
Washington, DC 20591

*Assistant Secretary - Project
Policy
Attn: Director, Environmental
Project Review
Department of the Interior
Washington, DC 20240

*District Engineer
U. S. Army Corps of Engineers
300 North Los Angeles Street
Los Angeles, CA 90012

Deputy Assistant Secretary
for Environmental Affairs
U. S. Department of Commerce
Main Commerce Building
14th and Constitution Avenue
Washington, DC 20230

Mr. Albert B. Kelley
Director
Office of Public Affairs
Federal Highway Administration
Department of Transportation
Washington, DC 20591

*Area Director
Department of Housing and
Urban Development
2500 Wilshire Boulevard
Los Angeles, CA 90057

Assistant Secretary for Health
and Science Affairs
HEW North Building
Department of Health, Education,
and Welfare
Washington, DC 20202

U. S. Soil Conservation Service
Area Conservationist
Area VI
P. O. Box 115
Santa Barbara, CA 93102

*Department of Transportation
Federal Aviation Administration
Western Region
P. O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

Regional Director
Bureau of Outdoor Recreation
450 Golden Gate Avenue
San Francisco, CA 94102

*Regional Forester
U. S. Forest Service
630 Sansome Street
San Francisco, CA 94111

Superintendent
Angeles National Forest
150 South Los Robles Avenue
Room 300
Pasadena, CA 91101

STATE AGENCIES

State Clearinghouse
Office of the Governor
Office of Planning and Research
1400 Tenth Street
Room 108
Sacramento, CA 95814

Note: State Clearinghouse will distribute the Draft Environmental Impact Statement to the following State agencies for their comments:

Director
Department of Water Resources
1416 Ninth Street
Sacramento, CA 95814

Mr. William C. Lockett
Chief, Evaluation and Planning
State Air Resources Board
1709 Eleventh Street
Sacramento, CA 95814

Mr. Robert K. Palmer
Investigation and Standards
State Air Resources Board
1709 Eleventh Street
Sacramento, CA 95814

Assistant Secretary
California Highway Commission
P. O. Box 1139
Sacramento, CA 95805

Regional Water Quality
Control Board
107 South Broadway
Room 9026
Los Angeles, CA 90012

Executive Officer
State Lands Commission
1020 Twelfth Street
Sacramento, CA 95814

Director
State Department of Housing
and Community Development
455 Capitol Mall, Suite 385
Sacramento, CA 95814

*State Historic Preservation
Officer
Department of Parks and
Recreation
1416 Ninth Street
Sacramento, CA 95814

Secretary
Resources Agency
1416 Ninth Street, 13th Floor
Sacramento, CA 95814

Director
Department of Conservation
1416 Ninth Street
Sacramento, CA 95814

STATE AGENCIES (cont'd)

Department of Parks and Recreation
Division of Planning and Development
1416 Ninth Street
Sacramento, CA 95814

Department of Parks and Recreation
Archaeological Services
1215 - 16th Street
Sacramento, CA 95814

Chief
Bureau of School Planning
Department of Education
721 Capitol Mall
Sacramento, CA 95814

Director
Department of Public Health
744 P Street
Sacramento, CA 95814

*Chief
Vehicle Emission Control Program
Air Resources Board
9528 Telstar Avenue
El Monte, CA 91731

Chief Land Agent
Property Acquisition Division
Department of General Services
915 Capitol Mall
Sacramento, CA 95814

Regional Manager
Department of Fish and Game
Region V
350 Golden Shore
Long Beach, CA 90802

Chief
Division of Aeronautics
Sacramento Executive Airport
Sacramento, CA 95822

Assistant Vice President
Physical Planning and Construction
641 University Hall
University of California
Berkeley, CA 94720

Vice Chancellor
Physical Planning and Development
Trustees of the California University and Colleges
5670 Wilshire Boulevard
Los Angeles, CA 90036

(Concludes Agencies to be distributed by State Clearinghouse)

ADDITIONAL STATE AGENCIES

Dr. C. William Clewlow
Chief Archaeologist
University of California Los Angeles
Los Angeles, CA 90024

Public Utilities Commission
107 South Broadway
Los Angeles, CA 90012

Area Representative
Department of Housing and Community Development
1624 West 19th Street
Room 4
Santa Ana, CA 92706

REGIONAL AND LOCAL AGENCIES

*Executive Director
Southern California Association of Governments
1111 West Sixth Street
Suite 400
Los Angeles, CA 90017

*Chief Engineer
Southern California Rapid Transit District
1060 South Broadway
Los Angeles, CA 90015

Model Neighborhood
c/o Mr. Adam Burton
Assistant to Supervisor Hahn
1400 East 118th Street
Los Angeles, CA 90059

Mr. I. L. Morhar
Road Commissioner
County of Los Angeles
P. O. Box 4089, Terminal Annex
Los Angeles, CA 90054

Mr. A. E. Bruington
Chief Engineer
Los Angeles County Flood Control District
2250 Alcazar Street
Los Angeles, CA 90033

*Mr. Edgar T. Irvin
Acting Planning Director
Los Angeles County
Regional Planning Commission
320 West Temple Street
Room 1390
Los Angeles, CA 90012

REGIONAL AND LOCAL AGENCIES (cont'd)

Mr. John D. Parkhurst
Chief Engineer and General Manager
Los Angeles County Sanitation Districts
2020 Beverly Boulevard
Los Angeles, CA 90057

J. Walter Cobb, Ph.D.
Housing Consultant
County of Los Angeles
Commission on Human Relations
1184 Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Hospital Administrator
Martin Luther King, Jr. General Hospital
12021 South Wilmington Avenue
Los Angeles, CA 90059

*Mr. William MacBeth
Organic Emissions Section
Air Pollution Control District
434 South San Pedro Street
Los Angeles, CA 90013

Sheriff's Department
County of Los Angeles
Hall of Justice
211 West Temple Street
Los Angeles, CA 90012

*County of Los Angeles
Waterworks No. 22
108 West Second Street
Room 808
Los Angeles, CA 90012

City of Cerritos
P. O. Box 7
Cerritos, CA 90701

District Administration Office
Cerritos College
11110 East Alondra Boulevard
Norwalk, CA 90650

*City of Compton
P. O. Box 5118
Compton, CA 90220

Compton Unified School District
604 South Tamarind Avenue
Compton, CA 90220

Mr. Thurman C. Johnson
Assistant Superintendent
Compton Unified School District
1623 East 118th Street
Los Angeles, CA 90059

*City of Downey
P. O. Box 607
Downey, CA 90241

Dr. Manuel Gallegos
Superintendent
Downey Unified School District
11627 Brookshire Avenue
Downey, CA 90241

*City of El Segundo
350 Main Street
El Segundo, CA 90245

REGIONAL AND LOCAL AGENCIES (cont'd)

El Segundo Unified School District
219 West Franklin Avenue
El Segundo, CA 90245

*City of Hawthorne
4460 West 126th Street
Hawthorne, CA 90250

Mr. Kenneth L. Nelson
City Attorney
City of Hawthorne
4460 West 126th Street
Hawthorne, CA 90250

Dr. Reese Walton
Superintendent
Hawthorne School District
4301 West 129th Street
Hawthorne, CA 90250

Dr. William McDonald
Assistant Superintendent
Business Manager
Centinela Valley High School District
12227 South Hawthorne Way
Hawthorne, CA 90250

Dr. M. E. Graves
Assistant Superintendent
Wiseburn School District
5230 West 120th Street
Hawthorne, CA 90250

Hawthorne Municipal Airport
12101 Crenshaw Boulevard
Hawthorne, CA 90250

Hawthorne Redevelopment Agency
4460 West 126th Street
Hawthorne, CA 90250

*City of Huntington Park
6550 Miles Avenue
Civic Center
Huntington Park, CA 90255

*City of Inglewood
105 East Queen Street
Inglewood, CA 90301

Dr. William M. Purdy
Superintendent
Inglewood Unified School District
401 South Inglewood Avenue
Inglewood, CA 90301

Dr. West Colby
Superintendent
Lennox School District
10319 Firmona Avenue
Inglewood, CA 90304

*Mr. Donald C. Tillman
City Engineer
City of Los Angeles
200 North Spring Street
Los Angeles, CA 90012

Mr. Calvin S. Hamilton
Director of Planning
Department of City Planning
City of Los Angeles
City Hall, Room 361
Los Angeles, CA 90012

REGIONAL AND LOCAL AGENCIES (cont'd)

Mr. Robert C. Davidson
Deputy General Manager
Department of Airports
City of Los Angeles
One World Way
Los Angeles, CA 90009

Commissioner Frank E. Munoz
Chairman
Housing Authority
City of Los Angeles
515 Columbia Avenue
Los Angeles, CA 90017

Mr. William Frederickson, Jr.
General Manager
Department of Recreation
and Parks
City of Los Angeles
250 East First Street
Los Angeles, CA 90012

Mr. Richard Whitfield
Project Manager
Community Redevelopment Agency
City of Los Angeles
1516 East 103rd Street
Los Angeles, CA 90002

Mr. David Helm, Sr.
Administrative Assistant
Special Services Division
City of Los Angeles
Room 100-E, City Hall
Los Angeles, CA 90012

Mr. Harold S. Adams
Program Administrator
Model City Program
City Hall, Room 308
200 North Spring Street
Los Angeles, CA 90012

Deputy Program Administrator
Model Cities Program, Greater
Watts
11001 South Main Street
Los Angeles, CA 90061

Mr. Richard G. Mitchell
Community Redevelopment Agency
617 South Olive Street
Los Angeles, CA 90014

Department of Environmental
Quality
City of Los Angeles
Room 550, City Hall East
200 North Spring Street
Los Angeles, CA 90012

Mr. William R. Jones
Chairman
Watts Community Development
Advisory Committee
1516 East 103rd Street
Los Angeles, CA 90002

City of Los Angeles
Police Department
77th Precinct
235 West 77th Street
Los Angeles, CA 90003

City of Los Angeles
Police Department
150 North Los Angeles Street
Los Angeles, CA 90012

*Mr. Vincent Battistoni
Los Angeles City Unified
School District
Business Service Center
1425 South San Pedro Street
Los Angeles, CA 90015

REGIONAL AND LOCAL AGENCIES (cont'd)

Dr. Leslie Koltai, Chancellor
Los Angeles Community College
District
2140 West Olympic Boulevard
Los Angeles, CA 90006

Attention W. W. Shannon
School Faculty Planner

*City of Lynwood
11330 Bullis Road
Lynwood, CA 90262

Dr. Hyram W. Loutensock
Superintendent
Lynwood Unified School
District
11331 Plaza Street
Lynwood, CA 90262

*City of Norwalk
P. O. Box 369
Norwalk, CA 90650

Board of Education
Norwalk-La Mirada Unified
School District
12820 South Pioneer Boulevard
Norwalk, CA 90650

*City of Paramount
16420 Colorado Avenue
Paramount, CA 90723

*City of South Gate
8650 California Avenue
South Gate, CA 90280

NATIONAL, STATE, AND LOCAL ORGANIZATIONS

*Compton Chamber of Commerce
499 East Compton Boulevard
Compton, CA 90221

Mr. W. Cole, Manager
Downey Chamber of Commerce
8497 East Second Street
Downey, CA 90241

El Segundo Chamber of Commerce
101 East Holly Avenue
El Segundo, CA 90245

Hawthorne Chamber of Commerce
4078 West El Segundo Boulevard
Hawthorne, CA 90250

*Inglewood Chamber of Commerce
330 East Queen Street
Inglewood, CA 90301

*Los Angeles Area Chamber of Commerce
404 South Bixel Street
Los Angeles, CA 90017

Lynwood Chamber of Commerce
12010 Long Beach Boulevard
Lynwood, CA 90262

South Central Los Angeles Chamber of Commerce
9313 South Central Avenue
Los Angeles, CA 90002

Watts Chamber of Commerce
9311 South Central Avenue
Los Angeles, CA 90002

Mr. John McDonald
Engineering Department
Automobile Club of Southern California
2601 South Figueroa Street
Los Angeles, CA 90054

Black Panther Party
P. O. Box 72171
Watts Station, CA 90002

Mr. Herbert Hoover, Jr.
Chairman
California Freeway Support Committee
900 Wilshire Boulevard
Los Angeles, CA 90057

*Center for Law in the Public Interest
10203 Santa Monica Boulevard
Los Angeles, CA 90067

*Community Plans, Inc.
Westchester-Playa Del Rey
8921 South Sepulveda Boulevard
Suite 117
Los Angeles, CA 90045

Community Relations Conference of Southern California
4034 Buckingham Road
Los Angeles, CA 90008

Compton-Willowbrook Enterprise Community Action Agency
227 East Compton Boulevard
Compton, CA 90220

A-7

NATIONAL, STATE, AND LOCAL ORGANIZATIONS (cont'd)

Concerned Citizens
Florence-Firestone
8563 South Broadway
Los Angeles, CA 90003

C.O.R.E.
5140 Crenshaw Boulevard
Los Angeles, CA 90043

Mrs. Ferdia Harris
Council of Community Clubs, Inc.
830 East 94th Street
Los Angeles, CA 90003

Mr. Manual Aragon, Jr.
Economic Development Administration
8316 Federal Building
300 North Los Angeles Street
Los Angeles, CA 90012

Watts Industrial Park
Economic Resource Corporation
11633 South Alameda Street
Los Angeles, CA 90057

Environmental Defense Fund, Inc.
c/o Center for Law in the Public Interest
10203 Santa Monica Boulevard
Los Angeles, CA 90067

Federal Committee on Critical Urban Problems
419 South Hill Street
Los Angeles, CA 90013

Freeway Fighters
c/o Center for Law in the Public Interest
10203 Santa Monica Boulevard
Los Angeles, CA 90067

Mr. Norman A. Hodges
President and Executive Director
Green Power Foundation
1015 South Western Avenue
Los Angeles, CA 90019

Clyde H. Grimes and Associates
482-1/2 South San Vicente Boulev
Los Angeles, CA 90048

Gruen Associates
6330 San Vicente Boulevard
Los Angeles, CA 90048

Mr. Arthur B. Hall
Area Neighborhood Council
9518 Croesus Avenue
Los Angeles, CA 90002

Hawthorne 105 Speed-Up Committee
11835 Daleside Avenue
Los Angeles, CA 90047

Housing Opportunities Center
4034 Buckingham Road, Suite 203
Los Angeles, CA 90008

Attention Mr. Robert A. Catlin

Imperial Courts Community Development Project
2203 East 115th Street
Los Angeles, CA 90059

NATIONAL, STATE, AND LOCAL ORGANIZATIONS (cont'd)

Lampman and Associates
300 Pomona Mall West
Suite A
Pomona, CA 91766

Frank Mason, Chairman
Los Angeles Federal Executive Board
Steering Committee on Critical Urban Problems
419 South Hill Street
Los Angeles, CA 90013

Lynwood Coordinating Council
c/o Charles D. Clark, Minister
Lynwood Methodist Church
P. O. Box 274
Lynwood, CA 90262

Mrs. Carol Schiller
Metropolitan Fair Housing Center
Community Relations Conference of Southern California
4034 Buckingham Road, Room 209
Los Angeles, CA 90008

N.A.A.C.P.
c/o Center for Law in the Public Interest
10203 Santa Monica Boulevard
Los Angeles, CA 90067

Neighborhood Adult Participation Program (NAPP)
605 East Manchester Boulevard
Los Angeles, CA 90001

Eli Cambric, Director
Neighborhood Adult Participation Projects, Incorporated
10824 South Broadway
Los Angeles, CA 90061

Nickerson Gardens Housing Project
1590 East 114th Street
Los Angeles, CA 90059

Mr. Jerome M. Simon
Assistant General Counsel
Northrop Corporation
One Research Park
Palos Verdes Peninsula, CA 90274

*N. D. Justics, Director
Facilities and Industrial Engineering
Rockwell International
12214 South Lakewood Boulevard
Downey, CA 90241

*Sierra Club
c/o Center for Law in the Public Interest
10203 Santa Monica Boulevard
Los Angeles, CA 90067

Sons of Watts
11927 South Central Avenue
Los Angeles, CA 90059

Dr. William A. Long
South Central Area Welfare Planning Council
701 East 88th Place
Los Angeles, CA 90002

NATIONAL, STATE, AND LOCAL ORGANIZATIONS (cont'd)

Louis Wilson, Director
South Central Improvement Action Council, Incorporation
8557 South Broadway
Los Angeles, CA 90003

Wendell T. Handy, President
Southeast Los Angeles Community Pride, Incorporated
13716 Wilmington Avenue
Compton, CA 90222

Mr. Norman D. Houston
Transportation Task Force
Greater Los Angeles Urban Coalition
Golden State Mutual Life Insurance Company
P. O. Box 2332, Terminal Annex
Los Angeles, CA 90054

John Wickstrom, Chairman
Unhappy Islander
3358 West 119th Place
Inglewood, CA 90303

Mr. Theodore L. Fleming
Urban America, Incorporated
9311 South Central Avenue
Los Angeles, CA 90002

Eugene Brooks, Director
Urban Workshop
3650 South Broadway
Los Angeles, CA 90018

US
8211 South Broadway
Los Angeles, CA 90003

Ted Watkins, Administrator
Watts Community Labor Action Committee
11401 South Central Avenue
Los Angeles, CA 90059

Watts Coordinating Council
635 East 99th Street
Los Angeles, CA 90002

Watts Senior Citizens Club
1950 East 110th Street
Los Angeles, CA 90059

Dr. Walter R. Tucker
Watts, Willowbrook, Compton Improvement Association
1635 East 103rd Street
Los Angeles, CA 90002

Gerald L. Harris, President
Willowbrook Community Coordinati Council
1523 East 122nd Place
Los Angeles, CA 90059

Mr. John Nasmyth
Corporation Director of Manufacturing
Western Gear Corporation
2600 West Imperial Highway
Lynwood, CA 90262

Construction Coordinator
Chancery Office
Archdiocese of Los Angeles
1531 West Ninth Street
Los Angeles, CA 90015

NATIONAL, STATE, AND LOCAL ORGANIZATIONS (cont'd)

Abram Johnson, Pastor
Bel-Vue Presbyterian Church
675 East 118th Street
Los Angeles, CA 90059

Reverend George F. Duerr, Pastor
Good Shepherd Lutheran Church
13200 South Clark Avenue
Downey, CA 90242

Atchison, Topeka and Santa Fe
Railrway Company
747 Santa Fe Building
121 East Sixth Street
Los Angeles, CA 90014

Getty Oil Company
P. O. Box 9078
Long Beach, CA 90810

City of Los Angeles
Department of Water and Power
P. O. Box 111, Terminal Annex
Los Angeles, CA 90054

Mr. Henry J. Mills
General Manager
Metropolitan Water District of
Southern California
P. O. Box 54153
Los Angeles, CA 90054

Pacific Telephone and Telegraph
740 South Olive Street
Los Angeles, CA 90014

Mr. H. H. Wheeler
President
Park Water Company
9750 Washburn Road
Downey, CA 90241

Southern California Edison Company
P. O. Box 351
Los Angeles, CA 90053

Attention W. M. Burton
Supervising R/W Agent

Southern California Gas Company
810 South Flower Street
Los Angeles, CA 90017

Southern California Water Company
11911 South Vermont Avenue
Los Angeles, CA 90044

Mr. Frank M. Lathrop
Public Project Engineer
Southern Pacific Company
772 Pacific Electric Building
610 South Main Street
Los Angeles, CA 90014

Standard Oil Company of California
P. O. Box 606
La Habra, CA 90631

L. B. Maskill, California
Division Superintendent
Union Pacific Railroad Company
5500 Ferguson Drive
Los Angeles, CA 90022

PRESS

Downey Call
11027 Downey Avenue
Downey, CA 90241

El Segundo Herald
413 Main Street
El Segundo, CA 90245

Hawthorne Community News
P. O. Box 552
Hawthorne, CA 90250

Hawthorne Press-Tribune
4043 Irving Place
Culver City, CA 90230

Herald American
123 North Alameda Street
Compton, CA 90220

Huntington Park Daily Signal
641 Rugby
Huntington Park, CA 90255

Los Angeles Herald Examiner
1111 South Broadway
Los Angeles, CA 90015

L. A. Sentinel
1112 East 43rd Street
Los Angeles, CA 90011

Los Angeles Times
Times Mirror Square
Los Angeles, CA 90053

Lynwood Press
11148 South Atlantic Avenue
Lynwood, CA 90262

Paramount Journal
16406 Paramount Boulevard
Paramount, CA 90723

South Bay Daily Breeze
5215 Torrance Boulevard
Torrance, CA 90503

Southeast News
12130 South Paramount Boulevard
Downey, CA 90242

South Gate Press
8808 South National Avenue
South Gate, CA 90280

Southwest Wave
1016 West Vernon Avenue
Los Angeles, CA 90037

INDIVIDUALS

Martin S. Baker, Attorney
Consultant to Arthur D.
Little, Inc.
1735 Eye Street, N.W.
Washington, DC 20006

Mrs. Florence A. Clark
2245 East 118th Street
Los Angeles, CA 90059

W. David Conn
School of Architecture and
Urban Planning
c/o UCLA
405 Hilgard Avenue
Los Angeles, CA 90024

Mr. and Mrs. James B. Gillispie
c/o Center for Law in the Public
Interest
10203 Santa Monica Boulevard
Los Angeles, CA 90067

Mr. and Mrs. Harold E. Grady
c/o Center for Law in the Public
Interest
10203 Santa Monica Boulevard
Los Angeles, CA 90067

Mr. Eugene Grigsby
c/o The Planning Group, Inc.
401 Silverlake Boulevard
Los Angeles, CA 90026

Dr. Robert Johnston
Division Environmental Studies
c/o UC Davis
Davis, CA 95616

Mr. and Mrs. Ralph W. Keith
c/o Center for Law in the Public
Interest
10203 Santa Monica Boulevard
Los Angeles, CA 90067

Mr. and Mrs. Harlow Seel
c/o Center for Law in the Public
Interest
10203 Santa Monica Boulevard
Los Angeles, CA 90067

Gerhardt Dutch VanDrie
724 Pine Avenue
El Segundo, CA 90245

APPENDIX B

COORDINATION WITH OTHER AGENCIES

APPENDIX B. COORDINATION WITH OTHER AGENCIES

The Project has been coordinated with these Federal, State and Regional Agencies during the planning and development stages.

Environmental Protection Agency

Federal Aviation Administration, Western Region

United States Army Corps of Engineers, District Engineer

United States Coast Guard, 11th Coast Guard District

Department of Housing and Urban Development

Federal Housing Administration

Society for California Archaeology, University of California at Los Angeles

State Air Resources Board

State Department of Education

State Department of Housing and Community Development

State Department of Parks and Recreation, Historic Preservation Officer

State Public Utilities Commission

State Regional Water Quality Control Board

Air Pollution Control District, Los Angeles

Los Angeles County Department of Parks and Recreation

Los Angeles County Engineer

Los Angeles County Flood Control District

Los Angeles County Regional Planning Department

Los Angeles County Sanitation District

Los Angeles Department of Water and Power

Metropolitan Water District of Southern California

Southern California Association of Governments

Southern California Rapid Transit District

APPENDIX C

CULTURAL HERITAGE GROUPS OR HISTORICAL SOCIETIES CONTACTED

APPENDIX C

CULTURAL HERITAGE GROUPS OR HISTORICAL SOCIETIES CONTACTED

Jurisdiction	Organization and Address
COMPTON	Compton Historical Commission 205 S. Willowbrook Ave. Compton, CA
DOWNEY	Downey Historical Society 7413 E. Via Amorita Downey, CA
GARDENA	Gardena Heritage Foundation 2927 W. 139th Street Gardena, CA
	Historical Sites Committee 1000 E. Victoria, Cal State, Dominguez Hills Carson, CA
HAWTHORNE	Hawthorne Art and Cultural Society P. O. Box 292 Hawthorne, CA
	Hawthorne Women's Club P. O. Box 521 Hawthorne, CA
INGLEWOOD	Centinela Valley Historical Society 7634 Midfield Ave. Inglewood, CA 90045
NORWALK	Norwalk Historical Heritage 12237 Sproul Street Norwalk, CA 90650
REDONDO BEACH	Historical Society Redondo Beach City Hall
	Historical Commission 415 Diamond St. Redondo Beach, CA
SOUTH GATE	Cultural Arts Committee South Gate, CA
TORRANCE	Torrance Historical Society Torrance Branch Library

APPENDIX D
LARTS MODEL AND FORECASTING

INDEX

APPENDIX D

PART 1

LARTS TRANSPORTATION MODEL AND TRAVEL DEMAND EVALUATION

APPENDIX D, PART 1 - LARTS TRANSPORTATION MODEL AND TRAVEL DEMAND EVALUATION

LARTS TRANSPORTATION MODEL:

Regional travel forecasts provide the basis for much of the environmental impact analysis of transportation system alternatives. These forecasts are provided by the Los Angeles Regional Transportation Study (LARTS) with heavy involvement by other agencies in the Los Angeles region. These agencies provide input to the transportation systems modeling process through representation on the SCAG Modeling Task Force (MTF). The primary members of the MTF are:

- San Bernardino Association of Governments (SANBAG)
- Southern California Association of Governments (SCAG)
- Southern California Rapid Transit District (SCRTD)
- Orange County Transit District (OCTD)
- City of Los Angeles
- County of Los Angeles
- Orange County
- Riverside County
- Ventura County
- Caltrans, District 07
- Caltrans, District 08

In addition, other local agencies participate on MTF subcommittees as their interests and resources dictate.

The so-called "LARTS Model" actually consists of several sequential sub-models encompassed in and supported by several dozen computer programs.

The LARTS modeling process is designed to stimulate travel behavior. As such, it is recognized as a state-of-the-art regional transportation modeling tool. A vigorous continuing research and development program is maintained in LARTS to assure that the procedures used in modeling are kept up-to-date.

The Southern California Association of Governments (SCAG) is the agency responsible for coordinating future land use and socioeconomic data projections of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties. The present LARTS geographical area of concern is somewhat smaller; it includes all of the SCAG area except Imperial County and the eastern (desert) portions of Riverside and San Bernardino Counties. The South Coast Air Basin, in terms of population, is virtually indistinguishable from the LARTS area. Because of the extremely close approximation of areas, the South Coast Air Basin transportation system is generally assumed identical to the LARTS system.

Socioeconomic characteristics such as population, employment, mixes of housing types, vehicle ownership and household income are the driving forces in the LARTS Transportation Model. Most of the socioeconomic data which plays such a vital role in the simulation of transportation systems is contributed by SCAG who periodically publishes future forecasts. The SCAG forecasts are made at the Regional Statistical Area (RSA) level of which there are 46 RSA's within the LARTS area. In order to use the data at the travel Analysis Zone (AZ) level of which there are currently 1,235 travel analysis zones, LARTS staff disaggregate the SCAG forecasts to a finer level of detail. Further socioeconomic data assumptions are contained in Appendix D, Part 2.

The general steps in the LARTS Model are shown in Figure D-1.

The trip generation phase of LARTS modeling uses in the future year socioeconomic data for estimating trips generated in each analysis zone. Basically, person trip rates determined by interview surveys are applied to a cross-classification matrix of projected households and vehicles to estimate future person trips by purpose and by analysis zone.

Concurrent with trip generation, the projected transportation system is defined. This involves representing the future year highway and transit systems as a series of nodes and links comprising "networks". Each analysis zone in the region is connected to the network and minimum time paths ("trees") through the network between each analysis zone and all other analysis zones are determined.

The next major step in the LARTS process is trip distribution; that is, finding the attracted trip end for each trip produced. The general theory behind the LARTS model is that the number of trips made between any pair of zones is directly related to the number of trips produced, the relative attraction of trips, and inversely related to a function of travel time. The final output of the trip distribution is a matrix or table of person-trip travel demand.

The mode choice model then assigns the person-trip demand to either the transit or highway system based on various characteristics (primarily level of service) and to the individual zonal attributes (income, access time, employment) in order to estimate travel demand by mode. This is done by converting mode-determining variables such as in-vehicle time, out-of-vehicle time, and costs to equivalent units of "utility" and relating that value of utility to the corresponding value of transit usage. The mode choice model, then, takes a person trip matrix and converts it into separate highway and transit trip tables.

The final step in travel demand forecasting consists of assigning the projected demand onto the facilities of the transit and highway networks. This amounts to considering the modal demand between any given pair of zones and splitting that demand between the minimum time path and the "second-best" path. In the case of transit, only the minimum-path is used.

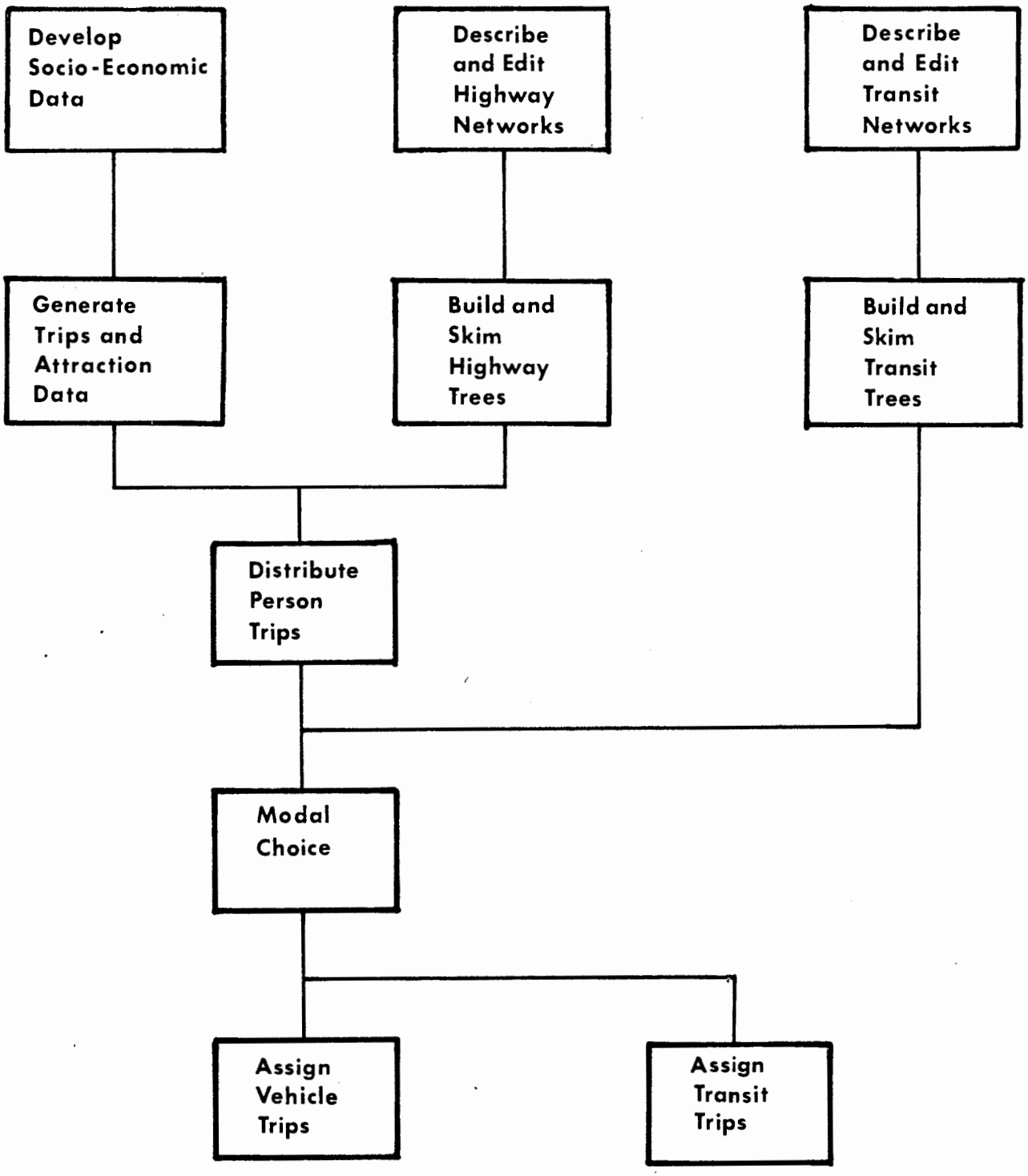
The end result of travel assignment is a network which shows the projected number of transit-passenger or vehicle-driver trips per day for each incremental link in the proposed networks. This is the primary data which is eventually used in the design of each system.

Both the final and the intermediate outputs of this travel demand data are useful in analyzing air quality, noise effects, and energy consumption impacts of a project proposal such as I-105. For this project proposal, two complete systems were simulated, one containing the I-105 Project, the other representing the "no project" alternative. Any differences in results, then, would be the differential impacts of the project on the regional transportation system.

LARTS has made regional travel projections for the years 1974 and 1990. For this project, the 1990 projections were made with the I-105 project included in the network (the I-105 Project) and out of the network (no project). A complete travel study was made in each case. This included trip distribution, mode split, and trip assignment for systems based on both networks--that is, travel demand was estimated for both alternatives. The results, then, would represent the final condition where travel desires had been established with respect to the project alternative under consideration. This is more analytically correct than merely assigning a single set of travel desires to two different networks (project included and excluded). This latter procedure would result in testing only short-range rerouting which would be caused by the project, not the longer range readjustments in employment and residential location selection.

The results from both alternatives were related back to the network speeds. The basic method is to multiply the volume on each network link by the distance traveled on that link, thus obtaining vehicle miles traveled (VMT) and accumulating that VMT in a table as a function of the speed on the link under consideration. The final result is a VMT-speed relationship for each alternative. Because of the lengthy analytical time involved in development of each model, it is impractical and extremely costly to model project alternatives for each year over the range of time studied in the environmental analysis. The usual procedure is to relate the present-day (1974) VMT-speed function to that for the project and no project alternatives in the future (design) year and use a linear estimation technique to determine the corresponding data in other years. This was done to extend forecasts from SCAG's planning year (1990) to the project design year (2000).

Other data derived from the LARTS Transportation Model included frequency distributions of trip-time, trip-distance, VMT-distance, VMT-time, VMT by different zonal systems, and time path values for developing isocron plots.



Source: Bennett, J.E., "Methods of Developing Transportation Systems Data for Air Quality Analysis", TR/3, November 1974

FIGURE D-1

Traffic and Travel Forecasts

Existing traffic volumes are obtained by actually counting vehicles at a number of locations. Future traffic projections or forecasts are more complex and involve considerations as described under Travel Demand Forecasting.

Data Sources and Assumptions

For existing conditions, traffic volumes and capacities were derived from available traffic count and survey sources.[1] This data can be seen in Chapter 4, Figure 4-2. Future volumes were taken from LARTS modeling data,[2] while future street capacities were estimated from community master plans.[3]

The capacities estimated for arterial streets were based on improvements to those master planned arterial streets indicated as feasible by the individual local communities.[4] Some communities have already improved their streets to master plan levels, while others anticipate street construction programs in the future.

Once the planned system of major streets was identified, traffic capacities were estimated based on the level of traffic service desired. After the basic capacity of each facility was ascertained, capacity and volume adjustments were made to bring the figures to a comparable basis with the transportation model traffic volume forecasts.

Future vehicular traffic projections were derived utilizing the LARTS Transportation model studies 940D1 and 936D1. The 936D1 model is identical to 940D1 excepting that the Route I-105 link in the highway network was removed so that future year without comparisons of the proposed project could be made. Transit patronage was derived from the LARTS T2-J transit network which represents the most optimistic transit system that might be implemented within the region by 1990-2000.

The primary data inputs to the LARTS model are socioeconomic and ground transportation system characteristics. Socioeconomic data assumptions which are based upon a SCAG regional population of 12.7 million persons in 1990 are discussed in Part 2 of this Appendix. The data is summarized at the regional and corridor level in Table D-1. For comparison, data with the most recent regional forecast of 12.3 million persons in 1990 is also included.

Ground transportation assumptions utilized in the current LARTS model 940 study forecasts are:

- The freeway network consists of the system existing or under construction in fiscal year 1976-77. By 1990 the following highways are assumed to be completed: I-105, Routes 7, 15, 210, 91 and 118. This system is designated H3P and can be seen in Figure D-2.

- Peak period freeway speeds in 1990 are assumed to range from 30 mph in central Los Angeles to 55 mph in outlying areas. Arterial street speeds in the peak-periods are expected to range from 15 mph in central Los Angeles to 20 mph in the outlying areas. See Figure D-3.

- The SCAG Short Range Transportation Plan[5] aimed at the reduction of regional auto travel, which includes freeway ramp metering and preferential lanes on freeways for buses and high occupancy vehicles, has partially been implemented

---

[1] Traffic Volumes on California State Highways, Caltrans 1974; Los Angeles County Road Department Traffic Volumes, 1974; Traffic Counts Department of Traffic City of Los Angeles 1974; City of Inglewood Traffic Department, City of Gardena, City of Norwalk and Gruen Associates field survey of arterial capacity. May-June 1973; "Highway Capacity Manual," HRB, 1965.

[2] LARTS traffic forecasts from studies 940D1 and 936D1.

[3] Derived from Gruen Associates Survey, March-June 1973; and "Highway Capacity Manual," HRB, 1965.

[4] "The Master Plan, Metropolitan Area, County of Los Angeles, Highway Plan," February, 1940 and as amended through November, 1975.

[5] "SCAG Short Range Transportation Plan," April, 1974.

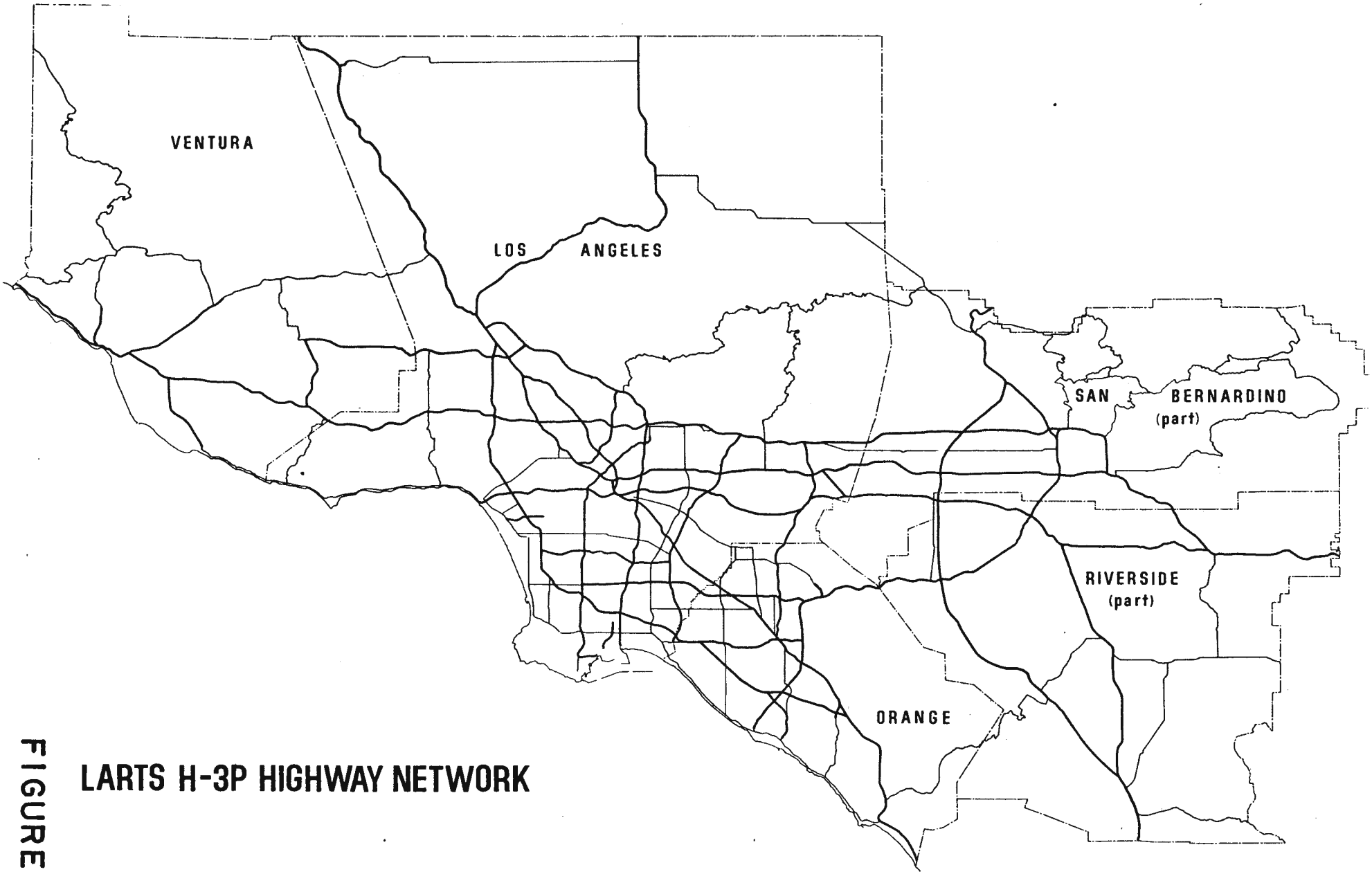
TABLE D-1
SOCIOECONOMIC DATA LARTS AREA[1]

		1970	SCAG D/E2a[2] 1990	SCAG-76[3] 1990
I-105 CORRIDOR	Population	759,783	802,281	766,078
	Employment	319,145	374,439	363,410
	Single Dwelling Units	179,759	178,778	174,579
	Multiple Dwelling Units	80,193	108,369	110,096
LARTS AREA	Population	9,737,953	12,238,705	11,837,337
	Employment	4,046,845	5,233,275	5,227,240
	Single Dwelling Units	2,204,172	2,700,803	2,579,074
	Multiple Dwelling Units	1,242,164	1,840,414	1,910,815

[1]The LARTS area does not include the eastern portions of San Bernardino and Riverside Counties nor Imperial County which are part of the SCAG geographical area, therefore the population figures given here are somewhat less than stated in the text for the SCAG area.

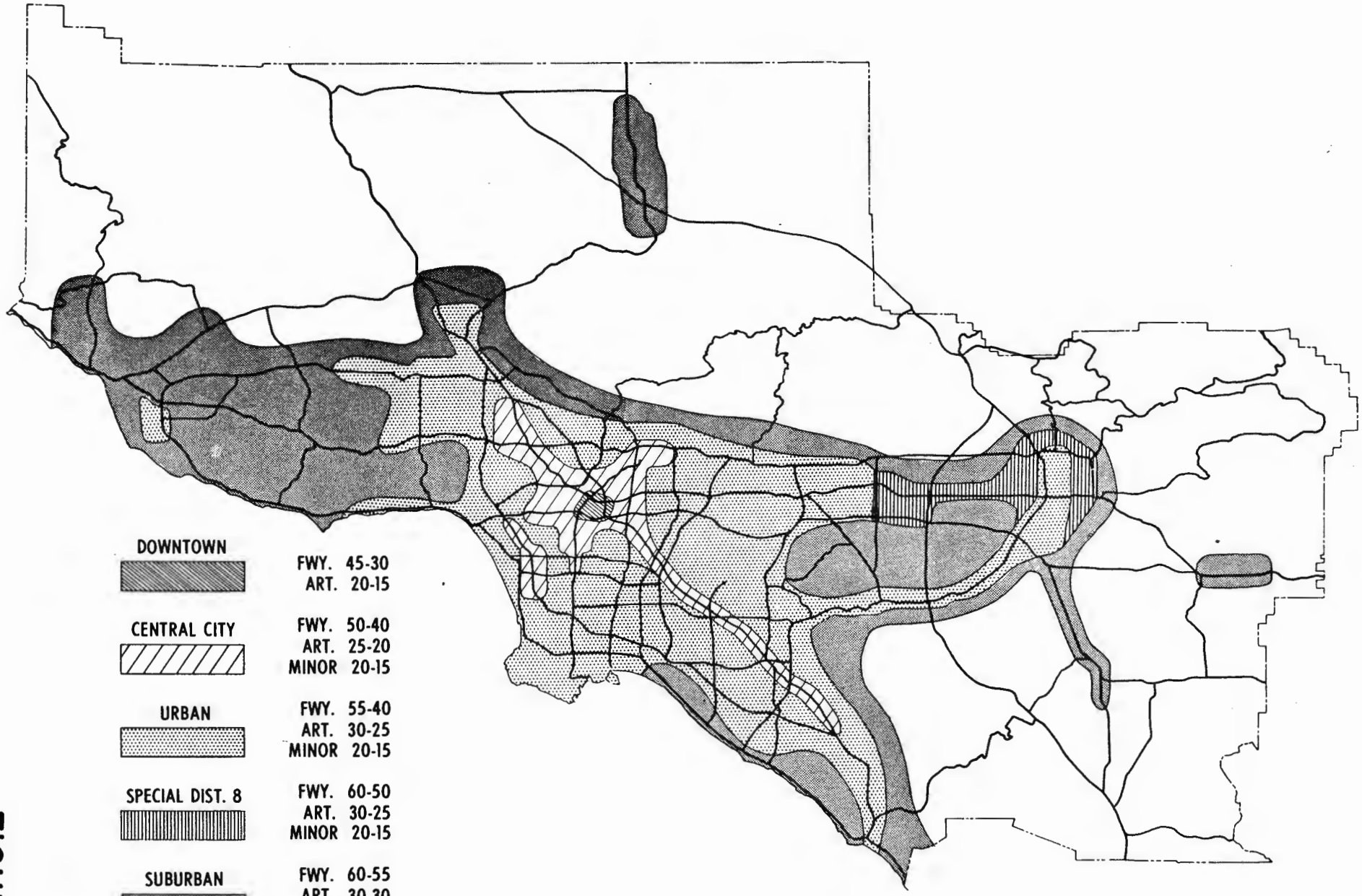
[2]SCAG's County Preferred Growth Forecast, adopted January, 1974.

[3]SCAG-76 Growth Forecast Policy, adopted December, 1975.



LARTS H-3P HIGHWAY NETWORK

FIGURE D-2



POLICY SPEED 3

FIGURE D-3

and operational. The degree of the effectiveness of this plan is reflected in vehicle occupancy rate. Forecast B, as discussed in the following section, represents maximum success that might be achieved with this program and Forecast D represents a minimum level of success.

- Automobile operating costs (gasoline, oil, tires, repairs, and maintenance) will increase from 5.29 cents per mile (in 1967 dollars) in 1974, to 5.92 cents per mile (in 1967 dollars) in 1990. The 1974 figure comes from the U. S. Department of Transportation, FHWA publication, "Cost of Operating an Automobile," for a medium size car. The 1990 figure assumes a 2 percent annual increase in the cost of operating a small sized car. This figure recognizes the possibility of large gasoline price increases and numerous changes in vehicle technology. It assumes that the trend towards smaller cars will continue.

- Parking costs, which were assigned to selected analysis zones in major activity centers, will increase at a rate of 2 percent annually (deflated rate). The zone selection process was based on current parking costs, present and future densities, rate of conversion of land to higher intensity uses, and the Los Angeles County regional centers classification.

- Vehicle Occupancy for Forecast D is 1.2 persons for work trips and 1.5 persons for non-work trips. Vehicle Occupancy for Forecast B, is 1.4 persons for work trips and 1.8 persons for non-work trips.[1]

- The public transit system will be composed of an improved and expanded bus service area with approximately 145 miles of heavy rail mass transit. See Figure D-4.

- Public transit fare structure will consist of a 25 cent flat fare (in 1967 dollars).

- Transit access times are estimated to be three miles per hour divided into the distance from the analysis zone centroid to the transit access point. No auto access time is assumed to be necessary to gain access to local bus lines. Analysis zones whose centroids are more than three-fourths of a mile from buses-on-freeway stops, mass transit stations, and specific park and ride locations are assumed to be served by auto connector links with assigned speeds of twelve miles per hour. Bus on freeway speeds were assumed to be 35 miles per hour for links under three miles; longer links were assigned higher speeds. Mass transit speeds were calculated assuming an acceleration rate, maximum operating speed, deceleration rate and station dwell time throughout each link of the system.

- Further assumptions and descriptions of the LARTS Transportation Model are contained in the following publications:

  - "The LARTS Transportation Model: Description and Assumptions," Caltrans/LARTS Report TR/2, January 1974.

  - "SCAG 1990-Transportation Study Phase One-Methodology, Analysis, Results," Caltrans/LARTS Report DR/1, Revised March 1973.

  - "LARTS-Socioeconomic Projections-Sources, Alternatives, Assumptions and Allocations for the SCAG 1990 Transportation Study," Caltrans/LARTS Report DR/2, July 1973.

  - "Significance of the SCAG Alternative Growth Proposals for Regional and Travel Characteristics," Caltrans/LARTS Report DR/3, September 1973.

TRAVEL DEMAND EVALUATION (FOR I-105):

General

Current LARTS forecasts are directed at a pair of regional transportation forecasts in the year 1990. One, Forecast B, is based on an average auto occupancy rate of 1.69 persons.

---

[1]Vehicle occupancy for Forecast B was developed from Strategy "E" of the Rand Corporation Report-"The Regional Impacts of Near-Term Transportation Alternatives: A Case Study of Los Angeles," June 1974.

This figure represents the estimated auto occupancy from "Strategy E" as described in "The Regional Impacts of Near Term Transportation Alternatives: A Case Study of Los Angeles" by Rand Corporation in June 1974. This forecast assumes an auto occupancy rate modeling the extreme case where the implementation of transportation control strategies aimed at a reduction in vehicle miles traveled--with the overall goal of improvement in air quality and conservation of motor fuel--are maximally effective. "Forecast B" would represent one end of the transportation spectrum. At the other end of the spectrum, the present-day average auto occupancy was applied in the LARTS model to generate a 1990 "Forecast D" in which transportation control strategies are assumed to be ineffective, or technological advances had in other ways minimized adverse air quality and energy consumption impacts of travel.

The I-105 Project's impact on travel patterns was analyzed at four levels: the region (LARTS area), the County, the corridor area, and the facility itself (those trips that would use the facility when it is constructed).

Regional Travel Patterns

At the regional level, the travel pattern impacts of the I-105 Project can be assessed by examination of the changes in trip lengths (time and distance), number of trips by mode and purpose, and overall travel demand level (person trips). Each of these parameters were examined for the project and no project alternatives under both Forecast B and D.

The trip data is shown in Table D-2. The significant feature of this data is that the change in vehicle trips induced by the I-105 project is negligible in comparison with the change in regional trips which will occur between 1974 and 1990. Such changes are due to projected regional population and economic development. Even the increase in vehicle trips between 1974 and 1990 shown to occur as the result of transportation control strategies foreseen by Forecast B is large in comparison with the differential effects of the I-105 project.

TABLE D-2
REGIONAL TRIP DATA SUMMARY

	Work Trips (in millions)	Nonwork Trips (in millions)	Total Trips (in millions)
1974 Person-Trips	8.63	26.48	35.10
1990 Person-Trips	10.63	32.81	43.44
1974 Vehicle-Trips	6.99	17.22	24.21
1990 Vehicle-Trips:			
Forecast B (I-105 Project)	6.76	17.85	24.61
(No Project)	6.76	17.85	24.61
Forecast D (I-105 Project)	8.06	20.96	29.02
(No Project)	8.06	20.96	29.02

Figures D-5 and D-6 indicate the effect of the I-105 Project on predicted trip lengths in terms of time and distance. Whether in terms of person trips, vehicle trips, work trips, nonwork trips, high or low auto occupancies, the consistent feature of these figures are that the inclusion of the I-105 Project does not produce graphically perceptible changes in the regional trip distance or time frequency curves. The conclusion is that the Project would have negligible impact on regional trip length.

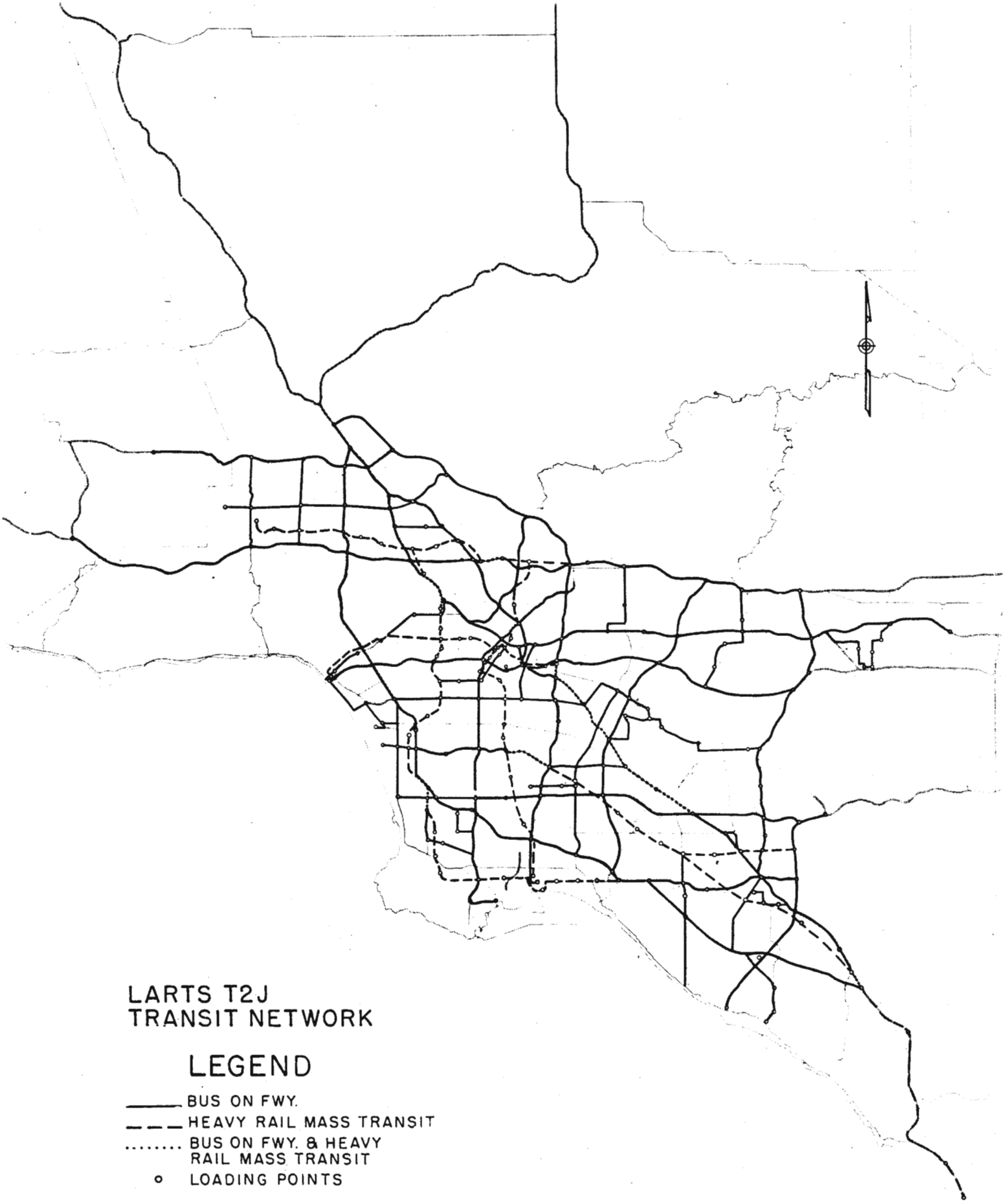
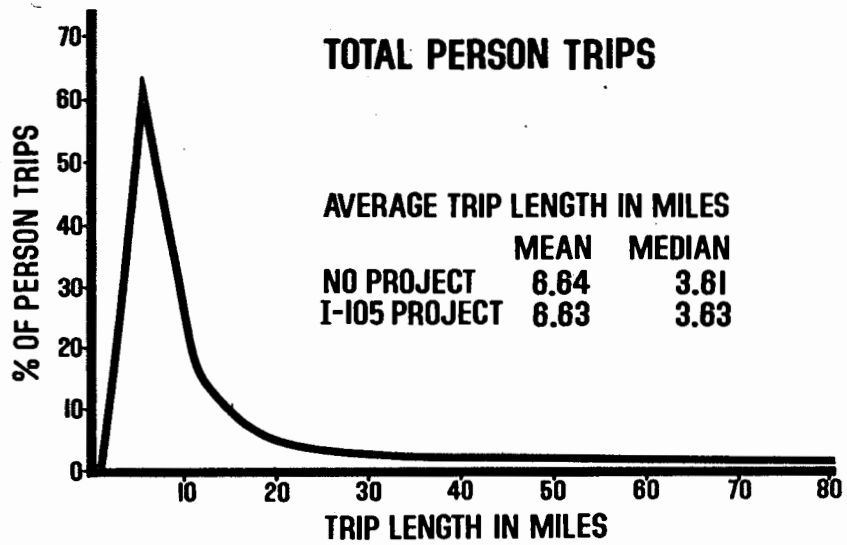
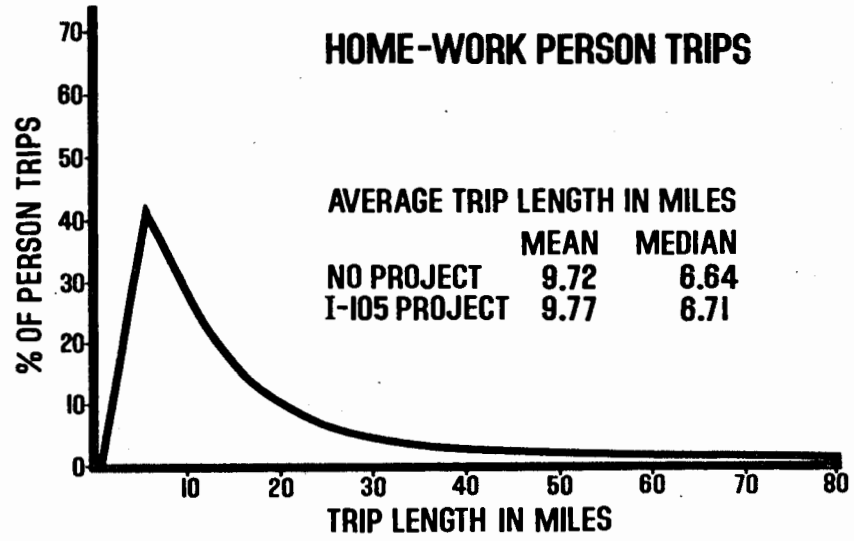
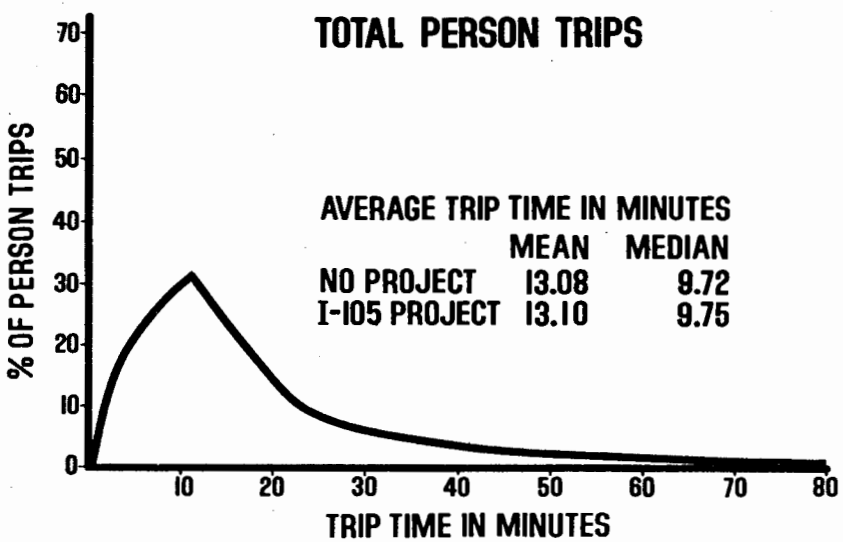

LARTS T2J
TRANSIT NETWORK
LEGEND
BUS ON FWY.
HEAVY RAIL MASS TRANSIT
BUS ON FWY. & HEAVY RAIL MASS TRANSIT
LOADING POINTS

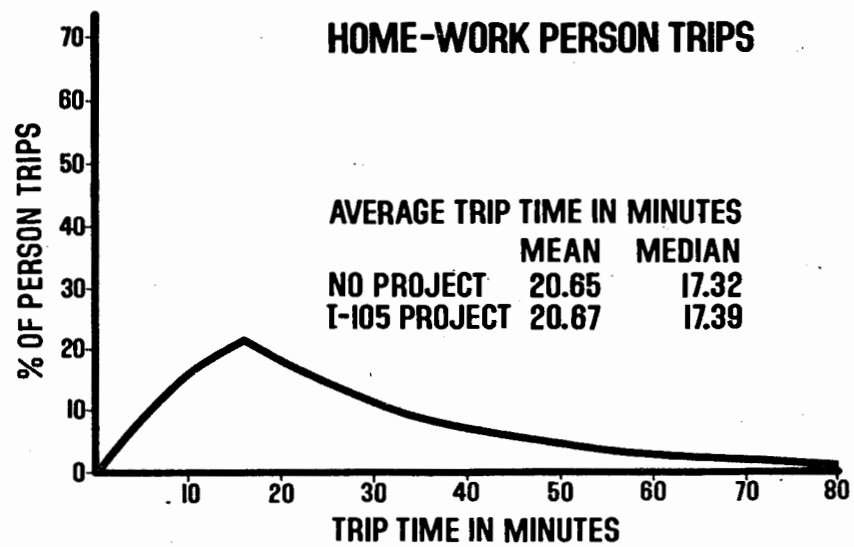
FIGURE D-4

FREQUENCY DISTRIBUTIONS BY TRIP LENGTH AND BY TRIP TIME FOR THE LARTS REGION





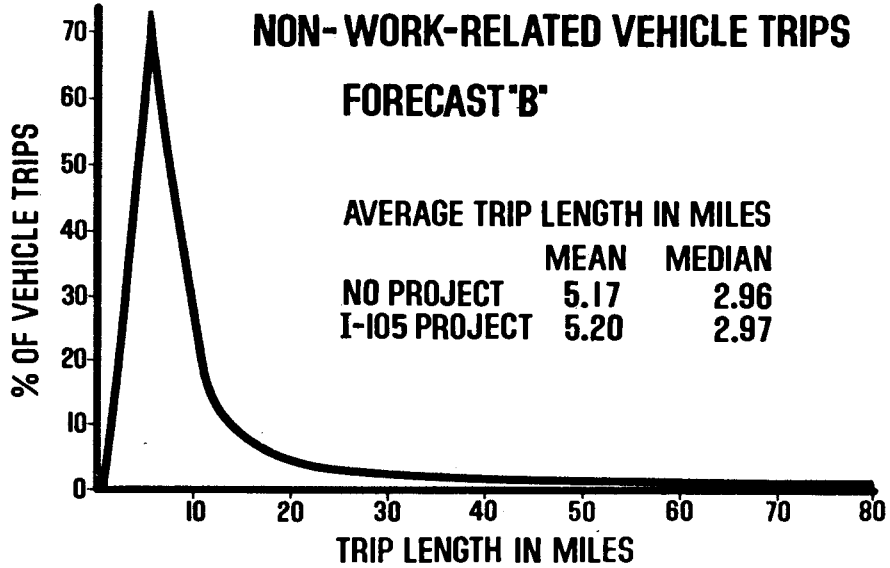


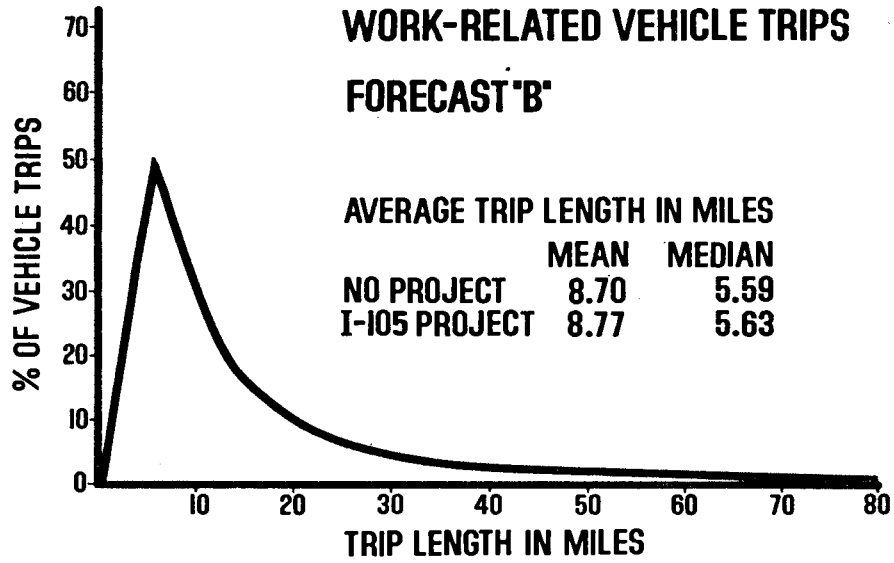


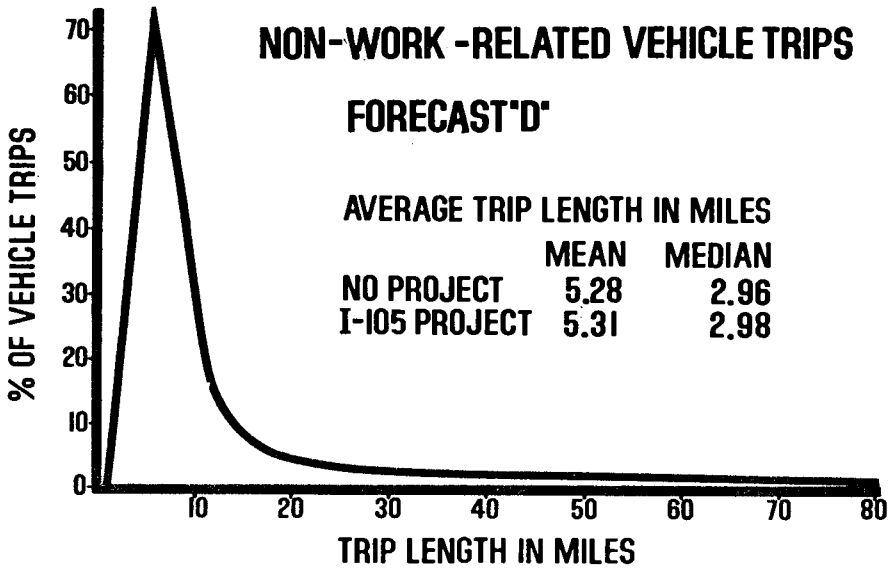
NOTE: NO DIFFERENCE WITH OR WITHOUT I-105 PROJECT

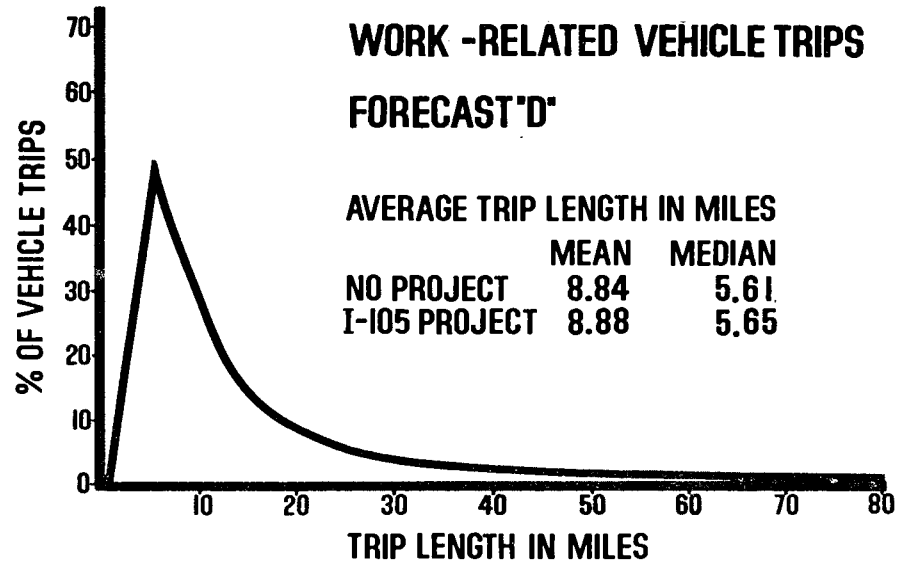
FIGURE D-5

FREQUENCY DISTRIBUTIONS BY TRIP LENGTH FOR THE LARTS REGION









NOTE: NO DIFFERENCE WITH OR WITHOUT I-105 PROJECT

FIGURE D-6

Travel Patterns at the County Level

The effects of the I-105 Project on trip attraction can be viewed in two ways. First, examine the competition between LARTS area counties for attracting trips. Second, examine the components of the Los Angeles County attracted trips by purpose, mode, and year.

For any given year, each county in the LARTS area will attract a certain percentage (or "share") of the regional trips. Table D-3 indicates the forecasted changes in the share of trips attracted to each of the counties in the LARTS area. This data indicates that between 1974 and 1990 Los Angeles County's share of attracted trips diminishes as the other four counties' shares increase. The main reason is the relative allocation of projected 1990 employment. Also, it is seen that even though the employment is held constant for both the Project and no project alternatives, Los Angeles County would draw a very slight portion of Orange County's share of attracted trips purely on the basis of transportation system improvement. This change is only about half of one percent of the change in Los Angeles County due to other factors. Also, Riverside, San Bernardino, and Ventura Counties attracted trips would be unaffected by the inclusion of the I-105 Project.

TABLE D-3
RATIO OF TOTAL ATTRACTED TRIPS BY COUNTY
TO TOTAL REGIONAL PERSON TRIPS

County	1974	1990 No Project	1990 I-105 Project
Los Angeles	0.6713	0.6199	0.6202
Orange	0.1794	0.1889	0.1886
Riverside	0.0396	0.0482	0.0482
San Bernardino	0.0648	0.0745	0.0745
Ventura	0.0449	0.0685	0.0685
Total	1.000	1.000	1.000

Tables D-4 through D-7 list the changes in work and nonwork trips in vehicle trip and person trip modes for Forecasts B and D within Los Angeles County. This data indicates the following:

- Impacts of the I-105 Project on attracted trips are minimal in comparison with impacts from other causes. Regional development (increased population, housing, income, and employment) over time is the major factor. The change in trips from the 1974 condition to 1990 (no project) is from 300 to 1,100 times the impact of including the I-105 Project in 1990.

- The impact of Forecast B on Los Angeles County attracted vehicle trips is great. Table D-4 indicates a net reduction of about 7.5% below existing vehicle trips. This is due to the increased intensity of carpooling in Forecast B. The work trip reduction is approximately double the nonwork reduction. Inclusion of the I-105 Project would result in an extremely small attracted vehicle-trip increase.

- A significant portion of the Los Angeles County attracted person trip increases would be absorbed by the transit and auto-passenger (shared-ride) modes. The attracted person-trip increase due to the project is about twice the vehicle trip increase, meaning that about half the additional attracted trips due to construction of I-105 would be diverted to the transit or carpool modes.

TABLE D-4
ATTRACTED VEHICLE TRIPS IN LOS ANGELES COUNTY
(FORECAST B)

	Work	Nonwork
1974	4,881,407	11,038,144
(Percent change)	(-11.57%)	(-5.70%)
1990 (No Project)	4,316,430	10,408,987
(Percent change)	(+ 0.04%)	(+0.005%)
1990 (I-105 Project)	4,318,280	10,409,506

TABLE D-5
ATTRACTED VEHICLE TRIPS IN LOS ANGELES COUNTY
(FORECAST D)

	Work	Nonwork
1974	4,881,407	11,038,144
(Percent change)	(+ 5.51%)	(+11.08%)
1990 (No Project)	5,150,547	12,261,328
(Percent change)	(+ 0.01%)	(+ 0.01%)
1990 (I-105 Project)	5,151,200	12,262,436

TABLE D-6
ATTRACTED VEHICLE TRIPS IN LOS ANGELES COUNTY
(FORECAST B AND D)

	Work	Nonwork
1974	6,206,784	17,356,312
(Percent change)	(+14.40%)*	(+14.25%)*
1990 (No Project)	7,100,273	19,830,384
(Percent change)	(+ 0.05%)**	(+ 0.03%)**
1990 (I-105 Project)	7,103,977	19,837,235

*Impact due to socioeconomic changes with time on attracted person trip ends.

**Impact of I-105 Project on attracted person trip ends.

FREQUENCY DISTRIBUTIONS BY TRIP TIME WITHIN I-105 CORRIDOR

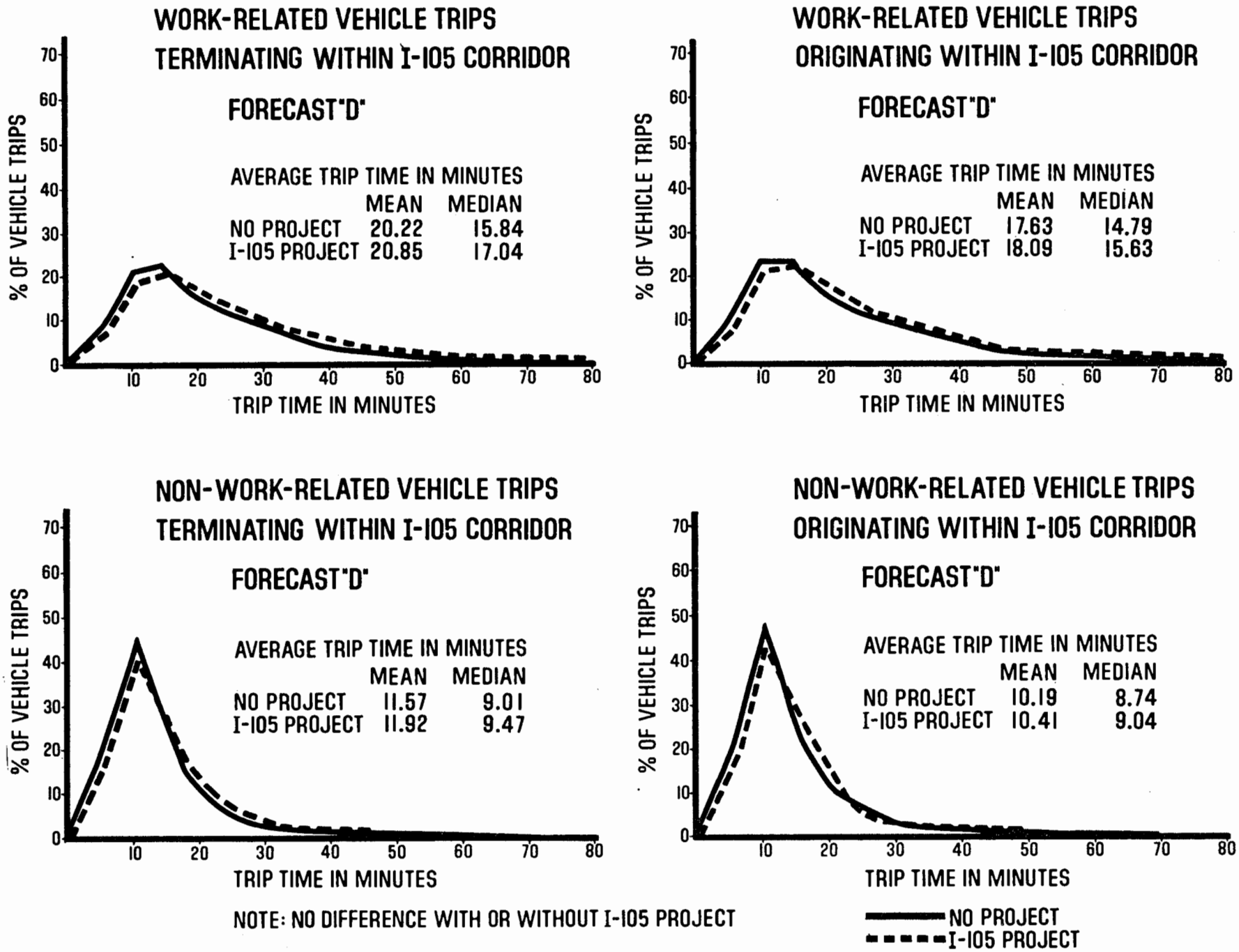


FIGURE D-7

TABLE D-7
RATIO OF ATTRACTED PERSON TRIPS TO ATTRACTED VEHICLE TRIPS IN LOS ANGELES COUNTY

	Work	Nonwork
1974	1.2715	1.5724
Forecast B 1990 (No Project)	1.6449	1.9051
Forecast B 1990 (I-105 Project)	1.6451	1.9057
Forecast D 1990 (No Project)	1.3785	1.6173
Forecast D 1990 (I-105 Project)	1.3791	1.6177

Corridor Travel Patterns

The I-105 Project was also analyzed with respect to its impact on trips in the immediate corridor area. Table D-8 shows the trips attracted to the I-105 corridor with and without the Project. Table D-9 the trips both produced and attracted within the corridor (i.e., intra-corridor trips) are displayed. Modest increases are evident. In both cases there is a relatively large increase in work trips with the I-105 Project. Since no socioeconomic variables were modified, this indicates the change in work trips would be a direct result of improvements to the transportation system due to the I-105 Project. Also, this is an indicator of increased accessibility to employment in the corridor which is served by the project. Significantly, these benefits accrue to both corridor residents and residents of other areas.

TABLE D-8
VEHICLE TRIPS ATTRACTED TO THE I-105 CORRIDOR

	Nonwork	Work	Total
1974	1,077,855	495,947	1,573,802
(Percent change)	(+10.63%)	(+ 0.175%)	(+ 7.33%)
1990 (No Project)	1,192,424	496,778	1,689,202
(Percent change)	(+ 3.47%)	(+12.51%)	(+ 5.42%)
1990 (I-105 Project)	1,231,398	558,924	1,790,322

TABLE D-9
VEHICLE TRIPS WHOLLY WITHIN I-105 CORRIDOR

	Nonwork	Work	Total
1974	570,017	186,575	756,592
(Percent Change)	(+18.48%)	(+ 6.97%)	(+15.66%)
1990 (No Project)	675,329	199,779	875,108
(Percent Change)	(+ 0.47%)	(+ 7.18%)	(+ 2.00%)
1990 (I-105 Project)	678,524	214,124	892,648

In addition to the absolute number of trips in the I-105 corridor an examination of the Project's and No Project's effect on the length of those trips were made. Figures D-7 and D-8 show the distribution of trips by trip time for several categories of trips. These figures are also an indicator of the Project and No Project impact on mobility within the corridor. According to SCAG: "Mobility is a user characteristic. It concerns the ability of the user to take advantage of the available transportation services."[1] Since the LARTS model simulates traveler (user) behavior in response to a set of travel alternatives, the users preferences (mobility) would correspond to the trip length frequency distribution shown in the figures.

Mobility in the corridor can also be expressed in terms of travel demand by mode. An increase in the percent of trips by a given mode (i.e., the mode's "share") indicates improved mobility by that mode.

Table D-10 shows the results of a trip end analysis by mode. The significant feature is the future year improvements in the transit and auto passenger modes within the I-105 corridor. The differences between Forecasts B and D are the result of changing auto occupancy; that is, the transit and person trips are equal. By the way of contrast, Forecast F represents a 1990 Projection of the present-day (1974) transit system.

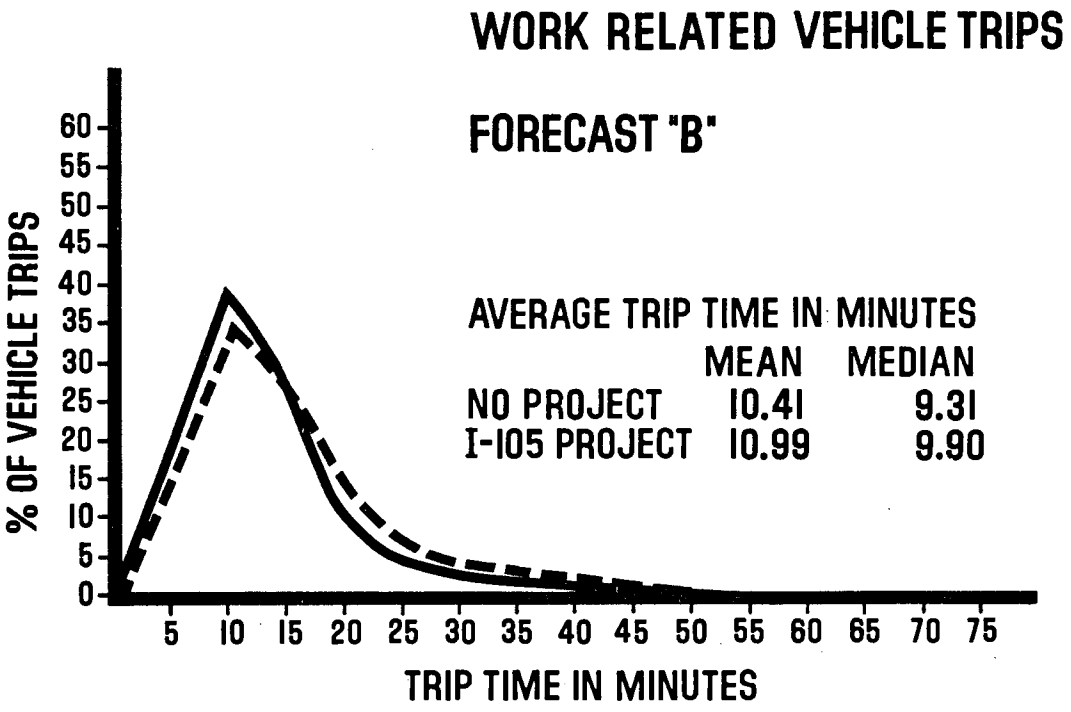
TABLE D-10
I-105 CORRIDOR TRIP ANALYSIS BY MODE

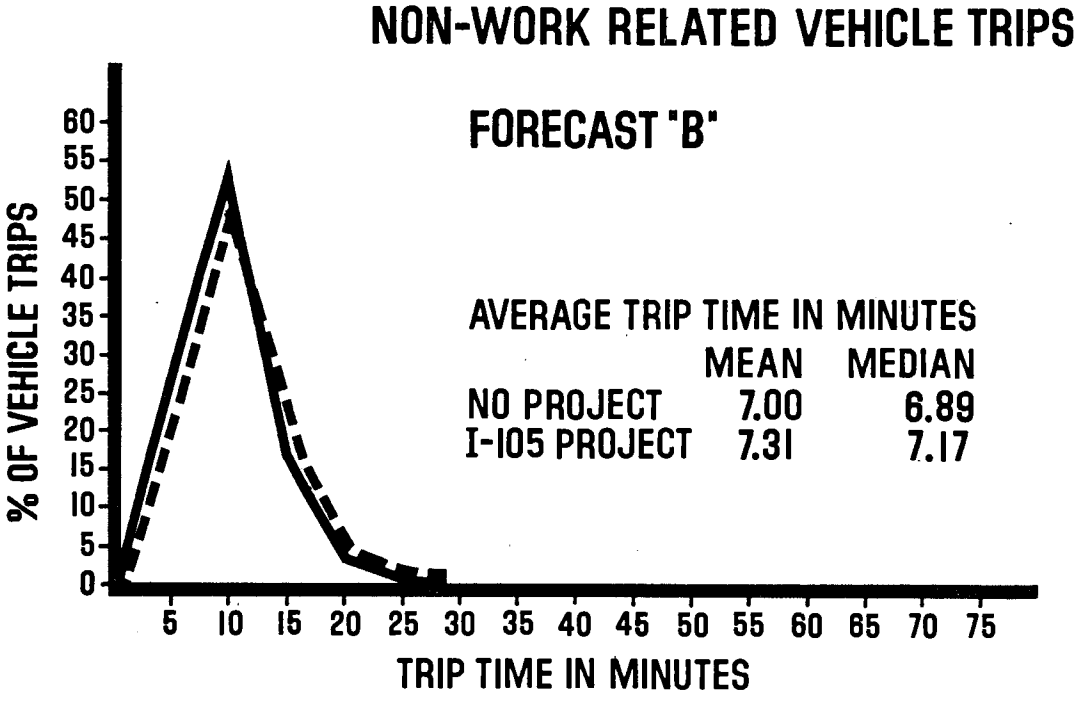
	1974	Forecast B 1990	Forecast D 1990	Forecast F 1990
Trips Produced Within Corridor:				
. Auto Driver	1,493,000	1,341,000	1,580,000	1,667,000
. Auto Passenger	620,000	900,000	660,000	693,000
. Transit Passenger	64,000	209,000	209,000	91,000
. Person Trips	2,177,000	2,450,000	2,450,000	2,450,000
Trips Attracted to Corridor:				
. Auto Driver	1,540,000	1,479,000	1,742,000	1,824,000
. Auto Passenger	633,000	983,000	714,000	744,000
. Transit Passenger	56,000	177,000	177,000	64,000
. Person Trips	2,229,000	2,633,000	2,633,000	2,633,000

The comparison of these figures indicates inclusion of the transitway is an enhancement to mobility in the corridor.

[1]Southern California Association of Governments "1976 Regional Transportation," April 1976.

FREQUENCY DISTRIBUTIONS OF INTRA-CORRIDOR VEHICLE TRIPS BY TRIP TIME





NO PROJECT
I-105 PROJECT

FIGURE D-8

FREQUENCY DISTRIBUTIONS OF WORK AND NON-WORK RELATED VEHICLE TRIPS BY TRIP TIME

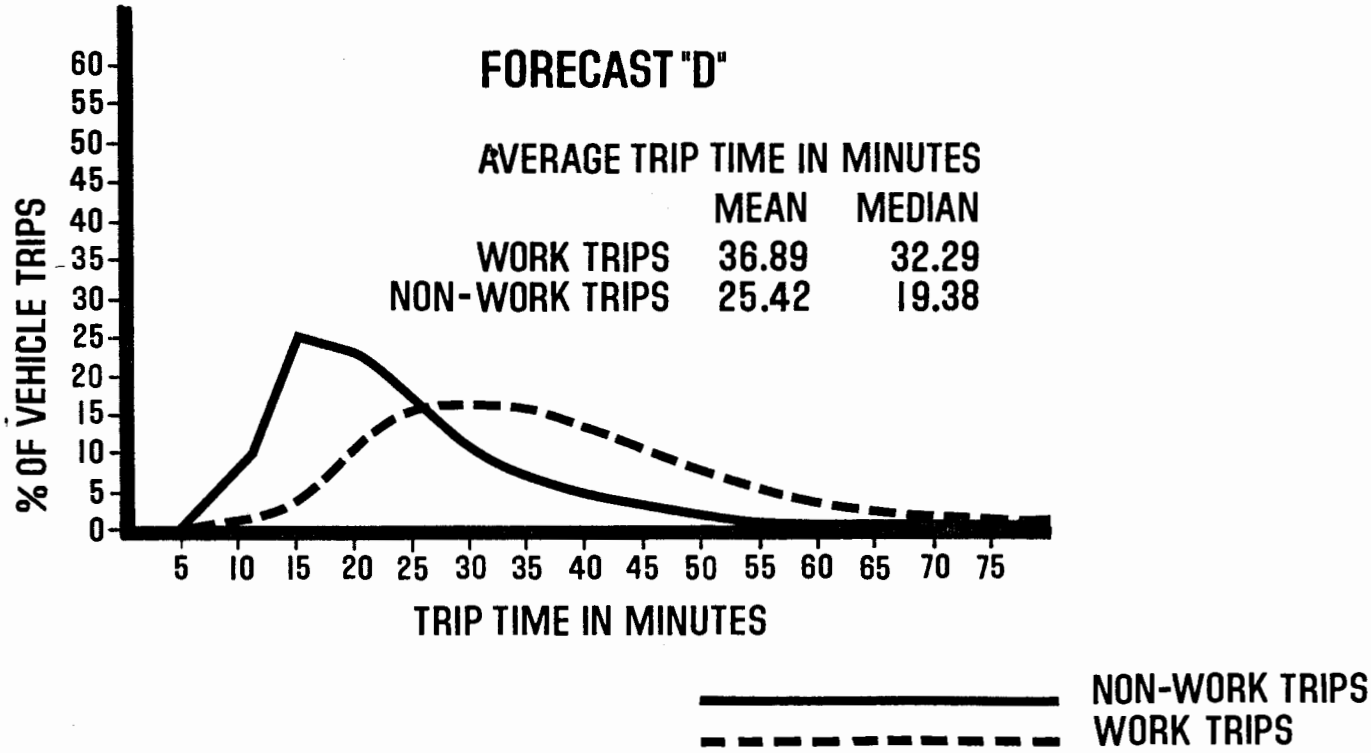
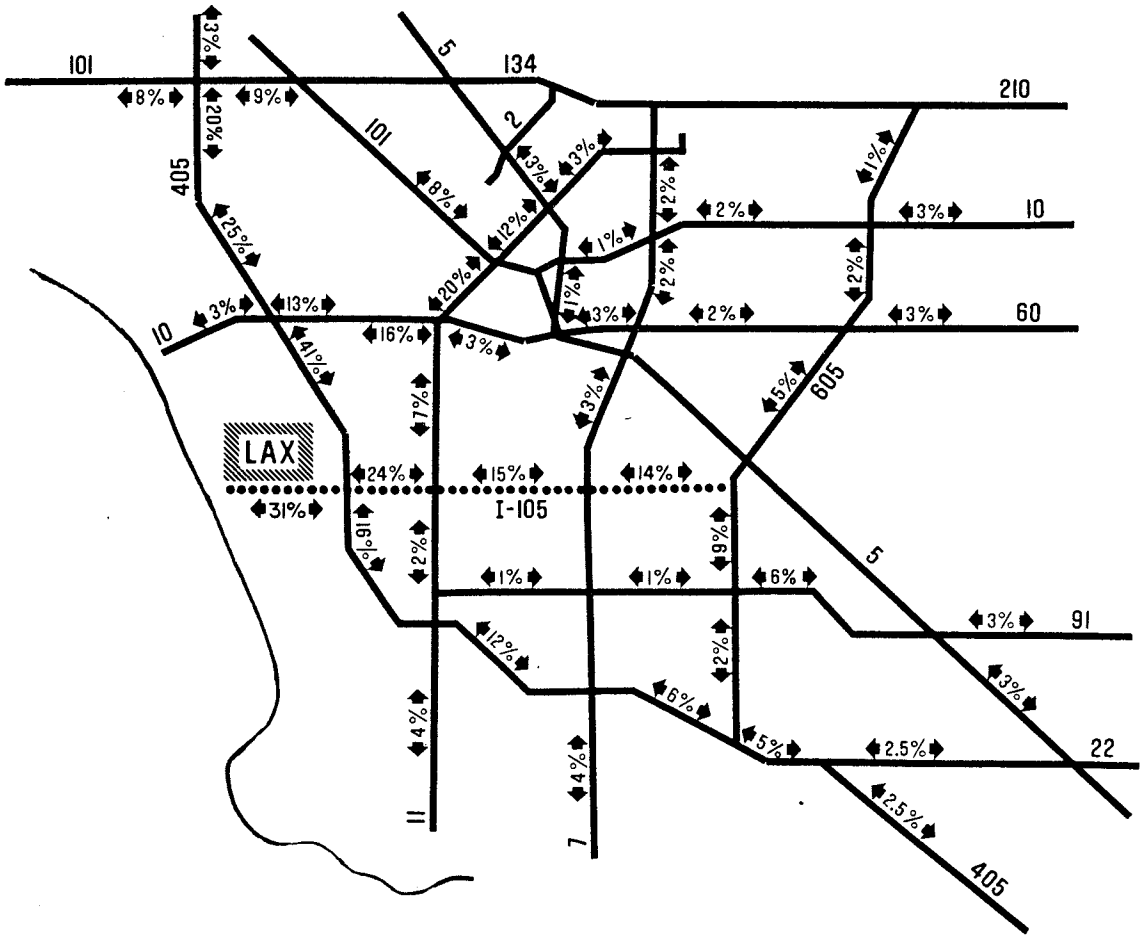


FIGURE D-9

PROJECTED FREEWAY DISTRIBUTION OF AVERAGE DAILY AIR-TRAVEL-RELATED VEHICLE TRIPS TO AND FROM LAX



81 % of Air-Travel-Related Vehicle Trips would be made via freeway system and 19% via local street system.

Percentages on freeway segments are cumulative and do not add to 100%.

LEGEND

Existing Routes

Proposed

25% Two-Way Trips

FIGURE D-10

Project Travel Patterns

Travel patterns can also be analyzed for those trips which the LARTS Model predicts would use the I-105 Project. To do this, such trips were isolated and traced throughout their length, then accumulated on a facility-by-facility basis. The resulting data was then used to compute system performance measures which are summarized in Table D-11. The trip-time frequency distribution diagram for these same trips is shown in Figure D-9. The conclusions which can be drawn from the project-usage travel data are:

- The mean trip length on I-105 would be relatively long because short trips have lower probability of freeway usage. Mean trip length on urban freeways is about double the mean distance on urban non-freeways.
- The vehicle miles traveled on I-105 would be composed of about one part work related to two parts non-work related.
- A traveler would prefer a freeway link over a nonfreeway link given that he has already selected at least one freeway link somewhere in his travel path. This is reinforced by the data showing that freeway vehicle miles traveled is about two thirds of the total vehicle miles traveled for the trips which would use the I-105 Project.
- The average vehicle speed on freeways is more than twice the average urban non-freeway vehicle speed.

TABLE D-11
CHARACTERISTICS OF TRIPS USING I-105 PROJECT

	Work	Nonwork
Number of vehicle-trips	141,000	236,000
Freeway VMT	2,176,000	3,381,000
Surface Street VMT	566,000	846,000
Miles on Freeway (Average Trip)	15.46	14.33
Miles on Surface Streets (Average Trip)	4.02	3.58
Average total trip length (miles)	19.48	17.91
Overall average freeway speed	40.24	54.52
Overall average surface street speed	18.01	21.81
Percent Freeway VMT	79.36	79.98

VMT Analysis

As in the case of trip analysis, VMT can be studied at four levels of detail: regional, county, corridor, and facility.

Table D-12 shows the breakdown of estimated VMT at the various levels with and without the I-105 Project. The important feature here is that, in every case, an increase in freeway VMT is coupled with a reduction in non-freeway VMT. Of course, absolute numbers of VMT do not indicate the degree of congestion (or improvement therein) connected with the project. What can be derived from this data is that with the project there would be more high-speed VMT (on freeways) and less low speed (urban street) VMT.

TABLE D-12
1990 VMT DATA SUMMARY

	PEAK NETWORK			
	Surface Streets		Freeways	
Analysis Level	No Project	I-105 Project	No Project	I-105 Project
Regional VMT	39,108,000	38,802,000	33,613,000	34,190,000
County VMT	22,772,000	22,454,000	21,276,000	21,938,000
Corridor VMT	2,500,000	2,272,000	1,421,000	2,251,000
I-105 VMT*	----	566,000	----	2,176,000

	OFF-PEAK NETWORK			
	Surface Streets		Freeways	
Analysis Level	No Project	I-105 Project	No Project	I-105 Project
Regional VMT	70,480,000	70,253,000	56,606,000	57,584,000
County VMT	38,438,000	38,185,000	31,345,000	32,305,000
Corridor VMT	4,060,000	3,856,000	1,860,000	3,054,000
I-105 VMT*	----	846,000	----	3,381,000

*Includes total trip length VMT.

At the regional level the VMT was analyzed by the methods outlined earlier under Travel Demand Forecasting. Initially, the LARTS model was used to estimate link vehicular volumes in 1990. Since the LARTS Model (or any typical region travel forecasting model) does not estimate trips from "special generators" or "special attractors" (e.g., airports, amusement parks, race tracks), the estimated vehicle trips involving Los Angeles International Airport were manually derived. Distribution of these trips are as shown in Figure D-10. The manual estimates were then added to the data files.

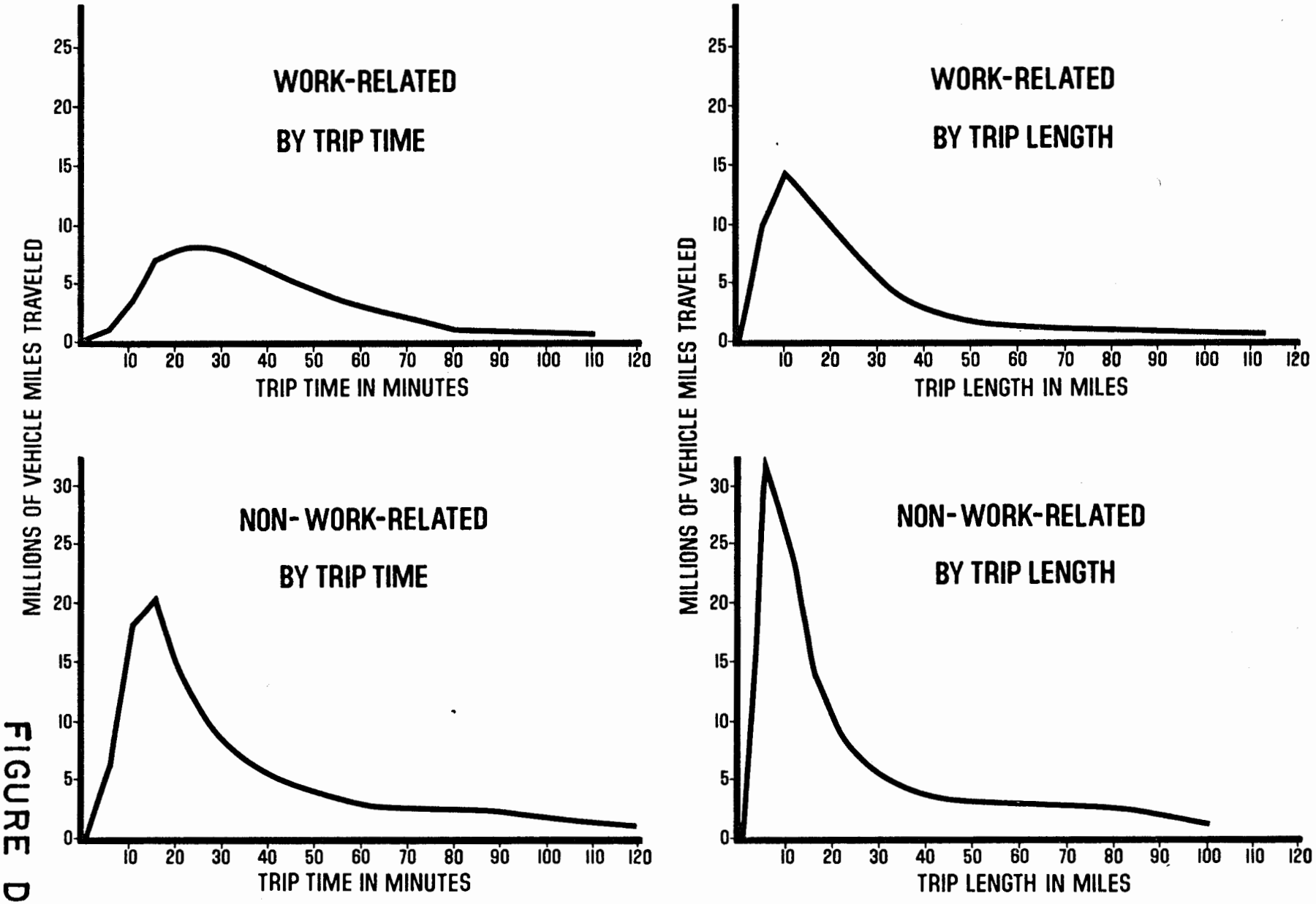
It was also apparent that the volumes estimated for arterial streets were higher than reasonable for the speeds and level of service originally assumed. Because of this, a corridor-level manual adjustment of link speeds was made. These adjustments reflect the expectations in speeds that might be realized given the very high forecasted arterial street volumes. At that point, the VMT-speed functions were estimated. The resulting data is summarized in Table D-13.

TABLE D-13
VMT-SPEED ANALYSIS FOR LOS ANGELES AIR BASIN
(Tabular data in millions)

	1980 VMT		1990 VMT		2000 VMT	
Speed	I-105 Project	No Project	I-105 Project	No Project	I-105 Project	No Project
Under 5 MPH*	0.03	0.03	0.02	0.02	0.01	0.01
10 MPH	0.51	0.51	0.51	0.51	0.50	0.50
20 MPH	12.83	13.31	11.18	12.47	9.53	11.62
30 MPH	62.31	62.09	62.28	61.72	62.26	61.34
40 MPH	21.58	21.50	23.28	23.08	24.98	24.65
50 MPH	13.59	13.49	13.10	12.85	12.62	12.20
55 MPH and Greater	22.47	21.92	26.38	24.92	30.29	27.91

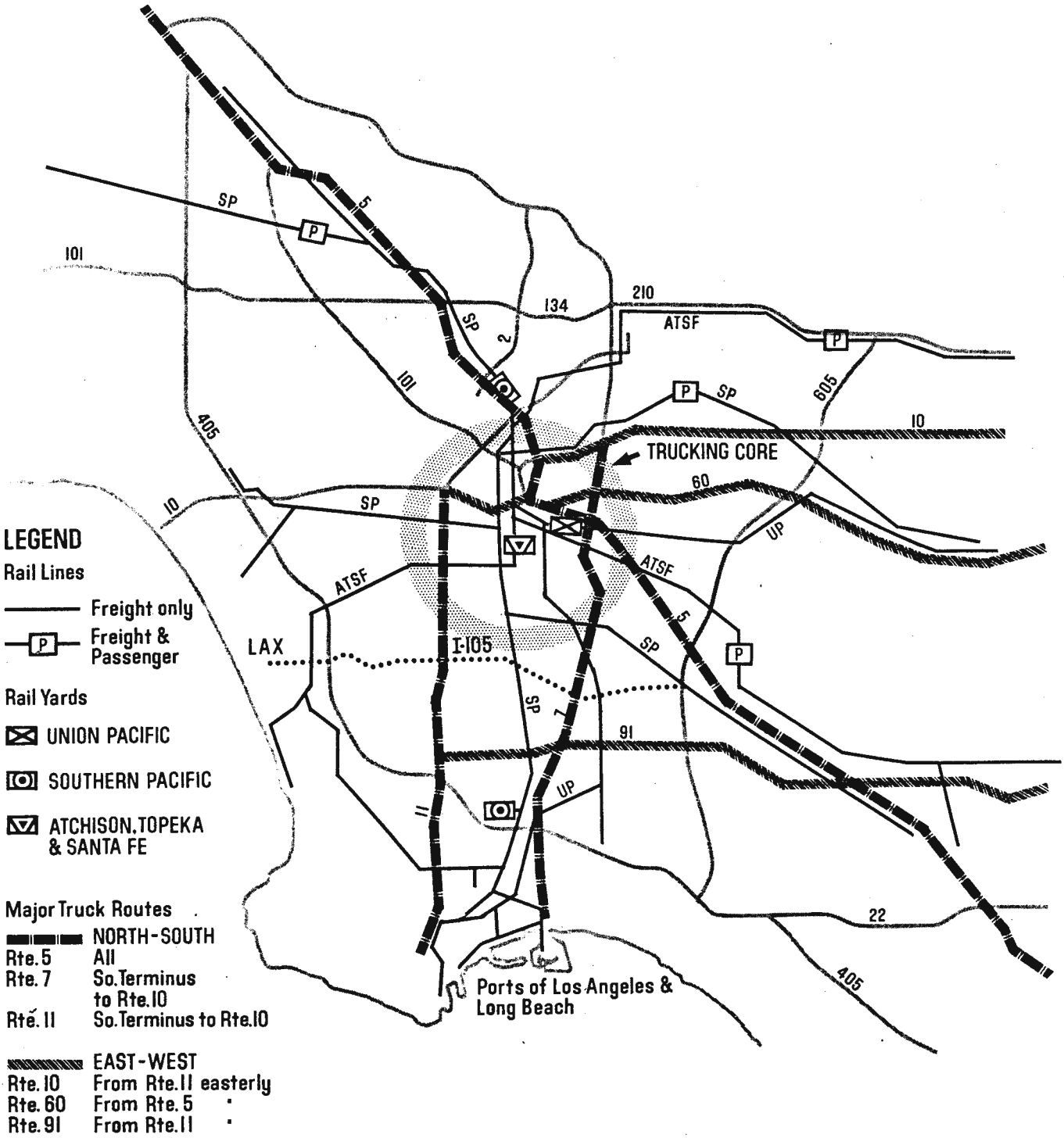
*This is mostly short distance intrazonal travel in zones with relatively high access and terminal times.

FREQUENCY DISTRIBUTIONS OF VEHICLE MILES TRAVELED IN THE LARTS REGION



NOTE: NO DIFFERENCE WITH OR WITHOUT I-105 PROJECT

FIGURE D-11



I-105 RELATIONSHIP TO LOS ANGELES REGIONAL GOODS MOVEMENT FACILITIES

FIGURE D-12

The I-105 Project would have negligible effect on the distribution of regional VMT.

Figure D-11 illustrates the impact of the I-105 Project on the time and distance distributions of regional VMT. Inspection of these graphs indicate which trip lengths contribute most heavily to VMT. For work trips, it is trips of about 10 miles and about 15-40 minutes. In the nonwork case, it is trips of approximately 5 miles and 15 minutes. Due to aggregation of the data, these figures actually represent a range rather than a precise value of time or distance. Comparing the graphs for the work trips, the relatively dispersed time curve and the sharply peaked distance curve is an indication that work trips experience considerable congestion. Contrast this with the corresponding nonwork VMT curves; both are peaked; indicating little congestion.

Route I-105 and Urban Goods Movement

The Los Angeles regional economy is dependent upon three major economic activities: manufacturing, trade and service. These activities rely upon an improving transportation system to maintain their viability and they provide the largest share of the gross regional product.

Some of the more important economic activities include chain food outlets, discount and mass volume stores, regional shopping centers, department stores and manufacturing. The geographical distribution of these activities today are within the service range of existing trucking and rail freight terminals.

An examination of the existing supply and demand for freight handling and movements by truck in the region indicates that the highest density of heavy duty trucks and freight handling facilities are concentrated in the Los Angeles-Vernon industrial area and periphery.

These facilities are closely allied with, and located within close proximity of the existing freeway and rail network serving the Los Angeles Region.[1]

Figure D-12 shows the location of the highest concentration of truck terminals and freight handling and loading facilities, the Port of Los Angeles-Long Beach, LAX, and their proximity to proposed I-105.

Air freight movements through the Los Angeles International Airport (LAX) in recent years have been experienced remarkable growth. Such growth is expected to continue in future years and can be accommodated through the use of larger and greater numbers of cargo handling aircraft. There is also a trend towards containerization and facilities to aid in the loading and unloading of containers from freight-carrying aircraft.

At present, cargo handling facilities and space devoted to cargo at LAX are taxed to meet current demand. Forecasts prepared by the City of Los Angeles, Department of Airports, indicate that by 1990 space requirements devoted to freight handling at LAX will be up to five times the requirements of 1976.[2] In terms of total volume of goods moved into and out of the Los Angeles region, however, air freight, in terms of total tonnage, will continue to play a relatively small role overall.

Within the greater Los Angeles area, the primary flow of urban goods movement is in the north-south direction. The Routes 7 (Long Beach) and 11 (Harbor) Freeways function as the feeder-distributor routes between the Ports of Los Angeles-Long Beach and the "trucking core," and rail freight loading terminals located in Carson, Vernon, and East Los Angeles.

Interstate 5 is and will continue to be the major north-south artery of inter-regional truck movements into and out of the Los Angeles region, with Interstate 10, Routes 60 and 91 providing the major east-west service for truck movements. Route 405 would appear to be a "by-pass" route.

---

[1] Route 105 Freeway: "A Consideration of Its Role in Urban Goods Movement," California Department of Transportation (LARTS), September 1975.

[2] "Air Cargo Master Plan LAX," Office of Facilities Planning, City of Los Angeles, Department of Airports, June 1975.

The proximity of I-105 to the urban "trucking core," rail freight loading facilities and to the Ports of Los Angeles-Long Beach would indicate that its major function in urban goods movement would be of a secondary nature. Such a classification, in terms of urban goods movement, does not mean that truck volumes will be lower than other regional freeways in terms of average daily traffic (ADT). These volumes would range from 3% of ADT west of Route 11 to 10% between Route 11 and Route 7, and 9% east of Route 7. The I-105 Freeway would be of high importance as a feeder-distributor route rather than a trunk-line route for goods such as Interstate Routes 5 and 10.

PART 2

SOCIOECONOMIC FORECASTING ASSUMPTIONS

APPENDIX D, PART 2 - SOCIOECONOMIC FORECASTING ASSUMPTIONS FOR THE LARTS TRANSPORTATION MODEL

ASSUMPTIONS DEVELOPED BY SCAG FOR THE D/E 2a LEVEL OF POPULATION:

1. The statewide migration rate will increase to some level below 150,000

2. The birth rate of the region will increase to some level below 2.45 and above 2.11 children per family.

3. Los Angeles County will consolidate and expand its position as a major metropolitan center for the nation.

4. The population decrease which is currently occurring in Los Angeles County will be arrested and Los Angeles County population will again increase.

5. By 1985, effective corrective measures will have been instituted to solve the pollution problems of the State and the region.

6. The population of Los Angeles County reflects the impact of mass transit systems.

7. There will be a concerted effort and policy to protect agricultural preserves within Ventura, Riverside and San Bernardino Counties. Agricultural preserves within Orange County will be protected to a limited degree.

8. There will be a high effective recycle rate throughout the central basin area of Los Angeles and Orange Counties.

9. New towns or new employment centers are not anticipated. Growth is projected to expand out from the existing centers.

10. Major ecological or resource areas, such as the coastline and the Santa Monica Mountains, will be preserved.

11. The SCAG D/E 2a projection is somewhat comparable to the Department of Finance D-100 series which assumes a statewide migration rate of 100,000 from 1975 on and a completed fertility of 2.45 births per woman during her lifetime. The SCAG total under the Department of Finance D-100 series is 12,287,000 versus 12,700,000 under the SCAG D/E 2a assumptions.

ASSUMPTIONS UNDERLYING THE LARTS D/E 2a POPULATION DISTRIBUTION:

Definitions

The following terms are applied by LARTS consistent with Bureau of the Census definitions and/or usage, with the exception of the last noted:

1. Household - "A household includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit." (Household population refers to the number of persons living in occupied housing units.)[1]

2. "A housing unit is a house, an apartment, a group of rooms, or a single room occupied or intended for occupancy as separate living quarters."[1]

3. A single dwelling unit (SDU) is a structure which contains one housing unit.[2]

4. A multiple dwelling unit (MDU) is a unit within a structure which contains more than one housing unit.[2]

5. Group quarters - "Persons in living arrangements other than households are classified by the Bureau of the Census as living in group quarters. A house or apartment is considered group quarters if it is shared by the person in charge and 5 or more persons unrelated to him or, if there is no person in charge, by 6

[1]The number of occupied housing units and the number of households are the same.

[2]Only occupied housing units are assumed in making LARTS projections of population and housing.

or more unrelated persons." (Group quarters population refers to the number of persons living in both institutional and non-institutional group quarters.)[1]

Assumptions

1. The 1970 Census tabulations are accepted for all areas except for RSA 23 (old numbering system 16). Here the Population and Dwelling Units were accepted but the allocation of SDUs and MDUs was recalculated using 1960 census data and 1960-1970 Los Angeles City building permit data.

2. The SCAG 1990 population control totals are accepted for counties and RSAs.

3. The Los Angeles County control totals for County Statistical Areas are accepted. (These areas are completely contained by or comprise exactly one or more of SCAG's RSAs.)

4. The Lates DU figures by Census Tract for 1973 or 1974 from Orange, Ventura, Riverside and San Bernardino Counties were accepted as valid.

5. The overall persons per household will decline from 1970 to 1990.

6. There will be an increase in the percent of housing which is considered multiple such as apartments and condominiums.

7. The Los Angeles County 1990 tabulations for AZs in the North County are accepted as control totals for the time they were made (1971) and as guidelines for the current projections.

8. Los Angeles City Planning Department 1990 tabulations were accepted for most sections of Los Angeles City, within the constraints of the RSA totals which incorporate these areas for the 13.9 million level. These were further modified for the 12.7 million D/E 2a level.

9. Projections of population and dwelling units by small area, neighborhood, census tract, etc., made by local jurisdiction had been given first considerations for their acceptability for the 13.9 million level. If they were current and regarded as valid by the local agency, they were either used as is or modified only enough to meet SCAG 13.9 million level control totals. They were then modified to meet the new control totals.

10. General plans are good guidelines for locating residential development and determining densities for ultimate projections.

11. The plans of developers are good guidelines for determining both ultimate development and rate of development in small areas.

12. Zoning is a guide for locating current and anticipated residential developments and determing the likely densitfes.

13. In the absence of other information, the order of vacant land development is decided by considering topography, access, desirability, and amenities in combination.

14. In the absence of other guidelines, trending is used to project building on undeveloped land, in figuring conversions of single dwelling units to multiple dwelling units, and in estimating declines on population, single and/or multiple dwelling units.

---

[1]There is no separate category for group quarters population in the LARTS tabulations. For the purpose of making LARTS traffic projections, the number of persons estimated to reside in group quarters is added to the estimated number of units in the multiple dwelling unit (MDU) category so that the category labeled MDU in the 1990 tabulations represents the sum of the projected 1990 units in multiple dwelling units and the projected 1990 population in group quarters.

15. Standard schedules are used as a guide to determine the number of dwelling units (DUs) per gross acre and the number of persons per DU for different types of zoning.

16. Generally, the number of persons per SDU varies from 2 to 4, with the lower figure representing occupancy in mobile homes. Demolished SDUs are generally considered to have an average of 3.0 persons.

17. MDUs average from 1 to 2.5 persons per DU with the lower figure generally within civic centers and the higher figure in "family type" units.

18. In the mountain portion of San Bernardino County, a large portion of DUs are second homes and therefore contain no residential population. These were deleted from the housing inventory. This also occurred in several AZs in the mountain portion of Orange County.

19. Generally, population in large group quarters facilities are projected by contacting the appropriate authorities, but small group quarters populations are carried forward from the last decennial census.

1990 Median Houshold Income, D/E 2a

When forecasting median household incomes, the primary concern is to assign incomes that point up the differences in socioeconomic conditions between zones.

From a practical standpoint, precise numerical distinctions between medians have a diminishing importance as incomes exceed $12,000 (in 1967 dollars). This diminution is due to the relative less sensitivity of the vehicle ownership model and mode choice model to income changes at this level. However, whether an income falls in the low, middle, or high income ranges is significant in both models.

The income distribution used as a guidepost in setting incomes for the analysis zones was a modified version of a SCAG consultant report dated early 1972. Whereas, that study showed an average 1.7% annual compound rate of growth for the median incomes from 1970 to 1990, LARTS assumed a scaled-down rate of about 1%. This 1% figure of real growth reflects an anticipated generation of price increases exceeding the 1960 annual rate of 2.7% by a few percentage points. Also, close to zero growth has occurred in purchasing power between 1970 and the present. Therefore, we expect money wages will rise steadily; but because of the upward trend in the cost of living, the increase in real wages (purchasing power) will not be as great as in the past.

Only a handful of zones were assigned real incomes in 1990 that were below the ones found in 1970. We discovered this phenomenon to be the case with the past data.

In revising incomes to show a locational pattern for the 12.7 million regional population (D/E 2a) for 1990, the following considerations were made:

1. Recent events would change the relative desirability of particular housing units. For instance, the energy shortage would lessen the attractiveness of outlying areas' housing and encourage future populations to seek housing in the close-in areas. Evidence of this trend is the fast selling time of homes in central Los Angeles, Wilshire corridor area. This is despite the high land cost, relative age of housing, and price in most cases exceeding $50,000. A continuation of this shift will persist as long as no extensive county-wide rail rapid transit exists.

2. In recognition of materials shortage and building costs, a large percentage of dwelling units will be rehabilitated. This rehabilitation is in addition to the recycling of 2% of the area's housing stock (a SCAG estimate).

3. The increase is noted in condominiums and townhouses as opposed to apartments since all are classified as multiple dwelling units. Condominiums and townhouses suggest residents of more permanence and generally higher incomes.

4. In deference to the model's treatment of group quarters, zones containing these facilities were given subdued median incomes.

LARTS Report DR/2, "Socioeconomic Projections," documents the major assumptions used in forecasting future median household income. Please refer to that report.

A new method of representing income is being devised and may be used in future models. It will involve indicating the percentage of housing units having occupants with low (0-$7,000), middle ($7,000-12,000), and high ($12,000+) incomes.

A major revision of the income figures will be undertaken in 1976-77 when the U. S. Bureau of Labor Statistics issues a new consumer price index.

1990 Employment, D/E 2a: Assumptions

Many of SCAG's general assumptions regarding the SCAG-90 Plan are still relevant to the D/E 2a forecast (Refer to LARTS Report DR/2, "Socioeconomic Projections"). The major assumptions with particular reference to the employment projections are repeated here:

1. New towns or new employment centers are not anticipated. Growth is projected to expand out from the existing centers.

2. The central city areas will be refurbished and the "centers concept" of development within the Los Angeles and Orange Counties will be implemented.

3. L. A. County will consolidate and expand its position as a major metropolitan center for the nation.

Several additional assumptions are emphasized with regard to the D/E 2a forecast:

1. Mass transit in the immediate future and the long run (late 1980s) will be improved in the region, particularly in Los Angeles and Orange Counties.

2. Environmental controls by the mid-1980s will markedly improve the environment thereby attracting people to the central portion of the region at an increasing rate.

3. Agricultural lands in Ventura, Riverside, and San Bernardino Counties will be rigorously preserved.

4. The air transportation system will be developed in line with the airport transportation element adopted by the SCAG Executive Committee in November 1973.

5. The lower total regional population growth will result in less recycled housing, less use of developable land for urbanization, less energy consumption, and less added jobs (as compared to the SCAG-90 Plan).

The assumptions used by LARTS in its projections have also been documented in the Report DR/2. The important assumptions restated are:

1. SCAG's D/E 2a control totals for the counties and RSAs were accepted with some modification. The LARTS 1970 Model Input data was also used as a base for our projections.

2. Historical employment trends will continue with some adjustments.

3. Expected population change affects population-related or service-type employment.

4. Service-type employment will concentrate within the central areas such as CBDs, major shopping centers, civic centers, and other high-activity centers.

5. Manufacturing employment will gravitate to the outlying areas.

6. Accessibility enhances the relative employment potential of an area.

7. Zoning determines eventual land use. Development plans and planners' intentions are assumed to be implemented.

Similar to the SCAG-90 Plan, D/E 2a envisions growth extending out from the established urban areas, such as the central basin of Los Angeles and Orange Counties, and the existing cities of Riverside, San Bernardino, and Ventura Counties. Several broad assumptions guiding the county allocations and modifications to the RSA level are:

1. Los Angeles County

North Los Angeles County will not grow as much as previously imagined. RSAs 10.0, 14.0, 16.0 (LARTS' designations) will continue as the dominant employment centers in the county. RSA 10.0 has a significant growth potential within Century City and vicinity, Wilshire Corridor, and Hollywood; the proposed Wilshire rapid transit line will be a great stimulus. RSA 14.0 has reached its saturation level but will maintain its high employment base. RSA 16.0 will experience strong growth especially in the CBD. The outlying RSAs 8.1, 15.0, and 19.0 will sustain significant employment increases.

2. Orange County

Much of the employment growth will occur primarily in the northern half of the county. Growth will be relatively limited in the southern portion.

3. Riverside County

Most of the growth will continue to concentrate around the present center, RSA 27.2

4. San Bernardino County

As in Riverside, expansion will be focused principally within the center of the county, RSA 21.0.

5. Ventura County

The Oxnard/Ventura area will remain the high employment area. Some growth will occur in the Thousand Oaks/Westlake area.

See the comments on population and dwelling unit projections for a review of the major demographic assumptions. Also, please refer to Report DR/2 for more documentation on employment definitions and procedures.

APPENDIX E

EXHIBITS

BIBLIOGRAPHY OF DATA SOURCES

Accidents. 1971 Accident Rate Data, California Highways, Caltrans.

Air Quality. Air Quality Report, El Segundo-Norwalk Freeway Supplemental Air Quality Report (Photochemical), and addendum to Air Quality Report, Caltrans, District 7, Environmental Investigations Section, June 1974, December 1974 and October 1976; National Ambient Air Quality Standards.

Archaeological Information. Martin Dean Rosen, Research Collaborator Institute of Archaeology, Archaeological Survey University of California, Los Angeles, Ca 90024

Average Arterial Speeds. "Highway Capacity Manual," typical relationships for signalized urban arterials, p. 320.

Background Information. Route 105 Location and Design Study Reports and Route 105 Hearing Transcripts, Caltrans, District 7.

Community Cohesion. Effects on Community Cohesion, Caltrans (January 1976).

Construction Costs of Project and Alternatives. Caltrans, Project Development Branch, March 1973.

Demographic Information. 1960 and 1970 Census, U. S. Department of Commerce; Los Angeles City Planning Department; Los Angeles County Regional Planning Commission; various city planning departments and update 1977.

Displacement of People, Business and Employment. Environmental Impact Assessment, El Segundo-Norwalk Freeway, Caltrans Environmental Planning Branch, District 7, February 1974 and Addendum, May 1974.

Economic Evaluation. Economic Impact Report, Route 105 Freeway Caltrans Environmental Planning Branch, District 07, March 1974.

Environmental Evaluation. Environmental Impact Assessment, El Segundo-Norwalk Freeway, Caltrans Environmental Planning Branch, District 7, February 1974 and Addendum, May 1974 and update 1977.

Environmental Review Process. National Environmental Policy Act of 1969; Federal Highway Administration; California Environmental Quality Act of 1970; Guidelines for Implementation of the California Environmental Quality Act as amended 1977, California Resources Agency. Federal Aid Highway Program Manuals 772 and 773.

Existing Capacity. Field Survey, Gruen Associates, May-June, 19

Existing Volumes. Caltrans; Cities of Inglewood, Gardena and Norwalk and Los Angeles County Road Department ("Traffic Counts," 1974).

Fuel Consumption. An interim procedure to evaluate transportati energy, Office of Transportation Laboratory, California Department of Transportation, Sacramento, California.

Funding Data. California Transportation Development Act of 1971 (SB 325); Article 26, California Constitution as revised by Proposition 5, June 1974; 1973 Federal Highway Act, Federal Aid Urban provisions and Federal Aid Interstate provisions.

General Freeway Capacities: Freeway Operations Section, Caltran 1973.

General Street Capacities. "Highway Capacity Manual," HRB Speci Report 87, National Academy of Sciences, National Research Council, Washington, D. C. (1965).

Geological Evaluation. Geotechnical Report, Route 1/105, Caltra Materials Section, District 7, April 1974; A Map of Maximum Expected Bedrock Acceleration from Earthquakes in Californi Greensfolder, R. W., California Division of Mines and Geolo January 1973; Final Report to California Legislature, Joint Committee on Seismic Safety, January 1974.

Growth Inducement Evaluation. Growth-Inducing Impact of the I-1 Project and Its Alternatives; Gruen Associates Incorporated January 1974.

Historic Landmarks Information. National Register of Historic Places; California Historical Landmarks; City of Los Angele: Cultural Heritage Board; Los Angeles Museum of Art; America, Institute of Architects; Various local corridor cities and local Historical Societies.

Housing Availability Information. Route 105 Housing Availabilit Studies and update, Caltrans Environmental Planning Branch.

Isochrones. LARTS minimum travel path values for transit and highway networks, Model Series 940.

Major Design Features of Project and Alternatives. Caltrans Pro Development Branch, 1972-1974; Southern California Rapid Transit District; Gruen Associates Incorporated.

Mobility. Economic summary data, LARTS, Runs 940 and 936.

EXHIBIT 1a

EXHIBIT 19

Noise Measurement and Evaluation. Noise Report, El Segundo-Norwalk Freeway, and 2nd Addendum October 1976, Caltrans Environmental Investigations Unit, District 7, July 1973 and Addendum, April 1974.

Noise Standards. Policy and Procedure Memorandum 90-2, Federal Highway Administration, February 1973; U. S. Department of Housing and Urban Development, Circular 1390.2; Department of Labor, Occupational Safety and Health Standards, Section 1910.95; Public Law 92-574 October 1973; California Streets and Highways Code, Section 216; California Vehicle Code Sections 23130, 23130.5, and 2716.

Project Unwinding Evaluation. The Unwinding Effects of Alternatives to the I-105 Project; Gruen Associates Incorporated, January 1974.

Projected Capacities.. For both No Project and Project Conditions, developed from communities' response to feasible Master simulations, Plan System of Streets.

Projected Volumes. No Project 236 LARTS Regional Traffic; Project Model Series 940 LARTS Assignments, Run 915.

Regional Planning. Southern California Regional Development Guide, SCAG, April 1972; Regional Transportation Plan, SCAG, July 1974; Environmental Development Guide, Los Angeles County, 1972; Southern California Regional Airport System Plan, City of Los Angeles, 1974; Master Plan of Transit Corridors, SCRTD, 1974. LARTS T2J transit network, SCRTD Starter Line (November 1975), SCAG Short Range Transportation Plan (April 1974).

Right-of-Way Costs of Project and Alternatives. Caltrans Right-of-Way Estimating Section, May 1976.

Status of Right-of-Way. Caltrans Right-of-Way Data as of August 1976.

Transit Ridership. Study for Alternative Transit Corridors and Systems prepared for SCRTD, Technical Report Part VI, August 2973. A. M. Voorhees and Associates, Incorporated.

Transportation Service Evaluation. Transportation Service of the I-105 Project and Its Alternatives; Gruen Associates Incorporated, January 1974.

Vehicle Miles of Travel (VMT). Los Angeles Regional Transportation Study projections.

Vehicle Occupancy. Regional Impacts of Near Term Transportation Alternatives: A Case of Los Angeles, Rand Corporation (June 1974).

Vibration Measurement and Evaluation. A Survey of Earth-Borne Vibrations and Their Probable Effects on Northrop Corporat Facilities, State of California, October 1963; A Survey of Earth-Borne Vibrations at North American Rockwell-Downey Facility, State of California, March 1969.

Water Quality and Solid Waste Evaluation. Water Quality Report El Segundo-Norwalk Freeway, Caltrans Environmental Investi tions Unit, District 7, August 1973, updated January 1974.

GLOSSARY OF TERMS

Accessibility - The relative ease with which a destination may be reached; often measured in terms of the travel time required from a given origin.

Access Controlled - Owners of land abutting the facility (highway, freeway, etc.) have no right or easement, or only limited right or easement, of access between their abutting lands and the facility.

Air Mass - A body of air covering a relatively wide area, exhibiting approximately uniform properties through any horizontal section.

Arterial(s) (plural) - A system of major and secondary streets or highways which primarily serve through traffic. Arterial (singular) refers to a single street or highway within the system.

Attenuating Devices - Devices which attenuate (reduce the severity of) some effect (i.e., a wall which intercepts a sound wave so as to reduce its severity, is a sound attenuating device).

Capacity - The traffic carrying capability of a street or system of streets, determined by width, number of lanes, signalization, and parking restrictions.

dBA - The sound pressure level in decibels (a logarithmic unit) measured with a frequency weighting network corresponding to the A scale on a standard sound level meter.

Design Volume - A volume of vehicles determined for use in design, representing the traffic expected to use the facility.

Environment - Refers to the totality of man's surroundings; social, economic and physical, both natural and manmade.

"en banc" - As used here, this term refers to the hearing of a legal case by a panel composed of all Judges of the Circuit Court.

Emission Factor - A number by which the theoretical quantity of emissions (from a vehicle) is multiplied to compensate for vehicle age, emission control deterioration, percent of heavy duty vehicles and speed effects, in order to predict actual emissions.

Erosion - The removal of rock or soil material by any natural process.

Exacerbate - To more more severe.

Exclusive Busway - Traveled way reserved for the exclusive use of buses; usually with separated intersectio and ramp connections to stations, freeways and major streets.

Exclusive Lanes - Lanes of a highway or freeway facility which have been restricted to use by a specific type of vehicle or types of vehicles. Sometimes called "Prefential Lanes."

Fault - A fracture along which blocks of the earth's crust have slipped past each other.

Frontage Road - A local street which is auxiliary to and locate on the side of a freeway to provide service to abutting property and adjacent areas. Also pr vides local road circulation.

Impact - The effect of one thing upon another (in this case, o a proposed action upon the human environment). Impac may be both positive (good) or negative (bad).

Isochrone - A line of equal travel time for a given origin.

Joint Use Development - Developing space over, under, or alongside a highway for other desirable and compatible uses.

EXHIBIT 2a

EXHIBIT 2b

Liquefaction - A sudden loss of grain-to-grain bearing contact in sands below the water table; due to sand particle rearrangement after a shock or disturbance. This loss of contact causes the sand and water to flow as viscous fluid.

Living Unit - A residential dwelling space which provides shelter for one or more persons (family). One or more living units may be in a building (i.e., an apartment house may contain many such units).

Macroscale - Large scale; used here to denote the area known as the Los Angeles Air Basin.

Major Street - An important street (or highway) at least four lanes wide, having continuous length; usually spaced one mile apart in a large urban area.

Matrix - A rectangular array of interrelated factors.

Median - As used, refers to that portion of a divided highway (freeway) separating the traveled ways for traffic in opposite directions.

Microscale - Small scale; used here to denote the area adjacent to the facility being considered (within 1,000 feet of the facility).

Multimodal Transportation Facility - A transportation facility which utilizes more than one transportation mode (i.e., a freeway with transit in the median or overhead).

Overcrossing - A structure which carries a local road over a freeway.

Parcel - A plot of land. In an urban area, is usually a lot under one ownership. May have improvements (buildings) on it in which case it is called an improved parcel.

Peak-Hour Volume - The maximum number of vehicles expected on a facility during a full 60-minute period.

Perched Water - Groundwater separated from an underlying body of groundwater by unsaturated rock or impermeab soil.

Private Sector - The portion of the economic community that is established, conducted and primarily supported apart from government.

Proximity Impact - A term used to indicate the effect upon a commercial (business) property of being located in proximity (close) to a grade separated intersection. The impact is economically negative and is due to loss of access and visibility.

Scenario - A synopsis (summary) showing step by step developmen and containing all essential details.

Screenlines - Imaginary lines splitting the study area into two more parts; used to analyze traffic volumes.

Screenline Segment - A screenline section having specified limi

Secondary Street - A street (or highway) of lesser importance t a major street.

Seiche - A periodic oscillation of a body of water whose period determined by the resonant characteristics of the containing basin as controlled by its physical dimensions generally ranging from a few minutes to an hour or more. It is earthquake induced.

Seismic - Pertaining to an earthquake.

Socioeconomic - Involving a combination of social (interactions between humans) and economic (of monetary or business) factors.

Status quo - The existing state of affairs or condition.

Transportation Corridor - The transportation corridor directly served and influenced by the facility. For a freeway in an urban area, the corridor is generally considered to extend about 2 to 3 miles on either side of the facility.

Tsunami - A great sea wave produced by a submarine earthquake or volcanic eruption. Commonly misnamed "tidal wave."

Undercrossing - A structure which provides for a local road crossing under a freeway.

Urban Sprawl - A term originally intended to denote uncontrolled growth on the fringe of an urban area. This term is now commonly used to mean any growth at the fringe of an urban area (in actuality, all development is more or less controlled by the local government having jurisdiction over the area).

V/C Ratio - The ratio of volume (V) on a street or crossing a screenline to the capacity (C) available on that street or screenline, often expressed as a percentage.

Vehicle Miles Traveled (VMT) - The product of the number of vehicles and the number of miles traveled by those vehicles. Usually reported for a given transportation facility or system in a given time frame (i.e., one vehicle traveling one mile in a day would generate one vehicle mile per day on the facility concerned).

Viaduct - A structure which carries a facility (highway or freeway, etc.) over several local streets or over the existing ground for a considerable length.

Volume - The amount of traffic on a street or screenline per unit of time, usually expressed in ADT (average daily traffic) or peak-hour flow rate.

EXHIBIT 2c

RELOCATION ASSISTANCE PROGRAM BENEFITS AND THEIR AMELIORATORY EFFECTS

In compliance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, the California Department of Transportation has implemented two programs to assist displacees:

(1) a Relocation Advisory Assistance Program that has been designed to aid displacees in locating "decent, safe, and sanitary" replacement housing-units that would be comparable in size, price, and location to the units they presently occupy; and

(2) a Montetary Relocation Payments Program that reimburses displaced persons for certain costs incurred in their relocation.

Both of the above programs can be briefly summarized as follows:

RELOCATION ADVISORY ASSISTANCE PROGRAM

The Department of Transportation will assist any person, business, farm, or non-profit organization who must relocate in finding a new place to live or in which to conduct business or farming operations. The Department will make available to any displaced person or business, lists of properties available for sale or rent; information regarding real estate purchase and rental costs; and the services offered by other agencies in the area. This assistance will be available as soon as the Department begins acquiring properties on the project.

MONETARY RELOCATION PAYMENTS PROGRAM

The Relocation Payments Program will help displaced persons, businesses, farms, or non-profit organizations pay certain costs and expenses involved in finding, purchasing or renting, and moving to a new location. This program can be summarized as follows:

Moving and Related Expenses

Individuals, businesses, and non-profit organizations that are occupying the property to be acquired by the State at the time the first written offer to purchase the property is made, and move as a result of the State's acquisition, will be eligible for reimbursement of moving expenses.

Residential occupants will receive either the actual reasonable costs involves in moving family and personal property up to a maximum of 50 miles, or a payment based on a schedule relating to the size of their present dwelling, not to exceed $500.

Businesses, farms, and non-profit organizations will be entitled to reimbursement for actual reasonable costs involved in moving the operation and personal property up to a maximum of 50 miles, actual reasonable expenses incurred in searching for a replacement property (not to exceed $500), and actual direct losses of tangible personal property. Further, a person who relocates or discontinues his business or farm operation may be eligible for a payment in-lieu of all other moving costs and related expenses. This type of payment will be based on the historic earnings of the business or farm operation to a maximum of $10,000.

Replacement Housing Payments for Homeowners and Tenants

In addition to moving and related expense payments, displaced homeowners and tenants may also be eligible for payments for increased costs of replacement housing, if any.

Tenants who have occupied the property to be acquired by the State for 90 days or more prior to the date of the first written offer to purchase may qualify to receive a rental differential payment if it will cost more to rent a replacement dwelling than it costs to rent the dwelling in which they presently reside. Or, as an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to its purchase. The maximum amount payable to any tenant in addition to moving expenses is $4,000.

EXHIBIT 3a

Homeowners who have owned and occupied the property to be acquired by the State for 180 days prior to the date of the first written offer to purchase may qualify to receive a purchase differential payment if it will cost more to buy a replacement dwelling than the amount being paid by the State for the dwelling currently occupied. In addition, these owner-occupants may also qualify to receive payment for certain costs incidental to the purchase of a replacement property, and an Interest Differential Payment if the interest rate for the loan on the replacement property is higher than the one on the currently occupied property. The maximum combined supplemental payments that these owner-occupants can receive is $15,000. Homeowners who have owned and occupied the property to be acquired by the State for at least 90 days but less than 180 days are generally eligible for the same payments as tenants of 90 days or more, up to a maximum total payment of $4,000.00 (see above).

The ameliortory effects of the above-described Monetary Relocation Payments Program are such that if a displacee encounters a shortage in a specific category (size or price) of available replacement units, the supplemental monetary payments will enable the displacee to relocate into a higher-priced or larger-sized dwelling (in which an adequate supply) exists) without undue financial hardship.

Additional Information

Moving expenses and relocation payments are not considered income or resources of recipients of public assistance.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days advance notice, in writing. Occupants of any type of dwelling, eligible for relocation payments, will not be required to move unless adequate "decent, safe, and sanitary" replacement housing, which is available to all persons regardless of race, color, religion, sex, or national origin, has been made available to them by the State or they have secured such housing for themselves.

Any person, business, farm, or non-profit organization which has been refused a relocation payment by the Department of Transportation or believes that the payments offered are inadequate may appeal for a special hearing of their complaint. No legal assistance is required. Information about the appeal procedure is available from a Department of Transportation Relocation Advisor.

The preceeding information is not intended as a complete statement of all the State laws and regulations which must be complied with in order to receive all applicable payments. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the State's relocation services. Tenant occupants of required properties are contacted immediately after first written offers to purchase, and also given a more detailed explanation of the Department's Relocation Programs.

IMPORTANT NOTICE

In most instances, no person will be eligible to receive any monetary relocation payments until the State has actually completed the purchase or acquired possession of property currently occupied. To avoid loss of possible benefits, no individual, family, business, firm, or non-profit organization should commit themself/itself to an obligation to purchase/rent a replacement property without first contacting a Department of Transportation Relocation Advisor.

Additional information or copies of the Department regulations regarding the Relocation Assistance Program can be obtained on request by writing:

State of California
Department of Transportation
P. O. Box 2304, Terminal Annex
Los Angeles, California 90051

EXHIBIT 3b

HOUSING STUDY QUESTIONNAIRE

1. Address _____ (Optional)

   Town _____ Zip Code No. _____

2. Do you live in a House ____ Apartment ____ Duplex ____ Mobile Home ____ Other _____

3. How many bedrooms are in the dwelling you occupy? _____

4. Do you Own ( ) or Rent ( ) (Please check one)

5. If the State owns the dwelling you are occupying

   (a) Did you rent this property prior to purchase by the State Yes _____ No _____

   (b) Did you own this property prior to purchase by the State Yes _____ No _____

6. What is your monthly rental rate or payment on your home? _____

7. Number of occupants in this household:

   Adults: 18-24 _____ 25-53 _____ 55-64 _____ Over 65 _____

   Children under 18: Male _____ Female _____

8. Number of Children attending: Pre-School _____ Elementary _____ Jr. High _____ High _____

9. What ethnic group do you belong to: Caucasian _____ Black _____ Mexican-American _____

   Oriental _____ Other _____

10. What is your principal means of transportation: Car ____ Bus ____ Walk ____ Other _____

11. How many years at this residence? _____

12. How many years in this community? _____

13. What are the two most important reasons for living here. (Please rank number one and two in order.) Cost _____ Shopping _____ Family _____ Church _____ School _____ Job _____

    Other (specify) _____

14. Do you wish to move to another area Yes _____ No _____

    If yes, which community? _____

15. If you now live in a house, would you be willing to move into an apartment Yes _____ No _____

16. If you now live in an apartment, would you be willing to move into a house Yes _____ No _____

17. If you were to move from this address, would you rent ____ or buy ____ (Please check one).

18. Principal means of family income: Employment _____ Retirement _____ Other _____

19. In what city does "Head of Household" work _____

20. Transportation to work: Car _____ Bus _____ Walk _____ Car-pool _____ Other _____

21. What is the distance to head of household's place of employment?

    _____ (miles) or _____ (time)

22. What is your approximate gross family income per month?

Under $150	_____	$450-$599	_____	$1100-$1299	_____
$150-$249	_____	$600-$749	_____	$1300-$1500	_____
$250-$349	_____	$750-$899	_____	Over-$1500	_____
$350-$449	_____	$900-$1099	_____		

EXHIBIT 4a

HOUSING STUDY QUESTIONNAIRE

1. Address _____ (Optional)

   City _____ Zip Code No. _____

2. Do you live in a House _____ Apartment _____ Duplex _____ Other _____

3. How many bedrooms are in the dwelling you occupy _____

4. Do you own _____ or rent _____

5. If the State owns the dwelling you are occupying, did you rent _____ or own _____ this property prior to purchase by State.

6. What is the monthly rental rate or payment on your home _____

7. Number of occupants in this household:

   Adults: 18-24 _____ 25-53 _____ 55-64 _____ Over 65 _____

   Number and age of children under 18: Male _____ Female _____

8. Number of children attending: Pre-School ____ Elementary ____ Jr. High ____ High ___

9. What ethnic group do you belong to: Caucasian _____ Black _____

   Mexican-American _____ Oriental _____ Philippino _____ Other _____

10. What is your principal means of transportation: Car ____ Bus ____ Walk ____ Other___

11. How many years at this residence: _____

12. How many years in this community: _____

13. What are the two most important reasons for your living here:

    1. _____

    2. _____

14. If you relocate, what city or area would you like to move to: _____

15. If you move from your present residence, would you prefer to move into an apartment _____ or house _____.

16. If you were to move from this address, would you prefer to rent _____ or buy _____.

17. Sources of family income:

    Employment _____ Self Employment _____ Retirement _____ Welfare _____ Other _____

18. In what city does "Head of Household" work: _____

19. Transportation to work: Car _____ Bus _____ Walk _____ Car-pool _____ Other _____

20. What is the distance to head of household's place of employment:

    _____ (miles) _____ (time)

21. What is your approximate gross family income per month:

Under $150 _____	$350-$449 _____	$750-$899 _____	$1300-$1500 _____
$150-$249 _____	$450-$599 _____	$900-$1099 _____	over $1500 _____
$250-$349 _____	$600-$749 _____	$1100-$1299 _____	

EXHIBIT 4b

RELOCATION PATTERNS OF I-105 DISPLACEES

TABLE 1
RELOCATION PATTERN FOR FAMILIES DISPLACED
BY THE I-105 PROJECT (November 1972 Study)

	Remained in Area	Moved Out of Area
Number of Families Displaced	1,696	1,866
Percent of Total Displaced	47.6%	52.4%

TABLE 2
RELOCATION PATTERN FOR DISPLACED FAMILIES
BY STUDY AREA (November 1972 Study)

	Study Area 1		Study Area 2		Study Area 3		Study Area 4	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Families Relocated In Area	379	37.5	643	64.7	289	44.9	389	42.0
Families Moved Out of Area	631	62.5	350	35.3	354	55.1	531	58.0

EXHIBIT 5

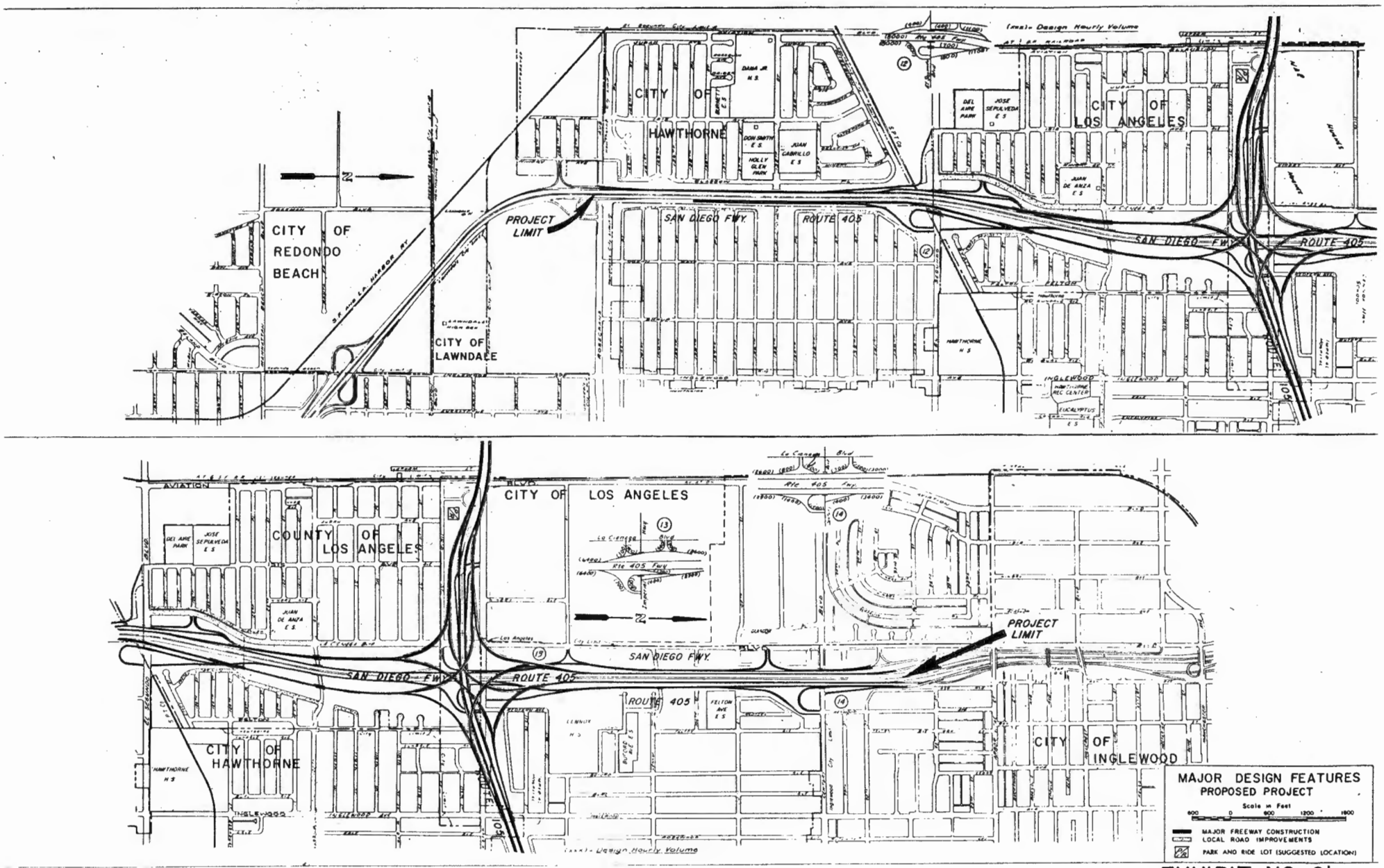


EXHIBIT NO. 6b

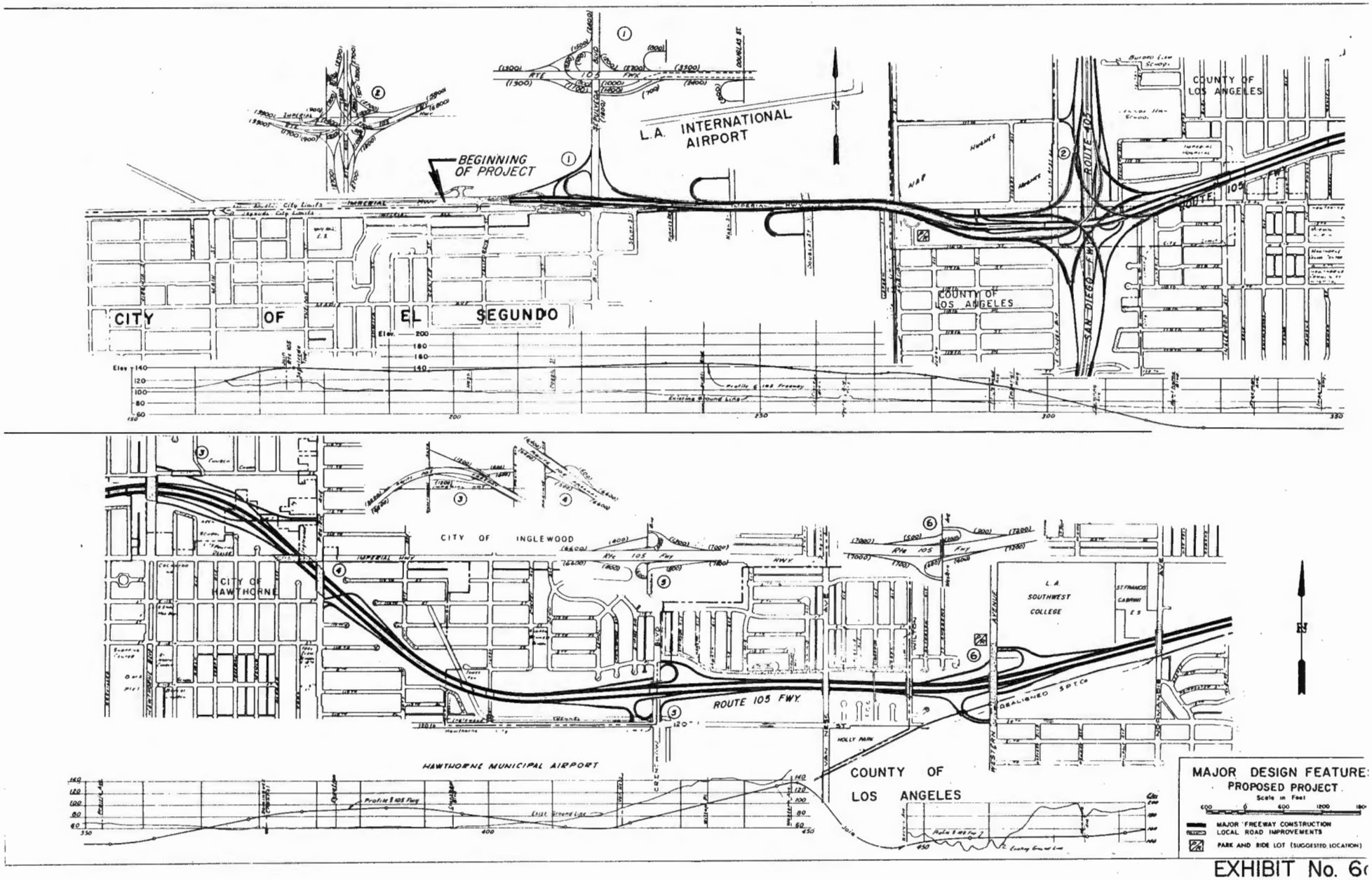

BEGINNING OF PROJECT
L.A. INTERNATIONAL AIRPORT
CITY OF EL SEGUNDO
COUNTY OF LOS ANGELES
ROUTE 105 FWY.
ROUTE 405
SAN DIEGO FWY.
CITY OF INGLEWOOD
CITY OF HAWTHORNE
L.A. SOUTHWEST COLLEGE
HAWTHORNE MUNICIPAL AIRPORT
HOLLY PARK
MAJOR DESIGN FEATURES
PROPOSED PROJECT
Scale in Feet
MAJOR FREEWAY CONSTRUCTION
LOCAL ROAD IMPROVEMENTS
PARK AND RIDE LOT (SUGGESTED LOCATION)

EXHIBIT No. 6

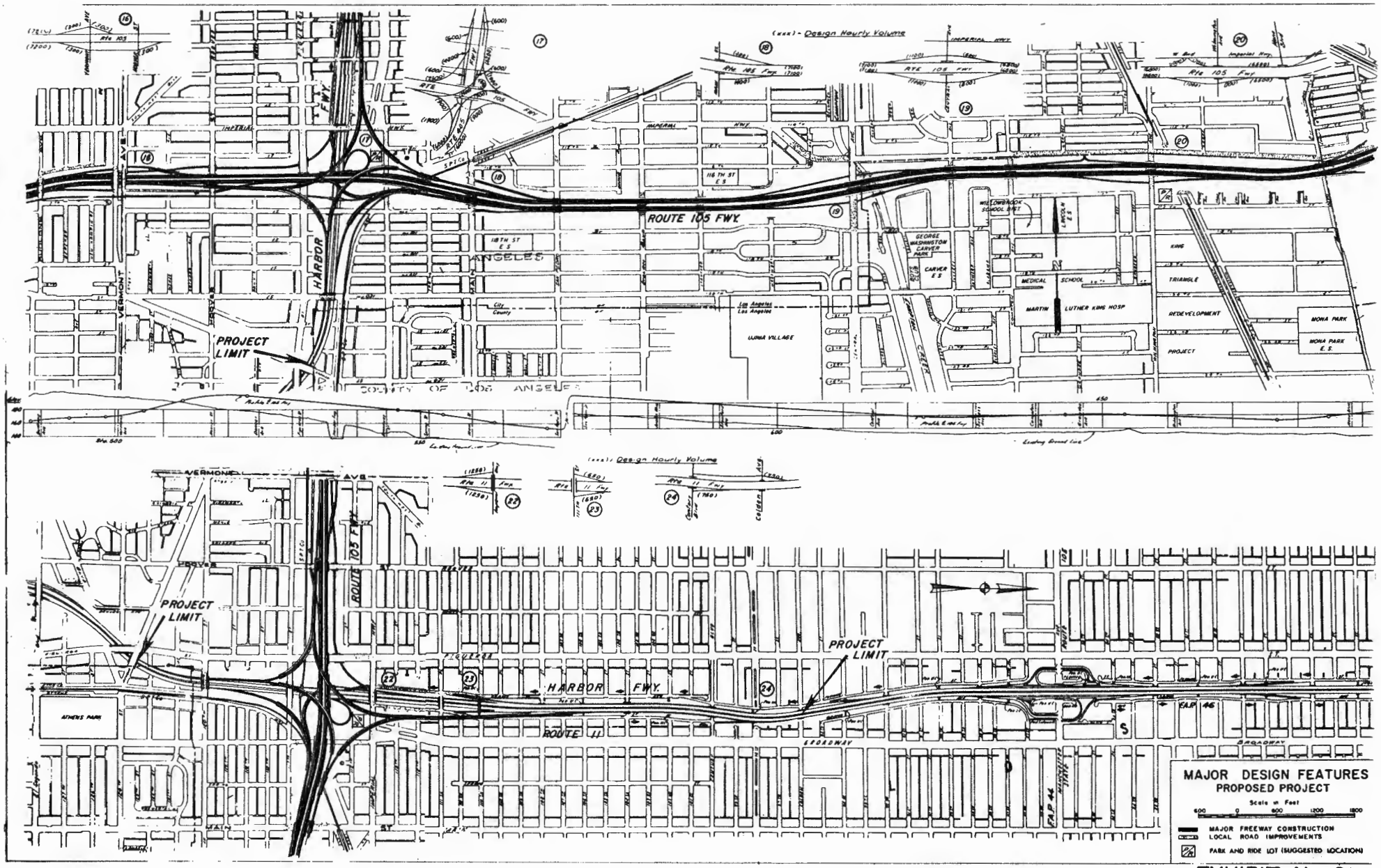
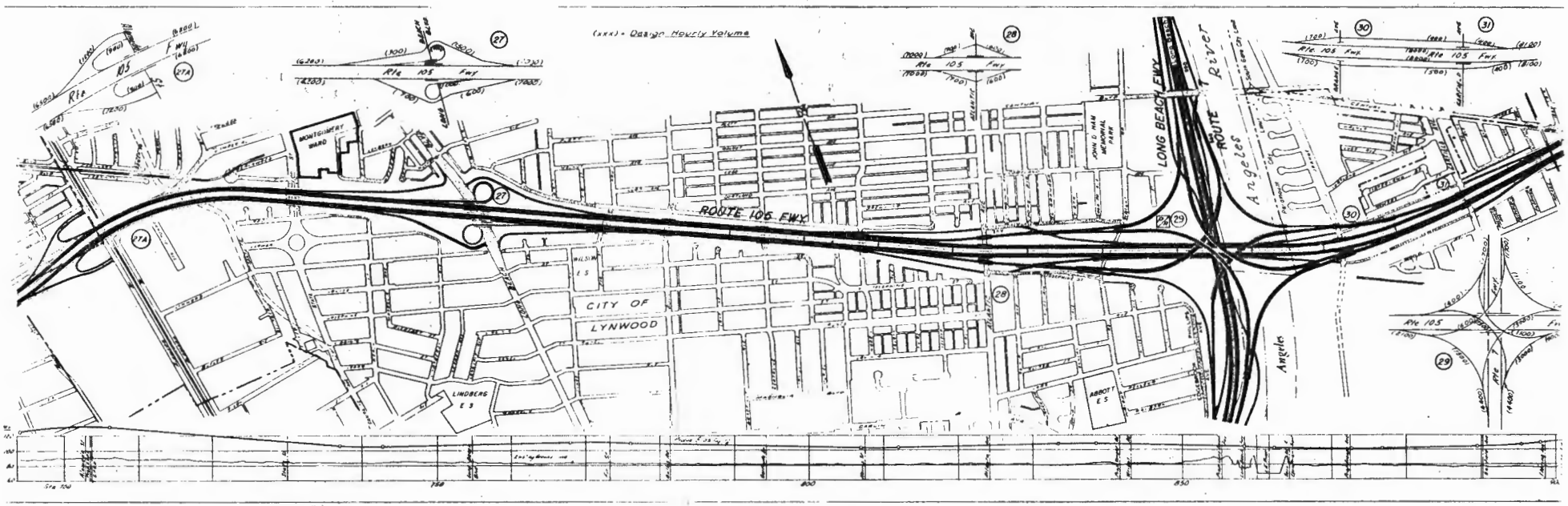
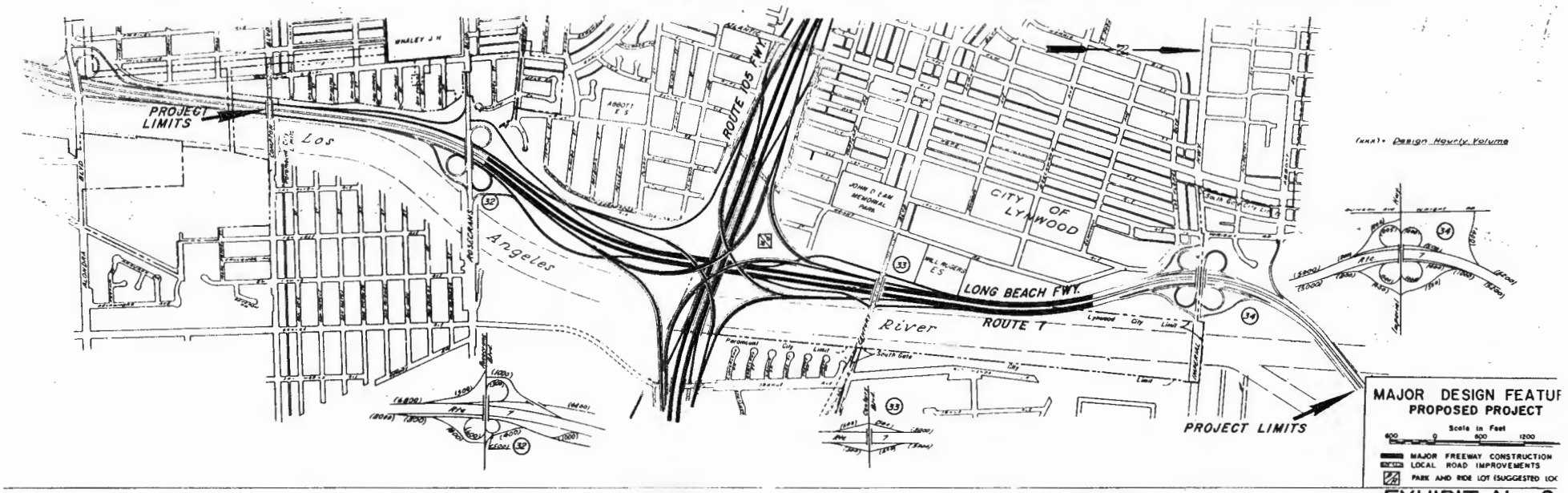


EXHIBIT No. 6c





MAJOR DESIGN FEATUR
PROPOSED PROJECT

Scale in Feet
400 0 800 1200

MAJOR FREEWAY CONSTRUCTION
LOCAL ROAD IMPROVEMENTS
PARK AND RIDE LOT (SUGGESTED LOC

EXHIBIT No. 6

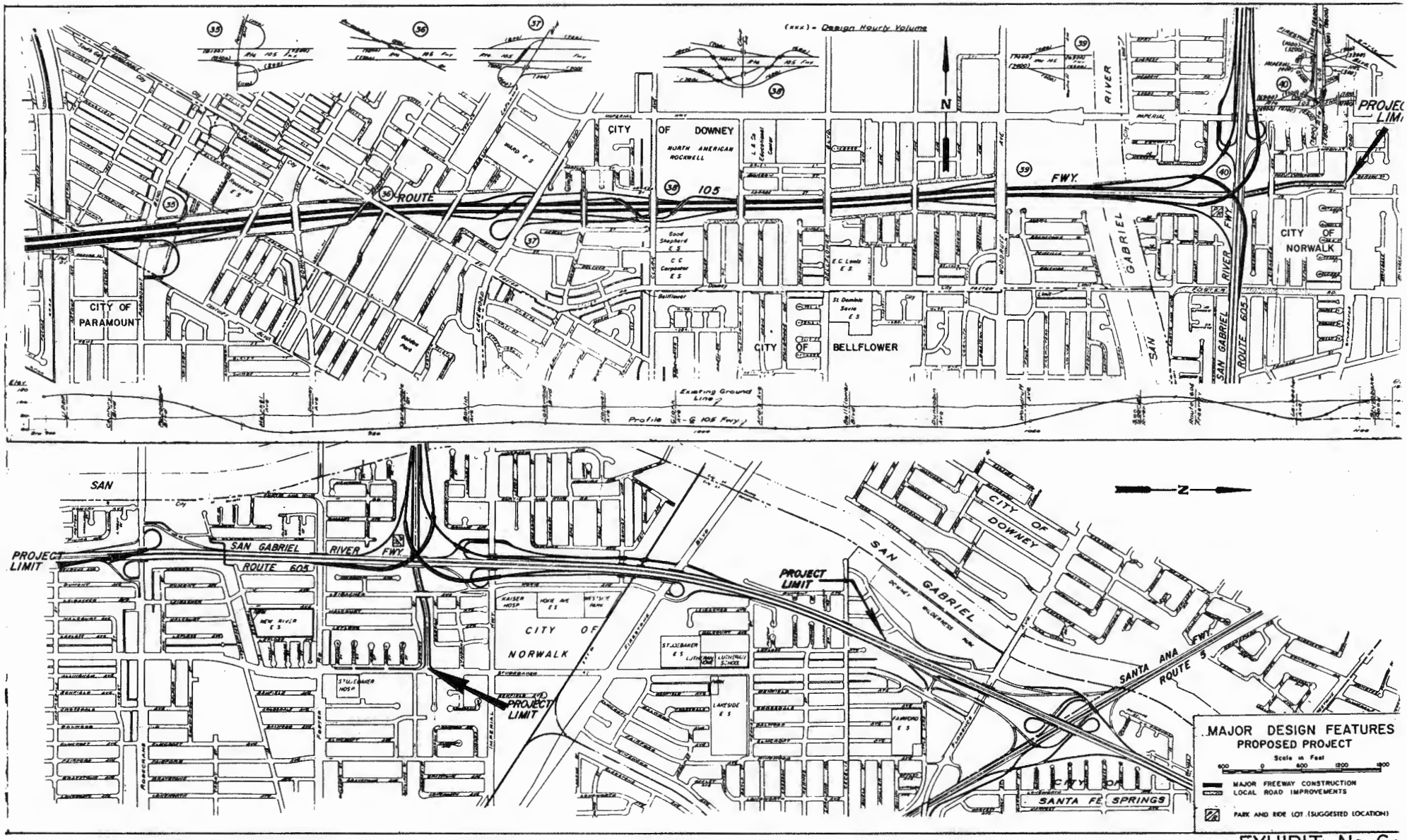
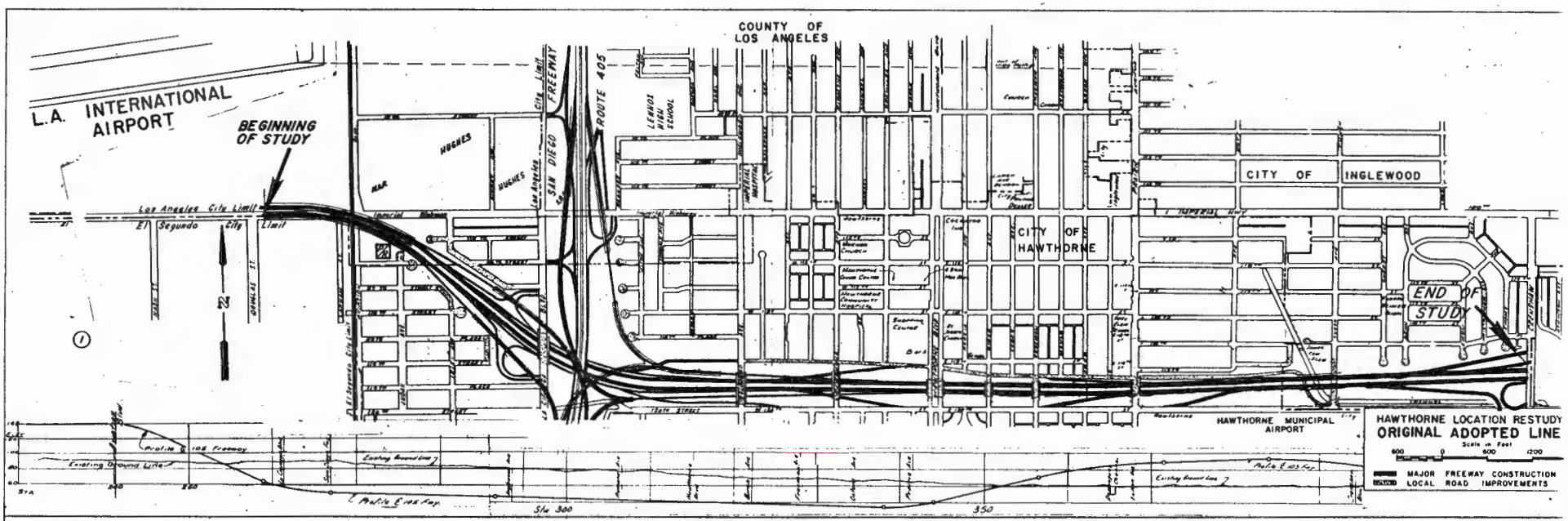


EXHIBIT No. 6c


COUNTY OF LOS ANGELES
L.A. INTERNATIONAL AIRPORT
BEGINNING OF STUDY
HUGHES
MAR
SAN DIEGO FREEWAY
ROUTE 405
LENNOX HIGH SCHOOL
CITY OF INGLEWOOD
CITY OF HAWTHORNE
END OF STUDY
HAWTHORNE MUNICIPAL AIRPORT
Los Angeles City Limit
El Segundo City Limit
Profile ℄ 105 Freeway
Existing Ground Line
Sta 300
350
HAWTHORNE LOCATION RESTUDY
ORIGINAL ADOPTED LINE
Scale in Feet
600 0 600 1200
MAJOR FREEWAY CONSTRUCTION
LOCAL ROAD IMPROVEMENTS

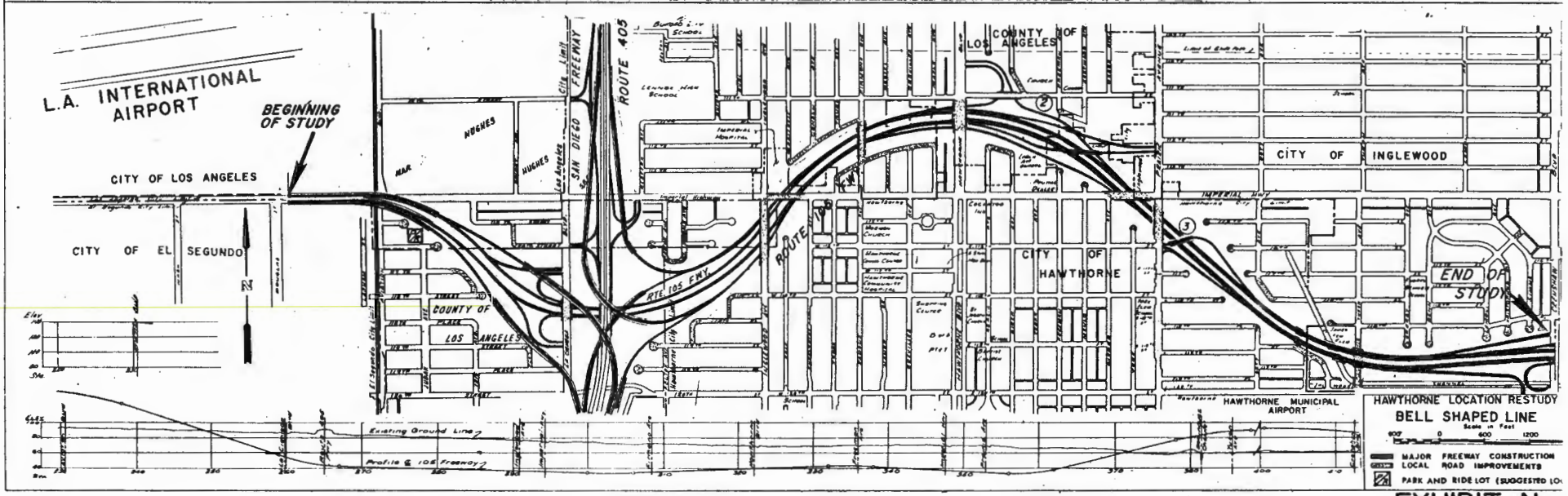

L.A. INTERNATIONAL AIRPORT
BEGINNING OF STUDY
CITY OF LOS ANGELES
CITY OF EL SEGUNDO
HUGHES
MAR
SAN DIEGO FREEWAY
ROUTE 405
LENNOX HIGH SCHOOL
COUNTY OF LOS ANGELES
CITY OF INGLEWOOD
CITY OF HAWTHORNE
RTE 105 FWY
END OF STUDY
HAWTHORNE MUNICIPAL AIRPORT
Existing Ground Line
Profile ℄ 105 Freeway
HAWTHORNE LOCATION RESTUDY
BELL SHAPED LINE
Scale in Feet
600 0 600 1200
MAJOR FREEWAY CONSTRUCTION
LOCAL ROAD IMPROVEMENTS
PARK AND RIDE LOT (SUGGESTED LO

EXHIBIT No.

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
NEW CONSTRUCTION			I-105 PROJECT			
CALIFORNIA ST TO AVIATION BLVD						
California St to Aviation Blvd	1. Elevated Section					
	Southside					
	Commercial and Industrial	Nonsensitive Land Usage				
	Northside					
	Los Angeles International					
	Airport and Industrial	Nonsensitive Land Usage				
AVIATION BLVD TO DENKER AVE						
Aviation Blvd to 400±' west of Firmona Ave	1. Elevated Section					
	Southside					
	Single Family Residences					
Aviation Blvd to Rte 405		67	64	0	None	
Rte 405 to Buford Ave		68	66	0	None	
Dalerosa Ave to Truro Ave		71	66	1	3' x 600' barrier	On Freeway.
	Northside					
	Commercial - Aviation Blvd to Rte 405	Nonsensitive Land Usage				
	Single Family Residences					
Rte 405 to Redfern Ave		70	70	0	See Remarks	On N Bd on-ramp from Imperial Hwy, mitigation impractical for 2nd floor of 1 residence (Alt - 6' x 300' barrier for 3 dBA reduction).
Redfern Ave to Inglewood Ave		69	66	0	None	
Inglewood Ave to Condon Ave		71	66	1	3' x 600' barrier	On Freeway.
400±' west of Firmona Ave to 400±' east of Firmona Ave	2. At-Grade Section					
	Southside					
	Single Family Residences	74	66	4	8' x 700' barrier	On Freeway.
	Northside					
	Single Family Residences	75	66	5	8' x 800' barrier	On Freeway. Mitigation impractical for 2nd floor of 1 residence (Alt - 6' x 300' to 8' barrier for 3 dBA reduction).

( ) Indicates Interior Noise Level According To California Method

EXHIBIT 7a

EXHIBIT 7b

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
			I-105 PROJECT			
400+' east of Firmona Ave to 400±' west of Doty Ave	3. Depressed Section					
	Southside					
	Single Family Residences					
Firmona Ave to Hawthorne Blvd		72	66	2	5' x 500' barrier	Along top of cut of E Bd off-ramp to Hawthorne Blvd.
Hawthorne Blvd to Larch Ave		70	66	0	See Remarks	On E Bd on-ramp from Hawthorne Blvd, mitigation impractical for 2nd floor of 1 residence (Alt - 5' x 300' barrier for 1 dBA reduction).
Larch Ave to Freeman Ave		74	66	4	6' x 900' barrier	On E Bd on-ramp from Hawthorne Blvd.
Freeman Ave to 118th St		68	66	0	None	
	Northside					
	Single and Multifamily Residences					
Firmona Ave to Hawthorne Blvd		72	66	2	5' x 600' barrier	Along top of cut of W Bd on-ramp from Hawthorne Blvd.
Hawthorne Blvd to Larch Ave		70	66	0	None	
Prairie Ave to 117th St		69	66	0	None	
	a) Larch Ave School (Relocation Site)	71	65	1	6' x 1200' barrier	Along top of cut of W Bd off-ramp to Hawthorne Blvd & W Bd on-ramp from Prairie Ave (Classroom Environment will depend on location and design of replacement facilities).
400+' west of Doty Ave to 400±' east of Doty Ave	4. At-Grade Section					
	Southside					
	Single Family Residences	75	63	5	8' x 800' barrier	On Freeway.
	Northside					
	Single Family Residences	74	63	4	7' x 800' barrier	On Freeway.
400+' east of Doty Ave to Yukon Ave	5. Elevated Section					
	Southside					
	Single and Multifamily Residences	68	63	0	None	
	Northside					
	Single and Multifamily Residences	67	63	0	None	

( ) Indicates Interior Noise Level According To California Method

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
			I-105 PROJECT			
Yukon Ave to Ardath Ave	6. Elevated Section					
	Southside					
	Hawthorne Airport	Nonsensitive Land Usage				
	Northside					
	Single Family Residences	68	63	0	None	
	a) Andrew Bennett School	63 (60)	59 (60)	0	None None	Freeway traffic will increase existing noise level but freeway embankment will reduce existing noise level (as barrier to Hawthorne Airport traffic).
Ardath Ave to Purche Ave	7. At-Grade Section					
	Southside					
	Hawthorne Airport	Nonsensitive Land Usage				
	Northside					
	Single Family Residences	75	63	5	7' x 800' barrier	On Freeway. Add 2' to barrier for 68 dBA "NO IMPACT" level.
Purche Ave to Van Ness Ave	8. Depressed Section					
	Southside					
	Hawthorne Airport	Nonsensitive Land Usage				
	Northside					
	Single Family Residences	69	63	0	See Remarks	Along top of cut, add 4' x 300' barrier for 68 dBA "NO IMPACT" level.
Van Ness Ave to Western Ave	9. Depressed Section					
	Southside					
	Single Family Residences	70	61	0	See Remarks	Along top of cut, add 3' x 900' & 6' x 900' barrier for 66 dBA "NO IMPACT" level.
	a) Holly Park Library	60	60	0	None	
	Northside					
	Single Family Residences	66	61	0	None	
Western Ave to Denker Ave	10. Depressed Section					
	Southside					
	Multifamily Residences and undeveloped parcels	65	63	0	None	
	Northside					
	Southwest Los Angeles College (Presently being redeveloped	66	61	0	None	

( ) Indicates Interior Noise Level According To California Method

EXHIBIT 7c

EXHIBIT 7d

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
			I-105 PROJECT			
DENKER AVE TO CENTRAL AVE						
Denker Ave to Normandie Ave	1. Depressed Section					
	Southside					
	Commercial	Nonsensitive Land Usage				
	Northside					
	Southwest Los Angeles College (Presently being redeveloped)	67	61	0	None	
	a) St. Francis Cabrini Church (Facing Imperial Hwy)	56	55	0	None	
Normandie Ave to 200±' west of Menlo Ave	2. Depressed Section					
	Southside					
	Single and Multifamily Residences	65	61	0	None	
	Northside					
	Single and Multifamily Residences (2nd floor)	66	61	0	None	
200±' west of Menlo Ave to 200±' west of Hoover St	3. At-Grade Section					
	Southside					
	Single and Multifamily Residences	65	61	0	None	
	Northside					
	Single and Multifamily Residences	71	61	1	3' x 800' barrier	Along top of cut. Add 5' to barrier for 66 dB "NO IMPACT" level.
200±' west of Hoover St to Central Ave	4. Elevated Section					
	Southside					
	Single and Multifamily Residences					
Hoover St to Rte 11 (117 (117th St)		66	61	0	None	
Rte 11 (117th St) to Main St		67	61	0	None	
Main St to San Pedro St		69	59	0	See Reamrks	On E Bd on-ramp from Main St, add 6' x 600' barrier for 64 dBA "NO IMPACT" level.
	a) 118th St School	65 (65)	59 (57)	0 8	None Classroom insultation	Barrier abatement measures not feasible.
San Pedro St to Clovis Ave		71	56	1	3' x 4100' barrier	On Freeway. Add 5' to barrier for 66 dBA "SOME IMPACT" level.
	b) Bel-Vue Church	73	56	3	Increase 400' of 3' barrier to 6'.	On Freeway.

( ) Indicates Interior Noise Level According To California Method

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
			I-105 PROJECT			
Clovis Ave to Central Ave		75	56	5	3' to 8' x 600' barrier	On E Bd off-ramp to Central Ave. Add 5' to barrier for 66 dBA "SOME IMPACT" level.
	Northside					
	Single and Multifamily Residences					
Hoover St to Figueroa St		64	61	0	None	
Figueroa St to Rte 11 (Imperial Hwy)		72	65	2	3' x 300' barrier	On S Bd (Rte 11) to W Bd (Rte 105) connector (top of cut).
Rte 11 (Imperial Hwy) to Main St		67	61	0	None	
Main St to San Pedro St		69	59	0	See Remarks	On W Bd off-ramp to Main St, add 8' x 600' barrier for 64 dBA "NO IMPACT" level.
San Pedro St to Clovis Ave		71	56	1	3' x 3600' barrier	On Freeway. Add 4' to barrier for 66 dBA "SOME IMPACT" level.
		73	56	3	Increase 600' of 3' barrier to 6.	On Freeway to protect upper floors of two story structures.
	a) 116th St. School	67 (63)	56 (56)	0 7	None Increase 800' of 3' barrier	Or classroom insulation.
Clovis Ave to Central Ave		74	56	4	7' x 700' barrier	On W Bd on-ramp from Central Ave. Add 3' to barrier for 66 dBA "SOME IMPACT" level.
CENTRAL AVE TO GARFIELD AVE						
Central Ave to Mona Blvd	1. Elevated Section					
	Southside					
	Single and Multifamily Residences					
Central Ave to Wilmington Ave		73	56	3	6' to 3' x 600' barrier	On E Bd on-ramp from Central Ave. Add 4' to barrier fpr 77 dBA "SOME IMPACT" level.
		72	56	2	3' x 2500' barrier	On Freeway. Add 6' to barrier for 66 dBA "SOME IMPACT" level.
		73	56	3	3' to 6' x 800' barrier	On E Bd off-ramp to Wilminton Ave. Add 4' to barroer fpr 77 dBA "SOME IMPACT" level.
	a) Lincoln School	68	56	0	None	
	Elementary Classrooms	(58)	(58)	0	None	
	Daycare Center	(57)	(40)	7	Increase 500' of 3' barrier to 10'.	Or classroom insulation.

( ) Indicates Interior Noise Level According To California Method

EXHIBIT 7a

EXHIBIT 7f

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
			I-105 PROJECT			
Wilmington Ave to Mona Blvd		70	56	0	See Remarks	On E Bd on-ramp from Wilmington Ave and along Freeway, add 6' x 2600' barrier for 66 dBA "SOME IMPACT" level.
	Northside					
	Single and Multifamily Residences					
	South of Imperial Hwy	72	61 to 70	2	3' x 6900' barrier	On Freeway. ENL variably influenced by Imperial Hwy traffic.
	North of Imperial Hwy	77 (Fwy =71 (St =76	76	1	Above barrier	Mitigation impractical for 2nd floor of 4 residences. (Alt - add 7' x 1000' to 3' barri for reduction to ENL only.) Local noise dominates.
Mona Blvd to Bellinger St	2. Elevated Section					
	Southside					
	Industrial	Nonsensitive Land Usage				
	Northside					
Mona Blvd to Watts Ave	Single Family Residences	71	65	1	3' x 600' barrier	On W Bd on-ramp from Alameda St.
Watts Ave to Bellinger St	Industrial	Nonsensitive Land Usage				
Bellinger St to Rte 7	3. Elevated Section					
	Southside					
	Single and Multifamily Residences					
Bellinger St to Peach St		71	56	1	3' x 2100' barrier	On Freeway. Add 5' to barrier for 66 dBA "SOME IMPACT" level.
Peach St to Atlantic Ave		70	56	0	See Remarks	Along E Bd off-ramo to Long Beach Blvd, and and E Bd on-ramp from Long Beach Blvd, continuing along Freeway and E Bd off-ramp to Atlantic Ave, add 7' x 6600' barrier for 66 dBA "SOME IMPACT" level.
	a) Woodrow Wilson School	66	56	0	None	
		(63)	(58)	5	7' x 850' barrier	Or classroom insulation.
Atlantic Ave to Rte 7 (Clark St)		72	56	2	See Remarks	Mitigation impractical for 3 residences (Alt - structure insulation).
		65-69	56	0	See Remarks	Along E Bd (Rte 105) to S Bd (Rte 7) connector further mitigation to reduce impact is not feasible.
	Northside					
Bellinger St to Long Beach Blvd	Mixed Commercial - Industrial and Residential	70	65	0	See Remarks	Along Freeway, mitigation impractical for 2nd floor of 1 residence. (Alt - 3' x 400' barrie for 2 dBA reduction).
	Single and Multifamily Residences					
Long Beach Blvd to Atlantic Ave		75	61	5	See Remarks	Along W Bd off-ramp to Long Beach Blvd, mitigation impractical for 5 residences. (Alt 8' x 400' barrier or structure insulation).

( ) Indicates Interior Noise Level According To California Method

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
			I-105 PROJECT			
	a) Trinity Church	69	63	0	None	
	b) St. Paul's Lutheran School	72 (72)	68 (68)	2 4	5' x 500' barrier Classroom insulation	Barrier abatement measures not feasible.
	c) St. Paul's Lutheran Church	70	68	0	None	
		70	65	0	See Remarks	Along Freeway, mitigation impractical for 2n floor of 4 residences. (Alt - 3' x 1000' barrier for 1-2 dBA reduction).
		72	65	2	3' x 1200' barrier	On W Bd on-ramp from Atlantic Ave.
Atlantic Ave to Rte 7 (Cortland Ave)		69	59-65	0	See Remarks	Along northerly P/L of relocated Fernwood Av between Atlantic Ave and Wright Rd, add 6' x 1700' barrier fences for reductions to "NO IMPACT" level.
Rte 7 to Orange Ave	4. Elevated Section					
	Southside					
	Undeveloped, LA River, Industrial	Nonsensitive Land Usage				
	Northside					
	Single Family Residences (LA River to Orange Ave)	67	51	0	See Remarks	Along W Bd (Rte 105) to N Bd (Rte 7) connect add 8' x 800' barrier for 61 dBA "SOME IMPAC level.
Orange Ave to Garfield Ave	5. Elevated Section					
	Southside					
	Single Family Residences	78	51	8	3' x 1400' barrier 6' x 1400' barrier	Along E Bd (Rte 105) connector from Rte 7. Along So. P/L of E Bd service road.
	Northside					
	Single Family Residences	78	51	8	8' to 3' x 1500' barrier 6' x 1400' barrier	Along W Bd (Rte 105) connector to Rte 7. Along No. P/L of W Bd service road.
GARFIELD AVE TO BROOKSHIRE AVE						
Garfield Ave to Ruther Ave	1. Elevated Section					
	Southside					
	Single Family Residences	70	58	0	See Remarks	On E Bd on-ramp from Garfield Ave to E Bd off-ramp to Paramount Blvd, add 8' x 3100' barrier for 64 dBA "NO IMPACT" level.
	Northside					
	Single Family Residences	70	58	0	See Remarks	On W Bd off-ramp to Garfield Ave to W Bd on- from Paramount Blvd, add 8' x 3300' barrier 64 dBA "NO IMPACT" level.

( ) Indicates Interior Noise Level According To California Method

EXHIBIT 7g

EXHIBIT 7h

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
			I-105 PROJECT			
Ruther Ave to Merkel Ave	2. At-Grade Section					
	Southside					
	Single Family Residences	75	56	5	9' to 3' x 900' barrier	Along top of cut of E Bd on-ramp from Paramo Blvd.
	a) Roosevelt School (Relocation Site)		Same as above			School will replace single family residence. Classroom environment will depend on locatio and design of replacement facilities.
	Northside					
	Single Family Residences	75	56	5	9' to 3' x 1000' barrier	Along top of cut of Freeway.
Merkel Ave to Brookshire Ave	3. Depressed Section					
	Southside					
	Single Family Residences	68	56	0	See Remarks	Along So. P/L of Frontage Rd, add 6' x 1600' barrier for 65 dBA "SOME IMPACT" level.
	Northside					
	Single Family Residences	68	57	0	See Remarks	Along No. P/L of Frontage Rd, add 6' x 1300' barrier for 65 dBA "SOME IMPACT" level.
BROOKSHIRE AVE TO STUDEBAKER RD						NOTE: 6' R/W wall required by agreement wit City of Downey.
Brookshire Ave to Clark Ave	1. Depressed Section					
	Southside					
	Single Family Residences					
Brookshire Ave to Lakewood Blvd		70	58	0	See Remarks (6' x 2000' wall)	Along R/W or P/L, 6' wall reduces maximum im levels by 2 to 4 dBA.
Lakewood Blvd to Clark Ave		75	65	5	10' x 400' barrier 8' x 600' barrier See Remarks (6' x 900' wall)	Along E Bd on-ramp from Lakewood Blvd. Along top of cut. Along balance of R/W or P/L, 6' wall reduces maximum impact level of 69 dBA by 3 dBA.
	Northside					
	Single Family Residences	70	58	0	See Remarks (6' x 3600' wall)	Along R/W or P/L, 6' wall reduces maximum im levels by 2 to 4 dBA.
	a) E. W. Ward School	60 (58)	58 (57)	0 1	None See Remarks	The 6' R/W wall will satisfy abatement requirement.
Clark Ave to Ardis Ave	2. Depressed Section					
	Southside					
	Single and Multifamily Residences	68	54	0	See Remarks (6' x 1200' wall)	Along R/W or P/L, 6' wall reduces maximum im levels by 3 dBA.

( ) Indicates Interior Noise Level According To California Method

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
			I-105 PROJECT			
	a) Good Shepherd Lutheran Church	70	65	0	None	
	b) Good Shepherd Lutheran School	69 (64)	54 (58)	0 6	None Increase 600' of 6' wall to 8' barrier	Or classroom insulation.
	c) C. C. Carpenter School	62 (49)	54 (48)	0 1	None See Remarks	The 6' R/W wall will satisfy abatement requirement.
	Northside					
	Industrial	Nonsensitive Land Usage			See Remarks (6' x 1200' wall)	Along R/W or P/L, 6' barrier reduces maximum impact levels of 67 dBA by 3 dBA.
Ardis Ave to 600±' east of Woodruff Ave	3. Depressed Section					
	Southside					
	Single Family Residences					
Ardis Ave to Bellflower Blvd		73	55	3	6' x 1200' barrier	Along top of cut. Add 6' to barrier for 65 dB "SOME IMPACT" level.
Bellflower Blvd to 600±' east of Woodruff Ave		68	55	0	See Remarks (6' x 2800' wall)	Along R/W or P/L, 6' barrier reduces maximum impact levels by 3 dBA.
	a) E. C. Lewis School	56 (51)	55 (51)	0 0	None None	
	Northside					
Ardis Ave to Woodruff Ave	Single Family Residences	69	55	0	See Remarks (6' x 3300' wall)	Along R/W or P/L, 6' barrier reduces maximum impact levels by 3 to 4 dBA.
Woodruff Ave to 600±' east of Woodruff Ave	Commercial	Nonsensitive Land Usage			See Remarks (6' x 600' wall)	Along R/W or P/L, 6' barrier reduces maximum impact levels by 3 dBA.
600±' east of Woodruff Ave to San Gabriel River	4. At-Grade Section					
	Southside					
	Single Family Residences	73	55	3	6' x 1000' barrier	Along R/W or P/L. Add 6' to barrier for 65 dBA "SOME IMPACT" level.
	Northside					
	Multifamily Residences	73	55	3	10' to 6' x 900' barrier	Along Freeway.
San Gabriel River to Rte 605	5. Elevated Section					
San Gabriel River to Foster Rd	Southside					
	Single Family Residences	73-75	63-75	3-5	6' to 9' x 2400' barrier	On E Bd (Rte 105) to S Bd (Rte 605) connector.
San Gabriel River to Domart Ave	Northside					
	Single Family Residences	69	63	0	None	

( ) Indicates Interior Noise Level According To California Method

EXHIBIT 7i

EXHIBIT 7j

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
			I-105 PROJECT			
Rte 605 (Leibacher Ave) to Studebaker Rd	6. Depressed Section					
	Southside					
	Single Family Residences	67	66	0	None	
	Northside					
	Single Family Residences	66	66	0	None	
FREEWAY WIDENING						
ROUTE 405 FREEWAY						
Rosecrans Ave to 137th St	1. At-Grade Section					
	Westside					
	Single Family Residences	79	78	9	9' to 3' x 2000' barrier	Along S Bd off-ramp to Rosecrans Ave & Freewa
	Eastside					
	Single Family Residences	76	75	6	9' to 3' x 1400' barrier	Along Freeway.
137th St to Rte 105 (117th St)	2. Elevated Section					
	Westside					
	Single Family Residences	67	65	0	None	
	a) Juan Cabrillo School	62 (62)	62 (64)	0 12	None Classroom insulation	Or 10' x 1000' barrier along S Bd on-ramp fr El Segundo Blvd
	b) Anza School	67 (57)	64 (57)	0 7	None Classroom insulation	Barrier abatement measures not feasible.
	Eastside					
	Single Family Residences	70	66	0	None	
Rte 105 to Century Blvd	3. Elevated Section					
	Westside					
Imperial Hwy to 104th St	Commercial and Industrial	Nonsensitive Land Usage				
104th St to Century Blvd	Single Family Residences	75 (Fwy=68 / A/C=74)	75	0	None	Aircraft (A/C) noise dominates.
111th Pl to Century Blvd	Eastside					
	Single Family Residences	76 (Fwy=74 / A/C=72)	74	4	See Remarks	Aircraft noise dominates. Mitigation imprac cal for 7 residences. (Alt - 8' x 1000' bar for reduction to ENL only).

( ) Indicates Interior Noise Level According To California Method

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
			I-105 PROJECT			
	a) Lennox High School	74 (Fwy=70 (A/C=72	73	0	None	Aircraft noise dominates.
		(64)	(64)	0	None	Aircraft noise dominates. Negligible impact on nearest classrooms from freeway traffic.
	b) Buford School	71 (Fwy=55 (A/C=71	71	0	None	Aircraft noise dominates.
		(89)	(89)	0	None	Aircraft noise dominates. Negligible impact on nearest classrooms from freeway traffic.
	c) Felton Ave School	78 (Fwy=69 (A/C=77	77	0	None	Aircraft noise dominates.
		(89)	(89)		None	Aircraft noise dominates. Negligible impact on nearest classrooms from freeway traffic.
Century Blvd to 95th St	4. Transition (elevated to depressed) Section					
	Westside					
	Commercial and Industrial	Nonsensitive Land Usage				
	Eastside					
	Single Family Residences	71 (Fwy=69 (A/C=66	70	0	None	
ROUTE 11 FREEWAY						
El Segundo Blvd to Rte 105 (117th St)	1. Depressed Section					
	Westside					
	Single Family Residences	73	65-72	3	3' to 6' x 1200' barrier	Along R/W or P/L (121st St to 118th St)
	Eastside					
	Single Family Residences	72	72	2	3' x 900' barrier	Along top of cut (northerly of 124th St)
Rte 105 (Imperial Hwy) to 111th St	2. Depressed Section					
	Westside					
	Single Family Residences	65	65	0	None	
	a) Figueroa St School	68	68	0	None	
		(69)	(69)	0	None	Other noise dominates (Figueroa St). Negligib impact on nearest classrooms from freeway traf
	B) Ascension School	Same as Figueroa St School				
	Eastside					
	Single and Multifamily Residences	72	65	2	3' x 1000' barrier	Along Rte 105 to Rte 11 connector.
111th St to 109th Pl	3. At-Grade Section					
	Westside					
	Single Family Residences	77	73	7	9' to 3' x 900' barrier	Along S Bd off-ramp to Imperial Hwy.
	Eastside					
	Single Family Residences	74	72	4	3' x 900' barrier 8' x 600' barrier	On Rte 105 to Rte 11 connector. Along N Bd on-ramp from Imperial Hwy.

( ) Indicates Interior Noise Level According To California Method

EXHIBIT 7k

EXHIBIT 7L

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
			I-105 PROJECT			
109th Pl to 107th St	4. Elevated Section					
	Westside					
	Single Family Residences	69	69	0	None	
	Eastside					
	Single Family Residences	70	65	0	None	
ROUTE 7 FREEWAY						
Compton Blvd to Rte 105 (Clark St)	1. At-Grade Section					
	Westside					
	Single Family Residences					
Compton Blvd to Rosecrans Ave		81	78	11	1200' x 2200' barrier	Along Freeway R/W.
Rosecrans Ave to Clark St		76	65-75	6	8' x 2300' barrier	Along Freeway R/W.
	Eastside					
	Los Angeles River	Nonsensitive Land Usage				
Rte 105 (Cortland Ave) to Imperial Hwy	2. At-Grade Section					
	Westside					
	Industrial and Commercial	Nonsensitive Land Usage				
	Eastside					
	Los Angeles River	Nonsensitive Land Usage				
ROUTE 605 FREEWAY						
Rosecrans Ave to Rte 105	1. Elevated Section					
	Westside					
	Single Family Residences					
Rosecrans Ave to Leffingwell Rd		74	73	4	6' x 400' barrier	Along S Bd off-ramp to Rosecrans Ave.
Leffingwell Rd to Rte 105 (Foster Rd)		78	77	8	6' to 10' x 400' transition	Along S Bd off-ramp to Rosecrans Ave.
					10' x 1300' barrier	Along Freeway. (Alt - 6' x 1300' barrier with buffer zone to Flatbush Ave)
	Eastside					
	Single Family Residences					
Rosecrans Ave to Leffingwell Rd		81	81	11	15' x 900' barrier	Along N Bd on-ramp from Rosecrans Ave.(Alt - 8' x 900' barrier with buffer zone to Behrens Ave)
Leffingwell Rd to Foster Rd		78	77	8	11' x 1600' barrier	Along Freeway. (Alt - 7' x 1600' barrier wi buffer zone to Behrens Ave)

( ) Indicates Interior Noise Level According To California Method

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
			I-105 PROJECT			
	a) New River School	62 (56)	60 (54)	0 6	None See Remarks	The 11' barrier will satisfy abatement requirement.
Foster Rd to Rte 105 (Leibacher Ave)		74	72	4	3' x 1200' barrier 8' x 800' barrier	Along Rte 605 to Rte 105 connector. Along Freeway.
Rte 105 to Firestone Blvd	2. Elevated Section					
Rte 105 (Domart Ave) to Firestone Blvd	Westside					
	Single Family Residences	72	69	2	6' x 500' barrier 3' x 2000' barrier 3' x 1200' barrier	On S Bd on-ramp from Imperial Hwy On Rte 605 to Rte 105 connector. Along S Bd on-ramp from Firestone Blvd.
Rte 105 (Leibacher Ave) to Firestone Blvd	Eastside					
	Single Family Residences	71-77	68-74	7	3' x 3000' barrier	Along Rte 105 to Rte 605 connector and N Bd off-ramp to Firestone Blvd. Mitigation impractical for 5 residences. (Alt - 10' x 60[illegible] barrier along N Bd off-ramp to Imperial Hwy fo[illegible] 4 dBA reduction).
	a) Kaiser Hospital	71	68	1	See Remarks	The 3' barrier will satisfy abatement requirement.
	b) Hoxie School	73	73	3	See Remarks	The 3' barrier will satisfy abatement requirement.
		(65)	(64)	15	Classroom insulation	Barrier abatement measures not feasible.
	c) Westside Park	71	69	1	See Remarks	The 3' barrier will satisfy abatement requirement.

( ) Indicates Interior Noise Level According To California Method

EXHIBIT 7m

EXHIBIT 7n

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
		I-105 ADOPTED LINE ALTERNATE				
NEW CONSTRUCTION						
CALIFORNIA ST TO AVIATION BLVD						
California St to Aviation Blvd	SAME AS I-105 "PROJECT"					
AVIATION BLVD TO YUKON AVE						
Aviation Blvd to Isis Ave	1. Elevated Section					
	Southside					
	Single Family Residences	65	56	0	See Remarks	Along Rte 105 to Rte 405 connector, add 6' x 1300' barrier for 61 dBA "NO IMPACT" level.
	Northside					
	Single Family Residences	61	56	0	None	
Isis Ave to 118th St	2. At-Grade Section					
	Southside					
	Single Family Residences	65	56	0	See Remarks	Along Rte 105 to Rte 405 connector, add 8' x 900' barrier for 61 dBA "NO IMPACT" level.
	Northside					
	Single Family Residences	60	56	0	None	
118th St to Prairie Ave	3. Depressed Section					
118th St to Rte 405 (La Cienega Blvd)	Southside					
	Single Family Residences	69	64	0	None	
	Northside					
	Single Family Residences	73	64	3	6' x 300' barrier	Along W Bd on-ramp from La Cienega Blvd.
Rte 405 (Felton Ave) to Prairie Ave	Southside					
	Single and Multifamily Residences	70	68	0	None	
	a) Eucalyptus School	70 (62)	68 (55)	0 7	None 12' x 400' barrier	Or classroom insulation.
	Northside					
	Single and Multifamily Residences					
Felton Ave to Inglewood Ave		65	57	0	See Remarks	Along R/W or P/L, add 6' x 1300' barrier for 62 dBA "NO IMPACT" level (at first floor leve only).
Inglewood Ave to Prairie Ave		72	57	2	6' x 3600' barrier	Along R/W or P/L. Mitigation impractical for 2nd floor of 6 residences (Alt - Bldg insulat for 3 dBA reduction).

( ) Indicates Interior Noise Level According To California Method

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
		I-105 ADOPTED LINE ALTERNATE				
	a) St. Joseph's Catholic Church	68	63	0	None	
	b) York Elementary School	71 (70)	71 (70)	0 0	None None	Local noise dominates. Local noise dominates.
Prairie Ave to 600±' west of Doty Ave	4. Depressed Section					
	Southside					
	Hawthorne Airport	Nonsensitive Land Usage				
	Northside					
	Single Family Residences	68	63	0	None	
600±' west of Doty Ave to 200±' east of Doty Ave	5. At-Grade Section					
	Southside					
	Hawthorne Airport	Nonsensitive Land Usage				
	Northside					
	Single Family Residences	72	63	2	6' x 800' barrier	Along W Bd Frontage Rd. Add 2' to barrier for 68 dBA "NO IMPACT" level.
200±' east of Doty Ave to Yukon Ave	6. Elevated Section					
	Southside					
	Multifamily Residences	75 (Fwy=70 A/C=73)	73	0	See Remarks	Aircraft and surface traffic noise dominates. Mitigation impractical for 2nd floor of 3 residences (Alt - 8' x 400' barrier for reduction to DNL only.
	Northside					
	Single Family Residences	68	63	0	None	
	a) James Kew School	68 (63)	63 (56)	0 7	None 11' x 500' barrier	Or classroom insulation.
YUKON AVE TO STUDEBAKER RD						
Yukon Ave to Studebaker Rd	SAME AS I-105 "PROJECT"					
FREEWAY WIDENING						
ROUTE 405 FREEWAY						
Rosecrans Ave to Rte 105 (to La Cienega Blvd westside & to Felton Ave eastside)	SAME AS I-105 "PROJECT"					
Rte 105 to Century Blvd	1. Elevated Section					
	Westside					
	Single Family Residences					

( ) Indicates Interior Noise Level According To California Method

EXHIBIT 7o

EXHIBIT 7a

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
		I-105 ADOPTED LINE ALTERNATE				
La Cienega Blvd to Imperial Hwy		67	66	0	None	
Imperial Hwy to Century Blvd	SAME AS I-105 "PROJECT"					
	Eastside					
	Single Family Residences					
Felton Ave to 111th Pl		70	70	0	See Remarks	On N Bd on-ramp from Imperial Hwy, mitigation impractical for 2nd floor of 1 residence (Alt - 6' x 300' barrier for 3 dBA reduction).
111th Pl to Century Blvd	SAME AS I-105 "PROJECT"					
ROUTE 11, 7, AND 605 FREEWAYS	SAME AS I-105 "PROJECT"					

( ) Indicates Interior Noise Level According To California Method

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
		I-105 DASH BLUE 1C-M ALTERNATE				
NEW CONSTRUCTION						
CALIFORNIA ST TO AVIATION BLVD						
California St to Aviation Blvd	SAME AS I-105 "PROJECT"					
AVIATION BLVD TO YUKON AVE						
Aviation Blvd to Isis Ave	1. Elevated Section					
	Southside					
	Single Family Residences	65	56	0	See Remarks	Along Rte 105 to Rte 405 connector, add 6' x 1300' barrier for 61 dBA "NO IMPACT" level.
	Northside					
	Single Family Residences	64	56	0	See Remarks	Along Rte 105 to Rte 405 connector, add 5' x 400' barrier for 61 dBA "NO IMPACT" level.
Isis Ave to 118th St	2. At-Grade Section					
	Southside					
	Single Family Residences	64	56	0	See Remarks	Along Rte 105 to Rte 405 connector, add 7' x 900' barrier for 61 dBA "NO IMPACT" level.
	Northside					
	Single Family Residences	60	56	0	None	
118th St to 400±' west of Doty Ave	3. Depressed Section					
118th St to Rte 405 (La Cienega Blvd)	Southside					
	Single Family Residences	68	64	0	None	
	Northside					
	Single Family Residences	69	64	0	None	
Rte 405 (Felton Ave) to 400± ' west of Doty Ave	Southside					
	Single and Multifamily Residences					
Felton Ave to Imperial Hwy		64	57	0	See Remarks	Along Rte 405 to Rte 105 connector, add 6' x 1300' barrier for 62 dBA "NO IMPACT" level.
Imperial Hwy to 400±' west of Doty Ave		70	66	0	None	
	Northside					
	Single and Multifamily Residences					
Felton Ave to Imperial Hwy		68	57	0	See Remarks	Further reduction not feasible.
Imperial Hwy to 400±' west of Doty Ave		70	66	0	None	

( ) Indicates Interior Noise Level According To California Method

EXHIBIT 7q

EXHIBIT 7r

SUMMARY OF NOISE DATA

LIMITS	LAND USAGE	PREDICTED NOISE LEVEL	EXISTING NOISE LEVEL	REQUIRED REDUCTION	ABATEMENT MEASURES	REMARKS
		I-105 DASH BLUE 1C-M ALTERNATE				
400+' west of Doty Ave to Yukon Ave	SAME AS I-105 "PROJECT"					
YUKON AVE TO STUDEBAKER RD						
Yukon Ave to Studebaker Rd	SAME AS I-105 "PROJECT"					
FREEWAY WIDENING						
ROUTE 405 FREEWAY						
Rosecrans Ave to Rte 105 to 120th St westside and 118th Pl eastside)	SAME AS I-105 "PROJECT"					
Rte 105 to Century Blvd	1. Elevated Section					
	Westside					
	Single Family Residences					
La Cienega Blvd to Imperial Hwy		67	66	0	None	
Imperial Hwy to Century Blvd	SAME AS I-105 "RPOJECT"					
	Eastside					
	Single Family Residences					
Felton Ave to 111th Pl		70	70	0	See Remarks	On N Bd on-4amp from Imperial Hwy, mitigation impractical for 2nd floor of 1 residence (Alt 6' x 300' barrier for 3 dBA reduction).
111th Pl to Century Blvd	SAME AS I-105 "PROJECT"					
ROUTE 11, 7, and 605 FREEWAYS	SAME AS I-105 "PROJECT"					

( ) Indicates Interior Noise Level According To California Method

I-105 DESIGN CONCEPT TEAM[a] REPORTS

NAME OF REPORT	BRIEF SUMMARY OF CONTENT
Study Agreements No. 1, 2, and 3 Hawthorne/Inglewood Opportunity Survey	Analysis of the freeway's potential impacts upon adjacent areas and development opportunities as a consequence of the freeway. Investigation included appropriate uses of air space and excess lands within the eastern portion of the San Diego/Interstate 105 Freeway-to-Freeway Interchange; effects on local school facilities and the local school district; effects upon local vehicular and pedestrian circulation; development and redevelopment potentials along freeway route; effect on community facilities; and, in particular, upon local parks.
Study Agreement No. 4 Environmental Noise Study	Assessment of the likely impact of noise generated by the freeway upon those areas lying adjacent to it, between the San Diego Freeway and Western Avenue. Investigation included: measurement survey of the existing noise environment, development of noise prediction contours, taking account of projected vehicle flow characteristics, freeway geometric design and surrounding building and terrain effects; development of criteria by which the impact of noise levels can be assessed; and conclusions and recommendations concerning impact and control.
Study Agreement No. 5 El Segundo Vehicular Circulation Impact Study	Analysis of the impact of the freeway and ramp patterns upon the Circulation Element of the City's General Plan. Investigation included existing conditions, future circulation system requirements, future traffic volumes and capacities, system proposals and interchange implications.
Study Agreement No. 6 Aviation Boulevard to San Diego Freeway Opportunity Study	Analysis of the freeway's potential impact on an area adjacent to western half of the San Diego/ Interstate 105 Freeway-to-Freeway Interchange. Investigation of feasible public and private uses in the vicinity of the interchange, on excess Freeway-acquired lands, and on freeway operating right of way through joint use agreement. Evaluation of the freeway's effect upon adjacent elementary schools and school districts.
Study Agreement No. 7 Inglewood Design Study: Neighborhood Park Development, Kew Elementary School, and Residential Conversion	Analysis of the development of a neighborhood park to replace one displaced by the freeway; environmental modifications required to make an elementary school adjacent to the freeway more compatible with the freeway; and the possible redevelopment of an area adjacent to the freeway including the accelerated conversion of that area from single-family residential uses to multi-family residential uses. Investigation included

[a]The consultant members of the Design Concept Team were Gruen Associates, as prime contractor - overall responsibilities for the execution of individual study assignments and project management coordination and continuity; Development Research Associates - socio-economical studies; Bolt, Beraneck and Newman, Inc. - environmental acoustical studies; Systems Associates, Inc. - systems analysis; and Eugene Jacobs, Attorney at Law - Urban redevelopment law.

EXHIBIT 8a

NAME OF REPORT	BRIEF SUMMARY OF CONTENT
Study Agreement No. 7 (continued)	design concepts and recommendations concerning the means, both legal and financial, of implementation of the design ideas. In addition to these design studies, an opportunity survey was carried out to investigate possible uses, particularly for park purposes, of excess lands adjacent to the freeway.
Study Agreement No. 8 Hawthorne Design Study	Analysis of the utilization of excess lands lying between the freeway and the Hawthorne Municipal Airport. Investigation included: types of land uses and compatibility, parcelization patterns, economic feasibility and relationship between the freeway, airport, and the surrounding urban areas. Particular emphasis was given to possible freeway configuration (embankment vs. wall) alternatives, and to relocation of local streets and utilities. In addition to design concepts for the use of the excess land, recommendations were given concerning the means, including legal procedures, financial implications, and time schedules of implementation.
Study Agreement No. 51 Lynwood School Study	Analysis of ways to minimize the effects of the freeway upon the facilities and operations of the Lynwood Unified School District. Investigation included study of the effects of the freeway upon the Will Rogers and Wilson Elementary Schools, the effect of the freeway upon the financial aspects and attendance areas of the School District, and analysis of school district needs and recommended ways of meeting those needs through joint freeway/school planning. A supplementary study was done to determine the structural modifications and their cost to the Will Rogers Elementary School buildings necessary to improve its compatibility with the freeway. Also, a study was done to determine relocation costs for the Will Rogers School to a site away from the freeway.
Study Agreement No. 52 Downey Impact Study	Analysis of the impact of the freeway upon the City as reflected in physical and socioeconomic environmental effects. A corollary concern of the study was the configuration and alignment of the freeway. Investigation included the identification and quantification of both short- and long-term measurable impacts on traffic, employment, and school district financial support. In addition to quantifiable impacts, other factors of significant importance, such as environmental changes to neighborhoods characteristics, noise levels at schools and possible development opportunities, were identified and analyzed.
Study Agreement No. 53 Paramount/South Gate Opportunity Study	Analysis of ways of better blending the freeway into the neighborhoods that it traverses. Investigation included study of the effects of the freeway upon the Paramount Unified School District, particularly in regard to the provision of land and funds for the construction of a new elementary school and the expansion of an existing one as replacement for the acquisition of two elementary schools. Study also included proper

EXHIBIT 8b

NAME OF REPORT	BRIEF SUMMARY OF CONTENT
Study Agreement No. 53 (Continued)	utilization of freeway-created excess lands, including possible joint use of right of way, and identification of possible future redevelopment potentials. In addition, a study was made of the restoration of local pedestrian and vehicular circulation and suitable access throughout the area.
Study Agreements No. 54 and 55 Watts/Willowbrook Impact Analysis and Opportunity Study	Analysis of the freeway's effects on parts of the Watts and Willowbrook communities that are located between the Harbor Freeway and Alameda Street. Investigation was undertaken in two phases: Phase I focused on area characteristics and community facilities and identified some of the major programs and plans related to the areas; Phase II analyzed the freeway's alignment and development opportunities associated with the freeway. In addition, an analysis was made of relocating (partially in the median of the freeway) three railroad lines existing in the area.
Study Agreement No. 56 South Gate Design Study	Analysis of the design, financial feasibility and legal procedures for commercial development within, and adjacent to, the freeway on- and off-ramps located at Paramount Boulevard. Investigation included physical aspects (site location, land area and configuration requirements), traffic and other environmental considerations of selected development potentials, market potential of assembled land, and legal, financial and political aspects of land assembly program which would involve the creation of local redevelopment authority.
Study Agreement No. 101 Joint Use Study	The purpose of this study was to develop the criteria and policies and suggest an evaluation procedure by which proposed joint use developments can be analyzed by the Division of Highways.[1] Two joint use proposals which relate to the Interstate 105 Freeway were examined as case studies of the procedure.
Special Studies	The following studies were undertaken as part of the master contract, and reflect brief specialized study efforts. Gogian's Market Study set forth general guidelines for a smooth relocation--re-establishment of existing commercial facilities which lie within a quadrant of a freeway-to-freeway interchange. Investigation included a site analysis (land availability, structural impediments, access), a development concept, and a location and staging analysis.

[1]Department of Transportation as of July 1, 1973.

EXHIBIT 8c

NAME OF REPORT	BRIEF SUMMARY OF CONTENT
Special Studies (continued)	**Socio-economic Reconnaissance** Study of the entire length of the freeway route to: develop a framework for the socio-economic impact analysis; develop a preliminary social and economic benefit-cost analysis as a result of the freeway; and develop an information data bank containing demographic characteristics and development trends.
	Lynwood Industrial Re-Use Study Study examined the re-use potentials of land lying beneath and adjacent to the Long Beach/ Interstate 105 Freeway Interchange. Investigation included land availability and parcel size (variation through freeway configuration change), access and visibility, development characteristics and joint use development feasibility indicating land values, potential revenues to the local jurisdictions and Division of Highways[1] and structural cost savings.
	Alternate Freeway Configuration Study--Downey Study analyzed and compared the variations in socio-economic and environmental impacts of a depressed configuration and an elevated configuration for a portion of the freeway in the City of Downey. The investigation included a comparison of traffic service, school impact and neighborhood environment.

[1]Department of Transportation as of July 1, 1973.

EXHIBIT 8d

Evaluation of the Archaeological Resources and Potential Impact of the Proposed Construction of Route 105 Freeway From El Segundo to Norwalk (LA-105).

[An Environmental Impact Report]

ABSTRACT

The potential impact of the proposed construction of Route 105 Freeway from El Segundo to Norwalk, on archaeological resources is assessed following careful review of maps and archival material on file at the University of California, Los Angeles, Archaeological Survey, and a field reconnaissance of the project area. Analysis of the data indicated that the proposed project will have no adverse impact on known archaeological resources.*

Submitted to:
John M. Sully, Senior Environmental Planner
Environmental Planning Branch
Department of Transportation, District 7
P.O. Box 2304, Los Angeles, CA 90054

Submitted by:
Martin Dean Rosen, Research Collaborator
Institute of Archaeology, Archaeological Survey
University of California, Los Angeles, CA 90024

Under the Supervision of:
C. William Clewlow Jr., Ph.D., Chief Archaeologist
Institute of Archaeology, Archaeological Survey
University of California, Los Angeles, CA 90024

[Report submitted March 4, 1975]

*The archaeological information contained herein is not for publication or general public view; site locations must remain CONFIDENTIAL.

EXHIBIT 9

LISTING OF WATER WELL SITES INVESTIGATED FOR I-105 PROJECT

Identification Number State Number (LACFCD Number)*	Status	Location	Casing Diameter (Inches)	Depth (Feet)
(1306F)	Active-Ground water observation	100' S of CL Imperial Hwy 27' E of CL Selby St with well 1306G	4	280
(1306G)	Active-Ground water observation	100' S of CL Imperial Hwy 27' E of CL Selby St with well 1306F	4	130
(1306H)	Active-Ground water injection recharge	27' N of CL Imperial Ave 44' E of CL Alley, or 709' E of CL California St	12	304
3S14W08H01S (1337)	Casing cutoff and capped, 12-4-51	20' N of 120th St 90' W of Inglewood Ave	10	300
3S14W09E03S (1347B)	Not used since 1947. No evidence-1973	600' S of 118th St 180' W of Truro Ave	-	-
3S14W10G01S (1367B)	Destroyed 1971. Filled with concrete	80' S of CL 119th St 30' E of CL Yukon St	18	798
3S14W10F01S (1367C)	Plugged and abandoned prior to 1974. (Originally-Oil well)	150' N of 120th St 175' W of Yukon St	12-1/4	2,500
3S14W10E02S (1367E)	Active	63' N of 119th Place 145' W of Cherry Ave	8 14	293 293-743
B-53P (1407F)	No Information No evidence 1973	Est. 200' N of 117th St Est. 200' N of Budlong Ave	6	256
3S13W08C02S (1437B)	Capped 3-23-54 Destroyed 12-20-54	115' S of 116th Place 250' W of Towne Ave	-	549
3S13W08C04S (1437K)	Destroyed 1969	45' S of 116th Place 155' W of Towne Ave	20	542
3S13W09B04S (1457B)	Measured 1942 No evidence 1973	100' S of Imperial Hwy 15' W of Compton St	-	-
3S13W09B05S (1457C)	Filled 1948 by Park Water Co.	Rear-1614 E 116th Place	12	312
3S13W09B06S (1457D)	Filled 1948 by Park Water Co.	Rear-1614 E 116th Place	8-12	502

*Los Angeles County Flood Control District

EXHIBIT 10a

Identification Number State Number (LACFCD Number)*	Status	Location	Casing Diameter (Inches)	Depth (Feet)
No State No. (1457E)	No evidence 1973	100' S of Imperial Hwy 75' W of Porter St	-	-
No State No. (1457F)	No evidence 1973	25' S of 116th Place 100' E of Compton Ave	-	-
3S13W10B02S (1477B)	Unable to locate 1947	20' S of Imperial Hwy 1,150' W of Alameda St	-	126
3S13W10B03S (1477D)	Destroyed prior to 1947	10' S of Imperial Hwy 1,300' W of Alameda St	12	269
3S13W10B04S (1477E)	Destroyed prior to 1957	15' S of Imperial Hwy 1,300' W of Alameda St	8	269
3S12W16F03S (1558)	Active	250' N of CL Priscilla St 36' W of CL Blodgett Ave	12	195
3S12W15A03S (1588K)	Active	35' S of CL Ratliffe Ave 300' E of CL Eastbrook Ave & 150' W of CL Cornuta Ave	16	508
3S/12W-17A5	Active (on excess property. May not be abandoned)	302' SW CL Alhambra 46' NW CL Merkel	8	137
3S/12W-17G1	Abandoned but <u>not</u> plugged	80' SW Florence (curb) 150' SE Paramount (curb) (City of South Gate)	4	50
3S/12W-18H7	Abandoned but <u>not</u> plugged	293' N CL Grove 152' W CL Garfield	4	120
3S/12W-18H8	Active	303' N CL Grove 934' W CL Garfield	8	175
None	Plugged with concrete 6-23-54 by Paramount Unified School District	15' SW OF Well 18H8	8	175
3S/12W-18H6	Capped but <u>not</u> plugged	288' N CL Grove 1,359' W CL Garfield	6	100
3S/12W-18G2	Active	124' N CL Grove 1,770' W CL Garfield	6	135
None	Capped but <u>not</u> plugged (earth covered)	50' SE OF Well 18GS	12	150

EXHIBIT 10.b

Identification Number State Number (LACFCD Number)*	Status	Location	Casing Diameter (Inches)	Depth (Feet)
3S/12W-18G1	Active	604' N CL Grove 2,249' W CL Garfield	10	150
3S/12W-7P1 7P2	Inactive	400' E Wright Road 20' S Century Blvd	10 10	762 700
3S/12W-18H8	Active	303' N CL Grove 934' W CL Garfield	8	175
3S/12W-18D2	Abandoned 1957	Same as D4	8	350
3S/12W-18D3	Abandoned 1965		5	249
3S/12W-18D4	Active (Lynwood #18)	50' S CL Josephine 20' E CL Wright Rd	8	230
3S/12W-18D5	Active (Lynwood #17A)	220' N CL Fernwood 151' W CL Vieta	12	200
3S/12W-18D6	Abandoned 1967	Same as D4	8	350
3S/12W-18D7	Active (Lynwood #17B)	Same as D5	10	200
3S/12W-18F1	Abandoned 1948 by Route 7 Freeway construction		10	176
2S14W32Q01S (1335A)	Under existing freeway	200'± W of Redfern Ave 98th St extended	-	-
3S14W05B01S (1335B)	Destroyed 1947 Casing plugged 6' below ground surface	150' S of Century Blvd 50' E of Anza Ave	6	500
3S14W08G1S (1337A)	Destroyed-Filled with concrete, 10-23-58	120' S of CL 119th St 50' E of CL Anza Ave	14	296
3S14W08G02S (1337B)	Destroyed prior to 1958	85' S of CL 119th St 130' E of CL Anza St	12	304
3S14W08K02S (1337C)	Abandoned and filled, 8-1-54	100' S of CL 120th St 50' E of CL Anza St	12	333
3S14W08K02S (1337D)	Abandoned prior to 1958	45' N of CL 121st St	12	356

EXHIBIT 10c

Identification Number State Number (LACFCD Number)*	Status	Location	Casing Diameter (Inches)	Depth (Feet)
3S14W08Q01S (1338A)	No information under existing 405 Freeway fill	360' N of El Segundo Blvd 35' E of Anza St	14	300
2S14W29Q0IS (1333)	No evidence, not used since 1929	S.E. Corner Ash Ave and Manchester Blvd	7	183
3S13W07G01S (1417A)	Destroyed Prior to 1932	100' N of 120th St 200' E of Figueroa St	14	573
3S13W18C02S (1418A)	Abandoned Prior to 1947	75' S of 120th St 400' E of Hoover St	No Dimensions (Converted oil well)	
3S/12W-1E2 (1606A)	Inactive (sealed prior 1931)	1,650' N Dollison Dr 1,650' W Orr & Day Rd	12	90
3S/12W-2J2 (1606F)	Inactive (State filled 3/63)	10' E Well #3S/12W-2J5	12	136
3S/12W-2J3 (1606E)	Inactive (State filled 3/63)	75' N and 75' W Junction Little Lake	8	(No Record)
3S/12W-2J4 (1606V)	Inactive (State filled 3/63)	200' N CL Little Lake Rd 100' W CL Studebaker Rd	12	362
3S/12W-2J5 (1606W)	Inactive (State filled 3/63)	40' W Junction Little Lake & Studebaker Rds	10	375
3S/12W-11A3 (1597C)	Inactive (Abandoned prior to 1931-Rusted Casing)	100' N CL Kenney St 100' E CL Hoxie Ave	5	65
3S/12W-11G5 (1597G)	Inactive (Destroyed prior to 1931)	1,320' N CL SPTCo.	(No Record)	(No Record)
3S/12W-11G6 (1597CC)	Inactive (State filled 3/63)	250' S CL Firestone Blvd 200' W CL Hoxie Ave	(No Record)	235
3S/12W-11K4 (1597K)	Inactive (Abandoned for Subdivision)	150' N CL Downey-Norwalk Rd	(No Record)	(No Record)
3S/12W-14A4 (1598L)	Destroyed 4/72 by owner (Private individual)	155' S CL Adoree 75' E CL Behrens Prod.	12	146
3S/12W-11K5 (1597L)	Inactive (Destroyed prior to 1931	15' S CL Downey-Norwalk Rd 50' S CL Hoxie Ave	12	160

EXHIBIT 10d

Identification Number State Number (LACFCD Number)*	Status	Location	Casing Diameter (Inches)	Depth (Feet)
3S/12W-14B1 (1598)	Inactive (sealed in 1946)	40' S CL Imperial Hwy 300' W CL Hoxie Ave	12	97
3S/12W-14C1 (1598E)	Inactive (destroyed-no date of record)	1,320' S CL Imperial Hwy 375' W CL Curtis & King Rd	12	111
3S/12W-14C6 (1598K)	Active	30' S CL E Adoree St Extended 75' W CL Curtis & King Rd	16	582
3S/12W-26B1 (991)	Inactive (destroyed prior to 1937)	50' S CL Alondra Blvd 1,000' E San Gabriel River Bridge	(No Record)	112
3S/12W-11B3 (1597B)	Inactive (capped in 1967)	60' N CL Kenney St 60' W CL Hoxie Ave	12	119
3S/12W-11G4 (1597H)	Inactive (destroyed prior to 1931	500' N CL SPTCo. 500' W CL Hoxie Ave	12	159
3S/12W-11K3	Inactive (destroyed-no date of record)	120' S CL Downey-Norwalk Rd 60' W CL Hoxie Ave	6	50

EXHIBIT 10e

EXCESS AND RESCINDED ROUTE PROPERTY DISPOSAL PROCEDURES

A. General

Current relocation legislation and procedures were written to cover the typical acquisition process where property was acquired and cleared to meet an impending construction project. It was never envisioned that significant amounts of property previously acquired for construction would be returned, intact with improvements and occupants, to private ownership. As a result, policies and procedures developed for application on typical construction projects must be modified for use on disposal of rescinded route property. Exceptions to usual rules are therefore necessary in order to equitably deal with the changed displacement situation.

B. Eligibility of Former Owner Occupant

Previous owners of excess property proposed for sale and still in occupancy of the property remain eligible for all relocation benefits. Their basis for eligibility stems from loss of their previous ownership status rather than any loss of use or forced vacation from their property. Eligibility will continue until 90 days following recordation of Director's Deed to the new owner. If previous owner occupants have not moved to or made a firm commitment for a replacement property before expiration of the 90-day period, they will lose eligibility to all previously offered relocation benefits.

Original owners who have remained in occupancy of an improved parcel will be able to repurchase by direct sale from the Department. See Section D, "Relocation Payment Calculations For Direct Sale" for determination of applicable benefits.

C. Eligibility of Former Tenant Occupants

Former eligible tenants still in occupancy of the excess property will retain eligibility for full relocation benefits until such time as they have been officially notified of a change in their eligibility status. See Section H, "Informational Notices". Eligible tenants who have made a firm commitment to relocate to D.S.&S. replacement property prior to receipt of the change of eligibility notice will continue to be considered eligible by reason of estoppel. Voluntary vacations following receipt of the change of eligibility notice will cause forfeiture of all relocation benefits.

If the sale of the excess property either initiates or causes the displacement of former eligible tenants prior to 90 days following the recordation of the Director's Deed, the tenants will remain eligible for RAP benefits for the period of time which the Department determines to be sufficient for the displacement to be completed. This period should normally not exceed a 6 month period for the tenant to find adequate replacement property, relocate, and complete all necessary arrangements pertaining to the relocation.

Examples of displacement as a direct result of the sale would be those actions beyond control of the tenant, such as a raise in rent by the new owner which is beyond the financial means of the tenant or where eviction is caused by the new owner's personal occupancy. Examples of actions which cause eviction but will not be considered displacement as a direct result of the sale are such things as nonpayment of rent to the new owner, or destruction or damage to the premises.

D. Relocation Payment Calculations for Direct Sale

Subject to approval of the California Highway Commission, original owners still in occupancy will be given an opportunity to repurchase an improved property directly from the Department. The repurchase offer should be made at the time the owners are notified of the Department's intent to sell.

Owner occupants of residential properties (4 units or less) may have their relocation benefits credited against the agreed-to purchase price upon direct purchase of the property from the Department. Allowable benefits to be credited are:

1. Purchase differential or down payment (subject to existing "spend to get" limitations).

2. Incidental expense payment.

3. Interest differential payment.

Credit will not be given for moving expenses as the owner will only be offered a direct sale for personal occupancy, thus moving expenses will not be incurred.

Owner occupants of non-residential property (5 or more residential units, commercial, industrial, etc.) will not be allowed to credit applicable relocation benefits against the sale price. Moving expenses will not be paid on direct sales to former owners as this type of purchase is only permitted to promote personal occupancy by the former owner.

Justification for each direct sale will be submitted by the Excess Land Section to the California Highway Commission for their approval. Accordingly, the computation of the purchase differential, interest differential, and incidental expense payments to be used as the basis for the direct sale must be accurate as it will be difficult to revise computations following California Highway Commission action.

Any former owner or tenant may bid to purchase the property they currently occupy at public sale. If an owner still in occupancy successfully purchases it for a replacement property and has retained RAP eligibility, he is entitled to all RAP benefits except for moving expense payments. If the eligible owner occupant purchases the property through public sale for a use other than as a replacement property and relocates within 90 days following recordation of the Director's Deed, he will be eligible for full relocation benefits.

E. Claim Approvals

The District may approve and process for payment all claims, in line with current levels of District delegations, covered by policy herein and for which the State is clearly obligated to pay. All claims of questionable or inconclusive State liability must be processed through the Relocation Housing Appeals Board in Sacramento.

F. Investigation of Potential Replacement Housing Problems

The Department retains RAP responsibility to those former owners and eligible tenants who have remained in occupancy and may be subject to displacement by the sale. As a result, the assurance of available replacement dwellings must be made prior to disposal of any dwelling unit occupied by a former owner. In instances where the financial means of eligible occupants or housing availability are known to be problems, or where preliminary investigation reveals these same problems, an analysis of replacement housing needs and availability, and relocation plan must be developed. Consideration may be given to use of the subject as a means of resolving replacement housing problems.

G. Last Resort Housing

As a general policy the Last Resort Housing provisions will not apply to displacees of rescinded route properties except in cases where an adequate D.S.&S. replacement dwelling is not available at any price, or is available but not within the financial means of the displacee. Whenever comparable replacement housing costs more than the basic entitlement of $4,000 or $15,000, the displacee will be paid the maximum appropriate entitlement even though adequate replacement housing may be available for less.

Each situation involving a lack of adequate replacement housing must be analyzed to determine if the excess dwelling is to be sold subject to the right of continued occupancy or whether the occupants should be moved to other State subsidized replacement housing.

H. Informational Notices

The informational notices to be delivered to displacees are intended to inform then of (1) the change of their RAP eligibility status, (2) the processes by which the Department will sell the property, and (3) to provide timely notice of the various disposal steps.

EXHIBIT 11b

The notices are:

1. Notice of Change of Status in Relocation Assistance Offer, issued to RAP eligible inherited tenants to whom previous offers of relocation assistance or payments have been made advising them of their changed eligibility.

2. Notice of Intent to Sell Property, issued to all RAP eligible former owners who have remained in occupancy of the property advising them of their pending termination of eligibility and of their privilege to buy the excess by direct sale.

3. Excess Lands Public Sales Notice and cover letter - sent to all excess property occupants.

4. Notice of Identification of Successful Bidder - sent to all excess property occupants.

5. Notice of Recordation Date of Director's Deed - sent to all RAP eligible former owners and to former RAP eligible tenants advising of the change in ownership and that the 90-day period has begun during which they may be eligible for relocation benefits.

Notices of change of status in RAP offer must be issued to all remaining eligible inherited tenants within 10 days of the most applicable of the following dates:

1. The date of passage of the California Highway Commission Resolution rescinding or modifying a prior route adoption, or

2. The date of the Director's Office notification to the District that properties should be sold, or

3. The date of decertification of a parcel by the District, or

4. The date that the excess parcel is entered on the Department's computerized excess inventory control system.

If the notice is delivered in person, it must be signed and dated by the displacees. The notice may also be delivered by registered mail, "Deliver to Addressee Only", return receipt requested.

Notices of intent to sell must be given to RAP eligible former owners still in occupancy at least 90 days prior to the scheduled sale date. Excess properties still occupied by eligible former owners, therefore, cannot be sole sooner than 90 days following the official change in status of right of way to excess. This notice must be served in person by a RAP Agent in accordance with rules for service of 90-Day Notices.

Delivery of public sale notices, notification of successful bidder, notice of recordation of Director's Deed, and notice to the former owner or tenant of his possible relocation benefits will be done as part of the property disposal process.

I. State Evictions of Excess Occupants

All excess will normally be sold subject to the occupancy of existing tenants, as State initiated evictions will cause renewed relocation eligibility. All proposed evictions of former eligible occupants should, therefore, be mutually agreed to by the Relocation Assistance and Property Management Branches. State caused evictions should only take place where there is a clear economic advantage or equally compelling reason to do so.

Another action which may cause renewed eleigibility for previously eligible occupants, or for ineligible occupants, is the sale of occupied excess to another public entity for ultimate clearance and use. All sales agreements to other public agencies must contain a clause specifying that the purchaser will assume responsibility for relocation benefits that may accrue to existing occupants. If agreement cannot be reached as to responsibility for relocation of existing occupants, the District should request a legal determination of our liability before consummation of the sales agreement.

J. Appeals for Loss of Eligibility

All previously eligible occupants of excess proposed for sale are entitled to appeal their loss of benefits. This is particularly important for eligible tenant occupants who are losing all benefits. They must be given proper notice of their right to appeal in the letter notifying them of the change in relocation assistance offer. All Relocation Housing Appeals Board hearings on their appeal must be completed prior to State eviction of the appellant or sale of the excess property.

All appeals on loss of relocation benefits resulting from the sale of excess should be forwarded to the Relocation Housing Appeals Board for resolution in accordance with Section 42. Districts must investigate the merits of the appeal and forward their findings and recommendations to the Appeals Board.

EXHIBIT IId