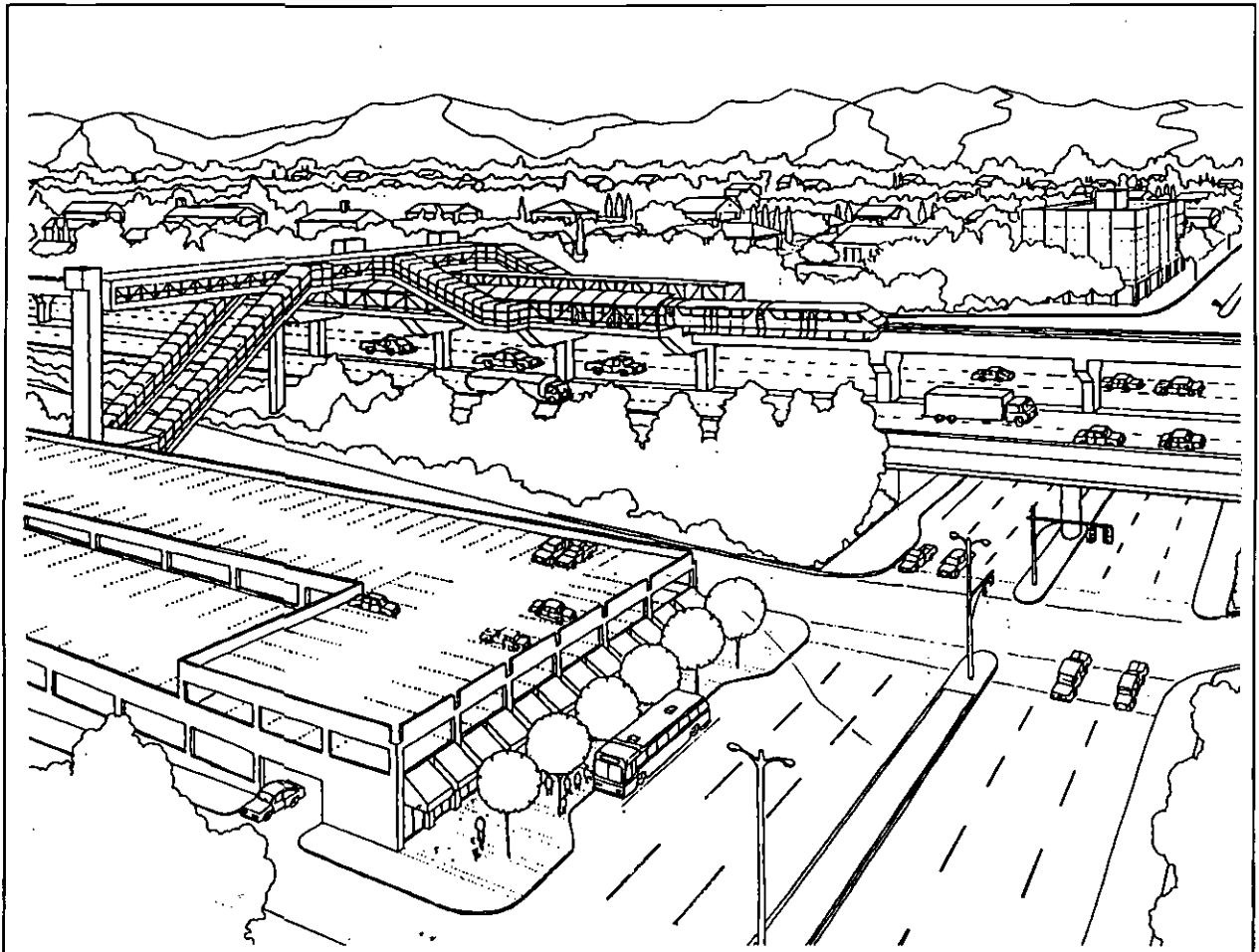


Final Subsequent Environmental Impact Report
SAN FERNANDO VALLEY EAST-WEST RAIL TRANSIT PROJECT

Ventura Freeway Advanced Aerial Technology Alternative

State Clearinghouse #91061010



LOS ANGELES COUNTY
TRANSPORTATION COMMISSION



July 1992

**FINAL
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**

**SAN FERNANDO VALLEY
EAST-WEST RAIL TRANSIT PROJECT**

○

**SP Burbank Branch Alignment
Ventura Freeway Advanced Aerial Technology Alternative**

STATE CLEARINGHOUSE #91061010

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July 1992

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CHAPTER 1.0

**INTRODUCTION
AND SUMMARY**

FINAL SEIR



LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

CHAPTER 1.0 INTRODUCTION AND SUMMARY

1.1 BACKGROUND OF THE PROJECT

On February 28, 1990 the Los Angeles County Transportation Commission (LACTC) certified the Environmental Impact Report (EIR) for the San Fernando Valley East-West Rail Transit Project¹ and directed that findings be prepared for one of the ten project alternatives studied in the EIR, the Southern Pacific (SP) Burbank Branch Metro Rail Alternative #3a. On March 28, 1990 the Commission adopted a Statement of Findings and a Mitigation Monitoring Program for the SP Burbank Branch, thus completing CEQA environmental clearance of the project.

At the same time that the Commission selected the SP Burbank Branch Metro Rail Extension as the preferred alignment from among those evaluated in the EIR, the Commission directed staff and consultants to prepare a supplemental feasibility study of a Metro Rail Extension along Ventura Boulevard and an Advanced Aerial Technology Alignment along the Ventura Freeway. The purpose of the supplemental study was to determine if either of these additional routes offered advantages to the selected project, the SP Burbank Branch route, and whether either or both of them should be carried forward for full environmental and engineering evaluation. This supplemental evaluation was completed in April 1991². Based on information provided in that study, on May 22, 1991 the Commission authorized the preparation of a Subsequent Environmental Impact Report (SEIR) on one of the two routes contained in the Supplemental Evaluation Report; the Ventura Freeway Advanced Aerial Technology Alternative.

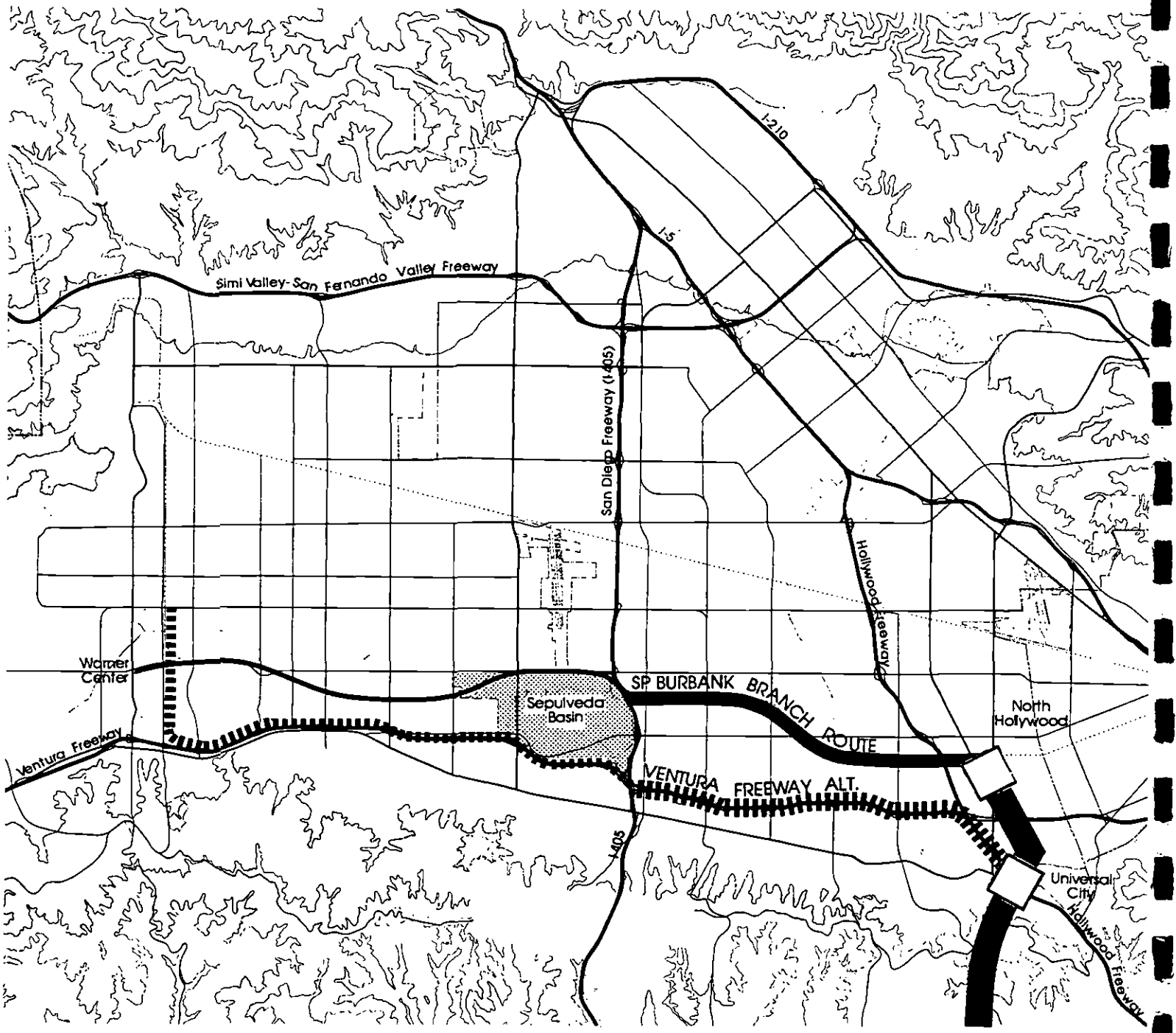
1.2 PURPOSE & USES OF THE SUBSEQUENT EIR

This Subsequent Environmental Impact Report (SEIR) identifies, describes, analyzes and evaluates significant environmental effects of a proposed rail transit project to be located in the San Fernando Valley of the City of Los Angeles. The SEIR is intended to: a) provide the lead agency, responsible agencies, decision makers, and the general public with detailed information on the environmental effects of the proposed project, and b) to be used as tool by decision makers to facilitate decision making on the proposed project. The EIR has been prepared for the Los Angeles County Transportation Commission (LACTC) in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines, as amended. LACTC is the designated lead agency for project. The adopted project, the SP Burbank Branch Metro Rail Extension, and the Ventura Freeway Advanced Aerial Technology Alternative are shown in Figure 1-1. Figures 1-2 and 1-3 show a typical advanced aerial technology in the Ventura Freeway median.






¹San Fernando Valley East-West Rail Transit Project: Draft Environmental Impact Report, LACTC, Gruen Associates, et al., November 1989.

²San Fernando Valley East-West Rail Transit Project: Final Environmental Impact Report, LACTC, Gruen Associates, et al., February 1990.

²San Fernando Valley East-West Rail Transit Project: Supplemental Evaluation of Ventura Boulevard and Ventura Freeway Alternatives, Gruen Associates in association with Gannett Fleming, Benito A. Sinclair & Associates, Anil Verma Associates, April 1991.



KEY

- SP BURBANK BRANCH 
- VENTURA FREEWAY 
- Phased Length 
- Full Length 
- METRO RED LINE (Segment 3) 

NOTE: Phased length route options extend from Universal City/North Hollywood to the San Diego Freeway. Full length route options extend from Universal City/North Hollywood to Warner Center.

Figure 1-1
♦ Study Routes



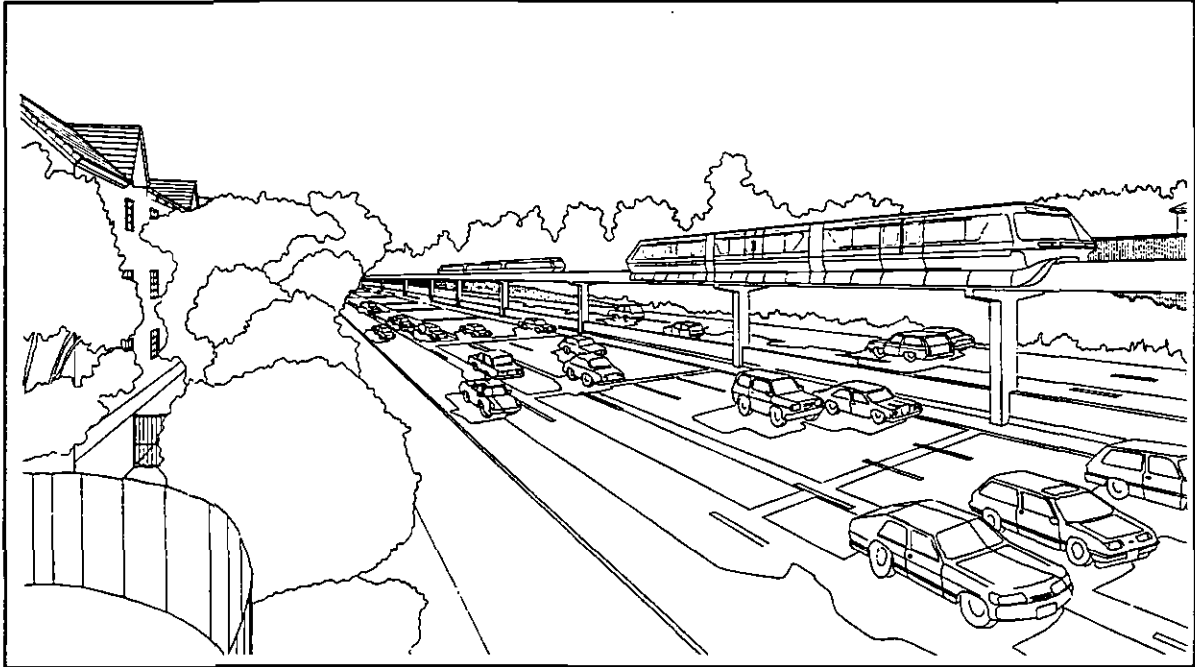


Figure 1-2
View of Advanced Aerial Technology in Median
of Ventura Freeway

Source: Gruen Associates

1.2.1 Public Review & Supplemental Impact Mitigation Assessment

The LACTC determined in March 1991 that the Ventura Freeway route could have significant impacts upon the environment and therefore directed that this SEIR be prepared. The Draft SEIR for the Ventura Freeway Advanced Aerial Technology Alternative was completed and released for public review in September 1991. Two Public Workshops and two Public Hearings were held in October and November 1991, during the course of an official comment period that was extended from the normal 45 days to a total length of 90 days in response to requests from community representatives. In addition to the Public Hearing Testimony, written comments were received from public agencies, elected officials, community organizations, private citizens and businesses. Additionally, telephone comments were received and transcribed from a 24-hour "Hotline."

At the close of the Extended Comment Period, which lasted from October 1, 1991 to January 10, 1992, LACTC staff and consultants reviewed all comments received on the Draft SEIR during the Comment Period and identified substantive comments requiring responses. Due to the very high level of public attention paid to the project, several new issues were identified by the public and affected agencies. Substantive new comments were made by Caltrans, the Los

1.0 Introduction & Summary

Angeles City Departments of Transportation/Planning/Fire, and the State Department of Conservation during the comment period that had not been raised during earlier reviews, feasibility studies, environmental reports or the Final SEIR Notice of Preparation Comment Period.

In order to respond fully to these new comments, in April 1992, the LACTC directed staff to prepare a Supplemental Mitigation Assessment during a 90-day work period. During this time, LACTC staff and consultants met with the above agencies and developed particular additional mitigation measures to meet the concerns raised. A summary of these issues and the Responses to these particular comments, and all other comments received, are included in Chapter 4.0 of the Final SEIR. The most significant additional mitigation measures include the following:

- Shifting of the proposed location of the De Soto and White Oak Stations;
- Incorporation of a short subway segment entering Universal City in order to minimize impacts to Weddington Park;
- Incorporation of additional traffic mitigations along Canoga Avenue and at the proposed De Soto and White Oak Stations, as well as other station areas;
- Station design modifications at the Hayvenhurst Station to resolve flood control concerns;
- Relocation of Fire Station #88;
- And provision of heavier guideway and station support columns and development of a revised construction staging plan.

These, and other less significant mitigation measures have been incorporated in this Final SEIR. A list of those commenting on the SEIR is included in Chapter 5.0.

1.2.2 Project Selection

After state and local governments and the general public have commented on the Draft SEIR and all responses to comments have been prepared, the LACTC will determine whether the Final SEIR for the Ventura Freeway Advanced Aerial Technology Alternative should be certified in accordance with CEQA Guidelines (Section 15088). Pursuant to new legislation effective January 1, 1992, the Commission must "provide a written proposed response to a public agency on comments made by that agency," at least ten days prior to certifying the SEIR.

Following certification of the SEIR, the Commission must decide whether to replace the SP Burbank Branch as the adopted route for the San Fernando Valley East-West Rail Transit Project. Other specific project decisions to be made following the certification of the Final SEIR include the selection of a technology, the determination of the route length and a corresponding rail yard site.

At this time, the Commission is expected to take action on the East-West Project in late 1992, adopting a final route and approving the project. The Commission will also adopt necessary CEQA findings and a mitigation monitoring plan at that time.

1.2.3 Permits and Approvals

Implementation of the project will require a number of discretionary actions to be taken by the LACTC and other responsible agencies. The following agencies may use the SEIR as a part of the process of issuing permits, approvals or cooperative agreements required to construct the project:

- City of Los Angeles
- California State Department of Transportation
- Los Angeles County Flood Control District
- U.S. Army Corps of Engineers
- Interstate Commerce Commission
- Public Utilities Commission
- Regional Water Quality Control Board
- South Coast Air Quality Management District
- Federal Railroad Administration
- Southern California Rapid Transit District
- Los Angeles Department of Water and Power
- Los Angeles County (Universal City area connections)

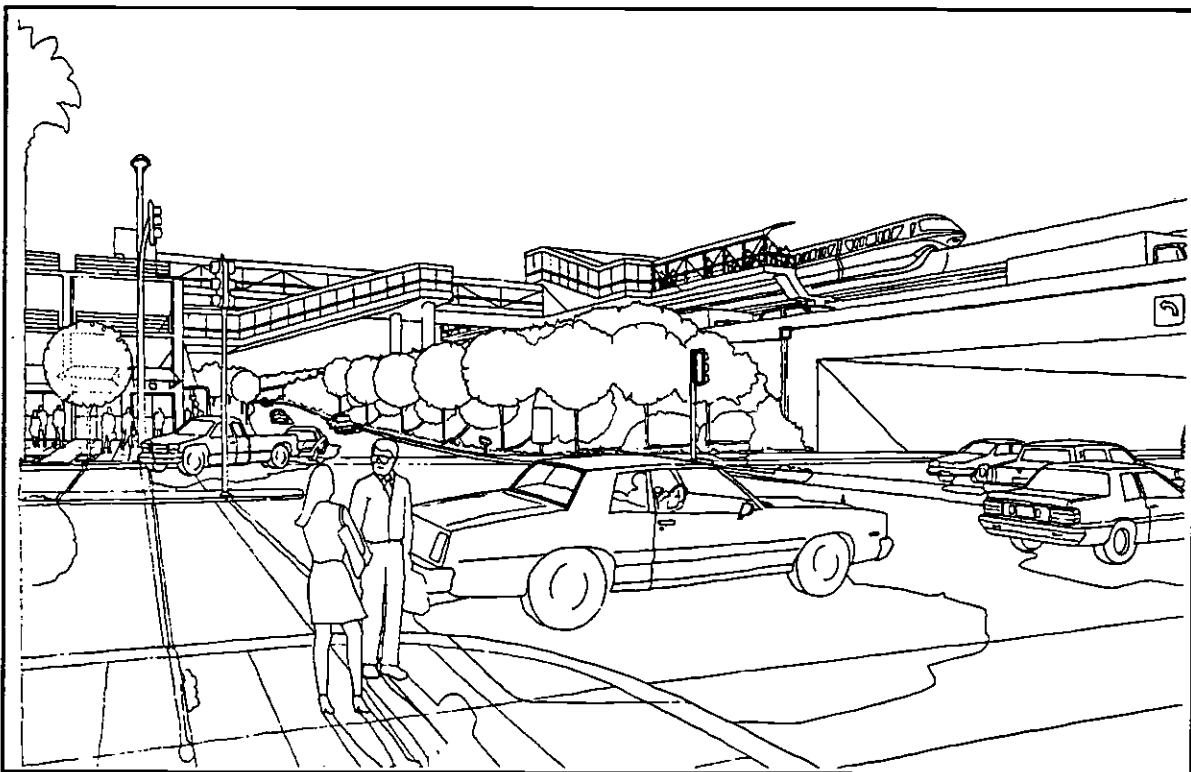


Figure 1-3
View of Advanced Aerial Technology Station along Ventura Freeway
Source: Gruen Associates

1.0 Introduction & Summary

1.3 PROJECT ALTERNATIVES

Two alternative route alignments are currently being considered for the San Fernando Valley East-West Rail Transit Project: the adopted Burbank Branch Route Alternative which follows, for the most part, the existing Southern Pacific Railroad Branch Line rights-of-way from Topanga Canyon Boulevard to the Metro Rail North Hollywood Station; and the Ventura Freeway Advanced Aerial Technology Route Alternative which proceeds down Canoga Avenue and then follows, for the most part, the Ventura Freeway from Canoga Avenue to the Universal City Metro Rail Station.


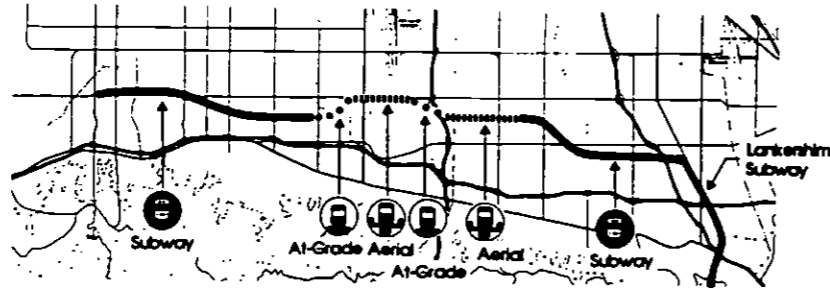

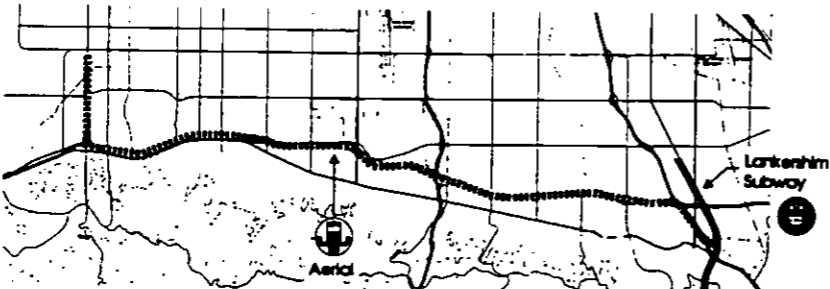
In order to provide a comparison between the adopted SP Burbank Branch Route and the Ventura Freeway Advanced Aerial Technology Alternative under study in this SEIR, assumptions and conclusions contained in the San Fernando Valley East-West Rail Transit Project Environmental Impact Report (November 1989) for the SP Burbank Branch and Ventura Freeway Alternative (EIR Alternatives #4 and #5) have been incorporated within and incorporated by reference in this SEIR. Basic comparative data concerning both of these alignments is contained in Figure 1-4. Figures 1-5 and 1-6 illustrate basic alignment/station locations, as well as generalized adjacent major land uses.

1.3.1 Route Alignments

Key features of the alternatives include the following:

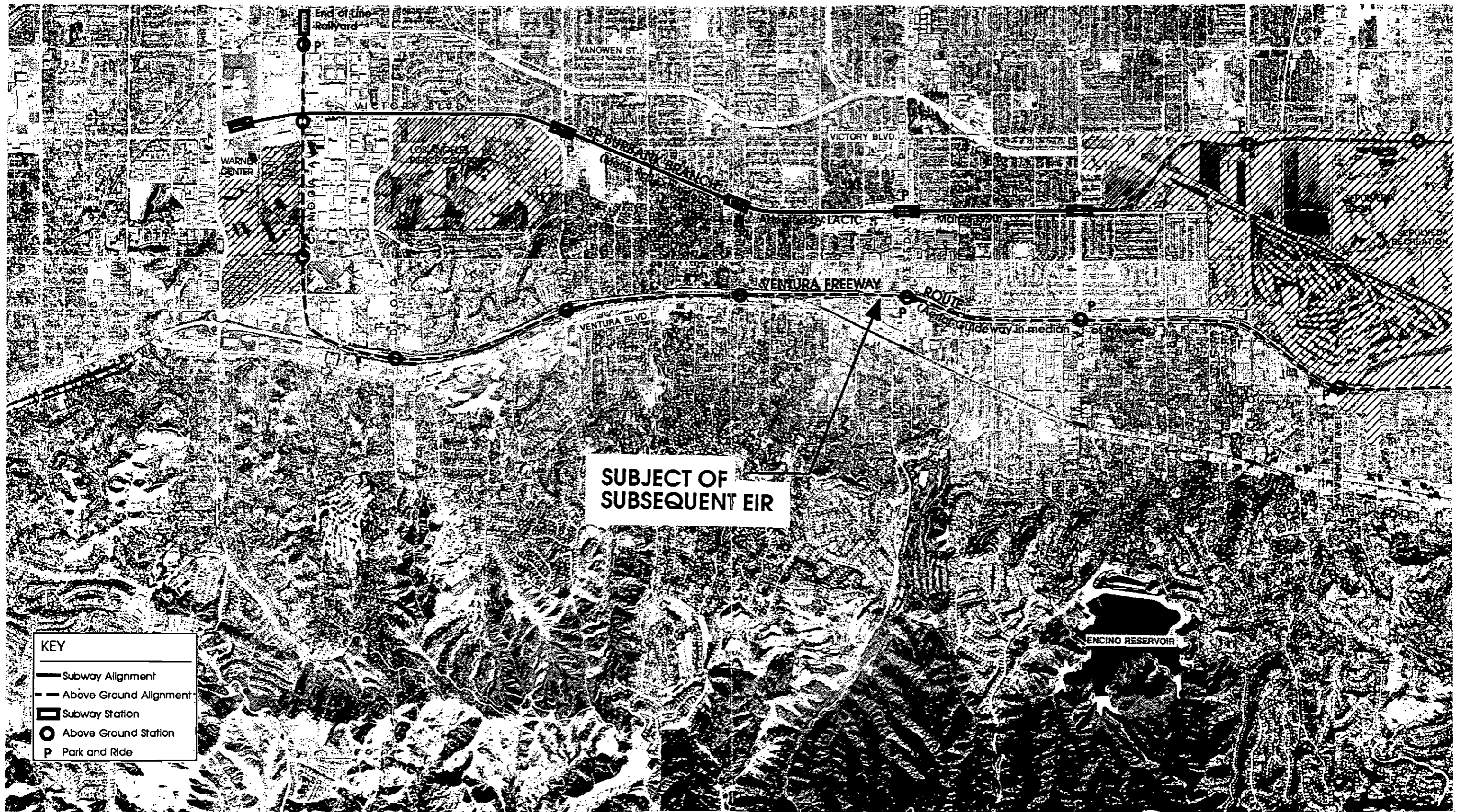
- Ventura Freeway Advanced Aerial Technology Alternative- This route is 16.2 miles long and extends from the Universal City Metro Rail Station to Warner Center via the eastside and median of the Hollywood Freeway, the median of the Ventura Freeway and the median of Canoga Avenue. This alignment is conceived as a refinement of the EIR Alternatives #4 and #5, in which the rail transit line was located along the sideslope of the Ventura Freeway. Because of significant displacement and traffic impacts identified in the EIR for such an alignment, a median of freeway alignment has been utilized in this SEIR with key constraints, under Caltrans policy, being that the potential rail transit alignment cannot decrease the capacity of the freeway nor the number of travel lanes during rush hour periods (during both operation and construction phases of the project). There would be a total of 14 aerial stations, as well as a subway station at Universal City to connect with the Metro Rail project. A total of 4,950 parking spaces are provided in park and ride lots adjacent to rail transit stations.

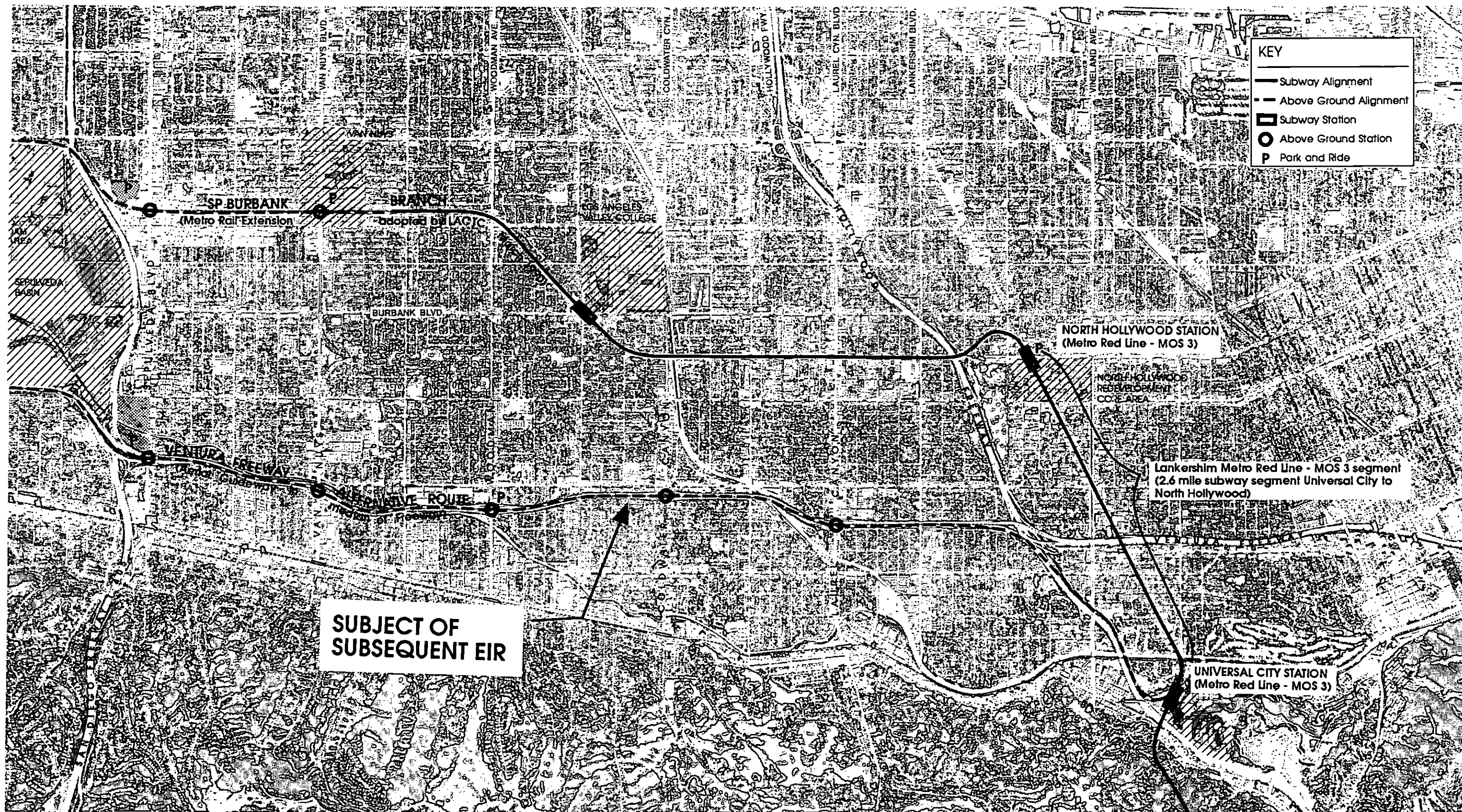
- SP Burbank Branch Metro Rail Extension- This route is 14.0 miles long and extends from the North Hollywood Metro Rail Station to Warner Center via the SP Burbank Branch right-of-way. This right-of-way has recently been acquired by LACTC. There are a total of 10 stations along this route (4 above-ground stations and 6 subway stations). The Laurel Canyon Station, which had been included in the FEIR, has been

ALIGNMENT ALTERNATIVE	ROUTE DESCRIPTION		FULL LENGTH OPERATIONS PLAN				STATIONS		COST
	Profile	Route Length	Train Type & Capacity	Headway (Peak Hours)	Travel Time (minutes) from Warner Center to Universal City to Union Station	Average Weekday Trips (2010)*	Total	Residential Adjacencies	(\$1998)
SP Burbank Branch Metro Rail Extension 	 <p> Aerial: 3.4 mi. At-Grade: 0.8 mi. Subway: 9.8 mi. Lankeshim Subway: 2.6 mi. </p> <p> 3.4 mi. 0.8 mi. 9.8 mi. 14.0 mi. + 2.6 mi. 16.6 mi. </p>	Metro Rail 3-6 car trains Capacity 900-1800 riders per train	8 minute headways 4 minutes between North Hollywood and Universal City	26 min to Universal City 51 min to Union Station	53,800 43,500 (phased length)	10 (4 aerial + 6 subway)	5	\$ 3.03 billion (Full length) \$ 1.32 billion (Phased length)	
Ventura Freeway Advanced Aerial Technology 	 <p> Aerial: 15.9 mi. At-Grade: 0 mi. Subway: 0.3 mi. Lankeshim Subway: 2.6 mi. </p> <p> 15.9 mi. 0 mi. 0.3 mi. 16.2 mi. + 2.6 mi. 18.8 mi. </p>	Medium Capacity Monorail Maglev or ART 3-4 car trains Capacity 250-350 riders per train	6 minute headways possible reduction to 2 minute headways	30 min to Universal City 60 min to Union Station	45,900 30,700 (phased length)	15 14 Aerial & 1 Subway	4	\$2.59 billion (Full length) \$1.24 billion (Phased length)	

*EIR estimates by SCAG







1.0 Introduction & Summary

deleted from consideration along this route as mandated by recent state legislation.³ A total of 4,845 parking spaces are provided in 7 park and ride lots located adjacent to rail transit stations. This route would operate as an extension of the Metro Red Line Project utilizing Metro Rail or "heavy rail" technology. A segment of this system is currently being built in Downtown Los Angeles as a part of the Metro Red Line that will link Union Station with Universal City and North Hollywood by the year 2001. Power is supplied via a third rail. The system operates on exclusive rights-of-way. These station configurations and alignments, with the exception of the deletion of the Laurel Canyon Station, are consistent with those contained in the FEIR.

Each of the above alternatives would require overnight rail storage and maintenance. For full length alternatives, the yard would be located at the northeast corner of Canoga Avenue and Vanowen Street. For Phased Length Options, extending between Universal City/North Hollywood and the San Diego Freeway, the yard for the Ventura Freeway Route Alternative would be located between the San Diego Freeway and Sepulveda Boulevard. For the SP Burbank Branch, no rail yard is would be required in the Valley because service for Metro Rail vehicles could be provided out of the Central Maintenance Yard in Downtown Los Angeles. Simple tail tracks would be used in the San Fernando Valley for overnight storage of vehicles.

1.3.2 Rail Technologies

Advanced Aerial Technologies considered in the SEIR include:

○Monorail Technologies: Monorail technologies have evolved considerably in recent years and presently are used for over 40 miles of high capacity route service in Japan, as well as in theme parks such as Disneyland and Walt Disney World in the United States. The Seattle Worlds Fair Monorail has operated for many years and more recently, an 18.9-mile monorail system has been selected for construction in Houston.

○Magnetic-Levitation (Attractive Maglev): This technology has been operated in theme park and test track conditions in Japan, Germany, and England, and shown promise for modern urban applications. Because of magnetic fields, Maglev trains do not touch the guideway on which they ride. Trains are virtually silent and can achieve high speeds. Maglev trains have been proposed for the Las Vegas to Anaheim high-speed train as well as for people-mover applications in downtown Las Vegas.

○Automated Rail Transit (ART): Functioning as an automated system, the technology is a more advanced version of light rail transit in that drivers do not need to be on each train. Rail transit vehicles are controlled by computer from a central location, and operations plans can be flexible to respond to shorter headways and varied operating plans. Such systems operate successfully in many cities throughout the world including Vancouver and Miami. A principal distinction between different ART technologies is

³ SB 211, sponsored by former Sen. Robbins, signed into law by Gov. Wilson on 24 June 1991.

1.0 Introduction & Summary

the weight of the vehicles. Metro Green Line trains, currently under construction, are approximately three times heavier than other forms of ART steel wheel/street rail systems. For application in the Ventura Freeway median, the weight of the transit system selected will determine the sizes of the support columns that must be located in the narrow freeway median. The Metro Green Line is being designed for possible future upgrade to automated rail transit.

All of the above alternatives include a railyard. The purpose of the yard is to provide for maintenance and/or storage of transit cars. For full length alternatives the yard is located at the northeast corner of Canoga Avenue and Vanowen Street. For Phased Length Options, as described below, the yard is located along the San Diego Freeway for both the Ventura Freeway or the SP Burbank Branch Alternatives.

In addition to the above, the EIR generally evaluates Phased Length Options for each alternative, representing the minimum segments which can be built for practical transit operations. Phased Length Options include the study of interim terminal stations located near the I-405 Freeway including parking, bus drop-offs and related facilities similar to those employed at the El Monte Busway Station.

1.4 ENVIRONMENTAL IMPACT SUMMARY

Figure 1-7 summarizes environmental impacts and mitigation measures for the alternative route alignments. Impacts that would remain after mitigation are noted in the summary as "unavoidable adverse impacts" if the project is approved as proposed.

1.5 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

By virtue of the long history of the project, and the many public workshops and hearings that have been held to discuss the project, numerous concerns have been raised by the community. The most frequently raised issues include noise/vibration, depreciation of property values, safety and security, traffic congestion, parking loss in neighborhoods, construction impacts, and proximity impacts (visual and privacy intrusion).

The primary issue to be resolved is how to select the preferred horizontal and vertical alignment and technology for the project. Recent State legislation has prohibited the construction of above-ground rail systems in the North Hollywood area. The SP Burbank Branch adopted route has thus been designed to be below ground in these residential areas. Project costs accordingly reflect the much higher costs for subway construction. The Ventura Freeway Advanced Aerial Technology Alternative offers the possibility of an above-ground alternative located within the existing freeway rights-of-way, thus reducing project costs and allowing for the construction of more of the east-west valley line sooner than would be possible with an alignment that utilized many miles of subway construction. In addition, the choice of full-length or phased-length options between Universal City and Warner Center must be made.

**Figure 1-7
Summary of Environmental Impacts**

5.1 Land Use		
ENVIRONMENTAL IMPACT CATEGORY	SP BURBANK BRANCH METRO RED LINE EXTENSION	VENTURA FREEWAY ADVANCED AERIAL TECHNOLOGY
<ul style="list-style-type: none"> • Compatibility with Local Area Plans 	<ul style="list-style-type: none"> • Generally compatible with all six adopted Los Angeles City District Area Plans through which the alignment passes. • Beneficial impacts would occur to the Warner Center Specific Plan by reducing traffic congestion to this planned urban center. 	<ul style="list-style-type: none"> • Rail transit has not been considered as a part of local area planning for the Ventura Freeway Corridor, however, a rail corridor is generally compatible with the designation of the Ventura Freeway as a "transportation corridor" in the six district plans along the route. • Beneficial impacts would occur to the Warner Center Specific Plan by reducing traffic congestion to this planned urban center. • The DeSoto, Winnetka, Tampa, Reseda, and Van Nuys stations are located within of the Ventura/Cahuenga Boulevard Specific Plan area. Stations located within the Specific Plan area will support plan goals of reducing auto trips by providing an alternative means of access to the corridor "Hot Spot" traffic congestion caused by park and ride lots would be mitigated per provisions of the Specific Plan. • The Hayvenhurst and Sepulveda Station would be located within the Sepulveda Basin Recreation Area. The Hayvenhurst Stn. park and ride lot is consistent with the Basin Master Plan land use designations. The Sepulveda Stn. park and ride lot and phased-length railyards would be inconsistent with the Master Plan. Also, the Ventura Freeway is located on federal land between Sepulveda and Balboa, and supplemental environmental assessment would be required under federal environmental guidelines (NEPA).
<ul style="list-style-type: none"> • Land Acquisition and Displacement 	<p>Although LACTC now owns the Burbank Branch R.O.W., numerous industrial and warehousing operations still exist adjacent to the tracks on leaseholds transferred from Southern Pacific RR to LACTC.</p> <p>SUMMARY OF DISPLACEMENTS: (Unavoidable Adverse Impacts)</p> <ul style="list-style-type: none"> • 77 parcels • 192 acres • No homes or apartments • 56 businesses • 303,000 sq. ft. of primarily industrial buildings • No commercial parking spaces • 435 jobs <p><u>Mitigation</u></p> <p>Because of the long construction schedule for the project, many existing industrial leases could be allowed to run for their full term before relocation would be required for rail transit construction. Many leases could be renewed on a short-term basis to allow flexibility in relocation for tenants. In those cases where relocation would be required prior to expiration of existing leases, relocation assistance in accordance with State law would be provided. The displacement of any such tenants is considered an unavoidable adverse impact of the project.</p>	<p>None of the properties identified below are currently owned by LACTC.</p> <p>SUMMARY OF DISPLACEMENTS: (Unavoidable Adverse Impacts)</p> <ul style="list-style-type: none"> • 49 parcels • 49 acres • 1 home and 2 multi-family buildings (10 units) • 23 residents displaced • 96 businesses • 249,000 sf of office, commercial, and industrial buildings • 180 commercial parking spaces • 891 jobs <p><u>Mitigation</u></p> <p>Property owners would receive fair-market compensation plus relocation assistance per State law. Tenants would receive relocation assistance in cases where construction schedules necessitate relocation prior to the expiration of leases.</p> <p>The displacement of private property constitutes a significant adverse impact of the project. Removal of parking spaces and publicly-owned recreational and open space is also considered a significant unavoidable adverse impact.</p>

**Figure 1-7
Summary of Environmental Impacts**

5.2 Traffic and Circulation		
ENVIRONMENTAL IMPACT CATEGORY	SP BURBANK BRANCH METRO RED LINE EXTENSION	VENTURA FREEWAY ADVANCED AERIAL TECHNOLOGY
<ul style="list-style-type: none"> •Regionwide Travel 	<ul style="list-style-type: none"> • The project will have a beneficial impact on the region with a projected reduction in vehicle miles travelled. (VMT) VMT Reduction: 440,000 VMT/day 	<ul style="list-style-type: none"> •The project will have a beneficial impact on the region with a projected reduction in vehicle miles travelled (VMT). VMT Reduction: 420,000 VMT/day
<ul style="list-style-type: none"> •Impacts Near Stations and Major Streets 	<ul style="list-style-type: none"> •Alignment is grade-separated at all street crossings and therefore would produce no traffic impacts along the alignment. •Local area traffic impacts are expected at 11 intersections near rail station parking lots. <p><u>Mitigation:</u> Roadway improvements such as widening, restriping and reconfiguration of turn lanes will lessen station area impacts to levels that would not be significant.</p> <ul style="list-style-type: none"> •Spillover parking could occur at station areas. <p><u>Mitigation:</u> Parking counts will be monitored and parking regulations will be strictly enforced. Neighborhoods may require residential on-street permit parking in some station areas.</p>	<ul style="list-style-type: none"> •Alignment is grade-separated at all street crossings and therefore would produce no traffic impacts along the alignment. •Local area traffic impacts are expected at 15 intersections near rail transit station parking lots. <p><u>Mitigation:</u> Roadway improvements such as widening, restriping and reconfiguration of turn lanes will lessen station area impacts to levels that would not be significant.</p> <ul style="list-style-type: none"> •Spillover parking could occur at station areas. <p><u>Mitigation</u> Parking counts will be monitored and parking regulations will be strictly enforced. Neighborhoods may require residential on-street permit parking in some station areas.</p> <ul style="list-style-type: none"> • Aerial guideway in the median of Canoga Avenue would impede visibility and left turn access to several properties. <p><u>Mitigation</u> A raised median shall be constructed for the full length of Canoga Avenue from just north of Ventura Freeway to just south of Vanowen Street. Five new traffic signals would be installed as well as mid-block left-turn pockets.</p>

**Figure 1-7
Summary of Environmental Impacts**

5.3 Noise & Vibration		
ENVIRONMENTAL IMPACT CATEGORY	SP BURBANK BRANCH METRO RED LINE EXTENSION	VENTURA FREEWAY ADVANCED AERIAL TECHNOLOGY
<ul style="list-style-type: none"> •Noise 	<ul style="list-style-type: none"> •Project is below ground in sensitive areas and therefore no noise impacts are anticipated. 	<p><u>Monorail and Maglev:</u></p> <ul style="list-style-type: none"> • These technologies ride on rubber tires or air cushions and are therefore very quiet. With a location in the median of the freeway, no noise impacts are projected. <p><u>ART:</u></p> <ul style="list-style-type: none"> • Steel wheel technologies would generate noise impacts over a distance of 77,500 feet (both sides of the freeway.) <p><u>Mitigation:</u></p> <p>Certain areas will require sound barriers along both outside edges of the aerial structure; other areas will require sound barriers on only one side of alignment. The installation of sound barriers would reduce ART project noise impacts to levels that are not significant.</p>
<ul style="list-style-type: none"> •Vibration 	<ul style="list-style-type: none"> •The SP Burbank Branch has potential for ground-borne vibration from two double crossover tracks located in residential areas. Impacts include: <ul style="list-style-type: none"> -20 single-family homes -2 multi-family buildings -1 religious building <p><u>Mitigation:</u></p> <p>The specific needs for these crossovers will be assessed. Special treatment of track rail and track bed would occur following further studies of specific conditions. Track work required for mitigation is estimated at 600-2,750 feet.</p>	<ul style="list-style-type: none"> •Because the alignment is entirely on grade-separated aerial structure, no vibration impact would occur.

**Figure 1-7
Summary of Environmental Impacts**

5.4 Visual		
ENVIRONMENTAL IMPACT CATEGORY	SP BURBANK BRANCH METRO RED LINE EXTENSION	VENTURA FREEWAY ADVANCED AERIAL TECHNOLOGY
<ul style="list-style-type: none"> •Adjacent Land Uses • Visual Intrusion •Park and Ride Lot Proximity Impacts 	<ul style="list-style-type: none"> •4.2 miles (30%) of the route would be above ground. •Land uses adjacent to above ground segments include: <ul style="list-style-type: none"> - 18% residential - 40% commercial/Industrial - 37% parks and public uses - 5% freeway adjacent • No visual intrusion impacts are anticipated. •Four station park and ride lots would be located adjacent to residential areas. Such stations would contribute light and glare for the SP Burbank Branch Alternative. <p><u>Mitigation:</u></p> Station design will incorporate elements which address light and glare impacts. LACTC will seek community input and will coordinate with the City of Los Angeles regarding station plans. 	<ul style="list-style-type: none"> • 15.8 miles (98%) of the route would be above-ground. Of this, 13.4 miles (83%) would be configured in the median of the Ventura Freeway. Land uses adjacent to the route include: <ul style="list-style-type: none"> -45% residential -28% commercial/Industrial -16% parks and public uses -11% freeway adjacent • Approximately 7.3 miles of the project route would be located in areas where residential land uses are immediately adjacent to the freeway. In these areas, some loss of privacy would occur to these homes as transit riders would be able to look over sound walls in areas where landscaping does not obscure views. The average distance from the guideway to the nearest of these homes range from 100-125 feet, separated by five lanes of traffic (Unavoidable Adverse Impact). •Four station park and ride lots would be located adjacent to residential areas. Such stations would contribute light and glare for the Ventura Freeway Advanced Aerial Technology Alternative. <p><u>Mitigation:</u></p> Station design will incorporate elements which address light and glare impacts. LACTC will seek community input and will coordinate with the City of Los Angeles regarding station plans.
5.5 Construction		
<ul style="list-style-type: none"> •Duration of Construction 	<ul style="list-style-type: none"> •Deep-bore subway segments would utilize construction staging sites at future station areas. Heavy construction equipment and excavation activities would be confined to these station areas. Construction activities would extend for 3-4 years for deep-bore subway segments. •<u>Mitigation:</u> Prior to construction, traffic control plans and public information campaigns will be developed. Noise specifications for inclusion in Construction documents shall be developed on the selection of a preferred route. Utility relocations shall be phased to minimize service delays. 	<ul style="list-style-type: none"> • A construction zone would be temporarily created in the median of the Ventura Freeway. Moveable barriers would be used at night to expand the width of this zone from 18 to 40 feet. Station area noise, lighting, and air quality impacts would last for 18 to 24 months. Heavy construction away from station areas would last from 3 to 4 months in any particular area. •<u>Mitigation:</u> Prior to construction, traffic control plans and public information campaigns will be developed. Noise specifications for inclusion in Construction documents shall be developed on the selection of a preferred route. Utility relocations shall be phased to minimize service delays. A Project Study Report shall be prepared prior to construction, and will require approval from Caltrans.

**Figure 1-7
Summary of Environmental Impacts**

5.6 Air Quality		
ENVIRONMENTAL IMPACT CATEGORY	SP BURBANK BRANCH METRO RED LINE EXTENSION	VENTURA FREEWAY ADVANCED AERIAL TECHNOLOGY
<p>•Regionwide Air Quality</p>	<p>•The project will have a beneficial impact on the region with a projected reduction in automobile generated pollutants:</p> <ul style="list-style-type: none"> - Organic gases 0.33 tons/day - Carbon monoxide 3.47 tons/day - Nitrogen oxides 0.64 tons/day 	<p>•The project will have a beneficial impact on the region with a projected reduction in automobile generated pollutants:</p> <ul style="list-style-type: none"> - Organic gases 0.32 tons/day - Carbon monoxide 3.31 tons/day - Nitrogen oxides 0.62 tons/day
<p>•Local Area Impacts</p>	<p>•Carbon monoxide concentrations at stations with larger parking lots are anticipated to increase due to increased traffic being attracted to these stations. The largest "hot-spot" increases range from 0.1 to 0.4 parts per million on future base levels of 17 to 20 parts per million.</p> <p><u>Mitigation:</u></p> <p>Station design shall incorporate measures to minimize congestion during peak periods including off street bus transfer points, on-site kiss-and-ride parking, and circulation patterns that will reduce queue lengths, since auto idling is related to localized air pollution.</p>	<p>•Carbon monoxide concentrations at stations with larger parking lots are anticipated to increase due to increased traffic being attracted to these stations. The largest "hot-spot" increases range from 0.1 to 0.4 parts per million on future base levels of 17 to 20 parts per million.</p> <p><u>Mitigation:</u></p> <p>Station design shall incorporate measures to minimize congestion during peak periods including off street bus transfer points, on-site kiss-and-ride parking, and circulation patterns that will reduce queue lengths, since auto idling is related to localized air pollution.</p>

**Figure 1-7
Summary of Environmental Impacts**

5.7 Earth and Water, Risk of Upset		
ENVIRONMENTAL IMPACT CATEGORY	SP BURBANK BRANCH METRO RED LINE EXTENSION	VENTURA FREEWAY ADVANCED AERIAL TECHNOLOGY
•Earth Removal	<p>•Excavation for below ground segments would require haul routes along the SP right-of-way and major streets. Quantity of earth removal would be 2,293,000 cu yds.</p> <p>•Possibility exists that excavation along areas of this predominantly industrial/railroad corridor would uncover toxic materials. Such materials would be disposed of as specified in EPA guidelines.</p> <p>Areas with contaminated soils may require treatment on site if no hazardous material land fills can be found to accept the soils.</p> <p><u>Mitigation:</u> Excavation materials would be taken to other construction projects and to landfill sites. Because of shortages in such facilities, any substantial additional demand is significant. (Unavoidable adverse Impact)</p>	<p>•Minimal excavation would be required due to the fact that the line is entirely above-ground. Some contaminated soils may be found on sites which were formerly used as gas stations.</p> <p><u>Mitigation:</u> Station construction sites may be required to treat contaminated soils on the premises if no hazardous material landfill sites can be found to accept the soils.</p>
•Floodplains	<p>•The alignment and stations would not be located within any designated floodplain areas.</p>	<p>•The Hayvenhurst Station parking structure would be located within the Sepulveda Basin Impoundment area of the Sepulveda Dam. The area could potentially be flooded, therefore the lower level of the structure must be raised approximately 4 feet on fill to above the 100-year flood level.</p> <p><u>Mitigation</u> The parking structure shall be designed under supervision of the US Army Corps of Engineers to assure occupant safety in the event of flooding and no loss of reservoir impoundment capacity.</p>
•Hydrocarbons	<p>•Potential dangers from underground hydrocarbons are of concern in underground sections. No areas of significant underground gas accumulation were identified.</p>	<p>•Since the proposed project is entirely above-grade, the potential for encountering methane gases, asphalt, tar, or free oil would be minimal.</p>
•Earthquakes	<p>•The San Fernando Valley is a seismically active region although no active faults are crossed by the alignment.</p> <p><u>Mitigation:</u> The project would be designed to protect human life and sustain repairable damage in the event of major earthquake. No significant impacts or public safety issues are anticipated.</p>	<p>•The San Fernando Valley is a seismically active region although no active faults are crossed by the alignment.</p> <p><u>Mitigation:</u> The project would be designed to protect human life and sustain repairable damage in the event of major earthquake. No significant impacts or public safety issues are anticipated.</p>

**Figure 1-7
Summary of Environmental Impacts**

5.8 Biological and Recreational Resources		
ENVIRONMENTAL IMPACT CATEGORY	SP BURBANK BRANCH METRO RED LINE EXTENSION	VENTURA FREEWAY ADVANCED AERIAL TECHNOLOGY
<p>•Sepulveda Basin Recreation Area</p>	<p>•Although the SP Burbank alternatives pass through the Sepulveda Basin in railroad right-of-way, approximately 2.7 acres of vacant land planned for future parkland adjacent to the rail right-of-way would be required. (Unavoidable adverse impact)</p> <p><u>Mitigation:</u> When existing landscaping or natural ground cover is required to be removed in the basin for construction purposes, new landscaping or ground cover shall be established following construction. This landscaping or ground cover shall conform to the plant types and planting schemes with the U.S. Army Corps of Engineers and the City of Los Angeles Dept. of Recreation and Parks.</p>	<p>• Hayvenhurst Avenue Station would displace approximately 3.7 acres of agricultural and commercial land currently leased from the Army Corps of Engineers by Tapia Brothers Fresh Produce. The acquisition of the land would remove a 1,250-square foot structure and remove land used to harvest corn.</p> <p>The proposed Hayvenhurst Station parking site is consistent with planned parking uses called for in the Sepulveda Basin Master Plan. The proposed parking site at Sepulveda Station is inconsistent with recreational and institutional uses called for in the Master Plan. (Unavoidable Adverse Impact)</p> <p><u>Mitigation:</u> When existing landscaping or natural ground cover is required to be removed in the basin for construction purposes, new landscaping or ground cover shall be established following construction. This landscaping or ground cover shall conform to the plant types and planting schemes with the U.S. Army Corps of Engineers and the City of Los Angeles Dept. of Recreation and Parks.</p>
<p>•Other Recreation and Park Facilities</p>	<p>•Station parking at the planned Winnetka Station would displace 9.2 acres, including three Little League softball fields on Pierce College property. (Unavoidable adverse impact)</p> <p><u>Mitigation:</u> The three little league baseball fields shall be relocated to another portion of the Pierce College property.</p>	<p>•The aerial guideway of the proposed project would pass along the edge of South Weddington Park. The Advanced Aerial Technology route alternative would displace .60 acres of this city park during the construction period. There would be no permanent impact to the park. (Unavoidable adverse impacts)</p> <p><u>Mitigation:</u> A construction easement shall be negotiated with the L.A. City Department of Recreation and Parks to provide reconstruction of ballfields following construction and relocation or mitigations sufficient to allow continuous use of ballfields during construction.</p>

**Figure 1-7
Summary of Environmental Impacts**

5.9 Public Service Impacts		
ENVIRONMENTAL IMPACT CATEGORY	SP BURBANK BRANCH METRO RED LINE EXTENSION	VENTURA FREEWAY ADVANCED AERIAL TECHNOLOGY
•Schools	<p>•This route passes next to four schools and within 1/4 mile of 16 schools. The project is located below ground next to most schools and would therefore have no impact. Next to Birmingham High School the alignment is on aerial guideway but more than 200 feet away from the nearest school building.</p> <p>•Schools located near planned transit stations would experience increased traffic congestion in the morning rush hours when school and transit uses coincide. Stations would provide positive benefit to schools for students and faculty that would use the transit system. Short-term construction noise will temporarily impact adjacent school sites.</p> <p><u>Mitigation:</u> LACTC safety criteria shall be observed and coordination with school officials shall be sought during the design phase of the project in regard to construction phasing, pedestrian walkways and security around storage, maintenance trackway and power source areas. Noise and Vibration impacts will be reduced to acceptable levels.</p>	<p>•This route passes next to 7 schools and within 1/4 mile of 16 schools. The project is located in the median of the Ventura Freeway where it passes schools and would therefore have no impact.</p> <p>•Schools located near planned transit stations would experience increased traffic congestion in the morning rush hours when school and transit uses coincide. Stations would provide positive benefit to schools for students and faculty that would use the transit system. Short-term construction noise will temporarily impact adjacent school sites.</p> <p><u>Mitigation:</u> LACTC safety criteria shall be observed and coordination with school officials shall be sought during the design phase of the project in regard to construction phasing, pedestrian walkways and security around storage, maintenance trackway and power source areas. Noise and Vibration impacts will be reduced to acceptable levels.</p>
•Police	<p>•Increased transit usage will result in increased demand on LAPD services to support Transit Security personnel.</p>	<p>•Increased transit usage will result in increased demand on LAPD services to support Transit Security personnel.</p>
•Fire	<p>•Increased transit usage will result in increased demand for LAFD fire fighting and paramedic units, increased inspection requirements and additional false alarms. Traffic concentrations around station areas may lengthen emergency response times during peak hours.</p>	<p>•Increased transit usage will result in increased demand for LAFD fire fighting and paramedic units, increased inspection requirements and additional false alarms. Traffic concentrations around station areas may lengthen emergency response times during peak hours.</p> <p>• Fire Station #88 would be relocated approximately 500 feet north if the phase-length project is constructed.</p> <p><u>Mitigation</u> Full costs of relocation would be borne by the project.</p>

**Figure 1-7
Summary of Environmental Impacts**

5.10 Cultural Resources		
ENVIRONMENTAL IMPACT CATEGORY	SP BURBANK BRANCH METRO RED LINE EXTENSION	VENTURA FREEWAY ADVANCED AERIAL TECHNOLOGY
<ul style="list-style-type: none"> •Archeological and Historical 	<ul style="list-style-type: none"> •Because of subway construction, potential exists for the disruption of archeological sites during construction activities. No known active sites were identified along the project alternative routes, however appropriate CEQA guidelines will be followed in the event that artifacts are uncovered. <p><u>Mitigation:</u></p> <p>Portions of the Sepulveda Basin through which the alignment will pass shall be monitored during construction. A survey along the railroad right-of-way should be conducted prior to the start of construction.</p>	<ul style="list-style-type: none"> •Surface excavation would be confined to station areas. No adverse impacts expected.
5.11 Population and Housing		
<ul style="list-style-type: none"> •Loss of Housing Stock 	<ul style="list-style-type: none"> • No housing will be displaced by these alternatives. 	<ul style="list-style-type: none"> •One single-family home at Laurel Canyon Station and two multi-family buildings at Van Nuys Station (ten units) would be displaced for station construction. Both of these areas are planned and zoned for commercial development. <p><u>Mitigation</u></p> <p>The proposed project would displace housing stock in an area where shortages of housing exist. Any loss of housing stock, however small, is considered an adverse impact on residents affected and on the neighborhoods in which the housing units are displaced. (Unavoidable adverse impact)</p>
5.12 Energy		
<ul style="list-style-type: none"> •Energy Savings 	<ul style="list-style-type: none"> •The project would have beneficial impact on regional energy consumption through a reduction in vehicle miles traveled. <p>Daily Gallons of Fuel Saved: 20,100 gallons</p>	<ul style="list-style-type: none"> •The project would have beneficial impact on regional energy consumption through a reduction in vehicle miles traveled. <p>Daily Gallons of Fuel Saved: 19,240 gallons</p>

Figure 1-7
Summary of Environmental Impacts

5.13 Other Impacts		
ENVIRONMENTAL IMPACT CATEGORY	SP BURBANK BRANCH METRO RED LINE EXTENSION	VENTURA FREEWAY ADVANCED AERIAL TECHNOLOGY
•Growth Inducement	<ul style="list-style-type: none"> • The alignment would have the potential for redistribution and concentration of future regional growth along transit corridors. Whether or not growth will occur around rapid transit stations is a function of local community planning. 	<ul style="list-style-type: none"> • The alignment would have the potential for redistribution and concentration of future regional growth along transit corridors. Whether or not growth will occur around rapid transit stations is a function of local community planning.
•Cumulative Impacts	<ul style="list-style-type: none"> •Other San Fernando Valley transit projects are in various stages of advanced planning and could provide cumulative increased levels of transportation service in the project area. Such projects include: <ul style="list-style-type: none"> -Commuter rail service from Downtown Los Angeles to Moorpark/Santa Clarita. (Opening in 1992) -Light rail service from Downtown Los Angeles to Glendale/Burbank via San Fernando Road. -LAX /Palmdale rail line along the San Diego Freeway. -HOV busways along the San Diego Freeway, and Simi Freeway. • Any or all of these projects would have the effect of increasing patronage on the east-west rail transit line, and therefore increase potential air quality and energy use savings compared to the project alone. 	<ul style="list-style-type: none"> •Other San Fernando Valley transit projects are in various stages of advanced planning and could provide cumulative increased levels of transportation service in the project area. Such projects include: <ul style="list-style-type: none"> -Commuter rail service from Downtown Los Angeles to Moorpark/Santa Clarita. (Opening in 1992) -Light rail service from Downtown Los Angeles to Glendale/Burbank via San Fernando Road. -LAX /Palmdale rail line along the San Diego Freeway. -HOV busways along the San Diego Freeway, and Simi Freeway. • Any or all of these projects would have the effect of increasing patronage on the east-west rail transit line, and therefore increase potential air quality and energy use savings compared to the project alone.

CHAPTER 2.0

**PROJECT PURPOSE
AND HISTORY**

FINAL SEIR



LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

CHAPTER 2.0 PROJECT PURPOSE AND HISTORY

2.1 HISTORIC & ENVIRONMENTAL CONTEXT OF THE PROJECT

In November of 1980 the voters of the County of Los Angeles approved Proposition 'A'. This proposition authorized LACTC to assess a County-wide one-half percent sales tax to improve and expand existing public transit County-wide and to construct and operate a rail rapid transit system. As shown on the map which accompanied the proposition (Figure 2-1), one section of the rail rapid transit system was an east-west line serving the San Fernando Valley. In June of 1990, the voters approved an additional one-half cent sales tax to expand on the original Prop A system and allow for the expedited construction of countywide rapid transit projects. Figure 2-2 illustrates the status in 1992 of the implementation of the LACTC route system. The development of specific, San Fernando Valley project alternatives is chronologically recounted in Figure 2-4, Historic Development Process, and is summarized below:

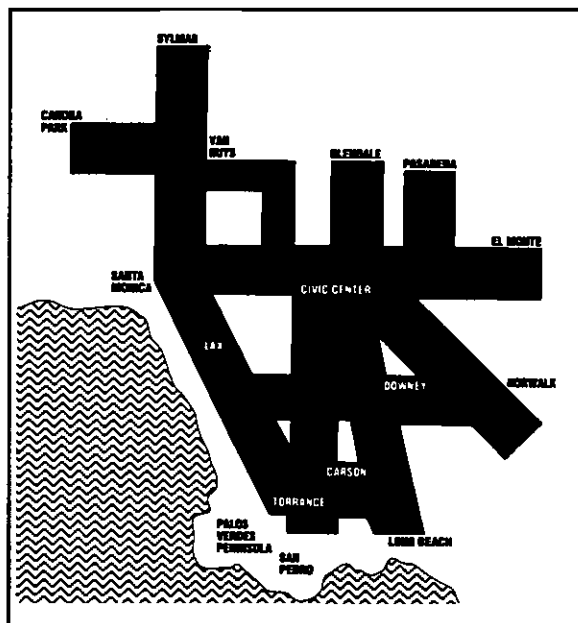
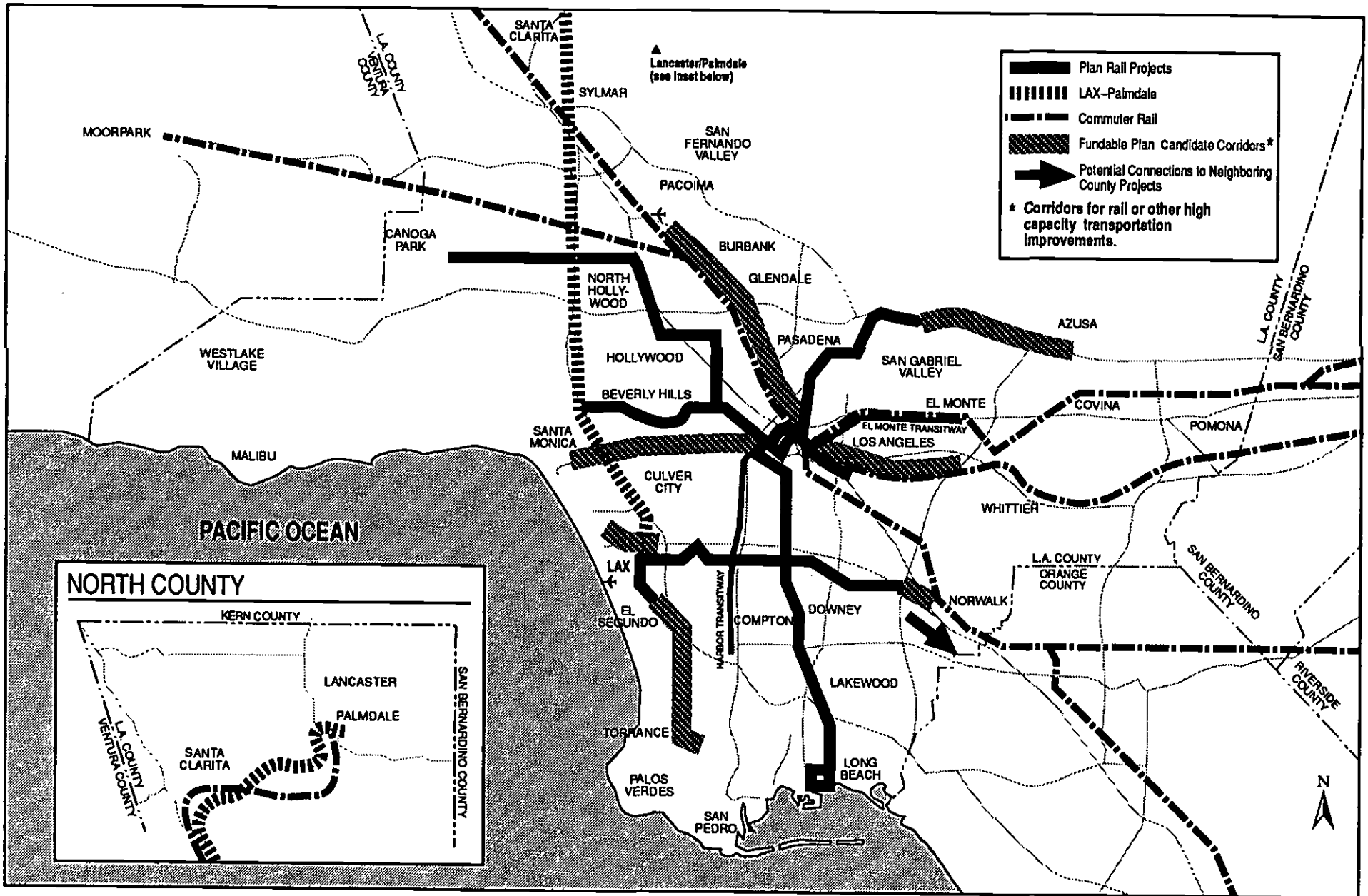


Figure 2-1
"Prop A" Rail Transit System-1980
Source: Proposition A Ballot Measure, November 1980

In February of 1987 LACTC authorized the preparation of an EIR for the proposed rail transit project connecting the West San Fernando Valley to the Metro Rail station in either North Hollywood or Universal City. The Commission selected five alternative light rail routes to be studied in addition to the "no project" alternative. These alternatives were studied in a report entitled Initial Alternatives Evaluation Report (Gruen Associates, September, 1987) relative to key engineering and environmental issues. Following publication of this report, a series of citizen meetings were conducted in the San Fernando Valley to obtain citizen input to the project. In general, opposition by residents along all route alternatives was noted during these meetings.

In November, 1987 LACTC voted to defer environmental studies of the project and requested assistance from elected officials serving the San Fernando Valley to decide whether to continue with a rail transit project in the East/West San Fernando Valley corridor and, if so, where the project should be located. The Los Angeles City Council appointed the San Fernando Valley Citizens Advisory Panel which prepared a report entitled Transportation Solutions (August 1, 1988). This report recommended that the Commission proceed with an EIR for three alternative routes: the SP Burbank Branch, the Ventura Freeway and San Fernando Road. In response to



2-2

SOURCE: LACTC, March 1992



**San Fernando Valley
East-West Rail Transit Project**

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 2-2
Proposed 30-year Integrated
Transportation Plan

GRUEN ASSOCIATES
ARCHITECTURE • PLANNING • ENGINEERING



2.0 Project Purpose & History

the citizens report, on September 28, 1988 the Commission authorized the resumption of the Environmental Impact Report on the Burbank Branch and the Ventura Freeway. From September, 1988 to April, 1989 when the EIR Notice of Preparation was issued the Commission refined the technology and track profile alternatives from those previously under study.

Figure 2-3 illustrates the two route alignments which were included for study in the EIR. These alternatives included: 1) the SP Burbank Branch Route Alternative which followed, for the most part, the Southern Pacific Railroad Branch Line right-of-way from Topanga Canyon Boulevard to the Metro Rail North Hollywood or Universal City Station; and 2) the Ventura Freeway Route Alternative which proceeded down Canoga Avenue and then followed, for the most part, the Ventura Freeway from Canoga Avenue to the Universal City Metro Rail Station.

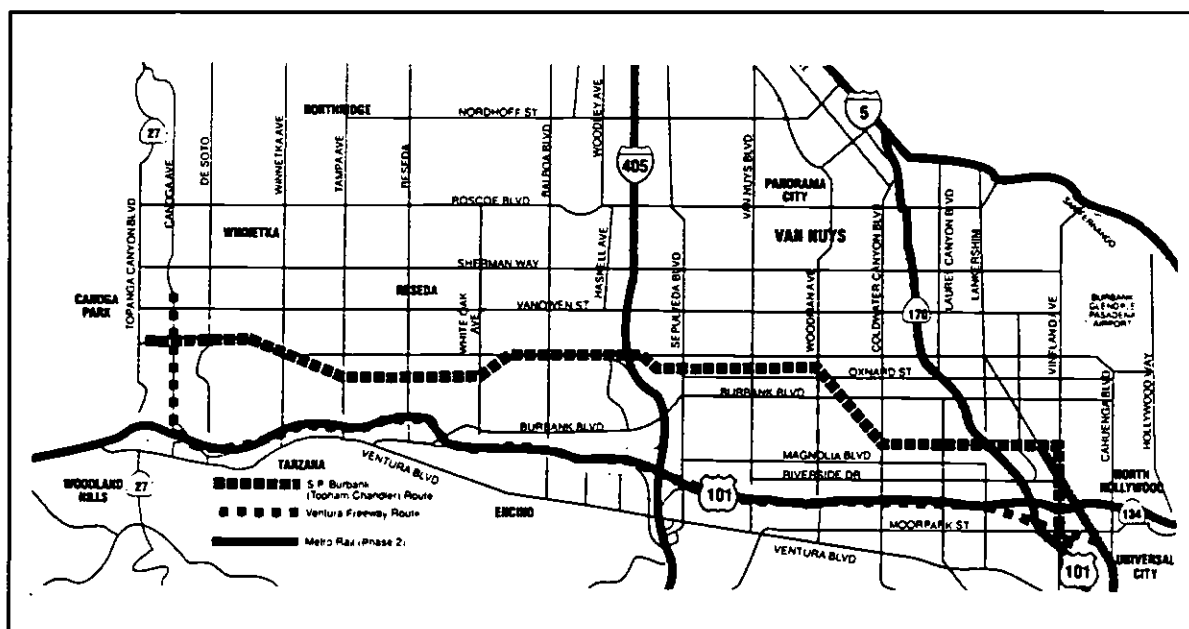


Figure 2-3
EIR Route Alignments, February 1990

Six alternative profile and technology options were evaluated in this EIR for the Burbank Branch Route Alternative:

- #1a) Burbank LRT Vineland: A predominantly at-grade, light-rail transit (LRT) facility between Warner Center and Universal City that followed Vineland Avenue between North Hollywood and Universal City. This alternative utilized earth berms and shallow excavated trenches in residential areas to mitigate noise and visual impacts. Transit riders would have needed to transfer at Universal City from LRT to Metro Rail trains.

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- #1b) Burbank LRT Lankershim: A predominantly at-grade, LRT facility between Warner Center and North Hollywood, that followed the adopted Metro Rail subway route along Lankershim Boulevard between North Hollywood and Universal City. This alternative was identical to alternative Number 1a, except for the Metro Rail subway segment between North Hollywood and Universal City. Transit riders would have needed to transfer at North Hollywood from LRT to Metro Rail trains.

- #2a) Burbank LRT Deep Trench Vineland: An LRT facility between Warner Center and Universal City that was in a deep trench or subway 25 to 30 feet below grade in residential areas. This alternative connected to Universal City via Vineland Avenue. Transit riders would have needed to transfer at Universal City from LRT to Metro Rail trains.

- #2b) Burbank LRT Deep Trench Lankershim: An LRT facility between Warner Center and North Hollywood that was in a deep trench or subway 25 to 30 feet below grade in residential areas. This alternative was identical to alternative Number 2a except between North Hollywood and Universal City where the adopted Metro Rail subway route was used. Transit riders would have needed to transfer at North Hollywood from LRT to Metro Rail trains.

- #3a) Burbank Metro Red Line Extension: An extension of the Metro Red Line between Warner Center and Universal City that was in deep-bore subway through residential areas 40 to 50 feet below grade. Transit riders would not be required to transfer between the main Metro Red Line and the San Fernando Valley extension and could ride continuously on one train from Warner Center to Downtown Los Angeles.

- #3b) Burbank ART: An automated rail transit (ART) facility between Warner Center and North Hollywood that was in deep-bore subway through residential areas 40 to 50 feet below grade. Single car, fully automated trains would run at two-minute headways (wait time between trains) during peak periods, but transit riders would have been required to transfer at North Hollywood between ART and Metro Rail trains.

	'83	'84	'85	'86	'87	'88	'89	'90	'91
LACTC	1. LACTC adopts San Fernando Valley East / West corridor as priority corridor under Proposition A. 2. LACTC conducts preliminary route assessment - see alternatives' discussion below.		LACTC initiates route refinement study to analyze multiple alignments within Burbank Branch ROW.	In response to citizen concerns, LACTC expands route refinement study to include other route alternatives.	1. September: Conceptual engineering / environmental evaluation of LRT alternatives completed. 2. November: LACTC postpones EIR, seeks assistance from elected officials.	Based on Citizen's report, LACTC votes to prepare EIR.		LACTC adopts EIR Alternative #3a, Metro Rail Extension in subway in Residential Areas.	
CITY OF L.A.						City Council appoints San Fernando Citizens Panel on transportation solutions.	Chief Legislative Analyst requests: 1. Full subway and light rail be dropped. 2. Subway in residential areas on Burbank. 3. Assess ART technologies. 4. Assess interim terminal stations.	City Council endorses SP Burbank Branch Metro Rail Extension	
OTHER GROUPS				Substantial local opposition to Burbank Branch route emerges.	Public hearings are held to obtain citizen input.	Citizens panel prepares report entitled <i>Transportation Solutions</i> . Report recommends study of Metro Rail and alternatives below.			
PROJECT PHASE	← PRELIMINARY ROUTE STUDIES →					← ENVIRONMENTAL ANALYSIS →		← SUPPLEMENTAL STUDIES →	
 Ventura Boulevard	Preliminary Assessment: 1. Access problems at stations. 2. Good ridership. 3. Significant acquisition of private commercial property.	Alternative is deleted from further consideration.						Supplemental study authorized of Ventura Boulevard Metro Rail Extension	Alternative is not carried forward for further consideration.
 Sherman Way	Preliminary assessment: 1. Major construction within Van Nuys Tunnel. 2. Significant private property acquisition in Reseda CDD.	Alternative is deleted from further consideration.							
 San Fernando Rd.	Not considered as an alternative under preliminary assessment.				Not considered as alternative.	Citizens panel recommends study of route for commuter rail. City Council and LACTC adopt recommendation.	To be studied as commuter rail once study funding issue is resolved.	City and County jointly fund separate study of Sylmar to Downtown Los Angeles Corridor.	
 SP Coast Mainline	Preliminary assessment: 1. Does not serve activity centers. 2. Would attract few riders. 3. Conflicts between freight and transit operations.				Evaluation Report: 1. Engineering: Many at-grade crossings and freight/transit conflicts. 2. Environmental: Limited residential impacts.	Alternative dropped from further consideration.			
 SP Burbank Branch	Preliminary assessment: 1. Minimal property acquisition. 2. Serves activity centers. 3. Good ridership.		Initial route refinement study undertaken.		Evaluation Report: 1. Engineering: Insignificant 2. Environmental: Significant residential impacts.	Route to be studied as: 1. Subway extension of Metro Rail. 2. Mitigated at-grade LRT. 3. Metro Rail extension using a combination of mitigation measures.	NOP to be issued to study route as: 1. At-grade mitigated LRT. 2. LRT in subway in residential areas. 3. Metro Rail extension in subway in residential areas. 4. ART in subway in residential areas.	LACTC adopts EIR Alternative #3a, Metro Rail Extension in subway in Residential Areas. LACTC purchases Right-of-Way from Southern Pacific Railroad.	Subsequent EIR authorized to compare SP Burbank with Ventura Freeway Alternative.
 Victory Boulevard	Not considered as an alternative under preliminary assessment.				Evaluation Report: 1. Engineering: Closing of Victory to build aerial guideway, aerial crossing of Hollywood and San Diego Freeways. 2. Environmental: Significant residential impacts.	Alternative dropped from further consideration.			
 Ventura Freeway	Preliminary assessment: 1. Access to freeway would be difficult during construction. 2. Doesn't serve activity centers.				Evaluation Report: 1. Engineering: Problems with freeway operations during construction. 2. Environmental: Significant residential impacts, large private property takes.	Route to be studied as aerial guideway extension of Metro Rail.	NOP to be issued to study route as: 1. Aerial configuration - ART and Metro Rail extension. 2. ART and Metro Rail extension in subway in residential areas, aerial elsewhere.	Supplemental study authorized of Ventura Freeway Advanced Aerial Technology Alternative.	Subsequent EIR authorized of Ventura Freeway Advanced Aerial Technology Alternative.
 L.A. River	Preliminary assessment: 1. Significant private property acquisition. 2. Difficult construction access. 3. Flood control in Basin may preclude aerial structures.				Evaluation Report: 1. Engineering: Construction phasing problems in the Basin. 2. Impacts: Significant residential impacts.	Alternative dropped from further consideration.			

2.0 Project Purpose & History

Four alternatives profile and technology options were evaluated in the EIR for the Ventura Freeway Route Alternative:

- #4a) Ventura South Side Metro Red Line Extension: An extension of Metro Red Line that was predominantly on aerial guideway between Warner Center and Universal City along the south side of the Ventura Freeway. Transit riders would not have been required to transfer between the Metro Red Line and the San Fernando Valley extension and could ride continuously on one train from Warner Center to Downtown Los Angeles.
- #4b) Ventura South Side ART: An Automated Rapid Transit (ART) facility between Warner Center and Universal City that was routed along the south side of the Ventura Freeway on aerial guideway. Single-car, fully-automated trains would have run at two-minute headways during peak periods, but transit riders would have been required to transfer at Universal City between ART and Metro Red Line trains.
- #5a) Ventura North Side Metro Red Line Extension: An extension of Metro Rail that was partially on aerial guideway and partially in deep-bore subway between Warner Center and Universal City. This alignment followed the north side of the Ventura Freeway in a subway configuration between approximately Reseda Boulevard and Laurel Canyon Boulevard. Transit riders would not have been required to transfer between the Metro Red Line and the San Fernando Valley extension and could ride continuously on one train from Warner Center to Downtown Los Angeles.
- #5b) Ventura North Side ART: An Automated Rapid Transit (ART) facility that was partially on aerial guideway and partially in deep-bore subway between Warner Center and Universal City. Single-car, fully automated trains would have run at two-minute headways during peak periods, but transit riders would have been required to transfer at Universal City between ART and Metro Red Line trains.

On February 28, 1990 the Commission certified the Final Environmental Impact Report for the San Fernando Valley East-West Rail Transit Project and directed that findings be prepared for one of the ten alternatives studied in the EIR, the Southern Pacific (SP) Burbank Branch Metro Rail Alternative #3a. On March 28, 1990 the Commission adopted a Statement of Findings and a Mitigation Monitoring Program for the SP Burbank Branch, thus completing CEQA environmental clearance of the project.

2.0 Project Purpose & History

At the same time that the Commission adopted the SP Burbank Branch Metro Rail Extension as the preferred alignment from among those studied in the EIR, the Commission directed staff and consultants to prepare a supplemental feasibility study of a Ventura Boulevard Metro Rail Extension and a Ventura Freeway Advanced Aerial Technology (Monorail). The purpose of this supplemental study was to determine if either of these additional routes offered advantages to the adopted SP Burbank Branch route, and whether either or both of them should be carried forward for full environmental and engineering study.

The Supplemental Evaluation of Ventura Boulevard and Ventura Freeway Alternatives¹ was completed in April 1991. As a part of that study, Plan and Profile drawings were prepared at a scale of 1 inch=100 feet for each of the new alternatives.² An Operations Plan was developed by Manual Padron & Associates, while ridership estimates were developed by the Southern California Association of Governments. These are summarized in Section 4.5 of this SEIR. Land acquisition and displacement estimates were developed by Gruen Associates, while the LACTC Real Estate Department prepared preliminary budget estimates of right-of-way values based on these displacement counts. The purpose of these supplemental technical analyses was to bring the two new route alternatives to a same level of engineering study as the adopted SP Burbank Branch alignment so that fair comparisons could be made between the alignments in the evaluation process.

Based on conclusion contained in the Supplemental Evaluation Report, on May 22, 1991, the Commission authorized the preparation of a Subsequent Environmental Impact Report on one of the two routes; the Ventura Freeway Advanced Aerial Technology Alternative. The Ventura Boulevard Alternative was removed from further consideration due to the high costs associated with an all-subway alignment. Upon review of materials contained in the SEIR, and following the project Public Hearing and Response to Comment phase, the Commission will make a determination of whether the Ventura Freeway Advanced Aerial Technology Alternative should replace the currently adopted SP Burbank Branch Metro Rail Extension as the official alignment for the San Fernando Valley East-West Rail Transit Project.

¹San Fernando Valley East-West Rail Transit Project; Supplemental Evaluation of Ventura Boulevard and Ventura Freeway Alternatives, Gruen Associates, LACTC et al., April 1991.

²Ventura Boulevard Metro Rail Extension Plan and Profile Conceptual Design Drawings, Gannett Fleming Transportation Engineers, January 1991.
Ventura Freeway Monorail Plan and Profile Conceptual Design Drawings, Benito A. Sinclair & Associates, January 1991.

2.0 Project Purpose & History

2.2 PROJECT PURPOSE

The purposes of the proposed project are threefold:

1. To carry out the public mandate for the construction of a countywide rail transit system expressed by the voters in 1980 (Proposition A). Planning policies of the City of Los Angeles were reinforced when Los Angeles County voters passed Proposition A in November of 1980. This proposition added one-half percent to the County sales tax to provide, in part, local funding for a county-wide rail rapid transit system. The east-west rail transit line through the San Fernando Valley formed an important part of this system. Implementation of the project would represent a direct response to the voter mandate for such a system.
2. To provide an alternative mode of transportation and help control the growth of traffic congestion in the San Fernando Valley. The Southern California Rapid Transit District (SCRTD) operates the largest bus-only transit facility in the nation carrying over 1.5 million passengers daily. Nonetheless, more than 95% of the region's residents continue to rely almost exclusively on the automobile for transportation. The introduction of a regional rail transit system integrated with other public transit facilities is intended to provide an efficient, cost effective and reliable alternative form of transportation, thus decreasing the heavy reliance on the automobile for movement and better serving the needs of transit dependent residents.
Transportation modeling forecasts performed for the region indicate that problems associated with vehicular movement can be expected to increase substantially by the year 2010. SCAG estimates that average rush hour travel speeds will drop from the current 37 miles per hour to 17 miles per hour by the year 2000. The Ventura Freeway, for example, is currently operating at close to capacity and is forecasted to have average "rush" hour speed limits approaching seven miles per hour. Regional rail transit, in conjunction with other measures, can aid in reducing these levels of congestion.
3. To respond to the policies of the City of Los Angeles General Plan. A major component of the City of Los Angeles General Plan is the planning concept of creating centers (Figure 2-5, Los Angeles Centers Concept).³

³ Concept Los Angeles, The Concept of the Los Angeles General Plan, City of Los Angeles, April, 1974; and Centers Definition Report, City of Los Angeles Planning Department, 1983. City ordinances related to Centers were amended by Ordinance No. 161684 (effective November 3, 1986) which provided additional regulation of heights and floor areas.

2.0 Project Purpose & History

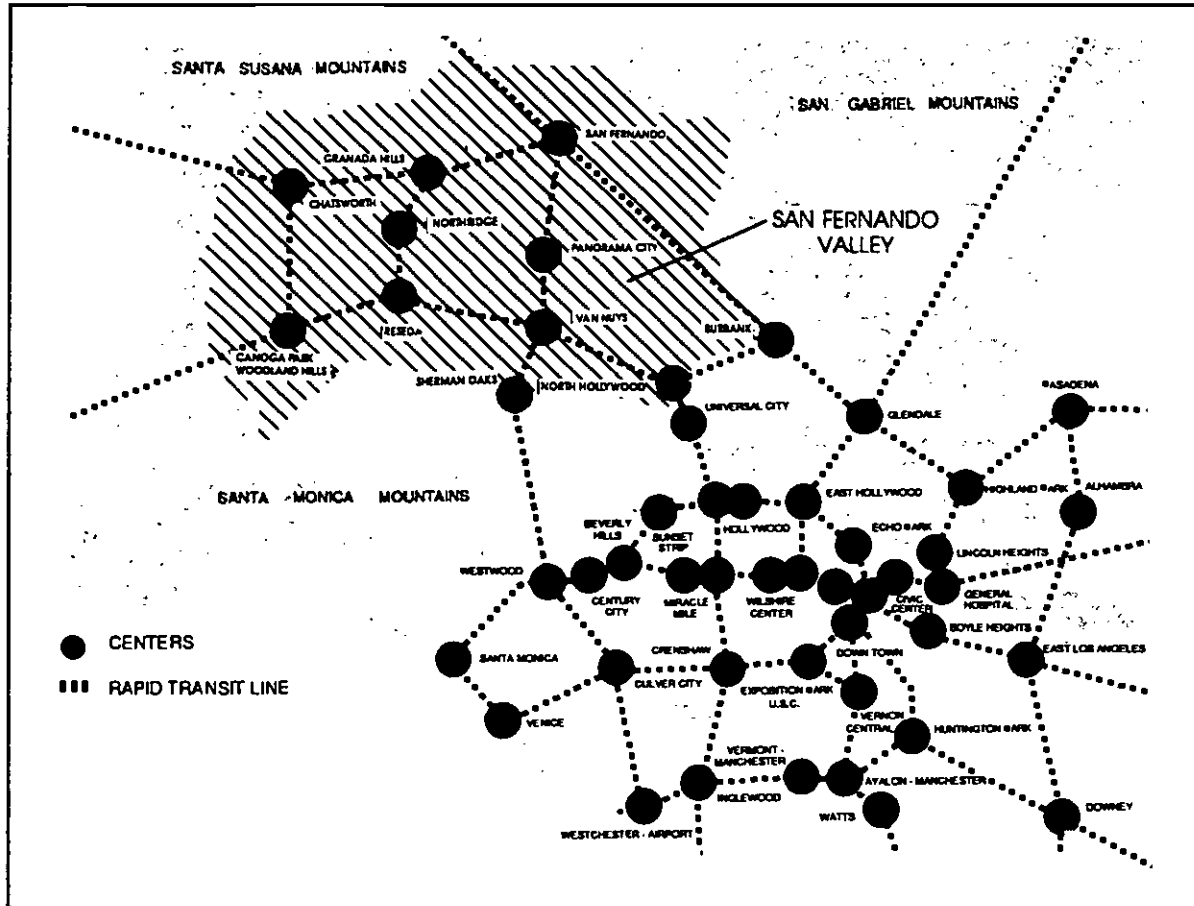


Figure 2-5
Los Angeles City Centers Concept
 Source: The Los Angeles General Plan, 1974.

Centers are defined by the general plan as areas "...with a high intensity of varied urban activities: residential, commercial, cultural, recreational, and appropriate industrial uses."⁴ Transit systems are expected to play an important part in the centers concept as witnessed by policies of the General Plan's Circulation Element which state: "It is the City's policy that a rapid transit system is essential to the achievement of the General Plan. Such system is to interconnect Centers throughout the City and include auxiliary local systems in the larger Centers."⁵ Designated major centers which the proposed project may serve include Warner Center/ Woodland Hills, Reseda, Van Nuys, Sherman Oaks, North Hollywood and Universal City. Development of the proposed project would therefore aid in realizing the policy aims of the City of Los Angeles General Plan.

⁴ Ibid (Concept Los Angeles), Page 2.

⁵ Ibid, Page 5.

CHAPTER 3.0

PROJECT DESCRIPTION

FINAL SEIR



LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

CHAPTER 3.0 PROJECT DESCRIPTION

This chapter provides a description of the Ventura Freeway Advanced Aerial Technology Alternative. The Ventura Freeway route is being considered by the LACTC in this Subsequent EIR as a potential substitute for the previously adopted SP Burbank Branch Metro Rail Extension. The SP Burbank Branch route was adopted as the project by the Commission in March 1990 based on previous route refinement studies conducted by the LACTC, recommendations developed by the San Fernando Valley Citizens Panel on Transportation Solutions appointed by the Los Angeles City Council, and the Environmental Impact Report analysis of ten different route alternatives. Environmental analysis and a complete description of the SP Burbank Branch are included in the San Fernando Valley East-West Rail Transit Project Environmental Impact Report.¹ This chapter provides a description of the Ventura Freeway Advanced Aerial Technology Alternative including any changes to the project that were made to better mitigate project impacts, in response to comments received of the Draft SEIR. In some cases, comparative data has been provided between the SP Burbank Branch and Ventura Freeway Routes, however the full environmental evaluation of the SP Burbank Branch Route is contained in the draft and final EIR and is incorporated by reference in this Subsequent EIR.

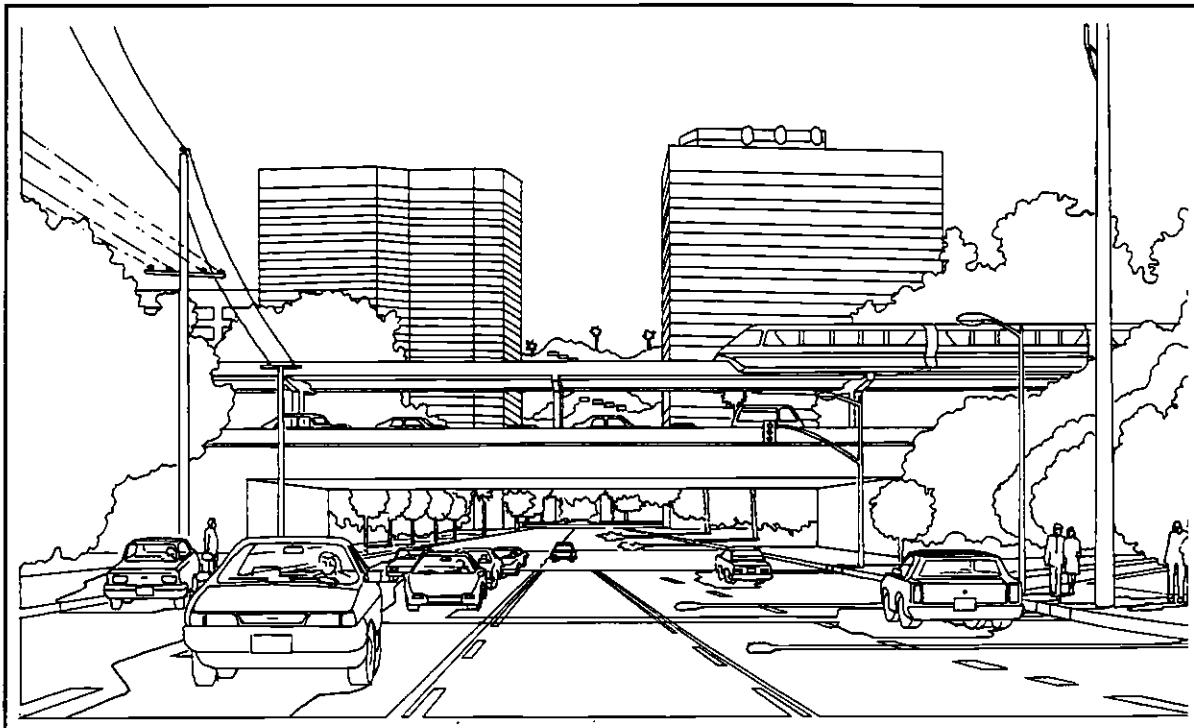


Figure 3-1
Sketch of Ventura Freeway Advanced Aerial Technology at Sepulveda Boulevard
Source: Gruen Associates

¹San Fernando Valley East-West Rail Transit Project-Draft Environmental Impact Report; Gruen Associates, LACTC, et al., November 1989.

3.0 Project Description

3.1 ADVANCED AERIAL RAIL TECHNOLOGIES

Along the SP Burbank Branch route, a number of rail transit technologies are possible. The EIR for that line considered Light Rail Transit (LRT), Automated Rail Transit (ART) and Metro Rail technology. Metro Rail technology is generally referred to as "heavy rail" and is currently being constructed along the Metro Red Line in Downtown Los Angeles and the Mid-Wilshire District.

Along the Ventura Freeway Route Alternative, Metro Rail technology was considered in the draft and final EIR but was eliminated from further consideration due to environmental impacts including, among others, residential displacement and proximity effects to homes on the north and south sides of the freeway. The relocation of the aerial guideway to the median of the Ventura Freeway would reduce or eliminate many of the impacts associated with an alignment along the north or south side of the freeway, however, as described in Chapter 3.0, the larger and heavier guideway structure would be difficult to fit into the narrow 8-foot wide median.

Advanced aerial technologies offer some advantages to traditional Metro Rail technology when used in aerial guideway configurations. In addition to generally being lighter in weight, advanced aerial technologies can turn on tighter radii, are quieter, have smaller station structures above ground and are generally less expensive than more traditional technologies. Perhaps the clearest disadvantage of advanced aerial technologies would be the lack of compatibility with other heavy rail and light rail technologies being developed on other legs of the regional rail network. Lack of compatibility between systems requires riders to transfer at stations where two different systems connect as well as duplication in maintenance and repair facilities. Three generic types of advanced aerial technology have been considered for the Ventura Freeway Alternative. These typical technologies include the following:

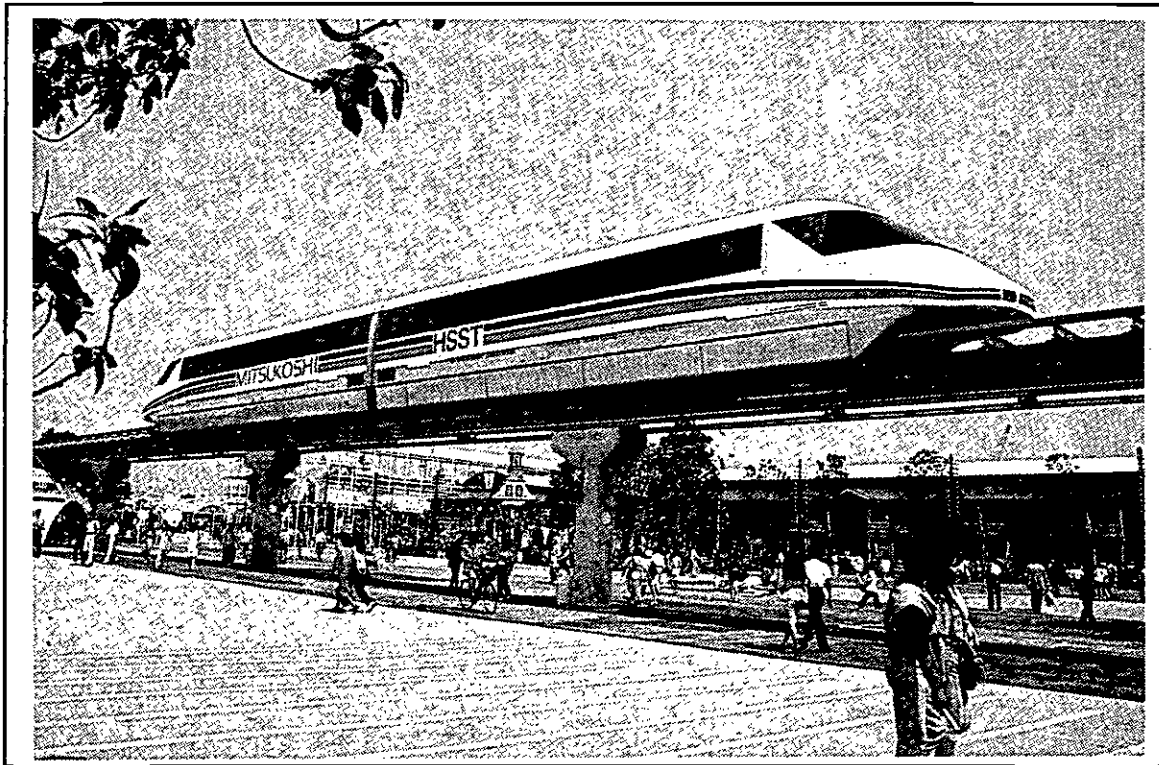


Figure 3-2

Typical Maglev Vehicle

Source: HSST Corporation; HSST-5 train at 1989 Yokohama Expo

○Magnetic-Levitation (Maglev): This technology is very new compared to other types of transit technology and has only been operated in theme park and test track conditions in Japan, England and Germany. It has however shown promising results and has been proposed for the Las Vegas to Anaheim and New York to Buffalo high-speed trains, as well as for people-mover applications in downtown Las Vegas. Because the trains do not touch the guideway but rest on a magnetic field, there is no friction and trains can achieve high speed with virtually no noise other than wind turbulence. Speeds of 310 miles per hour have been achieved on a 4.3 mile test track in Japan, and a 26.5 mile test track is currently under construction at a cost of over \$2.65 billion as a part of a future high-speed line between Tokyo and Osaka. Maglev systems are planned for Interurban, Suburban and Urban applications. For applications in the San Fernando Valley, a Suburban/Commuter system has been assumed in this SEIR, with maximum speeds of 125 miles per hour between stations. Propulsion systems would utilize attractive, rather than repulsive magnetic technology. The system is always grade-separated from general vehicular traffic.

3.0 Project Description

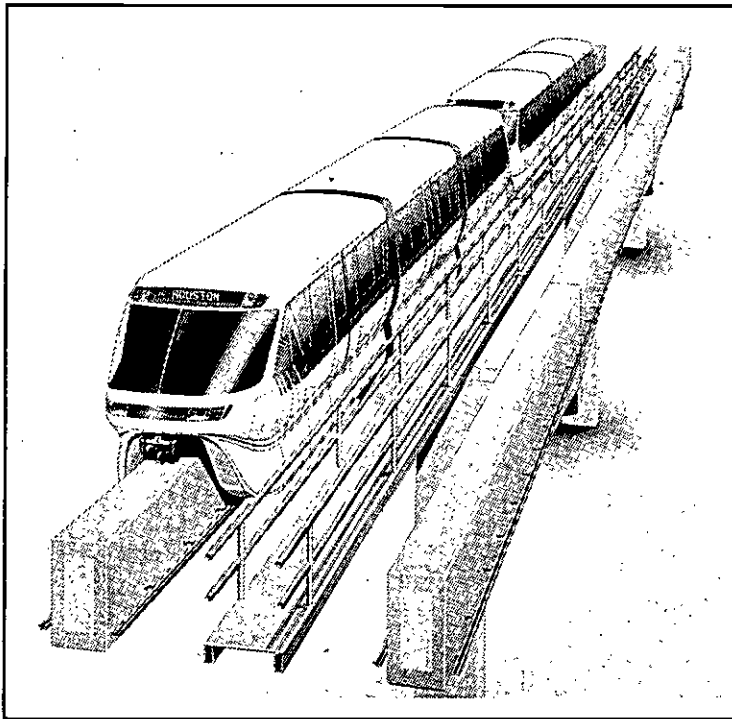


Figure 3-3
Typical Monorail Vehicle
Source: TGI Inc., Houston Monorail Prototype

○**Monorail:** This technology has been in existence for many years. In the mid-1950's the Disneyland Monorail was the first practical application. Subsequent use in downtown areas has included the Seattle World's Fair/Space Needle demonstration line and over 40 miles of route service in various Japanese cities. An 18.9 mile monorail system was recently selected for construction by the city of Houston. Monorail vehicles utilize rubber wheels on a concrete guideway beam. The cars wrap around the beam and are very quiet due to the shielding provided by the wrap-around design of the vehicle. Electricity is provided directly from the guideway, thus eliminating the need for overhead wires or catenaries. The system is always grade-separated from general vehicular traffic.

○ **Automated Rail Transit (ART):** This technology has been in existence for many years and includes light rail technology systems such as those being planned by LACTC for the Metro Green Line (LA Car-Automated Rail Transit vehicle). Unlike traditional light rail transit technology, however, ART technology (sometimes referred to as ALRT- Advanced Light Rail Transit) can be operated from a central control station, without the need for drivers to be physically located on each train. Rail transit vehicles are controlled by computer from a central location and operations plans can be flexible to



Figure 3-4

Typical ALRT Vehicle

Source: BC Transit; Vancouver Skytrain

respond to shorter headways and varied operating plans. Such systems utilize conventional steel wheels on steel wheel tracks and operate successfully as automated systems in many cities throughout the world including Vancouver and Miami in the United States.

Various types of Magnetic Levitation, Monorail and ART technologies are possible for the Ventura Freeway Advanced Aerial Technology Alternative. For the purposes of this SEIR, environmental impacts are analyzed based on a generic advanced aerial technology in the median of the Ventura Freeway. In most environmental impact categories, there is no difference between the alternative technologies, and a generic aerial technology is evaluated. In some impact categories such as noise, there are differences. In these cases the differences between the alternative technologies are evaluated.

3.0 Project Description

3.2 RAIL TRANSIT STATIONS

Concept station site plans have been developed for the Ventura Freeway Advanced Aerial Technology Alternative to provide for direct access from major arterial streets adjacent to the Ventura Freeway. To the extent possible, stations were located to reinforce existing and planned activity centers. Station location was also influenced by the need to minimize property takings, especially residential uses, wherever possible.

As shown in Figure 3-5, major commercial streets run parallel to the Ventura Freeway for much of the project area. In the West Valley, Ventura Boulevard runs along the south side of the freeway providing opportunities for station sites to be located along the south side of the freeway. In this area, rail transit station access has generally been located from the south side of the freeway in order to minimize traffic in the residential neighborhoods located on the north side of the freeway. East of Reseda Boulevard, Riverside Drive and Burbank Boulevard run along the north side of the freeway providing opportunities for station sites to be located along the north side of the freeway, minimizing traffic in the residential neighborhoods located on the south side of the Ventura Freeway.

Key land use factors used in the evaluation of potential station parking sites included:

- Compatibility of potential station with adjacent and prevailing land uses
- Types and intensity of residential, commercial and industrial activity
- Underdeveloped land in the immediate vicinity
- Right-of-Way/site acquisition needs
- Existing improvements which could affect site development: e.g. drainage channels, informal use of vacant land, planned roadways and other traffic and transportation improvements, and proximity to major thoroughfares

Key parking and circulation factors considered in the evaluation of potential station parking sites included:

- Safety of entry and exit locations
- Visibility of the site from adjacent streets
- Traffic control through traffic signals or stop signs
- Turning movements included left-turn pockets and turns in the vicinity of other adjacent intersections and driveways
- Traffic impacts from alignments in traffic center medians
- Levels of pedestrian activity
- Number of parking spaces possible
- Existing observed levels of traffic congestion
- Potential alternate site locations
- Ease and safety of potential pedestrian access



In the West Valley area, Ventura Boulevard runs along the south side of the Ventura Freeway while residential land uses are generally located to the north of the freeway. Station access has been planned from Ventura Boulevard in this area.



East of Reseda Boulevard, Burbank Boulevard and Riverside Drive run along the north side of the freeway while residential land uses are generally located on the south side of the freeway. Station access has been planned from the north side of the freeway.



San Fernando Valley
East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 3-5
♦ East Valley/West Valley
Typical Freeway Conditions

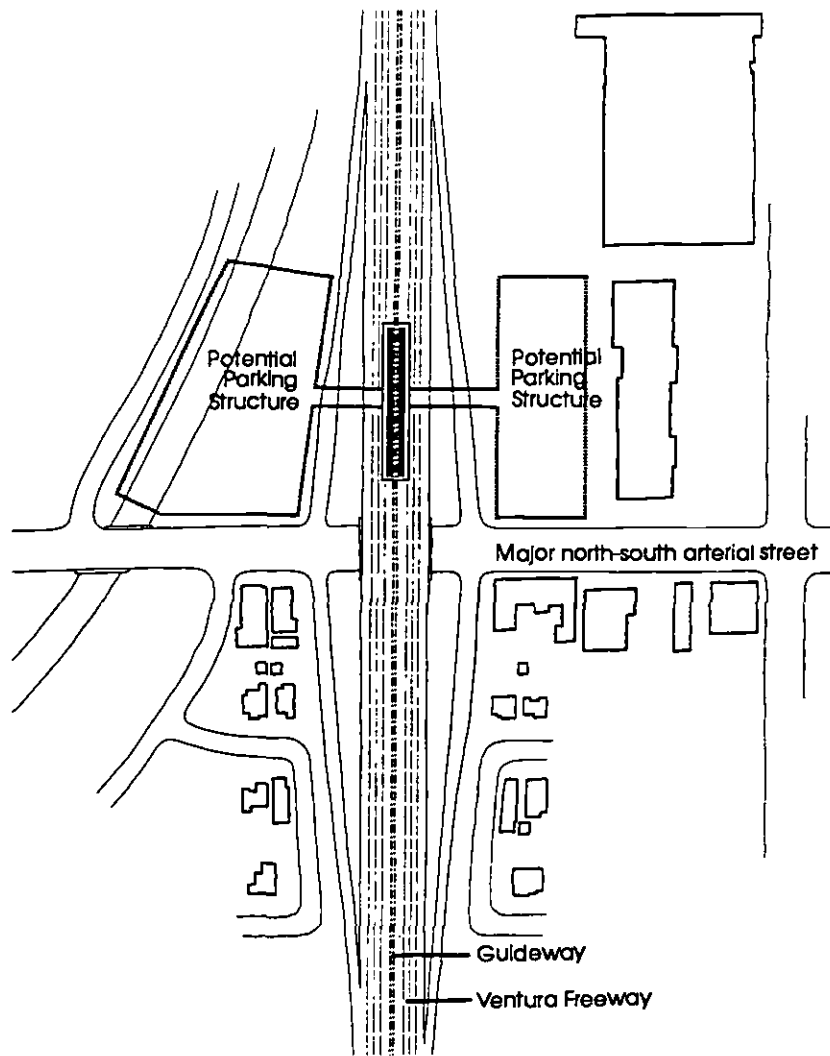
GRUEN ASSOCIATES
ARCHITECTURE • PLANNING • ENGINEERING

3.0 Project Description

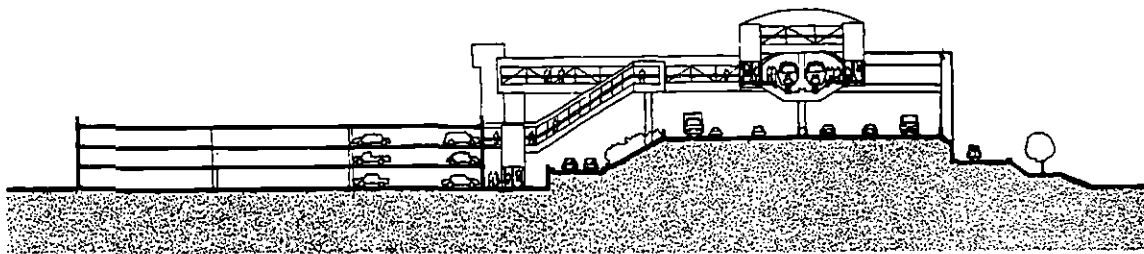
The basic station platform design for the Ventura Freeway Advanced Aerial Technology is shown in Figure 3-6. Side platform stations in the median of the freeway are utilized with parking structures located adjacent to the freeway on/off ramps. In a side platform configuration, two platforms are provided on the outside edges of the track. One track is provided for each direction of travel. Access to aerial stations will require vertical circulation devices such as stairs, elevators, escalators and pedestrian access bridges.

Access to the station platform is an important consideration at modal transfer stations where transit riders would change from automobiles or buses to rail transit vehicles. SCRTD and Commuter bus drop-off zones have been planned to provide direct access to station entries, and are not necessarily presumed to remain at their present locations. Bus stops have been assumed on streets served by the Southern California Rapid Transit District and on major arterials likely in the future to be served by bus transit. Parking structures and surface lots were located as close as possible to the station platforms. Pedestrian access from the parking areas to the platform was planned to be as direct, simple and straightforward as possible. Generally, kiss and ride parking has been planned closest to the station due to the short-term pick up and drop off nature of these types of parking spaces. Parked patrons are afforded direct view of the platforms wherever possible.

Based on the above criteria, station plans were developed. Figure 3-8 provides a perspective view of a typical advanced aerial technology station in the median of the Ventura Freeway. A pedestrian overcrossing is required to convey passengers from a side platform station above the median of the freeway to escalators and elevators that would convey them to a parking structure adjacent to the freeway off ramp. Access is provided through the parking structure to a bus drop-off zone and ground-floor retail uses along the arterial street. Landscaping and buffering would be utilized between the parking structure/lot and adjacent non-commercial land uses.



Typical plan view of Ventura Freeway with Advanced Aerial Technology guideway located in median. Dashed lines indicate potential parking areas on either the north or south side of the freeway.



Typical Cross-Section of freeway with Advanced Aerial Technology Station located above median. Pedestrian overcrossings and escalators lead to a parking structure located adjacent to the freeway on/off ramps.



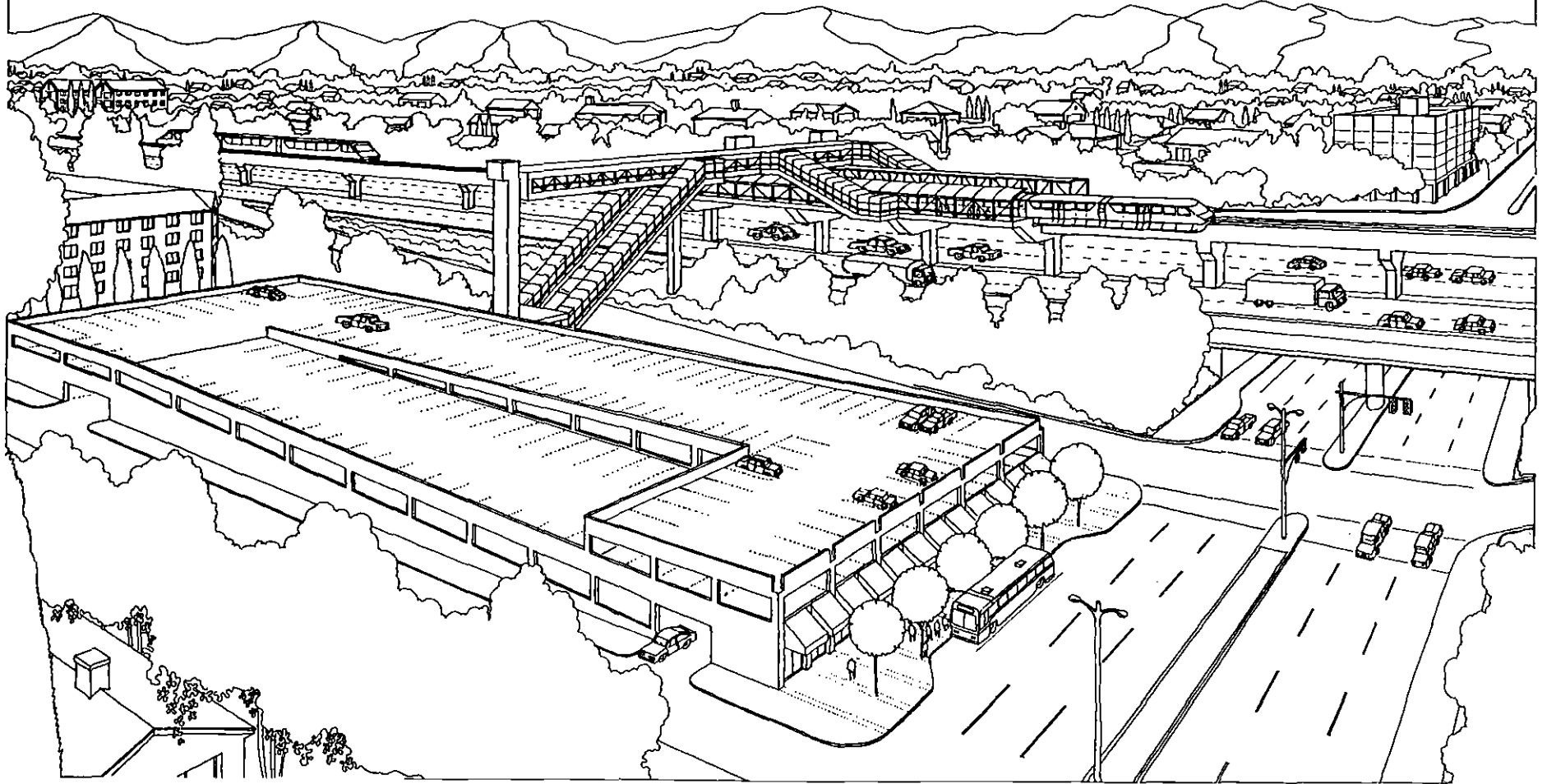
3.0 Project Description

As shown in Figure 3-7, the Ventura Freeway Advanced Aerial Route Alternative would have 15 aerial rail transit stations accommodating 4,950 parking spaces. Stations would be provided approximately one mile apart and would serve most of the north-south major arterial streets between Warner Center and Universal City.

**Figure 3-7
Ventura Freeway Advanced Aerial Technology Alternative
Station Parking**

Station	Parking Spaces
1. Vanowen	500
2. Victory	0
3. Oxnard	0
4. DeSoto	1,500
5. Winnetka	400
6. Tampa	300
7. Reseda	100
8. White Oak	200
9. Hayvenhurst	650
10. Sepulveda	500
11. Van Nuys	300
12. Woodman	500
13. Coldwater Canyon	0
14. Laurel Canyon	0
15. Universal City	0*
TOTAL	4,950

* Parking for 840 initial phase parking spaces has previously been approved at Universal City as a part of the Metro Red Line Universal City Station. No additional parking is proposed for the East-West Rail Transit Project.



San Fernando Valley
East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 3-8
◆ Sketch of Advanced Aerial Technology
Station Area along Ventura Freeway

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3.0 Project Description

3.3 COST ESTIMATES

This section summarizes the estimated total project costs for the two alignment alternatives, both in current dollars and future mid-point of construction dollars (\$1998). Construction cost estimates were developed for the SP Burbank Branch as a part of the EIR for the project which was completed in February 1990. In order to develop cost estimates for the Ventura Freeway alternative that would be comparable with the SP Burbank Branch cost estimates, conceptual engineering drawings at a scale of 1 inch = 100 feet were developed for the supplemental route, from which compatible cost estimates could be developed. Construction costs have been estimated using quantity takeoffs from the conceptual plan and profile drawings.^{2 3} Also, a 3.54% annual cost escalation has been used to estimate the 1998 costs.

Total project costs include the following elements:

- Construction (guideways, structures, facilities, stations, electrification, trackwork, yards, utility relocations, etc.)
- Transit Vehicles
- Testing and Operations (Start-up)
- Right-of-Way Acquisition
- Professional Services (design, construction management, project administration, affirmative action, community involvement, etc.)
- Owner's Insurance
- Special Programs (such as arts program)

Once these elements are estimated, a construction contingency and project reserve account are added. Figure 3-10 presents a summary of the 1998 total estimated costs for each of the alternative alignments. For reference purposes, cost estimates are also provided for phased length options of each alternative. Figures 3-11 and 3-12 provide a more comprehensive breakdown of costs for each alternative. Detailed breakdowns of the capital cost estimates

²San Fernando Valley East-West Rail Transit Project. Engineering and Design Technical Report, October 1989. This document contains plan and profile drawings for the SP Burbank Branch Metro Rail Extension (EIR Alternative #3).

³Ventura Freeway Advanced Aerial Alignment Plan & Profile Drawings, Benito A. Sinclair & Associates, June 1991.

3.0 Project Description

(including guideway, structures, facilities, and yards in 1989 dollars) are available in a separate appendix of this report.⁴

A summary of the cost estimate findings includes the following:

◦SP Burbank Branch- Basic cost estimates for this alignment did not change from the FEIR except for the negotiated purchase of the SP Burbank Branch right-of-way by LACTC at a price of \$115 million and the deletion of the Laurel Canyon Station per state law. The revised 1998 construction costs for this alignment are estimated at \$ 3.0 billion for the full-length and \$1.3 billion for the phased-length option.

◦Ventura Freeway Advanced Aerial- This alternative is less costly than the SP Burbank Branch due principally to its aerial configuration above the freeway, instead of subway. The 1998 construction costs for this alignment are estimated at \$2.4 billion for the full-length and \$ 1.1 billion for the phased-length option. The additional costs for mitigation measures contained in this FSEIR will increase this total to \$2.6 billion for the full length, and \$1.2 billion for the phased length option.

Figure 3-10
Summary of Preliminary Total Costs
(\$ billions)

ALTERNATIVE	\$ 1998 Costs		
	Phase 1	Phase 2	Total Length
SP Burbank Branch	\$1.319	\$1.715	\$3.034
Ventura Freeway	\$1.114	\$1.291	\$2.405
Additional Mitigation Costs (see detail breakdown below)	\$0.121	\$0.066	\$0.187
Revised Ventura Freeway Total	\$1.235	\$1.357	\$2.592
SUMMARY OF FINAL SEIR			
MITIGATIONS AND COSTS (\$1998 mil)	Phase 1	Phase 2	Total
• Universal City Subway and South Weddington Park	\$106.0	—	\$106.0
• Traffic	\$1.0	\$8.0	\$9.0
• De Soto/White Oak Stations	—	\$51.0	\$51.0
• Sepulveda/Hayvenhurst Stations	\$14.0	\$7.0	\$21.0
• TOTAL	\$121.0	\$66.0	\$187.0

⁴San Fernando Valley Route Refinement Alternatives; Cost Estimate Volume 3, Gannett Fleming Transportation Engineers, January, 1991- updated September 1991. It should be noted that this report includes the Laurel Canyon Station, since deleted, on the SP Burbank Branch at a cost of \$40 million.

3.0 Project Description

**Figure 3-11
Preliminary Cost Estimate
SP Burbank Branch Metro Red Line Extension**

Item	Cost	Full Length	Phased Length
1	Guideway/Structures/Facilities/Stations/Yards	\$991,884,965	\$369,858,240
2	Vehicles	\$95,200,000	\$47,000,000
3	Testing and Operations (2.5% of Items 1 + 2)	\$27,177,124	\$10,421,456
4	Owners Insurance (8.0% of Items 1 + 2)	\$86,966,797	\$33,348,659
5	Subtotal	\$1,201,228,886	\$460,628,355
6	Art Program (0.5% of Items 1 + 2)	\$5,435,425	\$2,084,291
7	Right-of-Way*	\$159,000,000	\$159,000,000
8	Force account (8.0% of Items 1 + 2)	\$86,966,797	\$33,348,659
9	Subtotal	\$1,425,631,108	\$655,061,305
10	Project Services (25% of Subtotal, Item 9)	\$323,407,777	\$124,015,326
11	Subtotal	\$1,776,038,885	\$779,076,631
12	Project Reserve (30% of Subtotal, Item 11)	\$485,111,666	\$186,022,989
13	GRAND TOTAL (1989)	\$2,261,150,551	\$965,099,620
14	GRAND TOTAL (1991)	\$2,412,617,141	\$1,034,638,097
15	GRAND TOTAL (1998)	\$3,033,996,112	\$1,319,913,864

* The right-of-way cost includes \$115 million of the previous purchase of the SP Burbank Branch. Because the majority of the right-of-way is already purchased for this alignment, the right-of-way cost was not included in the calculation of the contingencies (Items 10 and 12). Also, the right-of-way costs were not inflated in the future year estimates (Items 14 and 16) for this same reason.

3.0 Project Description

**Figure 3-12
Preliminary Cost Estimate
Ventura Freeway Advanced Aerial Technology Alternative**

Item	Cost	Full Length	Phased Length
1	Guideway/Structures/Facilities/Stations/Yards	\$709,444,000	\$303,520,712
2	Vehicles	\$74,000,000	\$55,000,000
3	Testing and Operations (2.5% of Items 1 + 2)	\$19,586,100	\$8,963,018
4	Owners Insurance (8.0% of Items 1 + 2)	\$62,675,520	\$28,681,657
5	Subtotal	\$865,705,620	\$396,165,387
6	Art Program (0.5% of Items 1 + 2)	\$3,917,220	\$1,792,604
7	Right-of-Way*	\$150,000,000	\$75,000,000
8	Force account (8.0% of Items 1 + 2)	\$62,675,520	\$28,681,657
9	Subtotal	\$1,082,298,360	\$501,639,648
10	Project Services (25% of Subtotal, Item 9)	\$270,574,590	\$125,409,912
11	Subtotal	\$1,352,872,950	\$627,049,560
12	Project Reserve (30% of Subtotal, Item 11)	\$405,861,885	\$188,114,868
13	GRAND TOTAL (1989)	\$1,758,734,835	\$815,164,428
14	GRAND TOTAL (1991)	\$1,885,457,237	\$873,899,601
15	GRAND TOTAL (1998)	\$2,405,325,256	\$1,114,855,718

3.0 Project Description

3.4 RIDERSHIP & OPERATIONS

3.4.1 Ridership Projections

Year 2010 ridership projections were developed for the project by the Southern California Association of Governments (SCAG).⁵ Ridership projections developed for the SP Burbank Branch and Ventura Freeway routes were utilized and updated where necessary to provide comparability between the alternative alignments. Model runs were prepared under the same model input assumptions as were used in both the Patronage Forecasts for the San Fernando Valley Light Rail Transit Alternatives, March 1988, and Patronage Forecasts for the San Fernando Valley East-West Rail Transit Project Alternatives; February 1990. Briefly, the identical 2010 travel demand, generated by the SCAG-82 Modified Growth Forecast for the San Fernando Valley Area Study, was used in this and all previous studies. Zones in the Valley were split for the area study, which resulted in a 1490-zone system. The highway network, essentially the Null system for 2010, was a constant for all model runs. The background transit system consisted of all local and express bus routes operating in the region in 1984, with the exception of those express bus routes which offered competition with either the light rail or metro rail alternatives. The rail transit system common to all of the East-West Rail Transit Project Alternatives as well as this model run included : the Blue Line, two Green Lines, the Coast LRT, the Red Line to Universal City, the Orange Line, the Pasadena LRT and the Harbor Freeway Transitway. Further details can be found in the reports cited above.

Figure 3-13
Summary of Ridership Projections
(Year 2010)

Alternative	Average Weekday Trips Year 2010
SP Burbank Branch Metro Red Line Extension with 10 stations	53,800 (43,500 phased length)
Ventura Freeway Advanced Aerial Technology Alternative-Baseline with 15 stations	45,900 (30,700 phased length)

Source: Southern California Association of Governments

⁵Patronage Forecasts for the San Fernando Valley Rail Transit Project Alternatives, Southern California Association of Governments, February 1990- updated July 1991 (Forecasts for SP Burbank Branch and Ventura Freeway Alternatives).

3.0 Project Description

The results of model runs for the SP Burbank Branch and the Ventura Freeway Route Alternatives are summarized in Figure 3-13. Patronage forecasting disclosed that the SP Burbank Branch had the highest projected ridership of the alternatives in this study. SCAG estimated that 53,800 average weekday trips would occur for the SP Burbank Branch Metro Red Line Extension. The Ventura Freeway Advanced Aerial Technology Alternative had an estimated ridership of 45,900 average weekday trips.

Figures 3-14 and 3-15 provide a breakdown of Daily Home-Work Passenger Loadings for each planned station. Figure 3-14 shows station loadings for the Ventura Freeway Advanced Aerial Technology Alternative. Figure 3-15 shows a similar station-by-station loading for the previously adopted SP Burbank Branch Route. Because the Ventura Freeway line would be a freestanding operation in the San Fernando Valley and would not itself connect to Downtown Los Angeles, station loadings are only provided for stations in the Valley. In order to convert Daily Home-Work Trips to Total Daily Trips, it is necessary to divide by a factor of 0.521. This factor was determined by SCAG to be the appropriate ratio of home-work trips to total trips for this particular area.

The tables indicate that the Van Nuys Station, for each alternative would be the busiest station, other than Universal City and North Hollywood, in the Valley. Other stations with high transit demand include Sepulveda, Reseda and Winnetka Stations on the SP Burbank Branch Metro Red Line Extension and Laurel Canyon, Reseda and Vanowen Stations on the Ventura Freeway Advanced Aerial Technology Alternative.

3.0 Project Description

Figure 3-14
Daily Home-Work Passenger Loadings
Ventura Freeway Advanced Aerial Technology Alternative

ADVANCED AERIAL TECHNOLOGY (AAT) ON VENTURA FREEWAY - UNIVERSAL CITY TO CANOGA
DAILY (WEEKDAY) HOME-WORK PASSENGER LOADINGS
(WITH P&R CAPACITY-RESTRAINED TRANSIT ASSIGNMENT)

STA #	STATION NAME	NODE	---READ DOWN---				---READ UP---					
			VOLUME IN	ON	OFF	TIME (MIN)	DIST (MI)	VOLUME IN	ON	OFF	TIME (MIN)	DIST (MI)
1	UNIVERSAL CITY	8033	0	3837	0	0.0	0.0	14246	0	14246	24.9	16.3
2	LAUREL CANYON BL	5458	3837	260	258	3.3	2.9	13106	1327	187	21.6	13.4
3	COLOWATER CANYON BL	5454	3839	94	258	4.6	3.6	12741	524	159	20.3	12.7
4	WOODMAN AVENUE	5450	3675	485	175	6.4	4.8	11067	1842	168	18.5	11.5
5	VAN NUYS BL	5444	3985	309	2493	8.1	5.8	10056	3388	2377	16.8	10.5
6	SEPULVEDA BL	5441	1801	180	218	9.8	6.8	8860	1393	197	15.1	9.5
7	HAYVENHURST	5650	1763	147	323	12.0	8.5	7949	1068	157	12.9	7.8
8	WHITE OAK	5640	1587	84	308	14.2	10.2	7114	1027	192	10.7	6.1
9	RESEDA	5638	1363	285	408	15.9	11.3	5375	2001	262	9.0	5.0
10	TAMPA AVENUE	5633	1240	245	461	17.6	12.3	3869	1749	243	7.3	4.0
11	WINNETKA	5630	1024	38	44	19.3	13.3	3709	207	47	5.6	3.0
12	OE SOTO AVENUE	5431	1018	128	427	21.0	14.3	2409	1459	159	3.9	2.0
13	OXNARD/CANOGA	5629	719	29	226	22.7	15.3	2256	275	122	2.2	1.0
14	VICTORY/CANOGA	5624	522	14	210	23.9	15.9	2190	210	144	1.0	0.4
15	VANOWEN/CANOGA	7331	326	0	326	24.9	16.3	0	2190	0	0.0	0.0

Daily Commuter Trips= 24,795
Total Daily Passenger Trips= 45,917

Figure 3-15
Daily Home-Work Passenger Loadings
SP Burbank Branch

METRO RAIL EXTENSION ON BURBANK BRANCH TO TOPANGA CANYON BOULEVARD MINUS STATION AT LAUREL CANYON BOULEVARD
DAILY (WEEKDAY) HOME-WORK PASSENGER LOADINGS
(WITH P&R CAPACITY-RESTRAINED TRANSIT ASSIGNMENT)

STA #	STATION NAME	NODE	---READ DOWN---				---READ UP---					
			VOLUME IN	ON	OFF	TIME (MIN)	DIST (MI)	VOLUME IN	ON	OFF	TIME (MIN)	DIST (MI)
1	WHITTIER/ARIZONA	4607	0	5747	0	0.0	0.0	1102	0	1102	56.8	33.8
2	INOIANA/WHITTIER	4578	5747	727	34	2.6	1.9	1298	21	217	54.2	31.9
3	SOTO/WHITTIER	4563	6440	4278	483	4.5	3.0	2302	171	1175	52.3	30.8
4	UNION STATION	8047	10235	12827	1180	7.1	4.9	3930	769	2397	49.7	28.9
5	1ST/HILL (CIVIC CTR)	8046	21882	390	2970	8.9	5.7	5065	386	1521	47.9	28.1
6	5TH/HILL	8045	19302	395	8992	10.4	6.2	17511	62	12508	46.4	27.6
7	7TH/FLOWER	8031	10705	2278	571	11.9	6.7	29200	192	11881	44.9	27.1
8	WILSHIRE/ALVARADO	8044	12412	727	2216	14.0	7.8	29287	1986	2073	42.8	26.0
9	WILSHIRE/VERMONT	8043	10923	1880	440	16.0	8.8	34264	551	5528	40.8	25.0
10	VERMONT/BEVERLY	5126	12363	1176	3991	18.0	9.8	31658	5852	3246	38.8	24.0
11	VERMONT/SANTA MONICA	5268	9548	578	665	20.0	10.8	28770	3471	583	36.8	23.0
12	SUNSET/EOGEMONT	5264	9461	586	992	21.8	11.6	26138	3161	529	35.0	22.2
13	SUNSET/WESTERN	5257	9055	1209	1195	23.6	12.4	25156	2391	1409	33.2	21.4
14	SUNSET/VINE	5238	9069	682	4073	25.6	13.4	22830	4320	1994	31.2	20.4
15	HOLLYWOOD/HIGHLAND	8034	5678	891	628	27.2	14.0	22720	2746	2636	29.6	19.8
16	UNIVERSAL CITY	8033	5941	314	1851	32.1	17.6	18691	4944	915	24.7	16.2
17	NORTH HOLLYWOOD	8032	4404	934	1270	34.8	19.6	12903	6217	429	22.0	14.2
18	FULTON/BURBANK	3079	4068	183	280	38.9	22.5	12175	902	174	17.9	11.3
19	VAN NUYS BL	3121	3971	154	2662	41.4	24.2	9663	4060	1548	15.4	9.6
20	SEPULVEDA	3171	1463	157	319	43.2	25.2	8046	1807	190	13.6	8.6
21	WOODLEY	5656	1301	52	88	45.2	26.4	7325	798	77	11.6	7.4
22	BALBOA	5654	1265	51	119	47.1	27.4	6352	1039	66	9.7	6.4
23	WHITE OAK	3245	1197	124	275	49.3	28.7	5110	1370	128	7.5	5.1
24	RESEDA	5637	1046	154	512	51.0	29.6	3029	2257	176	5.8	4.2
25	WINNETKA	5632	688	465	133	53.9	31.7	982	2060	13	2.9	2.1
26	TOPANGA	5626	1020	0	1020	56.8	33.8	0	982	0	0.0	0.0

Valley Portion Daily Commuter Trips= 29,085
Valley Portion Total Daily Passenger Trips= 53,861

3.4.2 Operations Plan

Operating plans for the SP Burbank Branch and the Ventura Freeway Advanced Aerial Technology Alternative were prepared in October 1990 by Manual Padron & Associates. In addition to travel times, the operating plans developed schematic track plans showing railyards and crossover track locations.

As shown in Figures 3-16 and 3-17, travel time from Universal City to Warner Center varied by several minutes between the alternatives. The SP Burbank Branch Metro Red Line would require 22 minutes to travel from North Hollywood to Warner Center, including all station stops along the route. Including 4 minutes for the Universal City to North Hollywood Metro Rail segment results in a total travel time of approximately 26 minutes between Universal City and Warner Center. The Ventura Freeway Advanced Aerial Technology Alternative would require 30 minutes to travel from Universal City to Warner Center. For passengers travelling south of Universal City Station, a time penalty of 3-6 minutes would occur during the peak period for the required transfer between advanced aerial technology trains and metro rail trains at Universal City. Estimated travel times from Downtown Los Angeles (Union Station) to Warner Center would be 51 minutes via the SP Burbank Branch route and 60 minutes via the Ventura Freeway Advanced Aerial Technology Alternative.

Another important element of the operations plan that would differ depending upon the alignment selected, would be the location of the rail storage and maintenance yard. For the full-length route alternatives, the rail yard would be the same for both routes. The location would be north of Warner Center in an area bounded by Canoga Avenue, Vanowen and Sherman Way. For the phased-length alternatives that extend from Universal City to the San Diego Freeway, however, there would be a difference between the alternatives. The SP Burbank Branch Route would utilize Metro Rail technology and would therefore need simply tail tracks for overnight storage of vehicles at the end of the line. Maintenance of vehicles could take place at the Central Maintenance Yard in Downtown Los Angeles. With the Ventura Freeway route however, a freestanding maintenance facility would be required in the Valley due to the fact that this line would be a new technology with no existing maintenance facilities. For the Ventura Freeway Phased-Length route alternative, a rail yard would need to be located near the interchange between the Ventura and San Diego Freeways. The site would be bounded by Sepulveda Boulevard, the Los Angeles River Channel, the San Diego Freeway and Magnolia Boulevard. As described in Chapter 4.0, such a site would require the relocation of Los Angeles Fire Station #88 and the US Army Reserve Training Center, currently located on the site.

3.0 Project Description

**Figure 3-16
Ventura Freeway Alternative
Estimated Running Time**

Station/Line Section	Max. Speed	Dist. (mi.)	Cumul. Dist. (mi.)	Running Time (Min.)	Sta-Sta Time including Dwell	Elapsed Run Time (min.)
Universal City	0		0.00			0.00
Laurel Canyon	50	2.79	2.79	3.77	4.10	4.10
Coldwater Canyon	50	0.87	3.68	1.46	1.80	5.90
Woodman	50	0.95	4.61	1.56	1.89	7.79
Van Nuys	50	0.99	5.60	1.61	1.94	9.73
Sepulveda	50	0.92	6.52	1.52	1.86	11.59
Hayvenhurst	50	1.61	8.13	2.35	2.68	14.27
White Oak	50	1.92	10.05	2.72	3.06	17.33
Reseda	50	0.96	11.01	1.57	1.90	19.23
Tampa	50	1.01	12.02	1.63	1.96	21.20
Winnetka	50	0.88	12.90	1.48	1.81	23.01
De Soto	50	1.03	13.93	1.66	1.99	25.00
Oxnard	50	1.24	15.17	1.91	2.24	27.24
Victory	50	0.63	15.80	1.18	1.51	28.75
Vanowen	35	0.37	16.17	0.90	1.23	29.98
					Average Speed =	32.4 mph

SOURCE: Manual Padron and Associates, October 1990.

NOTES: Data includes:

- Station dwell time = .33 minutes (20 seconds).
- Maximum operating speed = 70 mph.
- Performance speed = 60 mph = 85% of maximum speed (70 mph).
- Constant deceleration rate = 2.0 mph/s.
- Acceleration rate varies from 2.8 mph/s (0-30 mph) to 10-60 mph).

**Figure 3-17
SP Burbank Branch
Estimated Running Time**

Station/Line Section	Max. Speed	Dist. (mi.)	Cumul. Dist. (mi.)	Running Time (Min.)	Sta-Sta Time including Dwell	Elapsed Run Time (min.)
North Hollywood (Chandler)	0		0.00			0.00
- curve 714 + 65 to 737 + 60	30	0.49	0.49	1.08	1.08	1.08
Fulton/Burbank	60	2.39	2.88	2.73	3.06	4.14
- curve 545 + 00 to 561 + 00	60	0.85	3.73	1.09	1.09	5.23
Van Nuys	60	0.83	4.56	1.08	1.42	6.64
Sepulveda	60	0.97	5.53	1.45	1.79	8.43
- curve 429 + 00 to 445 + 00	50	0.40	5.93	0.65	0.65	9.08
- curve 407 + 00 to 422 + 00	60	0.42	6.34	0.44	0.44	9.52
Woodley	60	0.36	6.70	0.61	0.94	10.46
- curve 337 + 00 to 345 + 00	60	0.81	7.52	1.06	1.06	11.52
Balboa	50	0.21	7.73	0.46	0.79	12.31
- curve 280 + 00 to 317 + 00	50	0.32	8.05	0.56	0.56	12.87
White Dak	50	0.93	8.98	1.32	1.66	14.53
Reseda	60	0.91	9.88	1.40	1.73	18.26
Winnetka	60	2.10	11.99	2.59	2.92	19.18
- curve 20 + 00 to 24 + 00	60	1.61	13.60	1.85	1.85	21.02
Topanga	60	0.44	14.03	0.69	1.02	22.04
Average Speed:					38.2 MPH	
SDURCE: Manual Padron and Associates, October 1990.						
NOTES: Data includes:						
<ul style="list-style-type: none"> • Station dwell time = .33 minutes (20 seconds). • Maximum operating speed = 70 mph (+4, -1). • Performance speed = 60 mph = 85% of maximum speed (70 mph). • Constant deceleration rate = 2.0 mph/s. • Acceleration rate varies from 2.6 mph/s (0-30 mph) to (0-60 mph). 						

3.0 Project Description

3.5 ROUTE ALIGNMENT

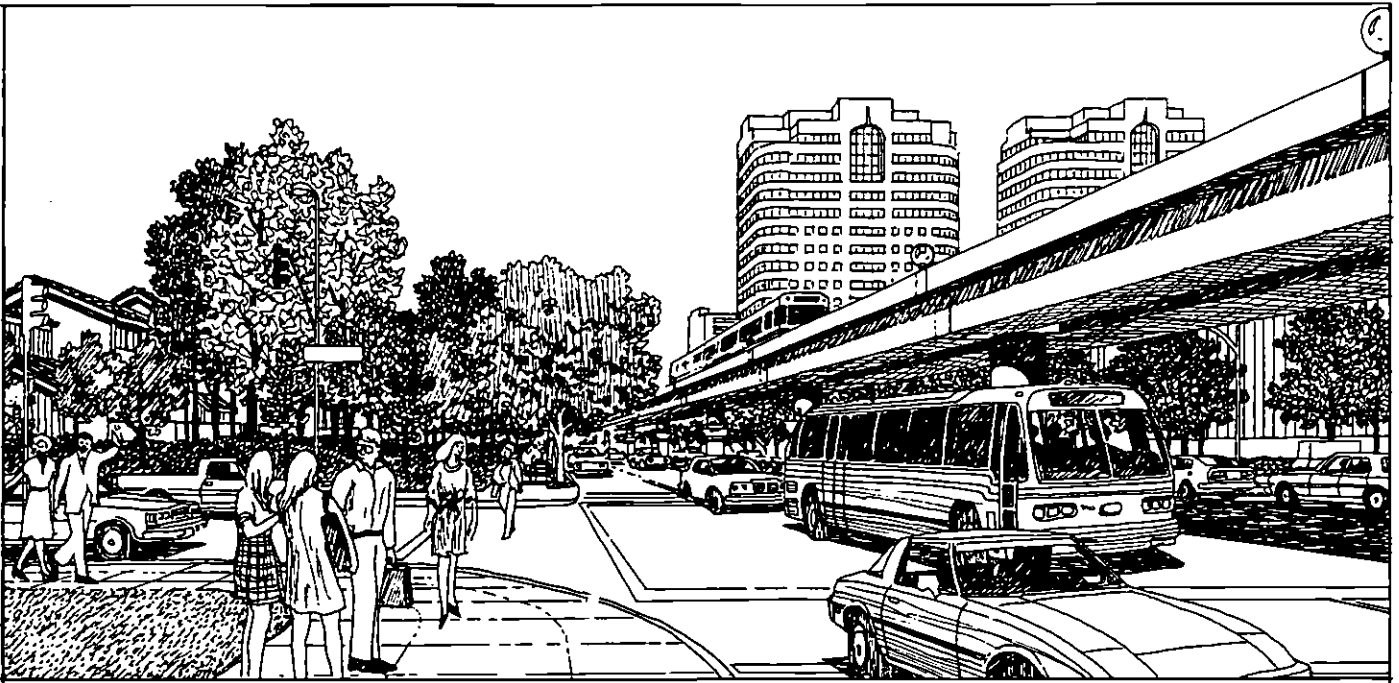
The Ventura Freeway route follows the median of the freeway for the majority of its length except for the two end segments. At the west end, the route runs north and south along Canoga Avenue in Warner Center. At the east end, the alignment departs from the Ventura Freeway at the Hollywood Freeway interchange to proceed along the east side of the Hollywood Freeway, joining the approved Metro Rail project route at Universal City Station. The total length of the alignment is 16.2 miles, of which 1.6 miles are along Canoga Avenue, 13.4 miles are along the Ventura Freeway and 1.2 miles follow the Hollywood Freeway to Universal City. There would be a total of 15 aerial stations along this route. A total of 4,950 parking spaces would be provided in park and ride lots and parking structures adjacent to the rail transit stations.

3.5.1 Warner Center-Woodland Hills Area

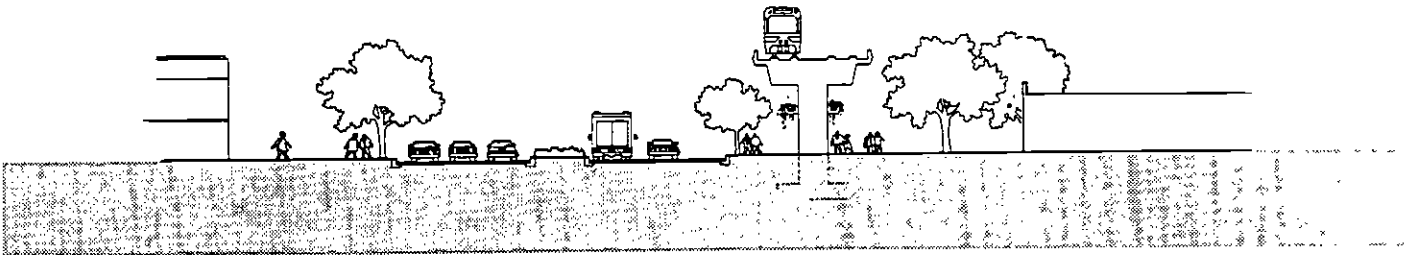
As shown in Figure 3-18, this section runs along Canoga Avenue from the proposed Rail Storage & Maintenance Yard to the Ventura Freeway. Between Vanowen Street and Victory Boulevard, the aerial structure curves into the center median of Canoga Avenue, and continues in this configuration to just north of the Ventura Freeway, where it curves easterly away from Canoga Avenue passing above a corner of the Litton Corporation parking lot. The guideway would not require the elimination of parking spaces in the Litton lot as it could pass above the parking area on a aerial easement.

The aerial guideway structure along Canoga Avenue would be located within the existing median. Some street widening at intersections would be required to accommodate left-turn traffic movements. As shown in Figures 3-19, 3-20 and 3-21, stations in this segment are located at Vanowen Street, Victory Boulevard and Oxnard Street. The Vanowen Station is a center platform aerial structure located on the east side of Canoga Avenue. Parking for approximately 500 vehicles would be provided on an industrial parcel next to the Los Angeles River Flood Channel. The stations at Victory Boulevard and Oxnard Street are side platform aerial structures located over the center median of Canoga Avenue. As these stations are intended to serve the high density employment concentrations at Warner Center, no parking is planned at either the Victory or Oxnard Stations. The DeSoto Station in contrast, (shown in Figure 4-23) is intended to serve as the westernmost station on the Ventura Freeway. Commuters coming from points farther west in the Valley and in Ventura County would use this station for their principal park and ride stop. As such, a parking structure that would accommodate approximately 1,500 vehicles has been planned adjacent to the freeway.

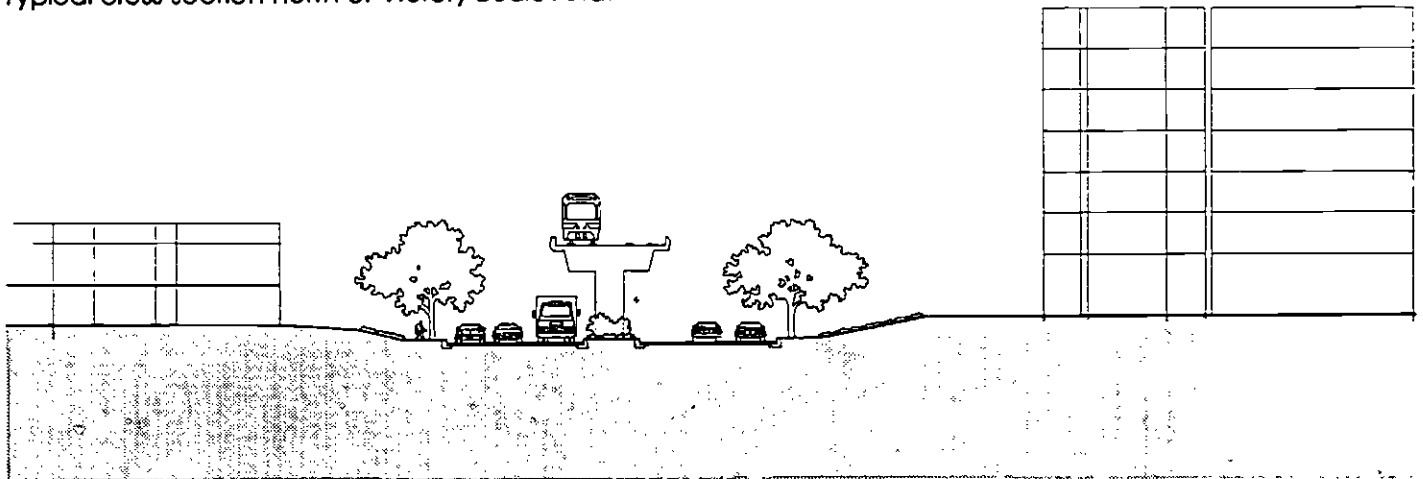
SOURCE: Gruen Associates



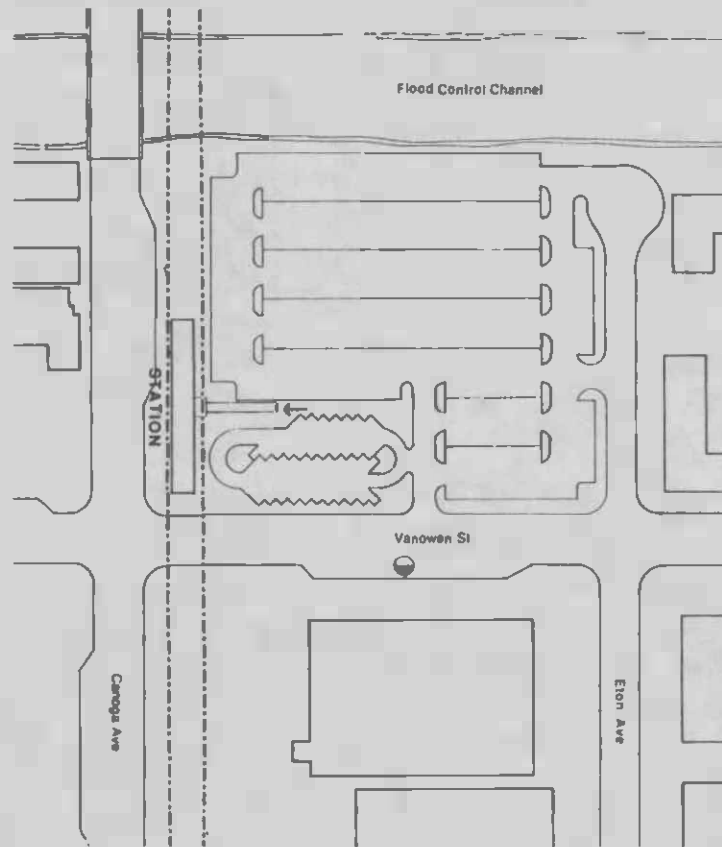
Sketch looking north along Canoga Avenue in Warner Center. The Ventura Freeway Alternatives would be configured on aerial guideway in the median of Canoga Avenue in this area. The above sketch shows a typical ALRT technology. Guideways for maglev and monorail technologies would be somewhat lighter.



Typical cross-section north of Victory Boulevard.



Typical cross-section along Canoga Avenue between Victory Boulevard and the Ventura Freeway.



3-24

Rail Storage and Maintenance Yard



Photo Date: 1989 LA Aerial Photography, Inc.

Van Owen Station

View looking North along Canoga Avenue in the vicinity of the proposed Vanowen Station and the end-of-line Canoga Rallyard. The station site is located between Vanowen Street and the Los Angeles River Flood Channel, located in the center of the photo.



San Fernando Valley
East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 3-19
♦ Ventura Alternative
Van Owen Station Area

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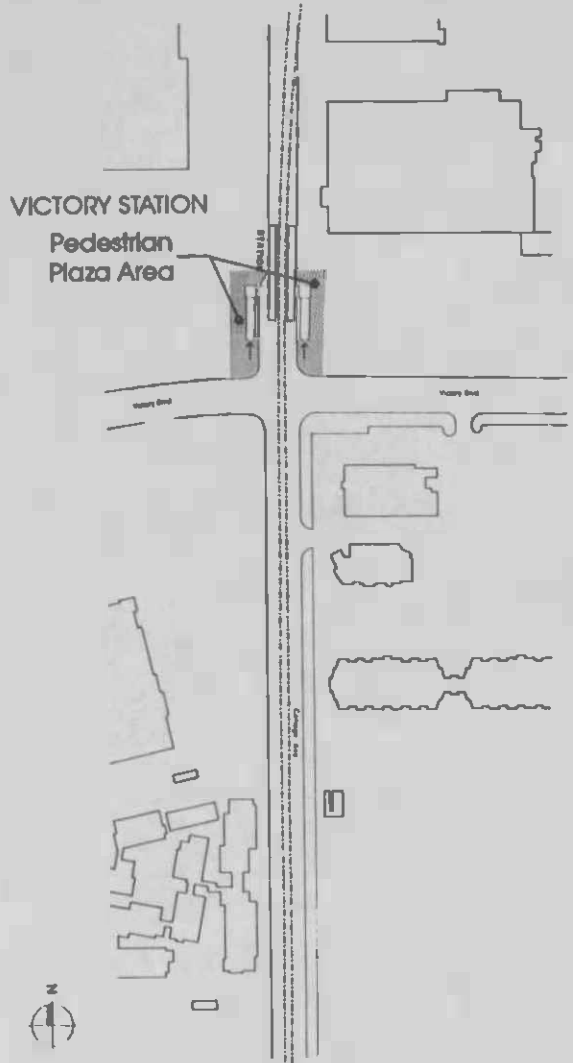


Photo Date: 1989 LA Aerial Photography, Inc.

View looking North along Canoga Avenue at the Intersection of Victory Boulevard. Rocketdyne Corporation and other Industrial land uses are located North of Victory Boulevard while higher density office and retail land uses that comprise Warner Center are located South of Victory Boulevard.



San Fernando Valley
East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 3-20
+ Ventura Alternative
Victory Station Area



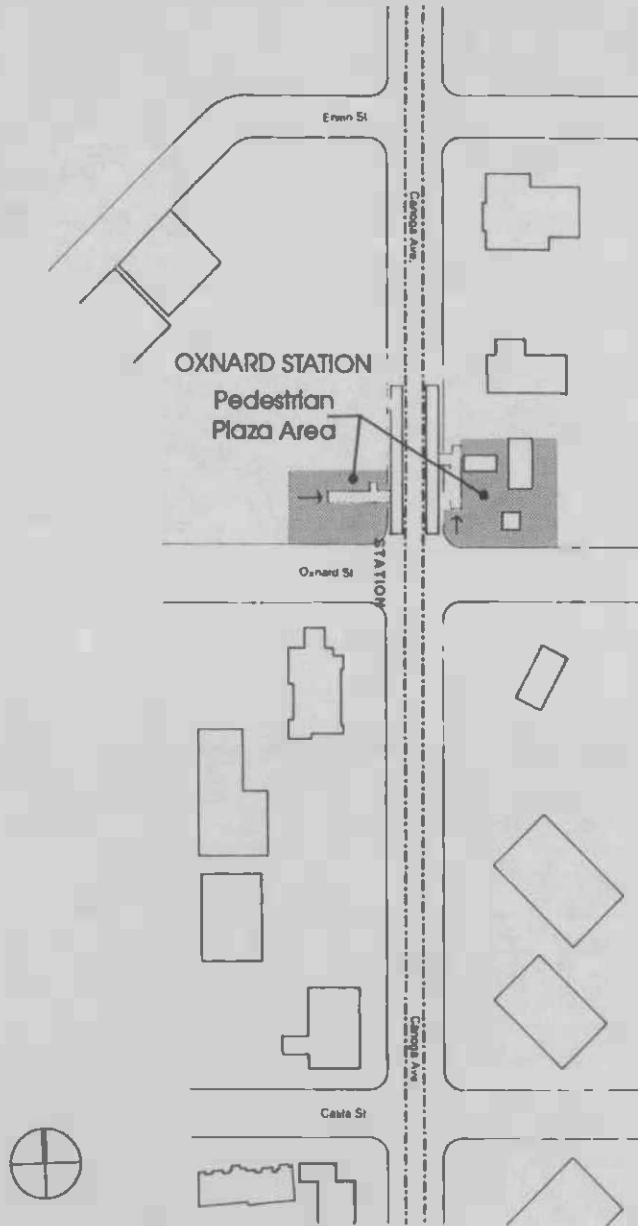


Photo Date: 1989 LA Aerial Photography, Inc.



View look north along Canoga Avenue at Oxnard Street. Gas stations are located on the northeast and southeast corners of this intersection while a commercial bank is located on the southwest corner. The heavily landscaped area on the northwest corner is part of the Blue Cross office complex seen at the left of the photo. This station site is near the geographic center of the Warner Center high-rise development area.

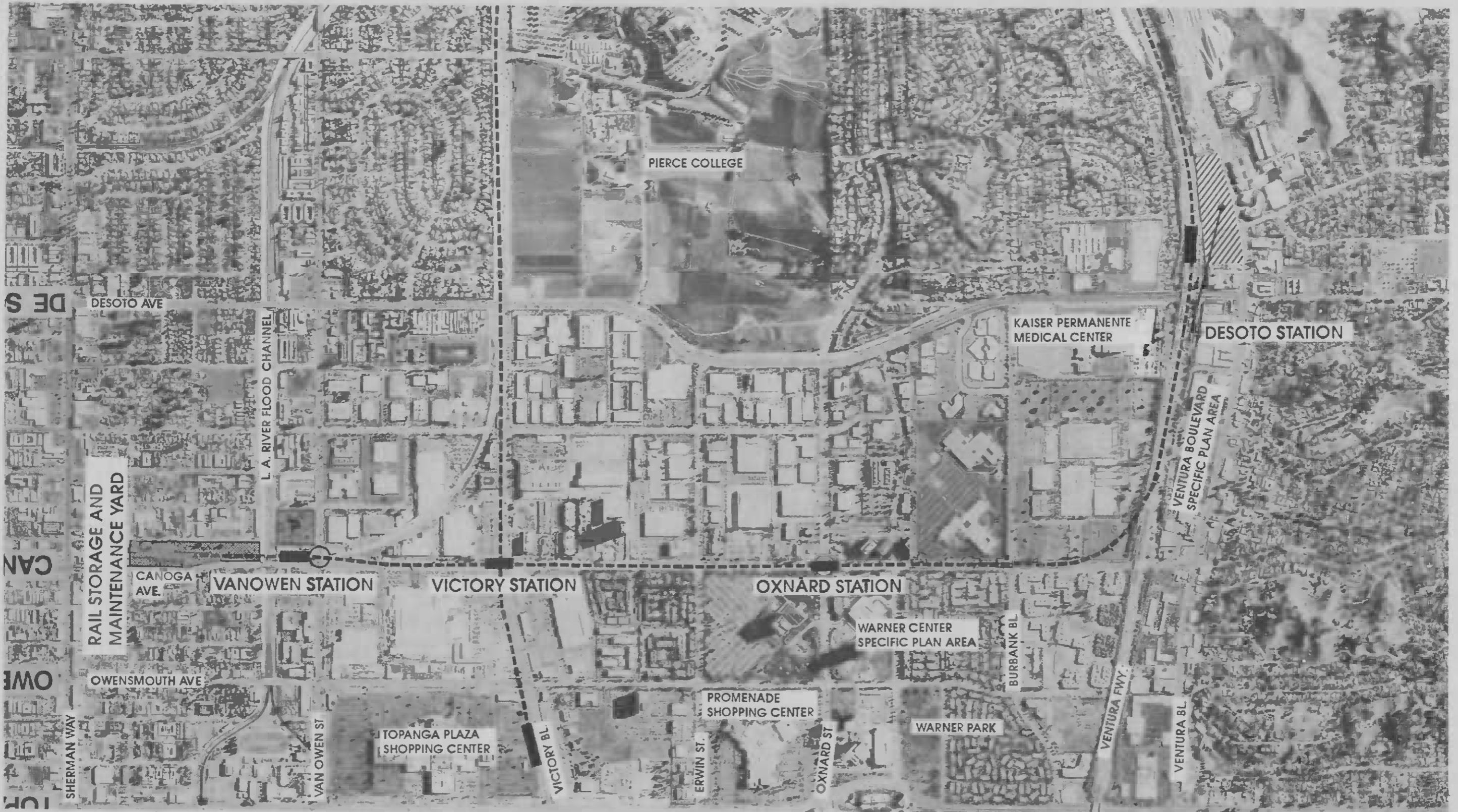
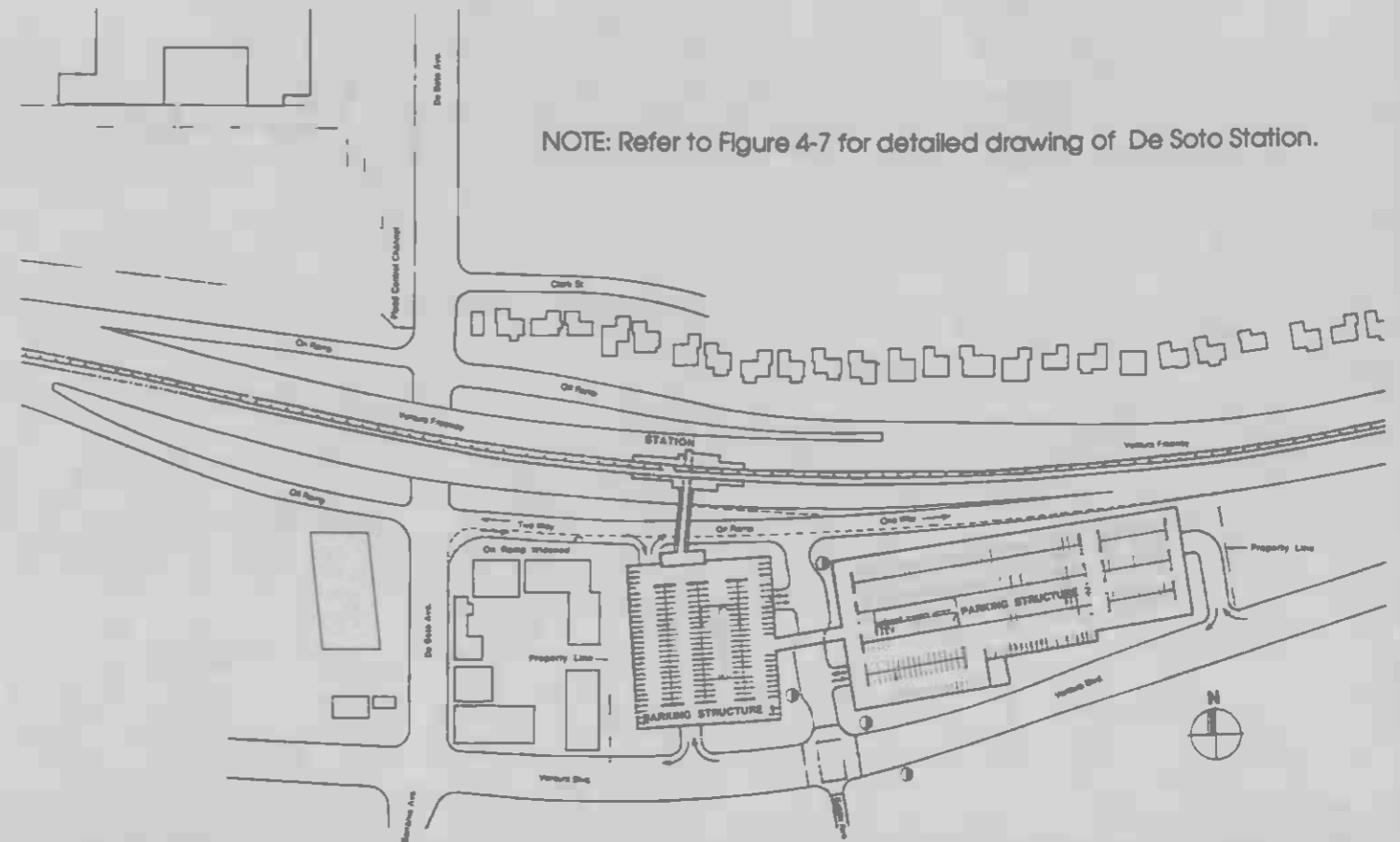


Photo Date: 1980 LA Aerial Photography, Inc.



View looking east at the proposed De Soto Station. The Target Department Store can be seen in the center background of the photo. A two-structure parking facility would be constructed on the Target site. A new service road would be provided between the two parking structures to improve access to the Ventura Freeway via Ventura Boulevard.



3.5.2 Woodland Hills-Tarzana Area

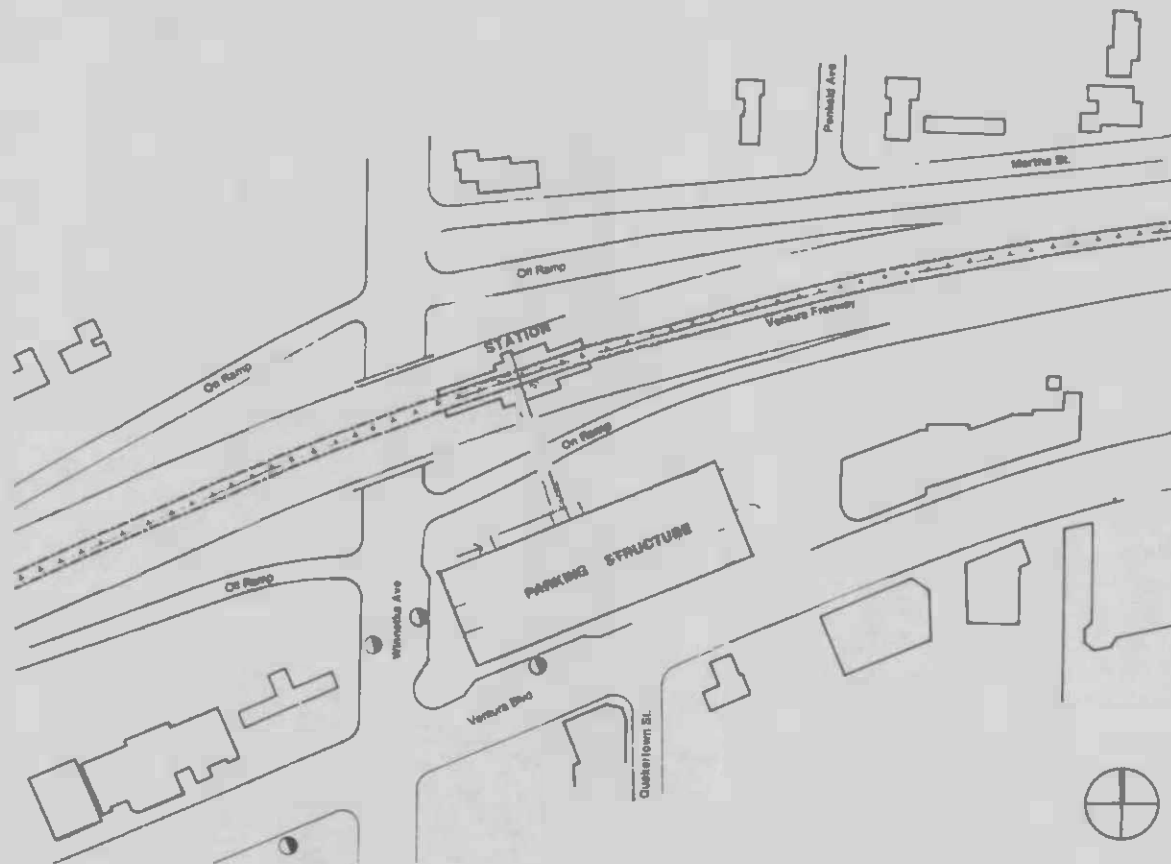
As shown in Figure 3-27, between DeSoto and Reseda Stations, the Ventura Freeway is located adjacent to Ventura Boulevard. The aerial guideway in this area is located above the median of the freeway. Because of the generally close spacing between Ventura Boulevard and the Ventura Freeway in this area, access to rail transit stations in this area is located on the south side of the freeway to provide maximum access from the major commercial streets while, at the same time, minimizing disruption to residential neighborhoods located on the north side of the freeway. Some commercial building takings would be required to accommodate station access and park and ride requirements. In some cases, this parking could be replaced through joint development at proposed station sites.

Proposed stations serving this area are shown in Figures 3-24, 3-25 and 3-26. These stations are located at Winnetka Avenue, Tampa Avenue, and Reseda Boulevard. All stations would be aerial with side platforms reached from parking areas located adjacent to the freeway. Park and Ride Lots would provide 400 spaces at Winnetka Station, 300 spaces at Tampa Station and 100 spaces at Reseda Station.

Photo Date: 1989 LA Aerial Photography, Inc



View looking Northeast at the intersection of Winnetka Avenue and Ventura Boulevard. The planned station parking area would be located on the Northeast corner of the intersection and would displace an existing auto dealership, an office complex and a new commercial complex.



San Fernando Valley
East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

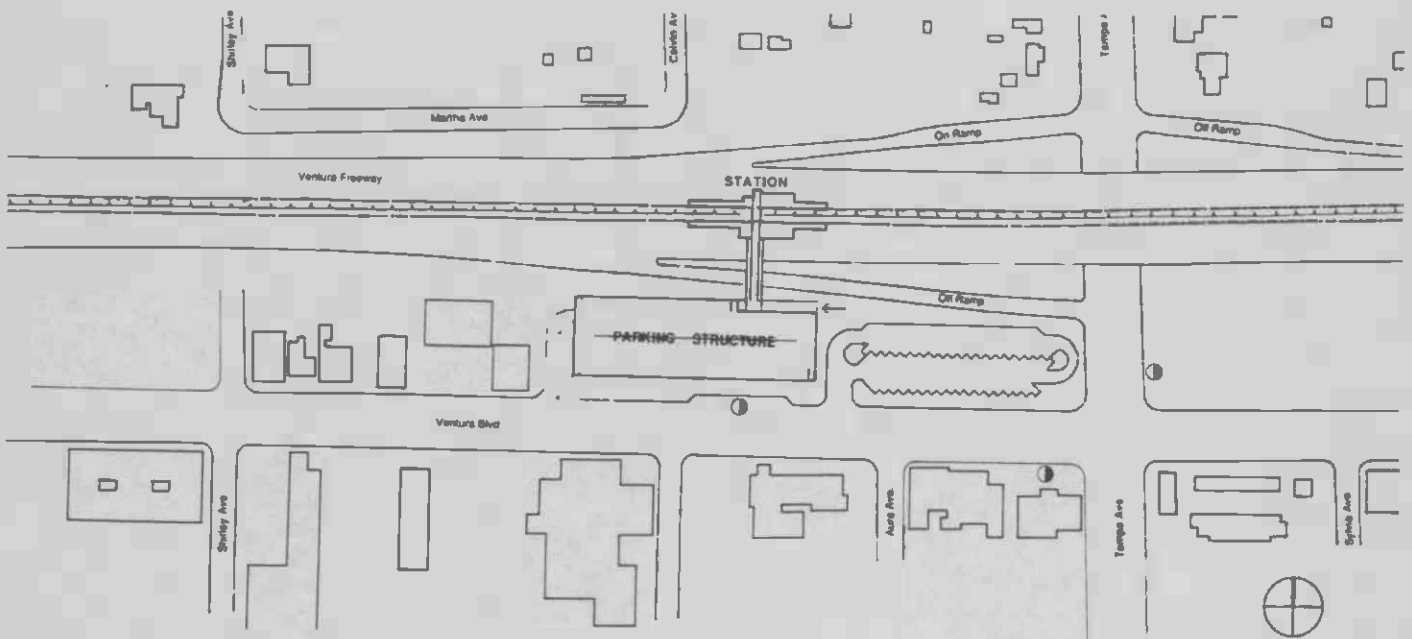
Figure 3-24
♦ Ventura Alternative
Winnetka Station Area

GRUEN ASSOCIATES
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Photo Date: 1989 LA Aerial Photography, Inc



View looking Northwest at the intersection of Ventura Boulevard and Tampa Avenue. Because of the close spacing between Ventura Boulevard and the Ventura Freeway in this area, Station parking would require the displacement of several commercial projects. In addition to the Leon Building (offices) and an existing mini-mall, four other retail businesses, a motel, an auto repair facility and an office building would be displaced for this station.

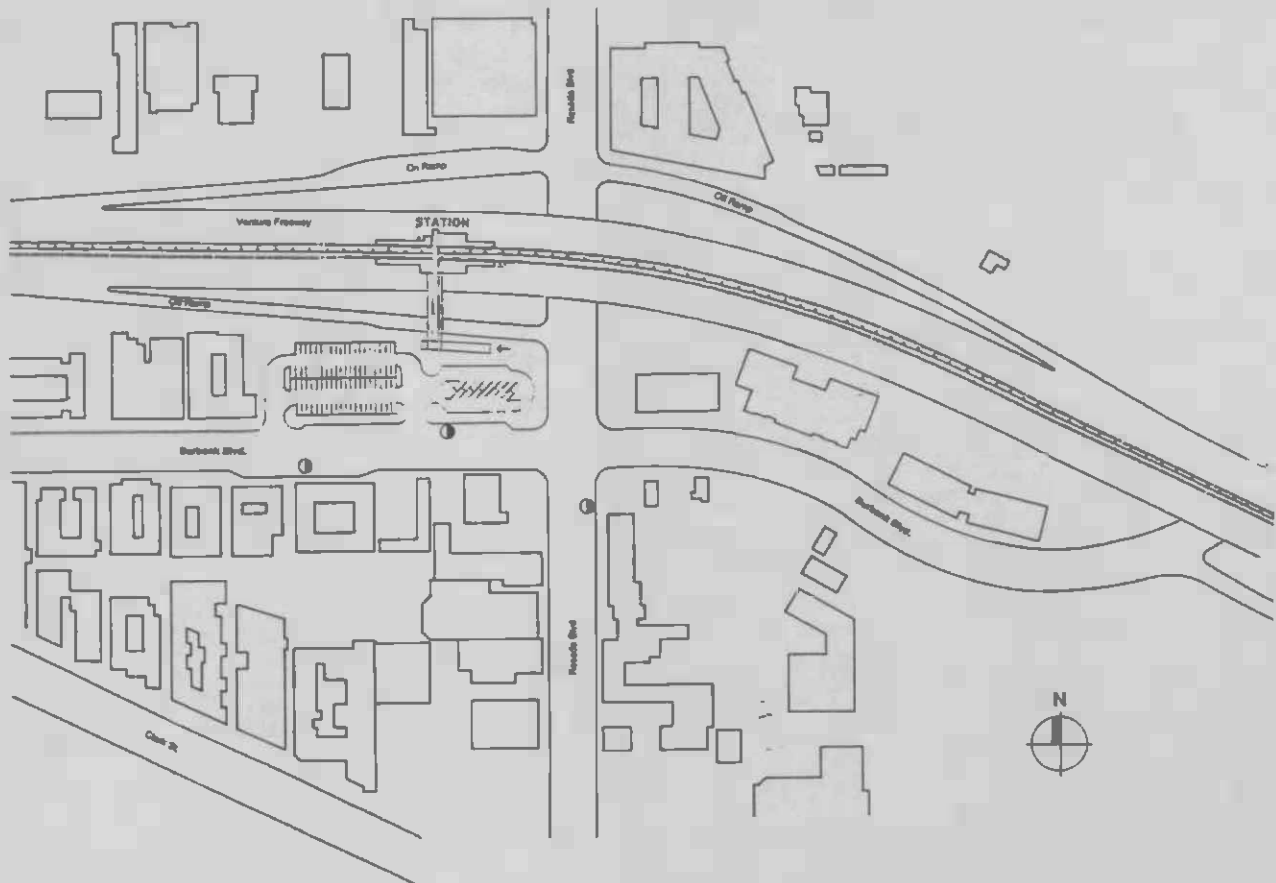


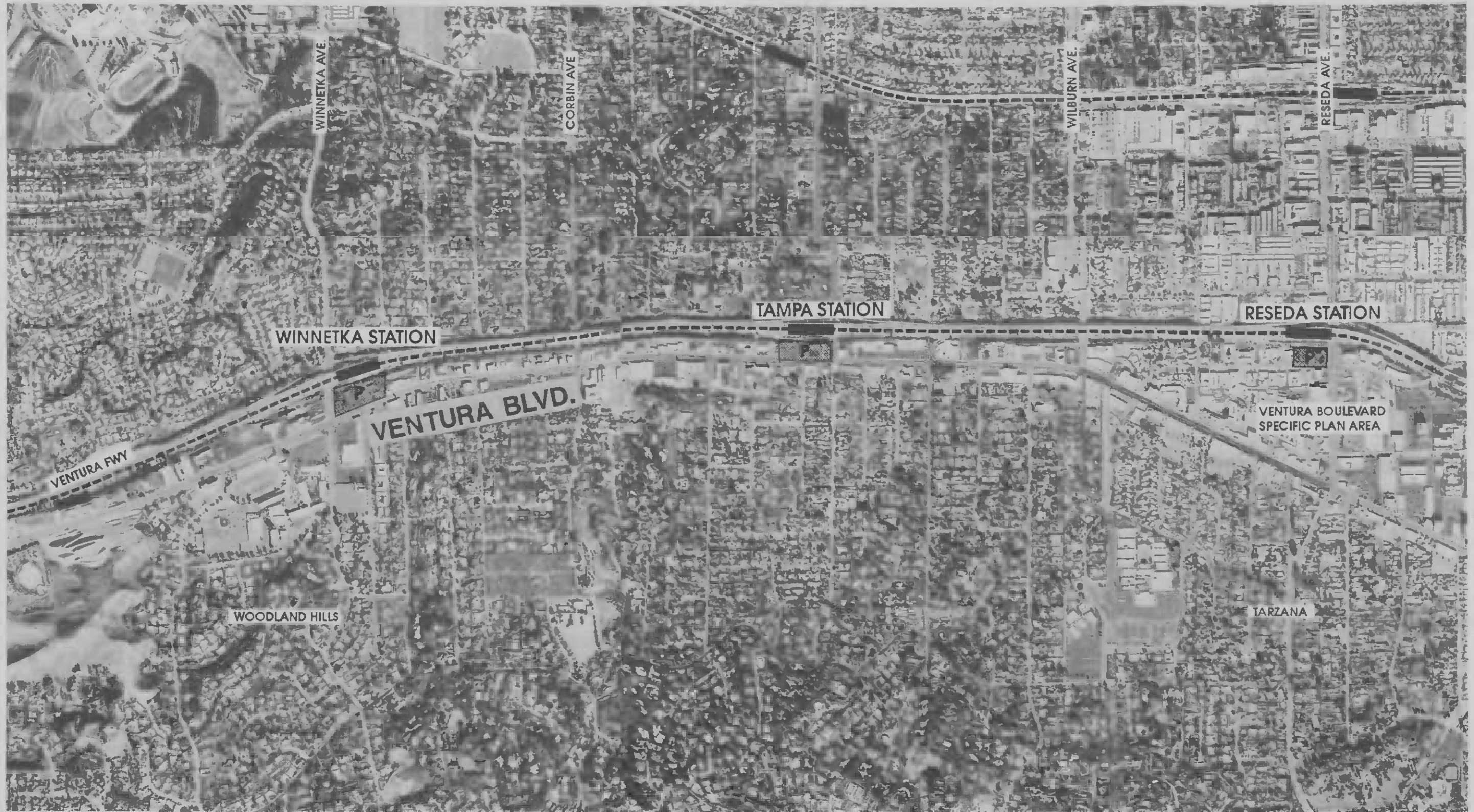
San Fernando Valley
East-West Rail Transit Project

Figure 3-25
♦ Ventura Alternative
Tampa Station Area



View looking North at the intersection of Reseda Boulevard and Burbank Boulevard. Because this area is fully built out, the development of a park and ride lot at this station would displace a gas station and a retail center.





San Fernando Valley
East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 3-27
Route Alignment
Woodland Hills - Tarzana Area



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SCALE: 1" = 1000'

3.0 Project Description

3.5.3 Tarzana-Encino Area

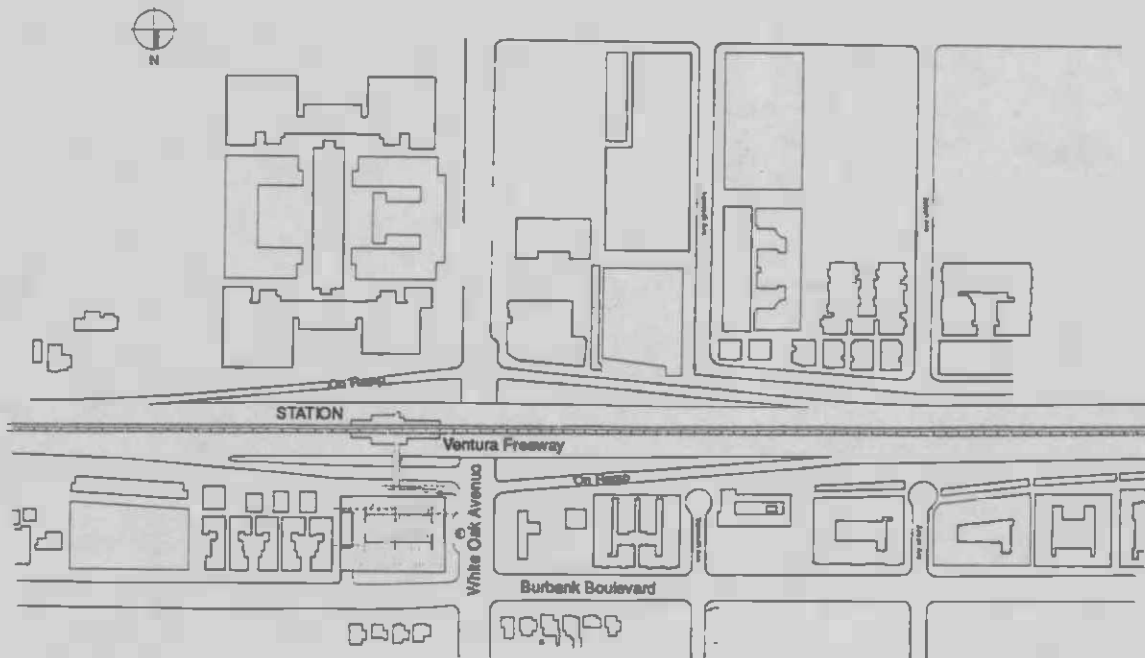
As shown in Figure 3-30, between Reseda Station and the Sepulveda Basin, Burbank Boulevard crosses under the Ventura Freeway and runs along the north side of the freeway. In this area station access is preferable from the north side of the freeway in order to take advantage of Burbank Boulevard and to avoid routing station traffic into the residential neighborhoods on the south side of the freeway.

There are two proposed rail transit stations in this area. As shown in Figure 3-28, White Oak Station provides parking for 200 cars. Displacement would be required of a gas station and two retail businesses. At Hayvenhurst Station, shown in Figure 3-29, an at-grade park and ride lot for 650 vehicles would be provided on land that is within the Sepulveda Basin but is currently leased for use by a commercial vendor. On the south side of the freeway at Hayvenhurst, an existing park-and-ride lot would remain.

Photo Date: 1989 LA Aerial Photography, Inc.



View looking south at the intersection of White Oak Avenue and Burbank Boulevard. Land uses along Burbank Boulevard are multi-family residential with commercial uses at major intersections.



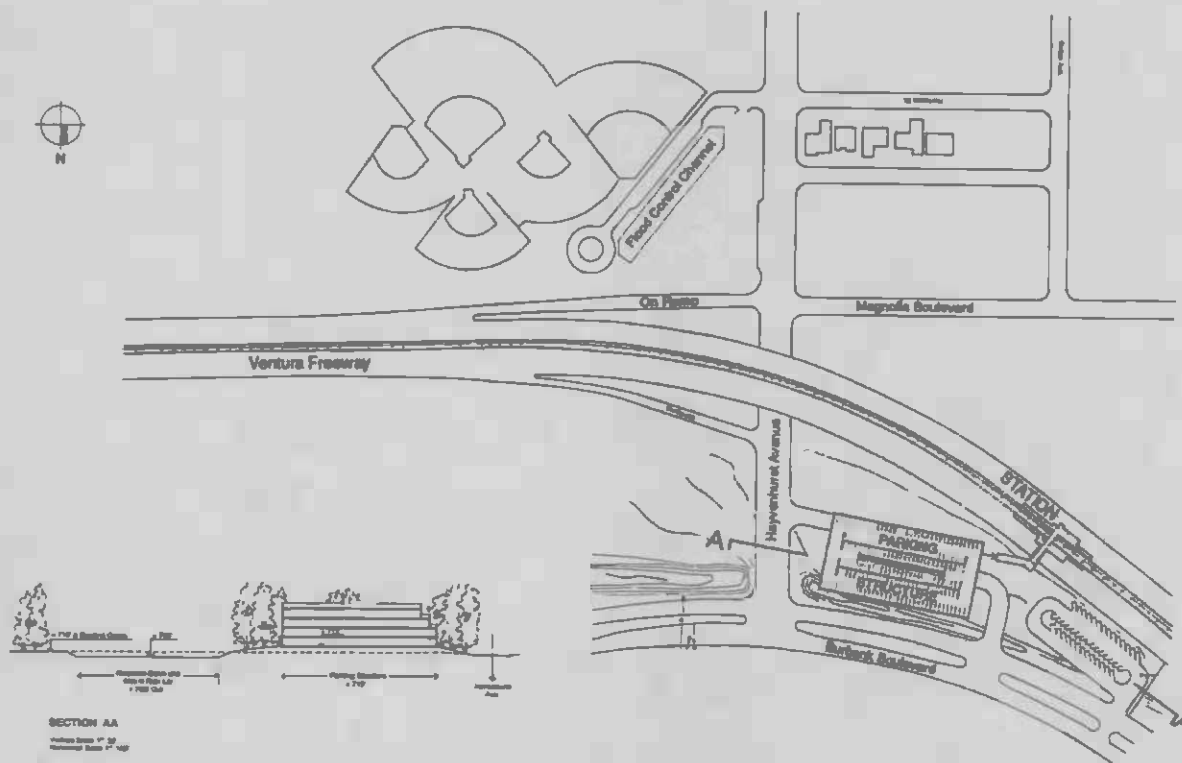
San Fernando Valley
East-West Rail Transit Project

Figure 3-28
♦ Ventura Alternative
White Oak Station Area

Photo Date: 1989 LA Aerial Photography, Inc.



View look south along Hayvenhurst Avenue from above the Sepulveda Basin. The proposed station parking lot would displace a commercial produce vendor (Tapia Brothers).



NOTE: Refer to Figure 4-17 for detailed drawing of Hayvenhurst Station.



San Fernando Valley
 East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 3-30
 Route Alignment
 Tarzana - Encino Area



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3.0 Project Description

3.5.4 Encino-Sherman Oaks Area

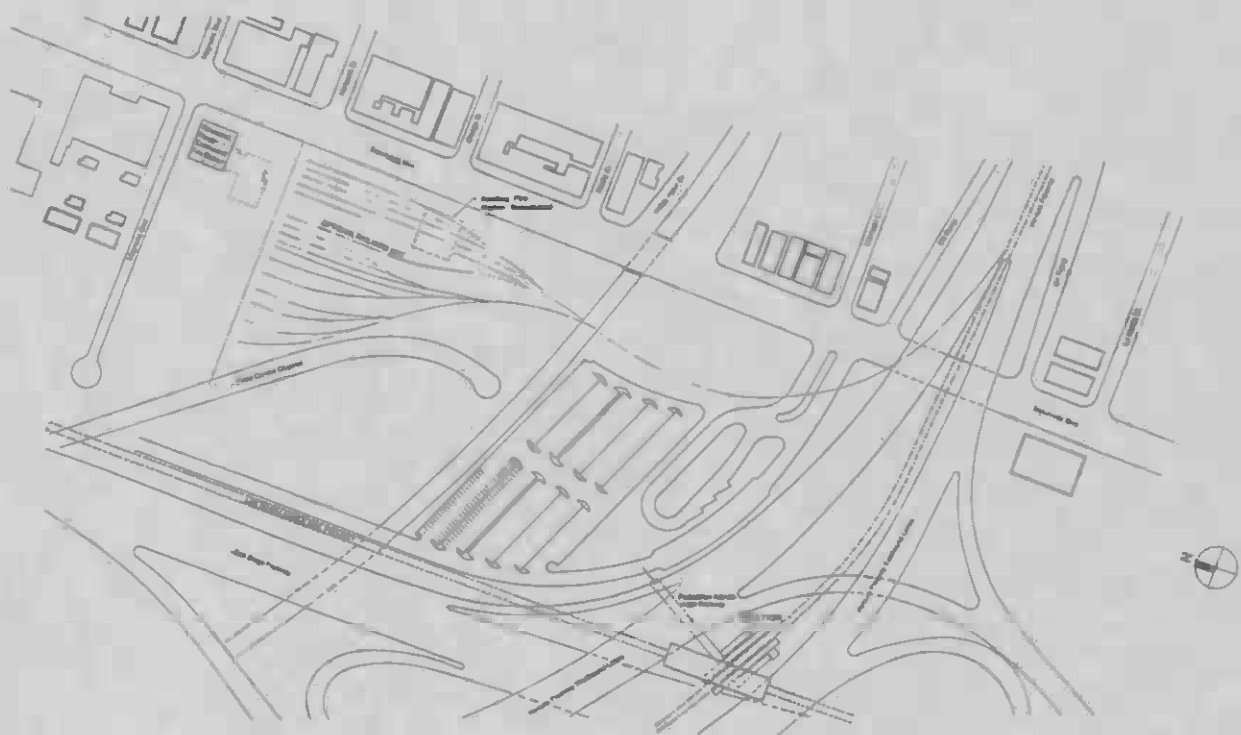
Between Hayvenhurst Station and Sepulveda Station the Ventura Freeway Route Alternative passes along the south edge of the Sepulveda Basin Recreation Area. As shown in Figure 3-33, the aerial guideway in this area is located above the median of the freeway. Because of the Ventura Freeway-San Diego Freeway Interchange, the station serving Sepulveda Boulevard would be located in the widened area between the eastbound and westbound lanes of the Ventura Freeway. This location has been planned to allow for possible transfer to a station serving the north-south Palmdale to Los Angeles International Airport Rail Transit Line that is being planned to run along the San Diego Freeway. As shown in Figure 3-31, access to the Sepulveda Station park and ride lot would be provided across the eastbound lanes of the freeway. A Park and Ride lot is planned to serve 500 spaces, with ancillary bus drop off and kiss and ride facilities. The site would also be used as a Rail Storage and Maintenance Yard for a Phased-Length Route Option. Under this alternative, the area north of the LA River that is presently occupied by Los Angeles City Fire Station #88 and the US Army Reserve Training Center would be used to provide the end-of-the-line storage yard for the route length option that ends at Sepulveda Station.

Van Nuys Station is located on the south side of the freeway. As shown in Figure 3-32, station parking is provided for 300 cars and would require the displacement of a gas station, an office building and two multi-family residential structures accommodating ten dwelling units.

Photo Date: 1989 LA Aerial Photography, Inc.



View looking North along Sepulveda Boulevard in the vicinity of the interchange between the San Diego and Ventura Freeways.



NOTE: Refer to Figure 4-18 for detailed drawing of Sepulveda Station



San Fernando Valley
East-West Rail Transit Project

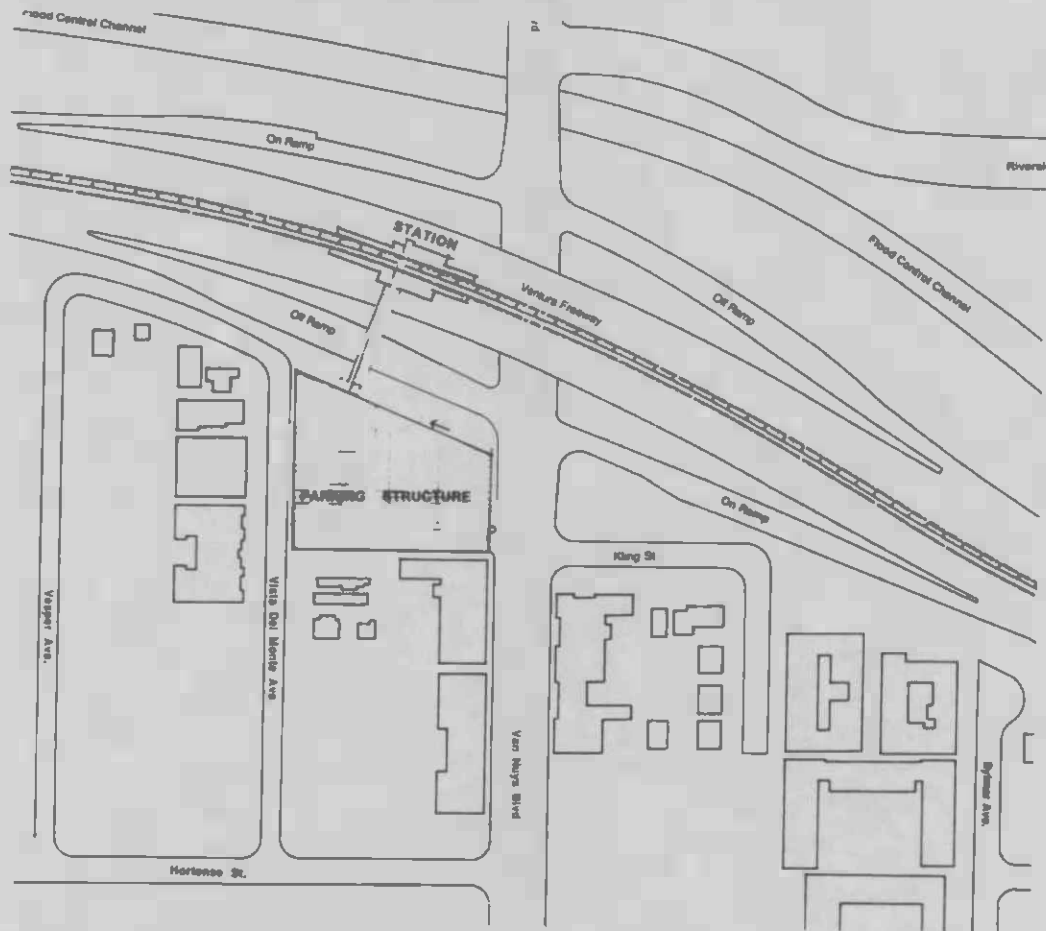
Figure 3-31
♦ Ventura Alternative
Sepulveda Station Area

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Photo Date: 1989 LA Aerial Photography, Inc.



View looking North along Van Nuys Boulevard and the Ventura Freeway.



San Fernando Valley
East-West Rail Transit Project

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Figure 3-32
♦ Ventura Alternative
Van Nuys Station Area



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San Fernando Valley
East-West Rail Transit Project

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Figure 3-33
Route Alignment
Encino - Sherman Oaks Area



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3.0 Project Description

3.5.5 Sherman Oaks - Studio City Area

As shown in Figure 3-36, Riverside Drive is located along the north side of the Ventura Freeway in the area east of the proposed Van Nuys Station. For this reason access to stations in this area is provided from the north side of the freeway. As shown in Figure 3-34, parking for 500 vehicles is planned at Woodman Station that could be integrated into the development of the Fashion Square Shopping Center. In order to maintain parking capacity at the shopping center, the Woodman Station would use a parking structure adjacent to the freeway that could potentially be shared with the shopping center.

The access for Coldwater Canyon Station would be located on the north side of the freeway between the freeway on-ramp and Riverside Drive. As shown in Figure 3-35, no long-term station parking would be provided but bus drop-off and kiss-and-ride access would be provided from Riverside Drive. The station area requirements would displace an existing gas station and several retail stores.

The access for Laurel Canyon Station would also be located on the north side of the freeway adjacent to the freeway on-ramp. As shown in Figure 3-37, station parking would displace an existing gas station and one single-family residence.

3-43

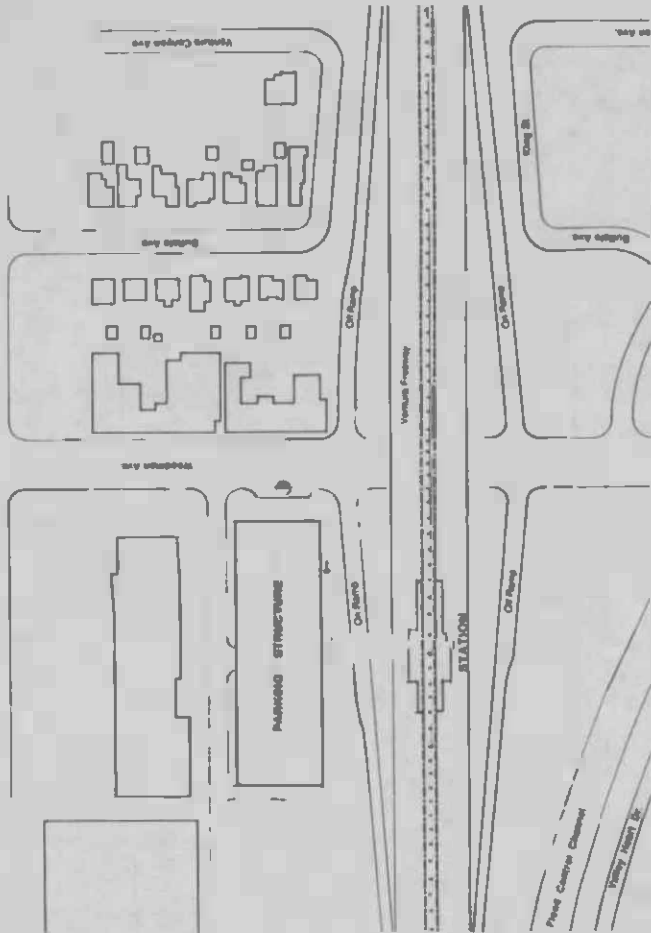


Photo Date: 1989 LA Aerial Photography, Inc.



View looking East along the Ventura Freeway at Woodman Avenue. A parking structure for 500 cars would be used to provide station parking in what is now surface parking lots for the Fashion Square Shopping Center, seen along Riverside Drive on the left of the photo.



San Fernando Valley
East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

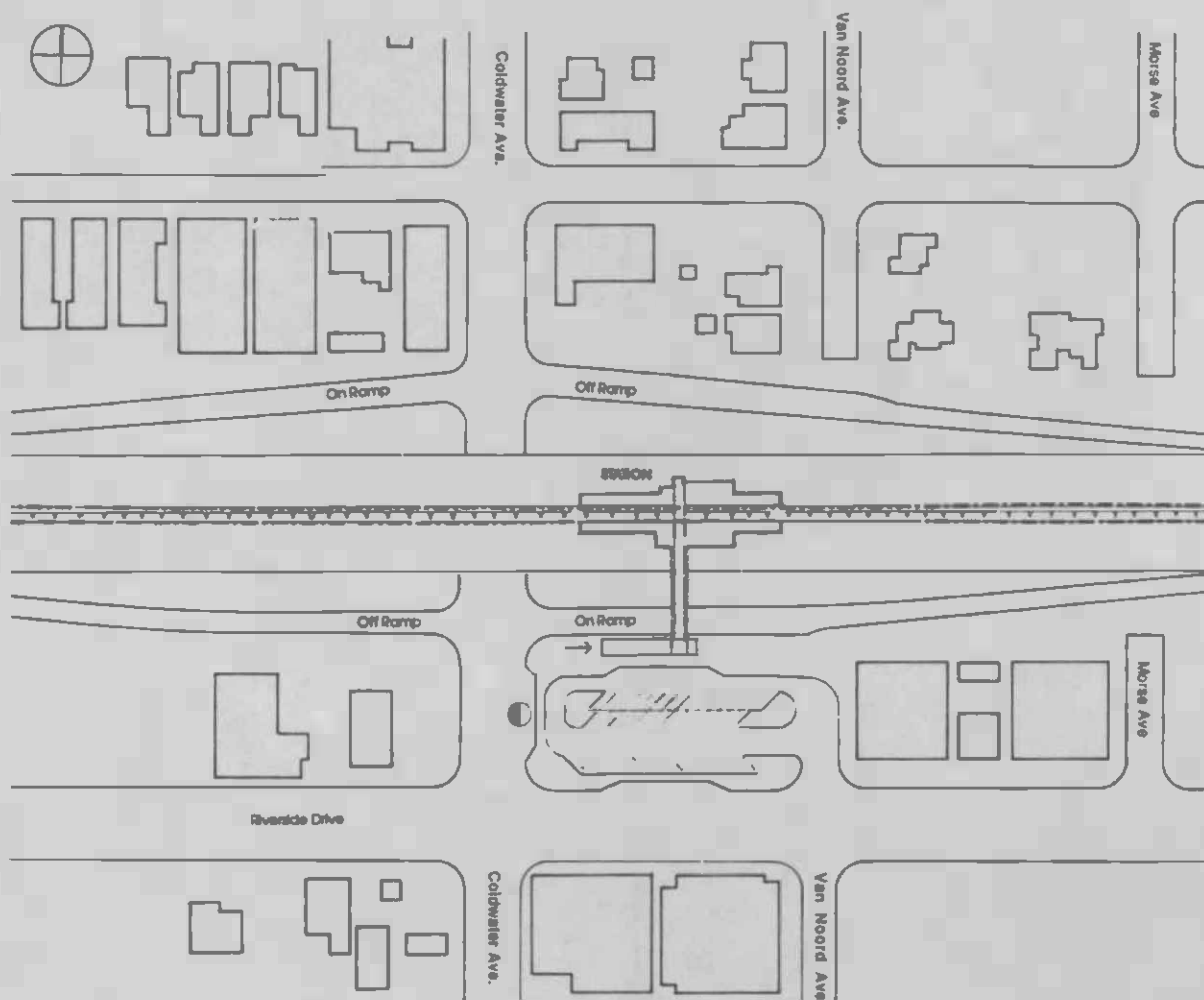
Figure 3-34
♦ Ventura Alternative
Woodman Station Area

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Photo Date: 1989 LA Aerial Photography, Inc.



View looking Southwest at Coldwater Canyon Boulevard and Riverside Drive. Station access and Kiss & Ride would displace several retail stores.

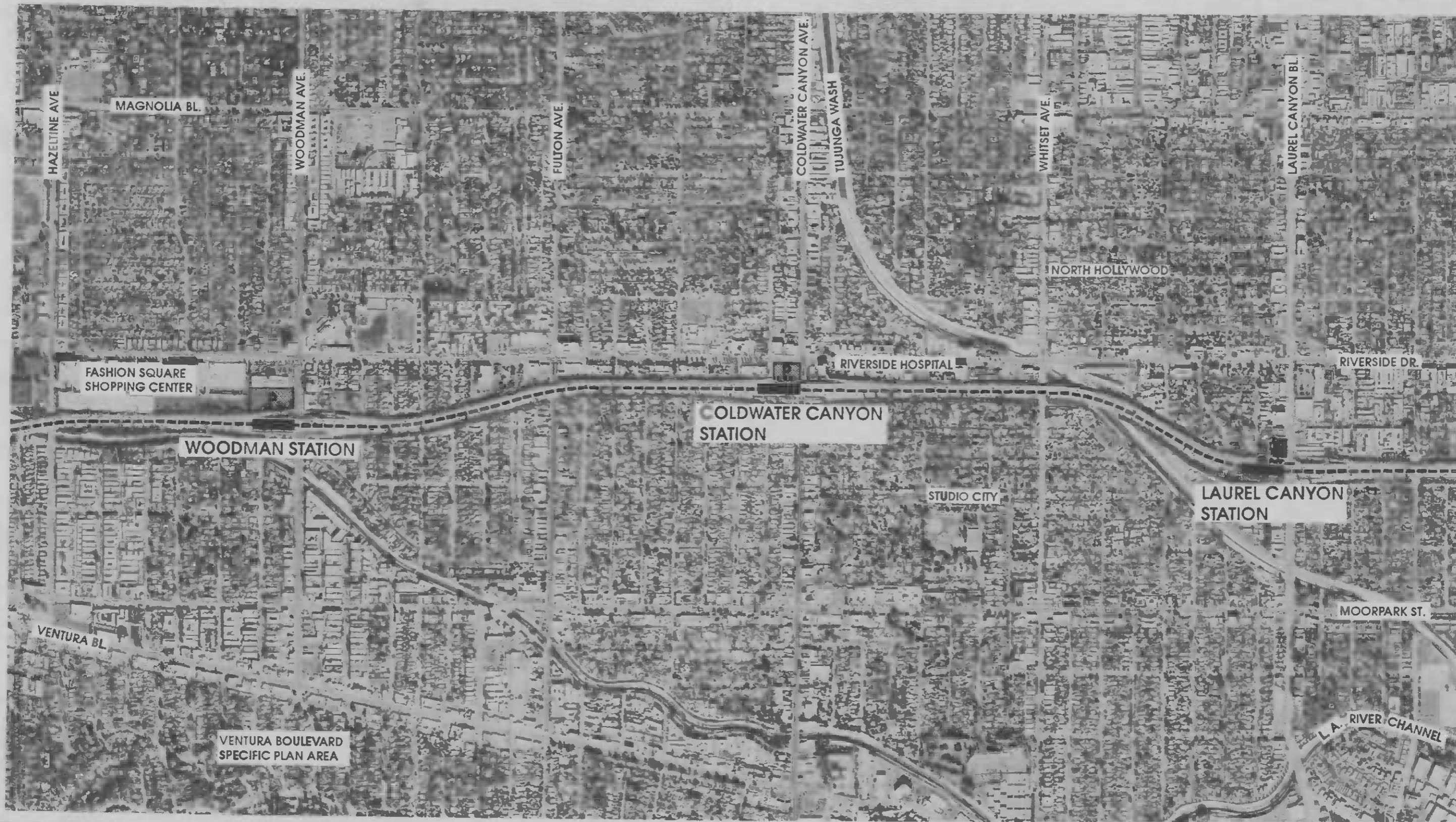


San Fernando Valley
East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 3-35
Ventura Alternative
Coldwater Canyon Station Area

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San Fernando Valley
East-West Rail Transit Project

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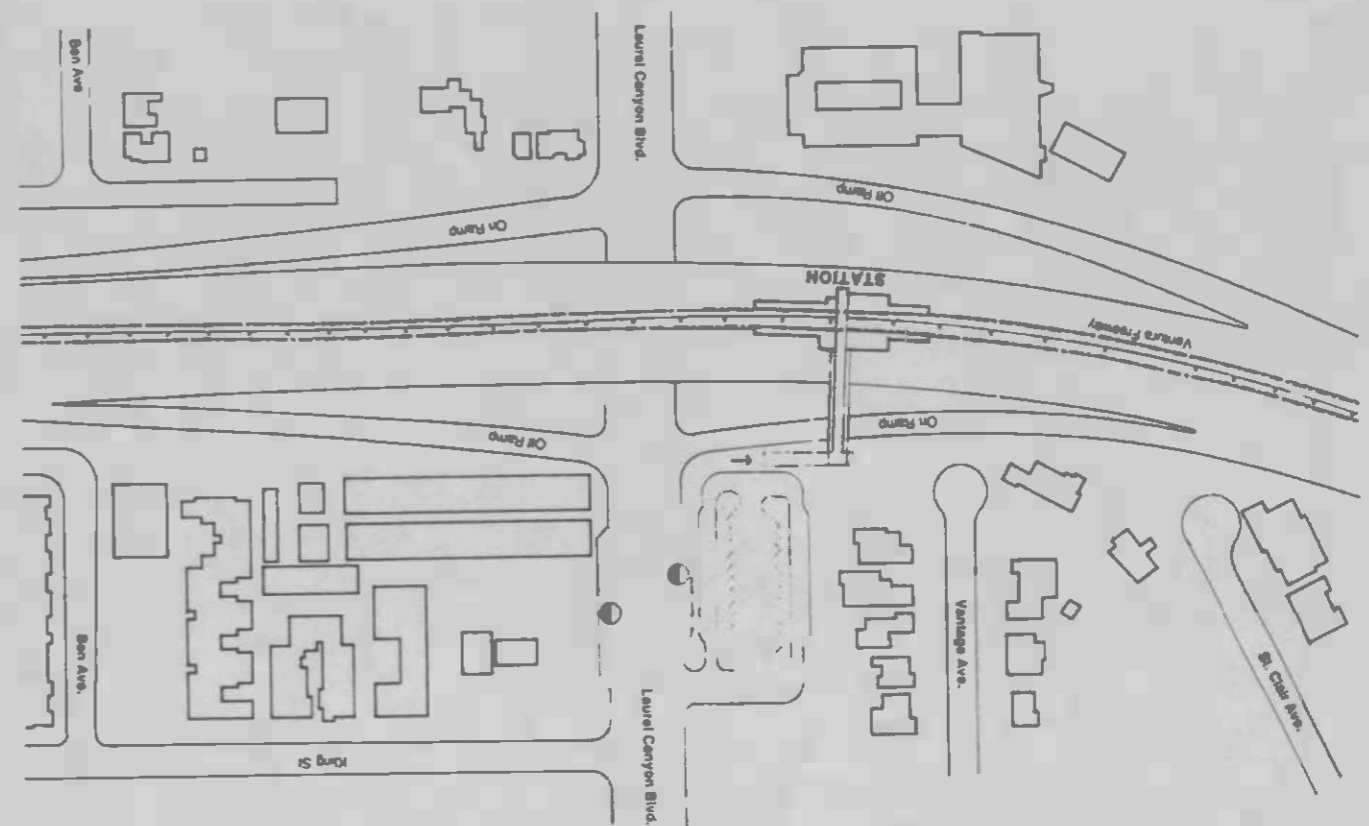
Figure 3-36
♦ Route Alignment
Sherman Oaks - Studio City Area



Photo Date: 1989 LA Aerial Photography, Inc.



View looking South along Laurel Canyon Boulevard at the Ventura Freeway. Due to the need for station access and Kiss & Ride facilities, a gas station and one home would be displaced.

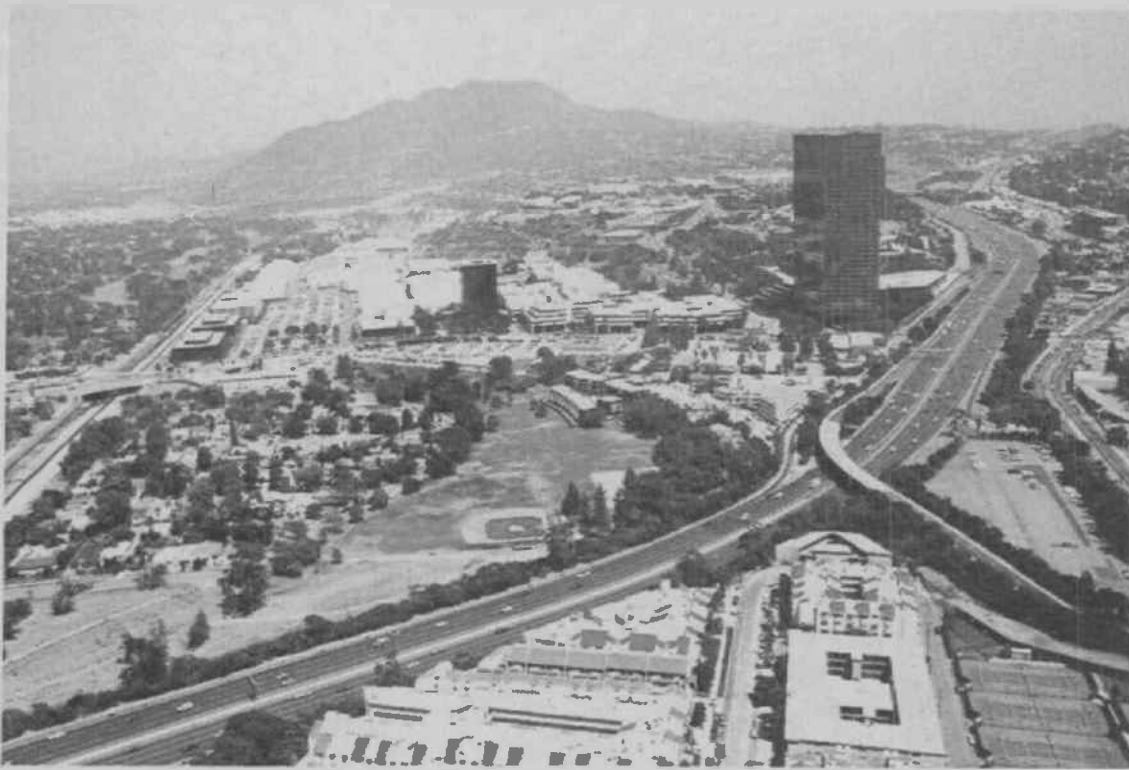


3.5.6 Studio City/Universal City Area

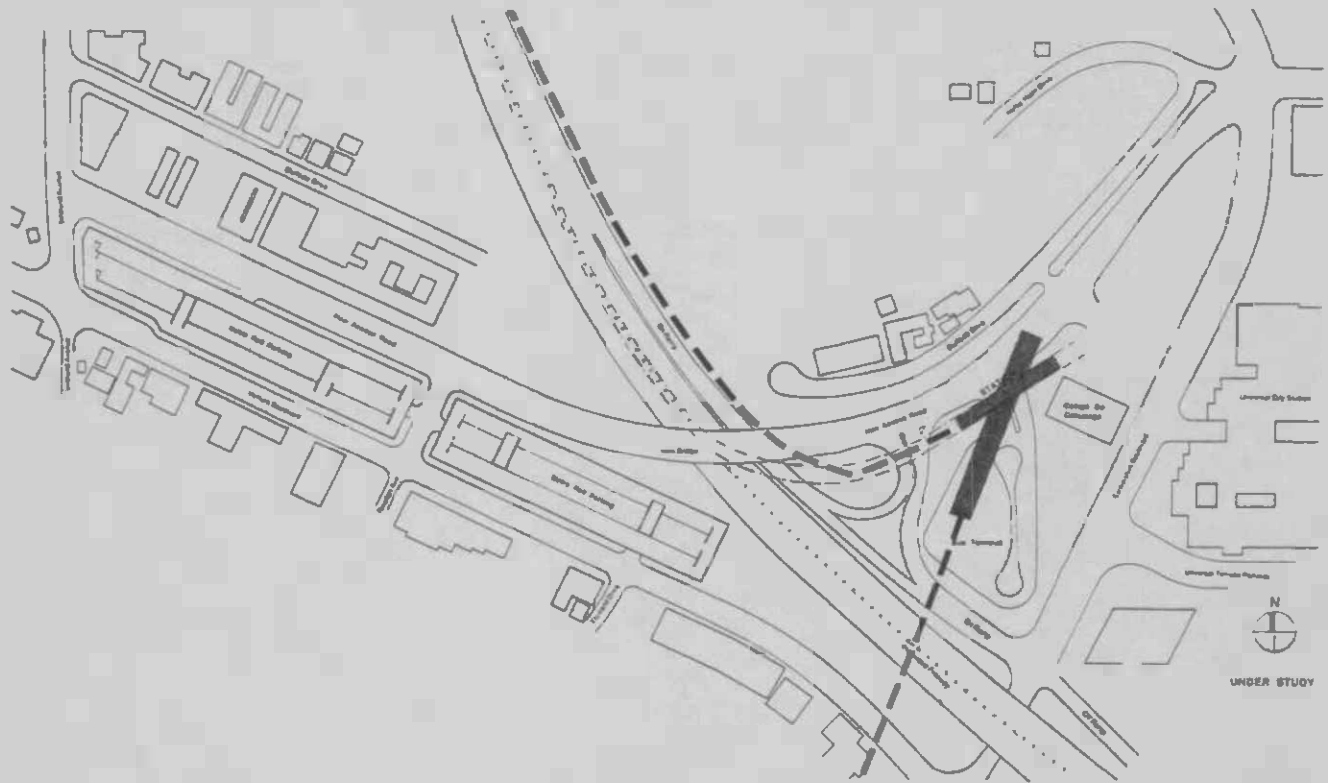
As shown in Figure 3-39, there are no rail transit stations planned between the Laurel Canyon and Universal City Stations. The alignment departs from the median of the Ventura Freeway at the interchange with the Hollywood Freeway to an aerial guideway configuration along the side of the Hollywood Freeway. The aerial guideway proceeds south on the sideslope of the freeway, passing through the edge of South Weddington Park, before entering Universal City.

The Universal City Rail Transit Station is illustrated in Figure 3-38. Transit riders on the advanced aerial technology line would be required to change trains at Universal City from monorail, maglev or ALRT trains to Metro Rail trains. Because the Ventura Freeway Advanced Aerial Technology alignment would be built on aerial guideway, a transfer of between 70 and 90 feet would be required between the aerial guideway station and the Metro Rail subway station. Transit riders would be transferred via banks of escalators or elevators for transfer between the two systems. Parking is planned at Universal City Station as a part of the Metro Red Line Project and has therefore not been included in parking computations for the East-West Rail Transit Project.

Photo Date: 1989 LA Aerial Photography, Inc.



This view looks east toward Universal City. Ventura Boulevard and the Hollywood Freeway are seen on the right side of the photo. The Ventura Freeway Alternative would intersect with the Universal City Metro Rail Red Line Station at Lankershim Boulevard. The Freeway Alternative would exit Universal City adjacent to Bluffside Drive and South Weddington Park. It would proceed along the edge of the Hollywood Freeway to the Ventura Freeway where it would continue west toward Warner Center.



NOTE: Refer to Figure 4-16 for further description of Universal City Station.

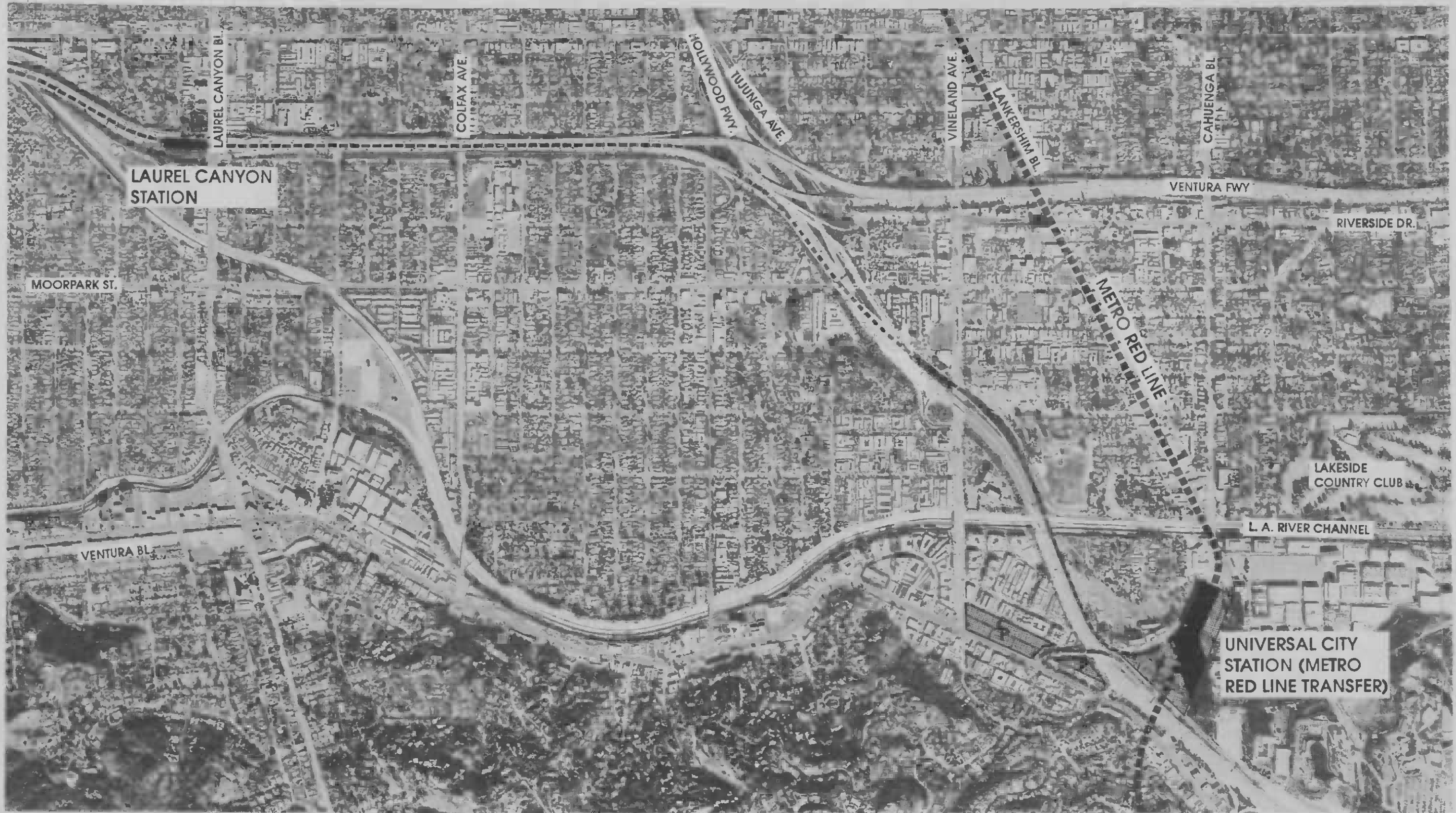


San Fernando Valley
East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 3-38
Ventura Alternative
Universal City Station Area

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San Fernando Valley
East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 3-39
Route Alignment
Studio City - Universal City Area



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CHAPTER 4.0

**PUBLIC REVIEW OF SEIR:
COMMENTS AND RESPONSES**

FINAL SEIR



LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

CHAPTER 4.0

PUBLIC REVIEW OF SEIR: COMMENTS AND RESPONSES

In September, 1991 the Commission authorized the release of the Draft Subsequent EIR for the San Fernando Valley East-West Rail Transit Project. The public review period for the SEIR commenced on October 1, 1991, and ended on January 10, 1992. During that time, the Commission conducted two Open Houses and two Public Hearings. The project was also presented to a number of homeowner organizations and transportation-active groups in the San Fernando Valley.

The two Open Houses were held to provide the public the opportunity to review the SEIR with LACTC staff and the consultants who prepared the study. The first Open House was hosted at Canoga Park High School in Canoga Park on October 17, 1991. The second Open House was conducted at Walter Reed Junior High School in North Hollywood on October 22, 1991. The two Public Hearings were held to allow the public the opportunity to comment on the Draft Subsequent Environmental Impact Report and to make comments on the San Fernando Valley Rail Transit Project. The first Public Hearing was held at Canoga Park High School in Canoga Park on November 12, 1991. The second Public Hearing was held at Walter Reed Junior High School in North Hollywood on November 14, 1991. Chapter 5.0 of that Draft SEIR provides a full description of the environmental impacts anticipated as a result of the construction of the Ventura Freeway Advanced Aerial Technology Alternative, and is incorporated by reference in this Final SEIR.

Issues Raised During Public Comment Period: During the extended 90-day Comment Period, more than twice the number of comments were received on the Ventura Freeway Alternative than were received two years ago during the EIR Public Comment Period for the SP Burbank Branch Route. Staff and consultants reviewed all comments received on the SEIR during the Comment Period and identified substantive comments requiring responses. Due to the very high level of public attention paid to the project, several key environmental issues were identified by the public and affected agencies that required additional analysis. Significant issues were raised by the US Army Corps of Engineers, the California Departments of Conservation and Transportation (Caltrans), the Los Angeles City Departments of Transportation, Fire, City Planning and Recreation & Parks. Such comments had not been raised during earlier reviews, feasibility studies, environmental reports or the FSEIR Notice of Preparation Comment Period.

As a result of these comments, LACTC held additional discussions with affected agencies and community groups in April 1992. The purpose of these additional discussions determined specific mitigation measures and any additional costs that would be required to reduce environmental impacts to acceptable levels. Under CEQA, mitigation of significant impacts is necessary before the Final SEIR can be certified. Figure 4-1 on the following page provides a summary of the significant environmental comments that were reviewed during the Comment and Response Period. In addition to a catalogue of the substantive comments and their appropriate responses, the following discussion reviews each of the impact areas, assesses their potential impacts, and recommends additional mitigation measures for incorporation into the List of Mitigation Measures for the project.

Figure 4-1
SUMMARY OF SIGNIFICANT SEIR COMMENTS: Ventura Freeway Advanced Aerial Technology Alternative

Response Section	Environmental Category	Issue	Affected Agency/Group	Course of Action
5.7	Structural Design -Earth/Seismic -Geotechnical -Risk of Upset	<u>Slender Column in Median</u> Columns must support a range of technologies. Design must consider tanker truck collision, earthquake or catastrophic event.	CA Department of Conservation Caltrans	Structural engineering study conducted by Dokken Engineering. Review meetings with Caltrans held on April 16 & May 6, 1992.
5.5	Construction Impacts -Impacts of Night Work -Lane Closures	<u>Construction in Median</u> A Construction Zone may be necessary in the median of the freeway to reduce impacts. Some temporary lane closures may be required.	Caltrans	Construction staging study conducted by Dokken Engineering. Review meetings with Caltrans held on April 16 & May 6, 1992.
5.8 5.10	Cultural Resources -Parkland -Historic Resources	<u>Hollywood Freeway Alignment</u> Edge of freeway/serial alignment impacts Campo de Cahuenga, South Weddington Park, Homes.	LA City Parks & Rec. Dept. Homeowners Toluca Lake Little League	Alternative alignments evaluated. Review meeting with LA City Recreation & Parks held on May 19, 1992.
5.2	Traffic Impacts -Canoga Avenue -Station Areas	<u>Canoga Avenue</u> Guideway in median of Canoga Avenue would block left-turn access to many properties. <u>Station Area Traffic</u> Further mitigation measures are necessary.	LA Dept. of Transportation LA Unified School District	Supplemental traffic assessment conducted. Review meeting with LADOT held on June 3, 1992.
5.1	Land Use -Community Plans -Specific Plans -Centers Concept	<u>Incompatibilities in Station Areas</u> Joint development at station areas is limited by access restrictions. Existing City plans do not encourage transit-related development along freeway corridors.	LA City Planning Department LA Dept. of Transportation	Criteria for joint development at station areas along the Ventura Freeway reviewed against draft LA City Land Use & Transportation Policy.
5.9	Public Services -Fire -Floodplains	<u>Fire Station #88</u> Phased-Length Railyard displaces this facility. <u>Havvenhurst Station</u> Parking structure is located in the Sepulveda Flood Control Basin.	LA City Fire Department US Army Corps of Engineers	Supplemental Flood and Fire assessment conducted. Review meeting with US Army Corps of Engineers held on May 28, 1992.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

A total of 558 comments were received from public agencies, public officials, community organizations, schools, and comments from individuals and businesses. Of this total, 106 different speakers testified at the two Public Hearings (247 pages transcribed) before the hearing officer, a California Administrative Law Judge. In addition, a total of 208 additional written comments and 244 telephone "For the Record" comments were received during the comment period. A few of the comments duplicated comments which had been made verbally at the Public Hearing. A list of all persons submitting comments during the official 90-day comment period is included in Chapter 5.0.

Substantive comments on the SEIR requiring responses have been extracted and included in this section. These comments were grouped together and organized in the order of the Table of Contents of the Draft Environmental Impact Report. Many other comments did not raise questions about the Draft EIR, but merely expressed a preference for or against the project.

Out of the total of 558 comments that were received, a total of 244 comments expressed support for the Ventura Freeway Advanced Aerial Technology Alternative. A total of 250 comments expressed opposition to the Ventura Freeway route and/or support for the previously adopted SP Burbank Branch Alternative #3a (Subway). A total of 64 other comments were received that did not express a preference, but raised other questions or issues.

Two petitions were also received. The first petition, sponsored by the Citizens Committee for Monorail, was signed by 230 persons and stated:

"Please include my name as one who strongly supports the building of Los Angeles County's first monorail line along the center of the Ventura Freeway between the Warner Center and Universal City."

A second petition, sponsored by the Coalition of Freeway Residents, was signed by 1550 persons and stated:

"We, the undersigned, object to the noise, vibration, air pollution, visual blight and congestion that an elevated train, monorail, or light rail will bring to our neighborhood. We ask that the Los Angeles County Transportation Commission abandon all plans for any type of elevated train along the Ventura Freeway, because it is too close to homes and will create environmental problems that cannot be mitigated."

The following concerns were raised most frequently by those submitting official comments on the Draft SEIR:

Noise & Air Quality Impacts	Safety Issues
Traffic Impacts	Parking (Adequacy/Spillover)
Costs	Growth Inducement
Visual Impacts	Park Impacts
Patronage	Construction Impacts
Property Values	Earthquakes
Alternative Modes/Buses	Sensitivity of Community

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

CHAPTER 1.0 INTRODUCTION AND SUMMARY

Comment 1-1 One comment suggested that inadequate public notice was given during the environmental assessment process:

- Your draft SEIR should be sent to all organizations and individual who have previously requested such notice and shall also be given by at least one of the following procedures (Guidelines, Sec. 15087):
 1. Publication at least one time by the public agency in a newspaper of general circulation in the area affected by the proposed project.
 2. Posting of notice by the public agency on and off the site in the area where the project is to be located.
 3. Direct mailing to owners of property contiguous to the parcel or parcels on which the project is located . . .

The alternatives for providing notice specified in subsection (a) shall not preclude a public agency from providing additional notice by other means . . . (emphasis added) We ask that you provide notice by using all three of the above, in notifying the public, regarding this project. We also request that you reword the public notices to more honestly reflect the nature of the proposed project. The advertisement do not refer to "elevated trains", and thus are deceptive, and do not reflect the true nature of the project. As a result many members of the public are unaware of the scope and magnitude of the proposed project. (Homeowners of Encino)

Response 1-1 For the San Fernando Valley East-West Rail Transit Project, LACTC published public notices in both the Los Angeles Times and the Daily News on two occasions. Public Open Houses and Public Hearings were held in both the West Valley and East Valley which were attended by several hundred persons. Project literature was distributed at these public meetings, and representatives of homeowner and civic associations were given multiple copies for distribution to their membership.

A project mailing list of over 1,300 names was compiled of individuals who asked that their names be included, and notification, accompanied by an Executive Summary of the Draft EIR was sent to those persons. Additionally, LACTC furnished copies of the Draft EIR to project area libraries and provided over 300 copies to public agencies, elected officials, homeowner groups, associations, and individuals requesting copies at no charge. Individuals requesting appendices and technical reports were also sent the documents at no charge.

LACTC staff further offered to make presentations to organizations in the project area. Such presentations were made to the Sherman Oaks Homeowners Association, the Studio City Homeowners Association, the Valley Village Homeowners Association, The Universal City-North Hollywood Chamber of Commerce and the Valley Industry & Commerce Association. In reference to the above comment, an offer was made by LACTC to attend a regular meeting of the Homeowners of Encino and present the project to its membership, however this offer was declined.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

As stated in the introduction to this chapter, over 550 comments were received on this project during the public comment period. This was more than twice the number of comments that have been received on other project EIRs prepared by the LACTC in the San Fernando Valley. The public outreach effort conducted for this project is therefore considered to have been highly successful and in full compliance with CEQA Guidelines for public notification.

Comment 1-2 Several comments requested the inclusion of cost estimates in the SEIR document. Two such comments were:

- While it may not technically be a requirement of an EIR, those portions of the DSEIR (and earlier reports) that provide construction cost estimates are important for comparison purposes. The community, elected officials, and those who will make final decision must be afforded accurate and detailed information for the Ventura Freeway alternatives and the Burbank Branch line alternative previously selected by the LACTC for construction. (VICA-Valley Industry and Commerce Association)
- The cost estimates and comparison of the Ventura Freeway Advanced Aerial Technology Alternative and the Burbank Branch Line Alternative were not presented in the DSEIR. (LADOT)

Response 1-2 Cost estimates have been provided in Section 3.3 of the Final SEIR.

Comment 1-3 Two commentators made the following comments with regard to the cost estimates:

- We suggest that a cost per passenger figure be calculated for both route alternatives as a more meaningful comparison. Merely comparing total costs for each line can be deceptive since the alternatives have different estimated riderships. Furthermore, cost projections alone at the pre-design stage have routinely been erroneous for every rail project undertaken thus far. (VICA)
- The extra 400 million [additional cost for construction of the Burbank Branch], assuming a very short life of 50 years, amounts to an extra three or four dollars per year per valley resident, a reasonable price to pay for a quality system instead of the cheapest alternative available. (P. Rosenthal)

Response 1-3 The purpose of the DSEIR is to fully document the environmental effects of the Ventura Freeway Advanced Aerial Technology Alternative. The capital costs, along with the patronage estimates, were presented to the decisionmakers to assist in the overall evaluation of the Ventura Freeway Alternative and the Burbank Branch Line Alternative.

As discussed elsewhere in this FSEIR (see Section 3.3), the cost of added mitigation measures based on responses to the DSEIR would add about \$187 million to the cost of the Ventura Freeway Alternative, bringing it to within about \$442 million of the estimated 1998 costs for the Burbank Branch Alternative (compared to \$629 million previously).

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Whether this cost differential and/or the cost per rider is compelling in the overall choice between the two competing alternatives will become clear as the decisionmaking process unfolds.

Comment 1-4 Two comments claimed that the SP Burbank Branch cost estimates were artificially high and therefore not comparable to the Ventura Freeway Alternative Route:

- Gruen, in its proposal shows cost comparison arbitrarily made showing the rest of the line deep bore subway noting a cost of 400 million dollars, additional dollars above the monorail proposal. The fact is that eight other technology uses could minimize substantially the cost. (McCreary)
- The first major flaw is that Gruen to show cost comparisons arbitrarily assumed because 3A special legislation forcing deep bore subway for two miles on the Burbank Branch that the subway was to continue to Warner Center. From Hazeltine on to Warner Center it is open for the best technology for the dollar not necessary deep bore subway. Speedway buses from Warner Center were to be used to the station at Sepulveda until a final decision could be made on the technology to complete the system and when further funding was available. (Fair Alignment is Right Committee)

Response 1-4 As noted in Response 1-3, the correct 1998 cost differential is \$442 million after the additional mitigation measures are applied to the Ventura Freeway Alternative. With regard to Alternative 3A, it was the LACTC's intent to treat the residential neighborhoods west of Sepulveda Boulevard in the same manner as those east of Sepulveda Boulevard. Thus, it was decided by LACTC to impose a deep bore subway option in residential areas for a future extension of Alternative 3A to Warner Center. It is true that interim transportation solutions (such as express buses) could be a cost-effective approach until a final decision is made regarding fixed-guideway transit service to Warner Center. However, the Final EIR does include Alternative 3A as the preferred long-range solution and would maximize patronage by virtue of limiting intermodal transfers for the traveling public.

Comment 1-5 One comment questioned the objectivity of the SEIR document:

- As an environmental impact report, this draft is completely inadequate and reflects itself as having a been prepared by persons who appear to have more of an interest in having this particular project approved in lieu of the previously approved S.P.- Burbank underground Metrorail Route. This report appears to be more of an attempt at persuasion than an objective report relating to the effect of the proposed project upon the communities adjoining the route and the thousand of residents whose lives would be affected. (P. Rosenthal)

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Response 1-5 The Subsequent EIR evaluates a modified Ventura Freeway alignment where the guideway has been shifted to the center of the freeway rather than the sideslope of the freeway. As a result, many of the previously identified impacts have been reduced. In both cases, the alignment has been evaluated against twenty different environmental impact categories required. The EIR and the SEIR both contain a description of the environmental setting, the anticipated impacts, and proposed mitigation measures. The analytical logic and standards by which impacts are determined are contained in each of the environmental impact sections, and are consistent in both the EIR and the Subsequent EIR.

The scope of work for the SEIR was to identify the best possible alignment configuration in the median of the Ventura Freeway and to identify the probable environmental impacts of such an alignment. The consultants that were retained by LACTC to prepare the Subsequent Environmental Impact Report for the Ventura Freeway Route Alternative are the same consultants who prepared the EIR two years ago that certified the SP Burbank Branch Route. The consultant has no financial or other interest in which of the two alignments under consideration are selected. Any decision of which route alternative to adopt for the San Fernando Valley East-West Rail Transit Project will be made by the Los Angeles County Transportation Commission after completion and review by the Commissioners of the Final SEIR.

2.0 PROJECT PURPOSE AND HISTORY

No comments were received applicable to this section.

3.0 ENVIRONMENTAL SETTING

No comments were received applicable to this section.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

4.0 PROJECT DESCRIPTION

4.1 Rail Technologies

Comment 4.1-1 Several comments referred to the advantages and disadvantages of using a new technology on the Valley East-West project. These comments included the following:

- We have a subway system downtown, a different system on the Century Line. Now they are talking about a Mag-Lev out there in Canoga and then the LAX line out to Palmdale, another line. What a nightmare. Any systems analyst would be ashamed to even consider that concept. This means separate trains, different cars, different training, different electronics, different switching. It is an impossible nightmare. You are not putting in transit. What you are doing is opening up an enormous boondoggle. (B. Silver)
- If you look at European systems, you will find they have both what they call an U-Bonn and an S-Bonn. The U-Bonn is the subway that runs around in the downtown area. The S-Bonn is the system that interconnects with that and is in the suburbia and rural areas. It's very typical to have multi-modal systems. Saying that you have to have one system to do all really isn't looking at what the purpose of the different systems are. (Witkin)

Response 4.1-1 In building the Los Angeles Metro Rail Project, the Metro Red Line is envisioned as the high-capacity backbone of the system. The Metro Red Line will serve Downtown, Wilshire Corridor, Hollywood and Universal City/North Hollywood areas. As the line moves away from higher density areas, branch feeder lines composed of light rail trains, Metrolink commuter trains, express & local buses and other types of transit, will expand the basic Red Line trunk service to provide connections to lower density areas. At every junction between the Metro Red Line and a different line, a transfer between technologies will be required.

The question in the San Fernando Valley is whether the backbone Red Line service should be extended to the west from North Hollywood or whether one or more branch lines, such as the Ventura Freeway Route, should be provided instead. Each provides a slightly different type of transit service and the purpose of evaluating these alternatives has been to find which of the two operating systems is better fitted to the needs of the San Fernando Valley.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Comment 4.1-2 Several comments were received that were critical of monorail transit technology. These comments included the following:

- LACTC's recent experience with escalating costs for automation on the Green Line illustrates that new technology can be expected to cost more because it is difficult to anticipate all of the problems to be incurred with a new design. Monorail lacks a track record for this type of high capacity commuter usage which increases the possibility of unanticipated costs. (VICA)
- The current monorail technology is not considered a "high-speed" and "high capacity" system (Page 6). These factors, speed and capacity, need to be defined in order to evaluate the proposed monorail technology's cost-benefit in comparison with other systems and modes. (Caltrans)
- Monorail can move about 8,000 passengers per hour. Heavy rail about 40,000 per hour. We are looking forward as one of the other gentlemen said to the next 50 years. We want to move a maximum amount of people. (Opatowsky)
- ... they talk about the Disneyland route which is sort of like a toy. It's an entertainment type thing. It is not a viable rapid transit system. (Seydel)

Response 4.1-2 Monorail systems have been in use since the mid- 1950's and have proven to be efficient transportation systems in both theme park and urban settings. The Walt Disney World monorail system carries 150,000 persons per day during peak summer periods. Other systems in Japan have proven to be durable and reliable under conditions of high-capacity use.

The medium-capacity system proposed for the Ventura Freeway would have 210-foot long stations and would accommodate about 350 passengers per train (4-car). A high-capacity Metro Red Line station on the SP Burbank Branch would have 450-foot long station platforms, and would accommodate about 1,800 riders per train (6-car). Because stations are generally spaced one-mile apart in the Valley, a maximum speed for monorail systems has been assumed at 50mph. A maximum speed for Metro Rail has been assumed at 60mph.

The introduction of a new technology on the Ventura Freeway would require additional support facilities such as rail storage and maintenance yards. Efficiencies of scale in the ordering of train sets, spare parts and maintenance equipment would not be as great as if fewer technologies were used. The additional capital costs of train sets, construction costs and maintenance yards have been factored into the project cost estimates.

Comment 4.1-3 One comment was critical of utilizing a new technology such as magnetic levitation:

- Since the MagLev technology is experimental and has not been operational in revenue based applications, it does not seem reasonable to select a high-cost alternative such as the aerial MagLev technology at this time. The Maglev technology should be first proven before it is considered a viable system for the Ventura Freeway Advance Aerial Technology. (Caltrans)

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Response 4.1-3 It is true that magnetic-levitation transit systems have not been utilized to date in any revenue service application. Several systems have been demonstrated in theme park and test track applications and the Railway Technical Research Institute in Japan is currently constructing a 27-mile test track between Osaka and Tokyo that will eventually become part of a high-speed rail line between those two cities.

Magnetic-levitation technology has several advantages over other more traditional technologies. There is no friction contact between the train car and the guideway track and therefore the ride is very smooth and virtually silent. Speed and acceleration is also higher.

Comment 4.1-4 One comment suggested that Metro Rail Technology should be used along the Ventura Freeway Route:

- On page 48 of the supplemental EIR you describe a technology by the name of automated Light Rail Transit or ALRT. Since this mode requires an elevated structure which employs third rail power pickup and twin rail technology, then why not extend the metro rail cars from Universal City over this type of elevated structure to the end of the line at Warner Center? (Bogartz)

Response 4.1-4 As described in Section 3.1 of the FSEIR, rail technologies considered for the Ventura Freeway have included Monorail, Mag-Lev, certain steel-wheel and other advanced aerial technologies. The principal requirement of a rail technology on the Ventura Freeway is that it would need to be supported on a single row of columns placed in the 8-foot wide median of the freeway. Lighter weight systems are preferable in this environment because they can be structurally supported on smaller diameter columns in the median of the freeway.

Metro Rail technology was considered in the 1989 EIR for the Ventura Freeway Route but was discarded from further consideration in favor of the above mentioned advanced aerial technologies. The principal reasons for discarding Metro Rail technology were that aerial stations would have been required to be 450 feet in length instead of the presently planned 210 feet; support columns would have been required to be 6 to 7 feet in diameter, instead of the currently proposed 4 to 6 feet in order to support heavier loads, and because such physical impacts were considered unacceptable to both the operation of the freeway and in terms of the visual impacts on adjacent communities.

Comment 4.1-5 Several comments addressed the issue of passenger safety in the event of a power failure or breakdown of the transit vehicle above the freeway. One such comment included the following:

- The draft report fails to address the issue of safety and emergency evacuation for rail passengers on a line that is in the middle of the freeway between the stations. Since passengers cannot evacuate onto a congested freeway, what means will be in place to evacuate passengers in the event of a fire, train failure or earthquake? (Brestoff)

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Response 4.1-5 As shown in Figure 3-3 of the FSEIR, an emergency evacuation catwalk would be provided on the aerial guideway structure. In the event that a power failure or other event necessitated evacuation of the train, passengers would be directed onto the catwalk and directed away from the trains. Passengers could then walk to exits at the nearest station, or in the cases where such a walk would be more than 2,700 feet, to emergency pedestrian bridges.

Such evacuation procedures are similar to those used in Metro Rail subway tunnels in the event of breakdown or power failure. Because rail transit stations along the Ventura Freeway are spaced at one-mile intervals, such emergency pedestrian bridges would only be required between stations which are more than one-mile apart. Such pedestrian bridges would resemble pedestrian bridges currently existing along the freeway and would be provided between Universal City-Laurel Canyon Stations, between Sepulveda-Hayvenhurst Stations, and between Hayvenhurst-White Oak Stations.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

4.2 Rail Transit Stations

Comment 4.2-1 Several comments addressed the issue of the amount of parking provided at station sites. Comments included the following:

- A lack of park-and-ride lots at Victory, Oxnard, Coldwater and Laurel Canyon stations could result in spill-over parking problems in neighborhoods, and/or reduced patronage at these stations due to lack of adequate parking facilities. (Caltrans)
- The Van Nuys station is shown to be the busiest station compared to Universal City and North Hollywood with over 3,000 patrons per day. However, only 300 parking spaces are provided which is clearly inadequate. (Councilman Marvin Braude)
- All transit systems rely heavily upon parking being available adjacent to the stations. There are significant concerns about whether more parking can be added at stations sites for the freeway alternative. Indeed, the parking lot situation is so difficult, that the LACTC provided no parking at either the Laurel Canyon and Coldwater Canyon stations because of impacts to locate street traffic that could not be mitigated. (Studio City Chamber of Commerce)
- The Draft Supplemental EIR identifies 4,950 parking spaces with no parking spaces provided at four of the 15 stations. Assuming the success of the line, what is the prognosis for providing additional parking in each of the stations, particularly those for which no parking is provided? (Brestoff)
- There is an absence of parking facilities east of Woodman Avenue. This seems to reflect a concept that the line will be used primarily to take San Fernando Valley residents to points east and ignores the need to bring riders to worksites in Warner Center and to other facilities in the West San Fernando Valley. Efforts must be made to remedy this by providing additional parking facilities east of Sepulveda Boulevard in order to provide meaningful service across the San Fernando Valley. (Mednick)
- The stations will bring pedestrian madness to residential streets that are now livable and quiet. Mitigation for this may be unenforceable. The stations do not have sufficient parking. There are only 500 spaces available at the Sepulveda Basin Station. Please spare us this spill over which may bring ghetto crime to our streets. (Wells)

Response 4.2-1 There is no standard formula to determine how many park and ride spaces to provide at each rail transit station. Ridership projections predict how many transit riders will be attracted to each station, however the number of parking spaces is highly contingent on a number of factors. Transit riders will have a choice of coming to the rail transit stations by several modes. Many will come by car. Others will come as transfers from other transit modes or be dropped off at kiss-and-ride areas. Still others will walk, take shuttle vans, ride bicycles, motorcycles, take vanpools or shuttlevans.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

The initial three rail transit lines in Los Angeles County have been planned to provide a widely divergent number of parking spaces depending on the type of transit service that is being provided and the availability of land for parking at station sites. The Red Line in Downtown Los Angeles/Wilshire District/Hollywood will have virtually no parking provided at station sites due to the fact that these areas are densely developed and function largely as destination stations for transit riders coming from other locations. The Metro Blue Line also has minimal parking provided. The Green Line along the Anderson (Century) Freeway will have several large parking lots, because of the availability of parcels of surplus freeway right-of-way and the commuter function of this line.

For the San Fernando Valley East-West line, ridership projections done by the Southern California Association of Governments, described in Section 3.3 of the FSEIR, provide estimates of the mode of arrival of future transit patrons. Peak AM Ridership projections were not included in the Draft SEIR but are included here in the following Figure 4-1a. This modeling predicts that a relatively higher number of transit patrons will arrive at stations in the San Fernando Valley by car than would be the case in many other areas of the County (approximately 1.4 transit riders per car). For this reason, more parking has been provided at stations in the San Fernando Valley than has been provided on the Metro Blue Line or the Pasadena Rail Transit Project. The amount of parking that can be provided is limited however by the availability and cost of the land and the specific conditions at each station site. In low-density residential areas, the need to provide transit access for the major north-south arterial streets was balanced with the desire of residents in those communities that environmental impacts associated with park-and-ride lots be limited. Furthermore, Laurel Canyon and Coldwater Canyon Stations are located in areas with severe traffic congestion during rush hour periods. Cost effective traffic mitigations could not be found to offset the additional traffic that would be attracted by park and ride lots at these stations.

For these reasons, stations are located at all major north-south arterial streets to provide access for bus feeder service and vehicular drop-off, but parking has been reduced or eliminated altogether at Laurel Canyon and Coldwater Canyon Stations. Commuters requiring parking would be directed to larger park and ride lots located in other parts of the corridor.

Because it is possible that ridership on the Rail transit line will be greater than is projected, there is the potential that spillover parking could be generated in some station areas. As discussed in Section 5.2 of the DSEIR, mitigation measures have been identified to address this impact, should it occur. These mitigation measures stipulate that LACTC shall conduct parking counts and monitor parking activities in and around station areas. Residential permit parking is currently utilized throughout Los Angeles to protect neighborhoods from commercial or other spillover parking effects. Such programs may be appropriate around rail transit stations. Experience on the Metro Blue Line has led to the planned addition of parking spaces at three stations where existing supplies were insufficient to meet a greater than anticipated demand.

AM PEAK PERIOD STATION MODE OF ACCESS
(WITH P&R CAPACITY-RESTRAINED TRANSIT ASSIGNMENT)

STA. NO.	STA. NODE	STATION NAME	P&R CAP.	ON ST. CAP.	AM TRIPS	ARR. WALK (%)	ARR. BUS (%)	ARR. AUTO (%)	ARR. RAIL (%)
16	8033	UNIVERSAL CITY	0	0	2629	319(12.1)	2310(87.9)	0(0.0)	0(0.0)
17	8032	NORTH HOLLYWOOD	1000	0	3576	585(16.4)	1137(31.8)	1854(51.8)	0(0.0)
18	3079	FULTON/BURBANK	0	0	543	83(15.3)	460(84.7)	0(0.0)	0(0.0)
19	3121	VAN NUYS BL.	325	0	2107	69(3.3)	1647(78.1)	392(18.6)	0(0.0)
20	3171	SEPULVEOA	675	0	982	201(20.5)	205(20.9)	576(58.7)	0(0.0)
21	5656	WOODLEY	440	0	425	137(32.2)	58(13.6)	231(54.2)	0(0.0)
22	5654	BALBOA	400	0	545	108(19.8)	14(2.6)	423(77.6)	0(0.0)
23	3245	WHITE OAK	475	0	747	222(29.7)	35(4.7)	490(65.6)	0(0.0)
24	5637	RESEDA	370	0	1206	287(23.8)	417(34.6)	502(41.6)	0(0.0)
25	5632	WINNETKA	1160	0	1263	27(2.1)	35(2.8)	1201(95.1)	0(0.0)
26	5626	TOPANGA	0	0	491	282(57.4)	209(42.6)	0(0.0)	0(0.0)

SP BURBANK BRANCH

AM PEAK PERIOD STATION MODE OF ACCESS
(WITH P&R CAPACITY-RESTRAINED TRANSIT ASSIGNMENT)

STA. NO.	STA. NODE	STATION NAME	P&R CAP.	ON ST. CAP.	AM TRIPS	ARR. WALK (%)	ARR. BUS (%)	ARR. AUTO (%)	ARR. RAIL (%)
1	8033	UNIVERSAL CITY	0	0	1919	29(1.5)	398(20.7)	0(0.0)	1492(77.8)
2	5458	LAUREL CANYON BL.	0	0	794	287(36.1)	507(63.9)	0(0.0)	0(0.0)
3	5454	COLDWATER CANYON BL.	0	0	309	142(45.8)	168(54.2)	0(0.0)	0(0.0)
4	5450	WOODMAN AVENUE	500	0	1164	402(34.5)	17(1.5)	745(64.0)	0(0.0)
5	5444	VAN NUYS BL.	300	0	1849	372(20.1)	1240(67.0)	238(12.9)	0(0.0)
6	5441	SEPULVEDA BL.	500	0	787	94(11.9)	145(18.4)	548(69.6)	0(0.0)
7	5650	HAYVENHURST	650	0	608	22(3.6)	63(10.4)	523(86.0)	0(0.0)
8	5640	WHITE OAK	200	0	556	24(4.3)	188(33.8)	344(61.9)	0(0.0)
9	5638	RESEDA	100	0	1143	456(39.9)	521(45.5)	167(14.6)	0(0.0)
10	5633	TAMPA AVENUE	300	0	997	497(49.8)	9(0.9)	492(49.3)	0(0.0)
11	5630	WINNETKA	400	0	123	44(35.8)	9(7.3)	70(56.9)	0(0.0)
12	5431	DE SOTO AVENUE	1500	0	794	54(6.8)	74(9.3)	666(83.9)	0(0.0)
13	5629	OXNARD/CANOGA	0	0	152	152(100.0)	0(0.0)	0(0.0)	0(0.0)
14	5624	VICTORY/CANOGA	0	0	112	112(100.0)	0(0.0)	0(0.0)	0(0.0)
15	7331	VANOWEN/CANOGA	500	0	1095	184(16.8)	11(1.0)	901(82.2)	0(0.0)

VENTURA FREEWAY

4-14



San Fernando Valley
East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 4-1a

AM Peak Period Station Mode of Access

GRUEN ASSOCIATES
ARCHITECTURE • PLANNING • ENGINEERING

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Comment 4.2-2 Several comments addressed the issue of Park and Ride Lots in Warner Center. Such comments included the following:

- The DSEIR includes two major parking lots within the Warner Center Specific Plan boundaries. It is the position of the WCA Board that mass transit parking should be located outside of Warner Center and should be used to intercept transit riders before they enter Warner Center. (Warner Center Association)
- We believe that all parking for the western end of the proposed transit system should be located outside of the Warner Center area. To do otherwise is to encourage people to use the San Fernando Valley's premier commercial and residential center as a place to park their cars. Such an approach is contrary to good planning and the goals of the local community planning effort which includes limiting regional trip impacts on Warner Center, not increasing them. Kaiser Permanente carefully calculates the amount of parking required for each facility. Consideration needs to be given to the possible use of patient, staff and visitor parking spaces by transit line riders who will either intentionally park in the medical center spaces, or do so when they are unable to find a space in the proposed structure. (Kaiser Permanente)
- We are opposed to the proposed 1500 car parking garage to be located at DeSoto Avenue and the Ventura Freeway, and the 500 car parking garage to be located at Vanowen Street and Canoga Avenue. The number one problem Warner Center faces in terms of the future development growth is traffic congestion on streets, and at intersections which are already operating at a level of service designation of F. (Rocketdyne)

Response 4.2-2 Warner Center will function as a destination point rather than a point of origination for future rail transit riders. Most transit riders will come to this area from other locations and therefore would not require a large park-and-ride facility. For this reason, no parking has been proposed at rail transit stations at Oxnard and Victory Boulevards.

Many transit riders, however, will be coming to rail transit stations in the Warner Center area from points further west in Los Angeles and Ventura Counties. Some park and ride lots are necessary near the west end of the rail line to allow these commuters to get off the Ventura and Simi Valley Freeways at the first available opportunity and get onto the transit system. For this reason, two park and ride lots were located at Vanowen and DeSoto Stations.

As illustrated in Figure 4-7 of the FSEIR, the DeSoto Station is recommended to be moved from the location identified in the Draft SEIR to another site that is outside of Warner Center. The Vanowen Station site is also located outside of Warner Center in an area occupied by industrial land uses. In both cases, traffic mitigation measures have been identified that will reduce traffic impacts to acceptable levels.

It should be noted that the draft Warner Center Specific Plan calls for the San Fernando Valley East-West Rail Transit Project as a key traffic mitigation measure to manage traffic congestion in the area. The plan recognizes that the rail transit line will remove far more vehicles from city streets than it will attract at park and ride lots.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Comment 4.2-3 Several comments questioned the need for fifteen rail transit stations along the Ventura Freeway Alternative route. Typical of such comments were the following:

- I think there are too many stations at any period from here to Universal Studios. If it was cut in half, then your possibility of getting from one point to another would be much faster, more accurate and more on time. (Rosenberg)
- Proposing 15 aerial stations along the freeway route when only 10 stations were proposed along the Burbank/Chandler route. The additional five aerial stations proposed from the freeway are of course not needed unless the intent is to simply defeat the project before it gets off the ground. Excuse the pun. Five additional stations and cost relative to construction, parking and other traffic mitigation plus 15 stations for a 16.2 mile route doesn't seem allow the monorail time to pick up speed before it is slowing down to the next stop. (Schultz)

Response 4.2-3 Rail transit stations have been sited to principally provide service to each of the major north-south arterial streets in the Valley. Streets such as Laurel Canyon Boulevard, Sepulveda Boulevard and DeSoto Avenue provide major access to the freeway and are the routes along which Valley bus lines and most major activity centers are located.

The SP Burbank Branch has fewer stations than the Ventura Freeway Route for the following reasons:

- Laurel Canyon Station was deleted on the SP Burbank Branch Route due to prohibition by State Law.
- Universal City would require a second station for the Ventura Freeway Route because a different technology would be used. A single station at North Hollywood could serve both the Metro Red Line and the East-West extension along the SP Burbank Branch Route because the same technology would be used.
- As shown in Figure 1-4 of this report, the Ventura Freeway Route must be 18.8 miles long to provide the same service coverage as is provided by 16.6 miles along the SP Burbank Branch Route. This is because the SP Burbank Branch can make use of the 2.6 miles between Universal City and North Hollywood to travel north in the Valley. The Ventura Freeway Route must duplicate this north-south leg along Canoga Avenue in Warner Center, where two additional stations are provided.

For a discussion of the cost and travel time implications of reducing the number of stations on the Ventura Freeway Route, please refer to response to Comment 4.2-6.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Comment 4.2-4 Several comments emphasized the need for feeder transit service to increase access to the rail transit stations:

- The Final SEIR must ensure that the 15 stations along the rail transit route are capable of utilizing the existing and proposed transportation services as feeder routes that will increase the ridership of the project. (SCAQMD)
- It does not appear that there was any connection made between commuter rail ridership and potential riders of the proposed system. In addition, there appeared to be very little consideration given to riders using bus access to the proposed Warner Center stations rather than single occupant automobiles. It is the feeling of the WCA Board that riders should be encouraged to use public transportation for their entire trip rather than just the portion on the proposed freeway alignment. The WCA Board therefore requests that greater consideration be given to bus access to the proposed station locations rather than single occupant automobiles. (Warner Center Association)
- It appears your aggregate projected patronage will exceed the available parking at the stations and the overflow will be mitigated by implementing neighborhood permit parking. Should alternative strategies to handle the overflow be considered so that all those desiring to use the project can be accommodated? (Automobile Club of Southern California)
- Your designs all indicate that there's going to be parking lots adjacent to the platforms that would get you on the device and I think that whole thing has to be re-thought out and you have to realize that you can't get people out of their cars if they have to drive their cars any distance at all to park it, to get up on the thing. You have to have those park and ride lots away from the device and get an internal system going, a shuttle system. There should be local shuttle systems. (Gross)
- Kiss and Ride simply would not work. It would be hate and ride. There are no provision for high amounts of buses to transport people to the stations. (S. Levine)

Response 4.2-4 As described in Section 4.2 of the Draft SEIR, conceptual station planning for the San Fernando Valley East-West Rail Transit Project has included provisions for express and local bus service, kiss-and-ride drop-off, and shuttle service drop-off. Station spacing has been planned to utilize the existing one-mile arterial grid on which all major Valley buslines operate. Although LACTC currently contributes to local funding for several types of alternate transit modes including local shuttle systems, transportation systems for the handicapped and the elderly, and Smart-Streets Programs, bikeway programs, Transportation Systems Management (TSM) and Ridesharing Programs, these alternate modes are selected by local jurisdictions or employers and are implemented as funding is available. In the absence of these supplemental programs, access to San Fernando Valley Rail Transit Stations would be by auto, SCRTD bus, LADOT DASH shuttles, walking, bicycle, or private carrier such as taxi companies and private shuttle operators. Decisions about possible busline reroutings will be made after a project route has been adopted.

Comment 4.2-5 One comment addressed handicapped requirements at stations:

- It is not clearly documented how disabled persons will access the transit stations from the park and ride lots. (Los Angeles Department of City Planning)

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Response 4.2-5 All rail transit stations on the Ventura Freeway Route Alignment have been planned to be barrier-free and to provide elevator access or ramps to all public levels.

The Americans with Disabilities Act of 1990 (ADA) requires that every owner of a rail system prepare and submit a plan to make "key" stations on its rail systems fully compliant with the design standards of the US Architectural Transportation Barriers Compliance Board. Under the ADA, not just wheelchair access but other handicapped requirements such as braille, raised-letter signage and special signage standards to accommodate the hearing-impaired are required. A plan specifying the measures that will be taken by LACTC to comply with ADA is currently under preparation for submission to the Commission.

Comment 4.2-6 Several comments suggested changes in the location of the stations. These comments included the following:

- Although the largest park and ride facilities are at Hayvenhurst, this street does not go through to the north. Therefore, passengers arriving from the north would have to use Balboa Blvd. and Burbank Blvd to access the parking lot. Also, there would be substantial traffic increases on Hayvenhurst, a single family residential street between Burbank Blvd. and Ventura Blvd. The station would be more strategic if it could be located in close proximity to Balboa Blvd, a major north-south artery. (Mednick)
- I would like to know why you cannot consider consolidating the amount of stations that you recommend for the monorail. In my opinion I feel that there are much too many stations and I would like to know if it would be possible for you to respond to the fact that I feel in my personal opinion that Hayvenhurst and White Oak and Tampa should be deleted and there should be only one stop at Balboa. On the East Side of the 405 I feel that Woodman and Sepulveda should be deleted and there should be one at Fulton seeing as the next one is at Van Nuys Boulevard. (Noonan)
- The stations are incorrectly cited at freeway on/off ramps. In other parts of the world this type of mistake has not been made. Adding in the freeway traffic to the anticipated mass transit traffic at already overloaded intersections is the ultimate in poor planning. The EIR did not even consider the feasibility of locating the stations at alternative sites such as the intermediate major north south roads along the Ventura Freeway. Locating stations at such cross streets would separate mass transit and freeway related traffic. (P. Rosenthal)

Response 4.2-6 As stated in the response to Comment 4.2-3, rail transit stations have been sited to serve the major north-south arterial streets in the Valley. These streets are planned as 6-8 lane roadways that accommodate between 35,000-70,000 average daily trips. The City of Los Angeles has purposefully sized these streets to handle high volumes of traffic and has prepared a General Plan and local Community Plans to site major activity centers and commercial land uses along these roadways. In recognition of the regional significance of these routes, Caltrans has provided freeway interchanges at each of these locations.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Between these major arterials, a series of local, collector and minor arterial roadways are located. These roadways are generally 2-4 lanes in width and handle traffic volumes that range from 2,000 to 30,000 average daily trips. Because of the lower capacity of these streets, fewer major activity centers are located in these areas and very few bus lines provide service along these streets. Furthermore, Caltrans does not generally provide freeway ramps at these locations and the City General and Community Plans do not generally allow major commercial and other activity centers to be located along these streets. The siting of rail transit stations at any location other than the major arterials is generally discouraged because it increases traffic volumes in residential and lower density neighborhoods and forces freeway drivers to travel farther through local communities to reach rail transit station park and ride lots.

Along the Ventura Freeway Route, a rail transit station has been proposed at Hayvenhurst Station, in lieu of Balboa Boulevard, which is the nearest north-south arterial. The reason for this was to build upon the existing Caltrans/City of Los Angeles Park and Ride Lot and provide a transfer point between the rail transit system and the LADOT Commuter Express Buses that operate out of the Hayvenhurst Lot. It is true that this location will require a detour for buses and motorists travelling north and south on Balboa Boulevard.

The comment suggestion that certain stations along the Ventura Freeway Route should be deleted would certainly have the effect of reducing construction costs of the project and increasing the speed of the trains. The convenience of service to the travelling public would be reduced however as traffic on north-south streets would be forced to travel east-west to access rail transit stations. Each of the fewer stations would also need to be expanded in size in order to handle increased demand for parking and access. These larger stations would consequently generate greater levels of impact to the surrounding communities in which they are located.

Patronage projections were run by the Southern California Association of Governments to test the effects on ridership of fewer stations. These projections indicated that ridership would drop from 45,900 riders per day to 34,500 riders per day if the number of stations were reduced from 15 to 10. Because of this, a reduction in the number of stations has not been recommended.

Comment 4.2-7 One comment proposed that the station design be modified to reduce the height of the structure above the freeway:

- The EIR report proposes stations which can be described as an overhead passenger crossover design. This design suggests that passengers be allowed to cross from eastbound to westbound trains by walking over an elevated walkway. This design increases station height by approximately 50%. This additional height will turn a visual and lighting problem into a potential environmental disaster for all residences within view of each individual station. The Ventura Freeway is already elevated, which would permit passenger crossover through tunnels under the freeway, at street level, for stations located at intermediate major north/south streets. (P. Rosenthal)

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Response 4.2-7 As illustrated in Figure 4-14 and 4-15 of this Final SEIR, rail transit stations along the Ventura Freeway have been designed to provide direct pedestrian connection to both the eastbound and westbound platforms. Transit riders wishing to crossover from one platform to the other above the freeway would proceed up and over the guideway to the platform on the other side.

Rail transit stations along Canoga Avenue have been designed to provide direct access to only one of the two platforms. Transit riders wishing to crossover from one platform to the other on Canoga Avenue must exit the station to street-level, cross under the station at the crosswalk on Canoga Avenue and re-enter the station.

The comment suggests that the Ventura Freeway stations should be designed to be similar to the Canoga Avenue stations and thus reduce the overall height of the station structure. The principal reason why this was not done is that it would require access from both sides of the Ventura Freeway. This would almost double the number of properties that would be displaced along the route and, in many cases, require residential takings. As the stations are presently designed, access is only required from one side of the freeway and this can in all cases be located in a commercial area along a parallel major street such as Ventura Boulevard, Burbank Boulevard or Riverside Drive.

Comment 4.2-8 One comment referred to the previously adopted plan for the Universal City Metro Rail Station and requested that additional information be provided with regard to that station site:

- The text indicated that parking at Universal City is planned as part of the Metro Rail Red Line project. For reference, the amount of parking provided at that site should be provided in this EIR, assuming, of course, that parking will be available to people using the east-west transit line. (Mednick)

Response 4.2-8 No additional parking at Universal City has been proposed for the San Fernando Valley East-West Rail Transit Project. Parking would be provided, however, as a part of the Metro Red Line subway which is scheduled to be open for service in about eight years (Year 2000).

The EIR/EIS for the Universal City Metro Rail Station, which is incorporated by reference in this FSEIR, was approved by the SCRTD Board of Directors in 1989, and calls for 1,175 parking spaces and 40 kiss and ride spaces to be initially provided at that station. Ultimately, up to 2,500 spaces could be provided in surface and parking structures if there is a demand for such service. The provision of such levels of parking is contingent upon the construction of significant new traffic mitigation measures, as specified in the environmental impact statement for that project.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Comment 4.2-9 One group of comments concerned the proposed Victory and Vanowen Stations located in Warner Center. These comments included the following:

- It is our understanding that there is no passenger parking proposed for the Canoga Avenue and Victory Boulevard station. Therefore, the Rocketdyne parking lot could become a de facto station parking lot. In order to secure our property, Rocketdyne would be required to put control gates at all parking lot entrances. This represents an unknown expense and security problem to Rocketdyne and potential traffic congestion issue on the local streets due to parking lot ingress/egress. The proposed Victory Station will be located in the median of Canoga Avenue, north of Victory Boulevard. It is our understanding that the station will be 300 feet long, by 35 feet high and 40 feet wide. We believe that this type of station will have a significant visual impact on Warner Center and our property. Rocketdyne questions the appropriateness of such a large station based on the ridership estimate for this section of the route. (Rocketdyne)
- The Victory and Vanowen Stations are quite close together. As there will, inevitably, be a need for project cost cutting, I have concerns about the reality of both of these stations being built. The EIR should discuss any potential station deletions and their subsequent effect of ridership and parking and traffic at other stations. (Mednick)

Response 4.2-9 The intersection of Victory Boulevard and Canoga Avenue has been designated in the Draft Warner Center Specific Plan, April 1992, as the location for a future Transit Center to serve the Warner Center area. The draft Plan was developed by the Los Angeles Department of City Planning in coordination with property owners and residents of the area.

As shown in Figure 4-15 of this Final SEIR, the rail transit station at Victory Boulevard would be 210 feet in length and would be located in the center of Canoga Avenue, north of the Victory Boulevard intersection. Pedestrian bridges would carry passengers over the street and down to the sidewalks on the east and west sides of Canoga Avenue.

The location and size of the proposed Victory Boulevard Rail Transit Station is consistent with the design of other rail transit stations along the route. This part of Warner Center is projected to grow dramatically in the next twenty years, and the station is planned to accommodate this level of development.

Section 5.1 of the Draft SEIR acknowledges that there will be some impacts to the Rocketdyne property. Page 101 of that report states that 0.5 acres of Rocketdyne property would be displaced for pedestrian access circulation. This land taking would displace approximately 170 employee parking spaces from the Rocketdyne facility. Although full market value compensation would be paid for any taking, this is still considered an unavoidable adverse impact of the project.

With regard to the question of possible deletion of stations from this portion of the alignment, because the Victory Station serves a very densely developed part of Warner Center, deletion of this station would force transit riders to travel to either the Oxnard or Vanowen Station to board the system. The Vanowen Station provides a needed park and ride lot at the end of the rail transit line. If this station and park and ride lot were deleted, transit riders wishing to park their

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cars would be forced to drive their cars to the next available park and ride lot which would be located at DeSoto Station. This would have the effect of adding more automobile trips onto local streets in an area that is projected to have significantly increased traffic over the next twenty years.

Comment 4.2-10 One comment suggested that the location of stations be shifted slightly to be immediately above existing cross streets, thereby reducing the impacts of residential areas:

- The proposed EIR suggests that actual station locations be located to the east or west of the major intersections. The EIR does not even consider the potentially positive effect of locating the stations directly over the overpasses at each major north/south streets. Such a location might possibly avoid an otherwise unnecessary encroachment upon the adjoining residential areas by limiting the actual amount of space each station would need within the residential areas themselves. (P. Rosenthal)

Response 4.2-10 There are two problems with such a station location. In the first case, access from both sides of the cross-street would require the taking of properties on both sides of the street. This would substantially increase the number of property displacements for the project. Secondly, such a design would require the placement of station support columns in the middle of existing freeway bridges. The Caltrans bridges are not designed to accommodate such loads.

The station location just to the east or west of each major cross-street was determined to be the optimum location to balance the twin goals of providing convenient, direct access to stations while also minimizing the number of land use impacts.

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4.3 Design Criteria for Freeway Median Rail Transit Alignment

For responses to comments on this section, please refer to the responses to Section 5.7, Earth, Water, & Risk of Upset Impacts.

4.4 Ridership & Operations

Comment 4.4-1 One comment noted that the Ventura Freeway Advanced Aerial Technology Alternative attracted fewer riders than the SP Burbank Branch:

- The report indicates that the proposed alignment will attract 7,900 less patrons per day (Page 58) and this alternative is estimated to take 9 minutes longer than the Metrorail extension (Page 60). Since patronage forecasts determines the feasibility of the project, additional studies should be conducted to assess the cost-benefit of the advance aerial technology. (Caltrans)

Response 4.4-1 Commented noted. Please see the response to Comment 1-3.

Comment 4.4-2 One comment noted that peak hour patronage estimates were not provided in the Draft SEIR:

- The size of park and ride lots and stations are based on peak hour patronage projections in order to avoid possible impact of spillover parking around the station area and risk of overload of station. The peak hour patronage projection is not stated in the DSEIR, nor does the design criteria of the park and ride lots and stations. Also the projection of the number of passengers required to break-even on both operating and capital costs is not addressed in this DSEIR. (Los Angeles Department of City Planning)

Response 4.4-2 The sizes of the park and ride lots are determined by a number of factors in addition to peak hour ridership projections. These factors, along with Peak AM Ridership Projections for each station, are provided in the response to Comment 4.2-1.

Comment 4.4-3 Several comments addressed the ridership estimates for the proposed east-west rail line. Among these were the following:

- Patronage figures show very little ridership into Warner Center via the proposed system. Given the fact that this plan is for a system to be constructed in 8 to 10 years as well as the fact that the level of development in Warner Center will no doubt be greater, it is the assessment of the Board that ridership figures into Warner Center will be much higher than projected. In addition, increased transit ridership driven by air quality and local TDM ordinances must also be considered when developing these ridership figures. (Warner Center Association)

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- Your SCAG (Southern California Association of Governments) projections (projected transit ridership) of approximately 10 riders for every vehicle you provided parking for I think are a little bit ambitious. (Prince)
- The numbers for passengers getting off the rail line at several West Valley stations appear low and do not reflect the strong potential for use by passengers traveling from east to west. The EIR shows only 44 people getting off at Winnetka. This number would not reflect potential riders attending Taft High School or, with a connecting shuttle, Pierce College or the West Valley Occupational Training Center. The numbers are also low for Oxnard/Canoga and Victory/Canoga, the major stations serving Warner Center. (Mednick)

Response 4.4-3 The above comments address the Southern California Association of Governments Patronage & Modeling Studies conducted for the project. These ridership estimates are provided in Section 3.4 of the FSEIR.

For the traffic modeling and patronage forecasts used in the San Fernando Valley Environmental Impact Report, SCAG employed the conventional urban transportation model in use by more than 350 cities in the U.S. and abroad. This is a four stage model: trip generation; trip distribution; modal split; and traffic/transit assignment.

The ridership forecasts are based upon a comprehensive set of forecast data for the SCAG six-county region. New growth forecast policy is updated and adopted every three years. The data, shown in five-year intervals through the year 2010, cover population, employment, housing and land use. They are accompanied by supporting assumptions regarding future growth, and policies to control and direct growth. The data is the culmination of extensive analysis and discussion by local and county elected officials, local governments and other affected and interested parties and agencies. Additionally, in the modelling process itself, the travel demand models are calibrated by data collected in origin-destination travel surveys. The origin and destination data comes from a trip table with 2.22 million cells. There are 53 million individual trips in the SCAG region, the region is divided into 1490 analysis zones of which 205 cover the San Fernando Valley.

With regard to the comments that the ridership projections in the West Valley are low, there are certain assumptions in the modelling process that may account for this. The West Valley area currently has one of the highest automobile ownership rates in Los Angeles County and one of the lowest levels of transit ridership. It is highly likely that as better transit service is introduced in the West Valley area, many people who currently drive their car, will be encouraged to switch over and ride transit. Also, as congestion levels on local streets increase, transit will become more attractive. Unfortunately, the current models do not have the ability to predict major changes in travel behavior patterns that may occur due to the provision of transit. Also, in areas such as Warner Center, adopted growth projections have been used, rather than the more ambitious growth projected in the recently released Draft Specific Plan.

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Recent experience on the Metro Blue Line suggests that ridership levels may in fact be greater than were predicted in SCAG Ridership Projections. Should this be the case, then the beneficial effects of the project including energy savings, air quality improvements, and traffic congestion reductions will be multiplied. Any potential negative effects, such as the enlargement of parking lots at station areas would require additional environmental clearance in accordance with CEQA Guidelines.

Comment 4.4-4 A few comments addressed the linkage between traffic congestion around station areas and reduced ridership at those stations:

- The DSEIR indicates that 18 intersections, at the stations and freeway ramps, will be severely impacted from added traffic. We will have gridlock at virtually every station and every freeway on/off ramp during rush-hour. Several questions therefore need answering. Can these impacts be mitigated to allow free-flow to both the rail stations and the freeway? Since the model used for forecasting ridership assumes free access to and from stations and we now know that the congestion around the stations will cause delays which reduce patronage, should the ridership projections be modified downward to provide a more accurate comparison with the Metrorail extension? (Studio City Chamber of Commerce)
- Do the ridership projections take into consideration the fact that traffic congestion near the stations will increase the length of time for riders to access the rail line thereby reducing the number of expected riders? That is, we are informed that the ridership model assumes free access to the stations which we know from the draft supplemental EIR will not be the case with any rail system that uses the freeway. (Brestoff)

Response 4.4-4 The comment suggests that as traffic congestion worsens in the Valley, access to transit stations will be impaired and fewer people will ride the transit system. Actually, the reverse has been found to be the case in many cities throughout the world. In these cities, as traffic congestion has worsened, more people chose to ride rail transit because it provided a faster mode of travel when compared to cars or buses that were subject to the delays of severe traffic congestion. Access to the station is a small portion of the total commuter travel time, and any delay in access to the station would be offset by the gains in travel time once aboard the train.

Traffic impact assessments for the project were calculated to provide a worst-case assumption of potential station area impacts. These calculations assumed that all park and ride lots would fill up during a one-hour period at the height of the rush hour. Furthermore, no offsetting benefit of the cumulative benefit of fewer cars on the freeway as a result of transit ridership was assumed.

In spite of these worst-case traffic assumptions, mitigations were identified to reduce traffic impacts at all stations to levels that are not considered significant by the Los Angeles Department of Transportation. In the case of DeSoto Station, traffic mitigations proposed would actually improve the traffic congestion at the Ventura Boulevard/DeSoto Avenue intersection.

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Comment 4.4-5 One comment noted that a transfer at Universal City between the Ventura Freeway line and the Metro Red Line would be necessary if this alternative were selected. Such a transfer would increase travel time and consequently affect ridership:

- The Aerial Alternative is not consistent in technology with the Metro Rail which will be coming into the Valley. This is an unnecessary expense for the project and an unnecessary delay for riders as they change from one car to another at Universal City. This will ultimately result in reduced ridership. (SOHA-Sherman Oaks Homeowners Association)

Response 4.4-5 The Draft SEIR Ridership & Operations Plan included an assumption about increased travel time as a result of the need to transfer between trains at Universal City. A delay of 5 minutes was assumed to make this transfer. This delay increased the travel time between Warner Center and Downtown LA-Union Station to 60 minutes via the Ventura Freeway Route versus 51 minutes on the SP Burbank Branch Route.

Ridership projections for the project reflected this increased travel time, and this is one of the reasons that projections for ridership on the Ventura Freeway Route were lower than for the SP Burbank Branch Route.

Comment 4.4-6 One comment noted that shuttle bus routes should have an effect on ridership projections:

- Because of the distance separating the White Oak, Hayvenhurst, Sepulveda, Van Nuys, and Woodman stations from the employment centers on Ventura Boulevard, a shuttle service would be necessary in order to make the line accessible to people going to the Ventura Boulevard corridor. This will have substantial impacts on ridership. What provisions are being made for this? (Mednick)

Response 4.4-6 For the purposes of ridership projections on the East-West Rail Transit Project, SCAG modelled existing bus lines, planned future bus lines and some rerouting of existing lines that could be expected as a result of the introduction of rail transit service. Shuttle bus routes, such as the recently initiated DASH service between Van Nuys and Studio City have not been modelled. It is agreed that such feeder networks would have a substantial, beneficial impact upon ridership for both proposed rail lines.

LACTC, SCRTD, the Los Angeles Department of Transportation as well as many local employers are continuously striving to increase the number of shuttle bus routes serving the San Fernando Valley. These efforts will be continued and strengthened with the advent of rail transit in the Valley.

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Comment 4.4-7 One comment asked that ridership projections be broken out for various years other than the Year 2010 that was used in the Draft SEIR:

- The Draft SEIR has estimated that the project would result in reduced vehicular traffic in the San Fernando Valley subregion due to the 45,900 average weekday trips (AWT) associated with the SFVERTP (San Fernando Valley East-West Rail Transit Project). There are no estimates of rail ridership provided for the first ten years of the project. The Final EIR must provide estimated of ridership for 1995, 2000 and 2005. The quantification of emissions indicating the benefit of the project must also take into account the potential for growth within the project area due to the SFVERTP. (SCAQMD)

Response 4.4-7 The LACTC 30-Year Integrated Financial Transportation Plan calls for the opening of the East-West Rail Transit Project between Universal City and Sepulveda Boulevard by the Year 2001 and the opening of the segment between Sepulveda Boulevard and Warner Center by the Year 2018. No ridership projections were provided for the years 1995 and 2000 because the project would not yet be open for service.

The Year 2010 was selected for modelling because it provided a common base with other growth projections developed by SCAG for the region. As such, cumulative growth from other projects in the Valley could be factored into computations of ridership, air quality benefits and energy savings.

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4.5 Route Alignment

Comment 4.5-1 Several comments dealt with future extensions of the East-West Rail Transit Project in the San Fernando Valley. Several of the comments offered specific proposals for areas that could be served by such an expansion:

- SCRTD recommends that the criteria for evaluating the Ventura Freeway Advanced Aerial Technology Alternative and the SP Burbank Branch Metro Rail Extension include their relative potential to complement a possible future extension of rail transit eastward from either the North Hollywood or Universal City Station. Taking into consideration at this time the possibility of a future eastward extension would draw attention to such crucial issues as future cost implications of present decisions, potential alignment for a future eastward extension, compatibility of technology and system complementarily. Thus, such consideration would provide a broader perspective for decision-making and guard against making a choice which may appear cost-effective in the short-run but results in greater long-run costs. (SCRTD)
- The Los Angeles County Department of Public Works Ventura Corridor Traffic Study, completed in December 1989, identifies expected future traffic beyond the ultimately planned capacity of the 101 Freeway all the way out to the Ventura County boundary. The Ventura Freeway alternative has the possibility to expand westerly to help relieve this congestion. The document should discuss whether or not expansion would be feasible. (Los Angeles County Department of Public Works)
- The Department does not recommend terminating the west end of the alignment at the Vanowen Station (at the intersection of Canoga Avenue and Vanowen Boulevard) which is within the boundaries of the Warner Center. Being the northwest terminus of the alignment, this station would serve a large travel shed, namely, the northwest region of San Fernando Valley. The combined effect of ending the alignment at this high density office and retail land use area, and providing a 500-car parking lot at this terminus would impede access to Warner Center. Consideration should be made to locate the terminus station farther west (near Shoup Avenue) or farther north. This comment would also apply to the terminus of the Burbank Line alternative, on Victory Boulevard west of Owensmouth Avenue. (LADOT)
- The Ventura Freeway monorail is a very expandable system. If you look at the future growth that is happening today and in the near future, that is the West Los Angeles County, Agoura, Westlake Area, and even east of there, the Jordan Ranch and these new properties that they are messing around with in Eastern Ventura County, this is where the bulk of the additional traffic is coming into Los Angeles. If you utilize the freeway, the freeway is very expandable and connectable to Ventura County, to pick up and bring those riders in. (Witkin)

Response 4.5-1 Future system connectivity options are illustrated in Figure 4-2. From the graphic it can be seen that future extension of the Ventura Freeway Alignment Alternative to the east would provide an important link in the regional transit system. Major activity centers that could be served by such an extension include the Burbank Media District, Downtown Glendale and Downtown Pasadena. Such a line would also connect the Metro Red Line with the Burbank-Glendale-Los Angeles Light Rail Line and the Pasadena Light Rail Line. A portion of this route has been identified in LACTC's 30-Year Integrated Transportation Plan, as the Tri-Cities Line.

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Also illustrated in Figure 4-2 are opportunities for extending the Warner Center section of the East-West Rail Transit Project north to Chatsworth along Canoga Avenue in the future. Such an extension would connect to the Chatsworth Commuter Rail Station and provide a parking intercept point for riders commuting from Porter Ranch and the Simi Valley Freeway.

Such future extensions to the east and west are not part of the project as proposed in the SEIR, and have not been evaluated for environmental effects as they are still too speculative to be considered as a part of the project.

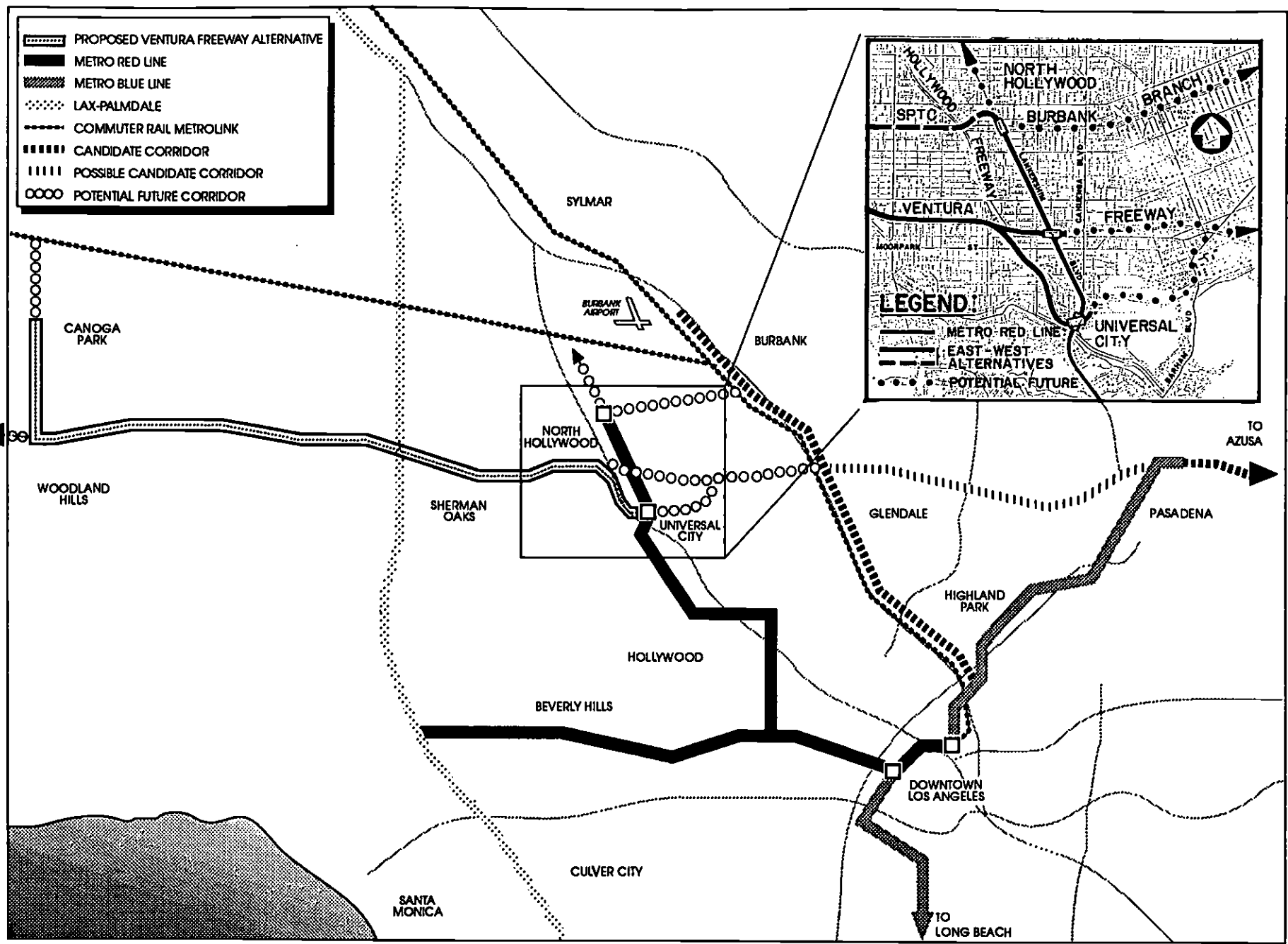
Comment 4.5-2 A few comments suggested that the height of the guideway would need to be quite high to cross over the Ventura Freeway/San Diego Freeway Interchange. One such comment stated:

- The Sepulveda area now has two elevated concrete levels of traffic. Constructing a third level as a station for the Aerial system would add another 25 feet to 40 feet in height above the winding existing routes. The SEIR states (pp 80 chap 4.5.4 para 1 line 6) a proposal to plan this site for a fourth level to "tie in with the future north/south Palmdale to Los Angeles International Airport Rapid Transit System in the future." (their words), thus raising the height another twenty to forty feet, creating four levels of traffic, having a vertical silhouette of between one hundred to one hundred twenty feet equivalent to a ten or twelve story office building in the sky. (N. Levine)

Response 4.5-2 The comment is incorrect in its calculations of the height of the Sepulveda Station. As illustrated in Figure 4-18, because the eastbound and westbound lanes of the Ventura Freeway split apart in this area, the height of the Sepulveda rail transit station can be lower than at other stations along the Ventura Freeway (approximately five feet above the levels of the adjacent freeway lanes). Because access to the East-West Rail Transit station and any future LAX to Palmdale Rail Station would be from below at this location, the total height of the top of the highest transit structure would be approximately 65 feet, not 100-120 feet, above the adjacent ground level. In comparison, the Sepulveda Dam, which is located in close proximity, has a total height of 57 feet above the adjacent ground level.

Comment 4.5-3 One comment asked for further clarification on the location of shops and maintenance facilities for the East-West Rail Transit Project:

- There is no mention of separate shops and maintenance facilities for the ventura freeway alternative in this plan. There is of course no mention of separate shops for the Red Line Extension but they don't need them since trains can be routed directly down the Red Line to existing facilities. (Warner)

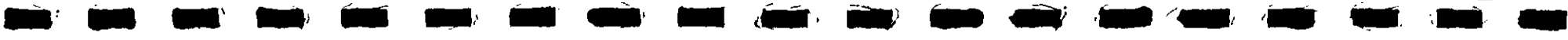


M San Fernando Valley
METRO East-West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 4-2
 Ventura Freeway Rail System Connectivity Options

GRUEN ASSOCIATES
 ARCHITECTURE • PLANNING • ENGINEERING



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Response 4.5-3 The Maintenance & Storage Yard for the Ventura Freeway Alternative Route would be located at the same location in Canoga Park as the facility for the SP Burbank Route. This location is illustrated in Figure 27 of the Draft SEIR and on Figure 3-22 of this FSEIR.

In the event that only the segment of the line between Universal City and Sepulveda Boulevard were constructed as an initial phase of the project, a supplemental Rail Storage & Maintenance Yard would be required in the eastern end of the project corridor. This location is illustrated in Figure 4-18 of this FSEIR. Such a facility would be located in an area bordered by the San Diego Freeway, Sepulveda Boulevard, Valleyheart Drive and Magnolia Boulevard.

Comment 4.5-4 Several comments pointed out the inconvenience of the required transfer at Universal City that would be required by the Ventura Freeway Alternative:

- It makes a great deal of sense not to ask people to change in the mid trip from one train to a different train. All over the world we see metro service and the metro service that is the best and that works is where the people get in one train and go a long distance. (Councilman Braude)

Response 4.5-4 Comment noted. Please also see the response to Comment 4.1-1.

Comment 4.5-5 One comment suggested that the design of the SP Burbank Branch route be modified in response to recent State Legislation:

- Our review of the comparative budgets for each of the proposed rail lines indicates that the rail route utilizing the Southern Pacific right-of-way along Chandler Boulevard does not include the increased costs for subway construction in the vicinity of our residential neighborhood. Given the existing legal requirement that all transit lines in relative proximity to residential neighborhoods must be subterranean, these additional costs should be factored into the Burbank Branch Route proposal for comparative purposes when considering other proposed alternative routes. (Cameron Woods) Neighborhood)

Response 4.5-5 The comment refers to California State Senate Bill #211, sponsored by former Senator Robbins, which amended the Public Utilities Code relating to transit and was signed into law by Governor Wilson on June 24, 1991. The legislation states the following:

"The following apply within the right-of-way of the Burbank Branch line of the Southern Pacific Railroad: In the area between the western curb of Hazeltine Avenue and a line parallel to and 50 feet west of the western edge of the Hollywood freeway, there shall not be constructed any exclusive public mass transit rail guideway, rail rapid transit or light rail system, or other track, other than as a subway system which is covered and below grade."

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The legislation does not state that all transit lines in relative proximity to residential neighborhoods are required to be subterranean. Nor does it state that the transit line in the vicinity of the Cameron Woods neighborhood would be required to be in subway. In some areas such as along the the Metro Blue Line, the Pasadena Rail Transit Line, the Burbank-Glendale-Los Angeles Rail Transit Line and Metrolink, rail lines will be located above-ground adjacent to residential land uses.

In the case of the Cameron Woods neighborhood, approximately 21 homes back up to the elevated San Diego Freeway, for which a sound wall has been programmed by Caltrans but has not yet been built. Sound from the freeway is clearly audible in the backyards of these homes. The existing freight rail line is located between the backyards of these homes and the San Diego Freeway. Previous noise analysis conducted in the area and contained in the 1989 Draft EIR found that no significant noise impact occurred as a result of the construction of the proposed at-grade rail transit project in this area.

In the future, should the planned Caltrans soundwall be built, it is expected that ambient sound levels in the area will drop. Even though no noise impact was projected in the EIR for the SP Burbank Branch, prior to construction of the rail transit project, LACTC would investigate and identify mitigations for any noise impacts that could be demonstrated as a result in changed conditions in the affected area at that time.

The cost of constructing a subway to mitigate potential noise impacts to the 21 homes in question would be between \$80 and \$120 million dollars. It is expected that should noise mitigation prove necessary, a more cost effective approach would be to provide a soundwall between the rail line and these homes or utilize other sound attenuation measures for this area.

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5.0 ENVIRONMENTAL IMPACTS

5.1 Land Use Impacts

Comment 5.1-0 The Draft SEIR identified joint development opportunities at twelve stations along the Ventura Freeway Route. This determination was based on the fact that existing land uses along the Ventura Freeway are predominantly zoned for commercial land uses at the major freeway intersections. Major surface streets and freeway ramps provide access to each of these sites and public transit is available on adjoining streets. A typical rail transit station with park and ride lot and joint development site was illustrated on page 53 of the Draft SEIR.

By comparison, four station sites had been identified along the SP Burbank Branch Route with significant joint development potential. Although the SP Burbank Branch has been a rail corridor since the early part of the century and there is substantial land that would be available within the railroad right-of-way, surrounding land uses are lower in scale than along the freeway route. Joint development potential was found to exist at Van Nuys, Sepulveda, Reseda and Topanga Stations. While joint development would be possible at other stations, the zoning and scale of the surrounding neighborhoods would limit such opportunities.

Several comments on the Draft SEIR pointed out that traffic congestion at freeway interchanges along the Ventura Freeway is among the heaviest in the region and further development in these areas should be discouraged. Any joint development at these proposed transit stations would only attract more traffic to these already congested areas and exacerbate a bad situation.

The Los Angeles City Departments of Planning and Transportation, as well as several community organizations and homeowner groups, have commented that the development of rail transit stations and any related joint development in freeway interchange areas is not recognized in existing community plans, the Ventura Boulevard Specific Plan or in the LA City Centers Concept. Locations for rail transit away from freeway corridors were recommended for the purpose of developing joint development plans that encourage pedestrian and transit-related development. A sampling of such comments included:

- One of the major determinants of the alignment and selection of transit systems are the overall purpose for that specific transit system. If the purpose is to move massive numbers of people regionally and alleviate traffic congestion, the heavy rail would fulfill such a purpose. If development is the key issue, the alignment should be where additional development is desired and where growth potential is strongest. The Ventura Freeway Advance Aerial Technology Alternative does not serve either purpose, except for the Warner Center portion of the alignment. (Los Angeles Department of City Planning)
- The potential for joint development around stations should be considered a major criterion in evaluating the two alternatives. Table 1: "Matrix Comparison of Alternatives" indicated that under the Ventura Freeway Advanced Aerial Technology Alternative, 12 stations have potential for joint development compared to 4 for the SP Burbank Branch Metro Rail Extension. There appears to be

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no subsequent discussion within the DSEIR that would substitute how these figures for joint development were determined. The Final Supplemental Environmental Impact Report (DSEIR) should clearly delineated the criteria for joint development potential and provide an in-depth evaluation of the two alternatives based on these criteria. (SCRTD)

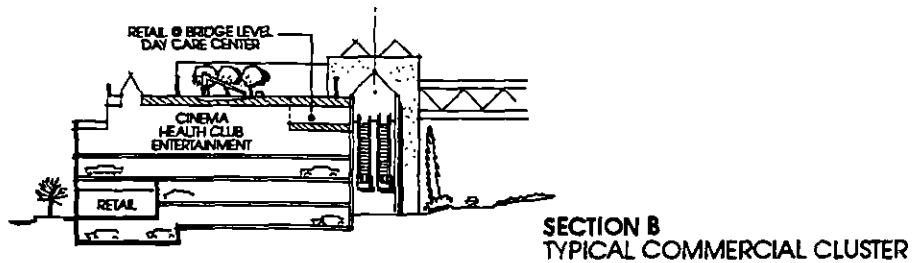
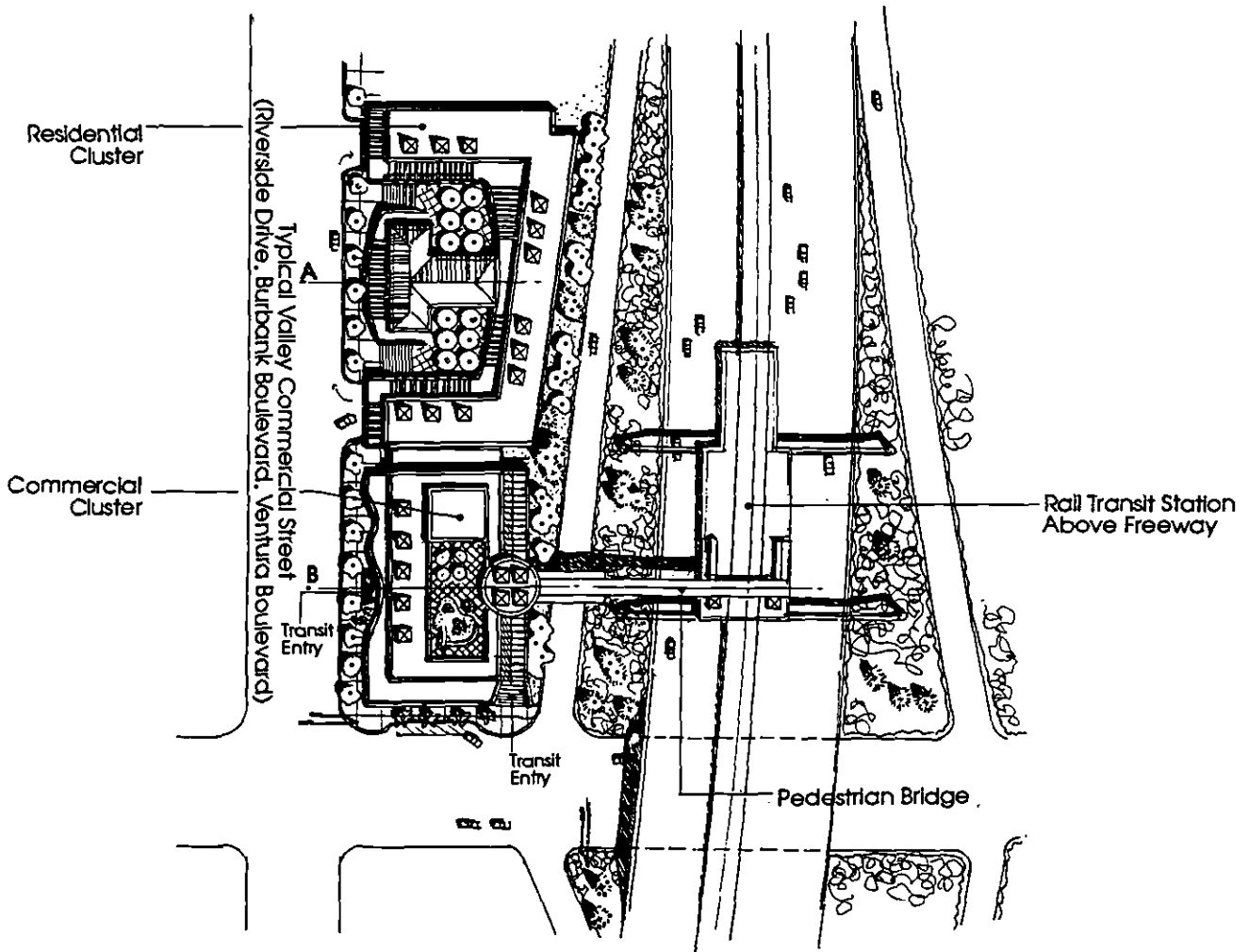
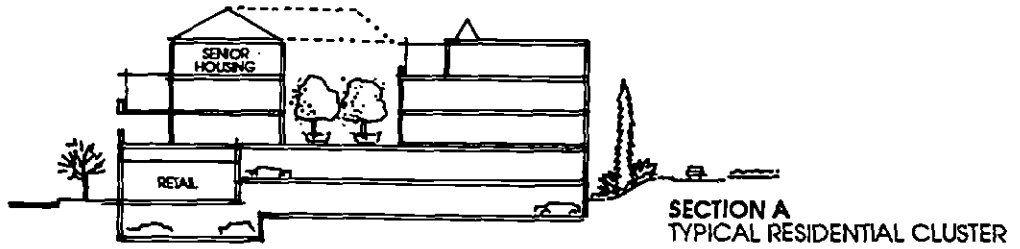
- One thing that has not been addressed adequately in the EIR was we feel the link with the current plans under study by the Los Angeles Planning Commission for increased densification along mass transit routes. And this area is heavily impact as you have aptly noted in this EIR. And with increased densification along the Ventura Freeway, it just spells out for additional problems which we don't feel can be properly mitigated. (Studio City Residents Association)
- When you run a 10-lane freeway plus the ancillary on/off ramps through the center of each of these nodes (station areas), you lose a considerable amount of land that would be within the quarter mile of each walking distance. I ask that this impact report take into account the significant difference in ridership 20 to 50 years in the future when appropriate high density zoning near the station will account for a significant portion and possibly a majority of the ridership. (Stoddard)

Response 5.1-0 In order to address the above concerns a prototypical Ventura Freeway Station Joint Development Concept was developed. This concept was based on criteria in the draft Los Angeles City Land Use & Transportation Policy that is being developed by LACTC in coordination with the Los Angeles City Department of Planning.

The prototype joint development concept is shown in Figure 4-3. The purpose for the development of such a prototype has been to illustrate a range of uses that could be accommodated in a joint development project adjacent to an aerial transit station along the Ventura Freeway. It is certainly possible that other uses not shown could be accommodated or that some of the uses shown may not be appropriate in all areas. The decision of what uses should be provided would be one made by the local communities in coordination with the City of Los Angeles Planning Department and public officials.

As illustrated in the prototype, the typical joint development site along the freeway is located at the intersection of at least two major streets. Some of these streets are more heavily commercial while some are more heavily residential. The prototype therefore illustrates two clusters; a predominantly residential mixed-use cluster and a predominantly commercial mixed-use cluster.

Residential Cluster- Uses that would be most appropriate for this type of housing would include condominiums, rental apartments and housing geared toward special groups such as Seniors. A Daycare or Eldercare Center would be a very appropriate use for working people using the transit system. As shown in the prototype, this housing could be built on top of the station parking facilities and could be organized around open courtyards facing away from the freeway.



San Fernando Valley
East-West Rail Transit Project

Figure 4-3
Typical Joint Development Adjacent
to Freeway Aerial Transit Station

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Commercial Cluster- Key types of uses that would be most appropriate in the prototype station development would include commercial uses that would be able to share parking facilities with the rail transit station and attract patrons to the station during non-peak transit use hours. Neighborhood serving shops on the street level would be appropriate, as would weekend or evening oriented leisure time uses such as restaurants, cinemas or health clubs. Certain uses such as branch banking facilities or dry cleaners are very appropriate for accommodating convenience errands that could be accommodated by commuters on their way to and from the train.

While there are many such concepts that could be developed, the above prototype was developed to illustrate that certain uses could be accommodated along the freeway corridor. It is also understood that the Los Angeles City Centers Concept calls for major urban centers to be located along rapid transit lines. The developments described above are very small in scale compared to the Los Angeles City Centers Concept.

Both the SP Burbank Branch Route and the Ventura Freeway Alternative Route would serve the major planned centers at Universal City and Warner Center. Between those two points, the SP Burbank Branch would support the development of major centers at North Hollywood, Van Nuys and possibly Reseda. The Ventura Freeway Alternative would need to rely on shuttle services to Ventura Boulevard in most cases to support the planned centers concept as walking distances to such locations are generally too great.

Comment 5.1-1 Several comments suggested that new transportation facilities should not be built because they encourage growth. Such comments included the following:

- As our natural resources of breathable air, adequate water and adequate living space are becoming scarce, Los Angeles is rapidly reaching its sustainable population. In this the decade of the 90's, it will become painfully clear that our city cannot continue to see this growth without a drastic and unacceptable deterioration in the quality of life. Unfortunately, major transportation facilities such as freeways and rail line though admittedly glamorous and appealing are among the most notorious of growth inducers. The truth of the matter is that more freeways and rail lines are not part of the solution. They are in fact part of the problem. Ironically, in order to maintain a reasonable sustainable growth, we must focus our transportation efforts on reducing the demand for transit. (B. Silver)
- The potential of this line along the Ventura Freeway is in direct conflict with our five-year goal to adopt a specific plan within the valley village community to reduce density, not to encourage more dense apartments and multiple family developments in our community. (Patterson)

Response 5.1-1 Please see the response to Comment 5.13-1.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Comment 5.1-2 One comment addressed the issue of property takings and the large number of commercial properties that would be displaced:

- The suggestion is made here that the Ventura Freeway Aerial Alternative may be less costly to construct than the SP Burbank Branch alternative. The Freeway alternative involves the acquisition of many commercial properties, some of which have recently been developed. While it is understood that estimated property appraisals are confidential, what assurances are there that the maximum anticipated cost of acquisition of station sites and of necessary traffic and visual impact mitigation are taken into account to provide realistic cost estimates. (Mednick)

Response 5.1-2 Cost estimates for the project have been included in Section 3.3 of this Final SEIR. Figures 3-11 and 3-12 provide respective cost estimates for right-of-way for both the SP Burbank Branch and Ventura Freeway routes.

For the SP Burbank Branch, a total right-of-way cost of \$159 million has been used. This includes the \$115 million that was paid to Southern Pacific Railroad by LACTC for acquisition in 1991. In addition, there are still several smaller parcels that still would need to be acquired. Because the large proportion of this property has already been acquired these numbers were not inflated in future year cost estimates.

For the Ventura Freeway Route, a total right-of-way cost of \$150 million was used. The cost was developed by the LACTC Real Estate Department based on takings described in Section 5.1 of the Draft SEIR. Because none of this property has been acquired to date by LACTC, these costs have been inflated in future year cost estimates.

Comment 5.1-3 Many property owners had concern about the effect of the rail transit project on their property values:

- More complete information is needed on the impact of the freeway alternative on property values. The information in the DSEIR is inconclusive. (Studio City Chamber of Commerce)
- How severe will the negative impact be on property values of homes near the elevated train line? What will be the impact on small business owners in the area who must relocate? How much money will be provided for moving, displacement and re-establishment of enterprises affected? The final SEIR should mitigate the loss of property values in housing units and businesses that will be affected by the project. The final SEIR must address the disclosure issue, market factors and rentability of homes and apartments near elevated train stations, parking lots and rail yards proposed for the system. It should also show the impact on salability of nearby small retail and consumer serving shops businesses. (Homeowners of Encino)
- The environmental impact report states one home in two multi-family dwelling would be displaced. When I hear an unbelievable figure like that I immediately become suspicious. No mention is made of what the monorail will do to property values. A lot of people have the bulk of their wealth tied up in their house and can't afford to see it disappear or be disseminated through the torturous system of eminent domain. (Martin)

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(Referenced to Chapter of Draft SEIR)

Response 5.1-3 Under CEQA Guidelines, socio-economic effects are not normally considered as environmental effects of a project. However, Section 5.1.4 of the 1989 Draft EIR, incorporated by reference in this FSEIR, provided a review of studies conducted in the United States and Canada with regard to property value impacts of rail transit projects. Contacts were made with rail transit agencies that have constructed new rail transit systems in the United States and Canada. From contact with these agencies, it was determined that property valuation studies had been conducted for five of these systems. Those five systems included San Francisco, San Diego, Miami, Chicago "Skokie Shuttle", and Calgary. These studies were obtained and are referenced in the Draft EIR. They are also available for review at LACTC. General findings of these studies are summarized in Figure 5.1-5 of the 1989 Draft EIR.

The worst case in terms of residential impacts of the studies were found to exist along the San Diego East Line Trolley. Maximum property value losses were as much as 12.1% in worst case instances. Along other parts of that line, residential property values increased by as much as 3.5 to 16%.

The Draft EIR discussion of property values pointed out that it is difficult to isolate rail transit property value impacts from other factors that affect property values such as inflation and regional trends in the general real estate market. The Ventura Freeway has existed adjacent to homes in the San Fernando Valley for over 30 years. Along the SP Burbank Branch right-of-way, rail service has existed for over 80 years; the Pacific Electric Railway operated the interurban "Red Car" system before most of the houses in the project area were built and the Southern Pacific Railroad has operated freight rail service to the present day. Many of the initial homes along the Burbank Branch were purchased to take advantage of the proximity to the rail line. It could be expected that others would see a similar advantage with the establishment of renewed rail service.

For all of these reasons, it was concluded that no quantification of adverse property value impacts could be determined prior to the construction of the rail transit project. The Draft EIR proposes that property values be monitored before, during and after construction so that LACTC would be able to take appropriate action, if feasible, to reduce or eliminate such impacts. Further, the City of Los Angeles has the power through the City Zoning Ordinance to prevent any commercial intensification of land uses in and around station areas that has been argued to contribute to reduction in residential property values.

Comment 5.1-4 A few comments discussed jobs-housing balance and the City of Los Angeles goals to balance the number of jobs in a community with the number of residents. Such a concept has been advocated as a means of reducing traffic congestion as people who live close to where they work would travel less. One such comment was the following:

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- The SEIR would encourage millions of square feet of new commercial and retail development and have a significant adverse impact on land use. This is especially true in light of the Los Angeles City goals of increasing density along rail corridors. In your final SEIR, please show how the project adheres to the job/housing balance. Provide a detailed assessment of the growth and job impacts. What kind and types of jobs will be created, as a result of this project. Analyze the effects on unemployment on individuals with various jobs skills. Also explore what housing is available to accommodate any increase in direct and indirect employment. How does this project conform to the Regional Housing Needs Assessment. (Homeowners of Encino)

Response 5.1-4 Rail transit and the concept of jobs-housing balance share a common objective. This objective is to minimize or eliminate single-occupancy auto-based work trips. As a result of this reduction in trips regional improvements in traffic congestion and in air quality are anticipated.

The implementation of rail transit in the San Fernando Valley will not directly affect jobs housing balance. Planning for the rail transit system is intended to serve projected growth patterns as identified by the Southern California Association of Governments. Data contained in Section 3.3 of the SEIR indicates that the overall jobs housing ratio in the San Fernando Valley is 1.39 (higher than the SCAG regional average of 1.22, and possibly suggestive of a jobs-housing "balance"). The proposed system is intended to serve this "balanced" future condition, rather than induce growth.

Unplanned induced development could only occur in locations where the City of Los Angeles would allow increased development densities because of the proximity of a major transit system. While it is acknowledged that there could be increased "pressure" for development in the vicinity of proposed transit stations within the year 2010 planning horizon for the rail project, there is currently no provision or mechanism for increased densities or development incentives associated with rail transit development in the City Code or within the applicable San Fernando Valley Community/District Plans.

With respect to jobs-housing balance, it should be noted that in a number of areas adjacent to proposed station locations new development (should it be allowed by the City) could either be commercial or high density residential, given the character of adjacent areas. Without a City policy specifically directed at this issue, a characterization as to whether new development would be non-residential and encourage employment or residential and encourage housing is a speculation well beyond the scope of this environmental document and not consistent with CEQA guidelines pertaining to speculative conclusions (CEQA Guidelines, Section 15145).

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(Referenced to Chapter of Draft SEIR)

Comment 5.1-5 Kaiser Permanente Medical Center had concerns about the proposed location of the De Soto Station parking structure on their property:

- Kaiser Permanente is a non-profit, public benefit organization providing quality, affordable health care to our members and emergency services to the surrounding community. As a membership based organization, we must be able to expand our facilities in response to member needs, membership growth, and the introduction of new medical technologies. While our recent construction project at the Woodland Hills Medical Center will meet our members needs for the foreseeable future, we have preserved open space in the event that expansion becomes necessary in the future. The proposal that a 1500-car parking structure occupy the last significant area of open space on our campus causes us a great deal of concern. (Kaiser Permanente)

Response 5.1-5 As described in Section 4.4 of this report, the DeSoto Station has been recommended to be moved away from the Kaiser Permanente site.

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(Referenced to Chapter of Draft SEIR)

5.2 Transportation and Circulation Impacts

Comment 5.2-0 In order to provide a comparison of traffic impacts between the Ventura Freeway Alternative and the SP Burbank Branch Route Alternative, the Draft SEIR used the same methodology that was used in the original San Fernando Valley East-West Rail Transit Project Draft EIR performed in 1989. The same data base of traffic counts and existing traffic conditions was used, based on 1989 data. Consistency between the two studies was necessary in order to derive a valid comparison of the traffic impacts for the two lines.

Because of the rapid growth that has occurred in the San Fernando Valley over the past few years however, some of the data used in the traffic impact analysis was not consistent with other, more recently completed traffic studies such as those performed for the Warner Center Specific Plan. Because of this, comments were received on the Draft SEIR that called for certain assumptions to be updated, based on changed conditions and more recently compiled data bases.

In the Warner Center area, the rail transit aerial guideway would be located in the median of Canoga Avenue. The Los Angeles Department of Transportation (LADOT) pointed out that columns for the aerial guideway would impede left-turn access across the median of Canoga Avenue to many properties. LADOT had not identified this issue as a significant impact in the past, however recent traffic studies conducted for the Warner Center Specific Plan identified significantly greater density in the area and consequently greater congestion along Canoga Avenue. Property owners have voiced concern about access to their properties. Methods of providing alternative access to these properties were called for. An excerpt from the LADOT comment included the following:

- The Department is not in favor of the Placement of the aerial structure and columns within the median of Canoga Avenue for reasons cited within the DSEIR namely, the mid-block left-turn constraints, sight-distance problems, the resulting safety concerns, and the necessity to install additional traffic signals. These problems translate into reduced street and intersection capacity due to reduced number of lanes, additional traffic signal control, and installation of left-turn signal phases at existing signals to accommodate accumulated volumes of left and u-turn traffic. Although it may be feasible to maintain left-turn pockets at the intersections by offsetting the columns, the median structure would practically eliminate the flexibility to do traffic channelization changes in the future. Furthermore, it is unclear how much street width would be occupied by the columns supporting the stations spans for the Victory Station and Oxnard Station, which are situated adjacent to street intersections. The Department believes that the by placing the alignment along one side of the roadway instead of within the median, these negative impacts could be mitigated more effectively. To minimize the waste of lane width for a roadway side alignment, it would be recommended that the support columns be offset from the center of the guideway. (LADOT)
- Various street improvement projects are included for implementation as part of the upcoming Warner Center Specific Plan. The DSEIR does not mention the need for coordination of design and construction for these improvement projects and the rail project. The design of the rail project should take into consideration some of the improvement projects, such as: the widening of Canoga Avenue between Victory Boulevard and Vanowen Street to Major Highway standard of six "through the intersections with Canoga Avenue, and the widening of Victory Boulevard to Super Major Highway

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(Referenced to Chapter of Draft SEIR)

standard of eight "through" lanes or construction of grade-separated urban interchange for Victory Boulevard over Canoga Avenue. Potential conflicts between the projects may relate to the vertical clearance of the grade-separation and the aerial rail structure, the adequacy of the column spacing and placement with relation to the clearance needed at the intersections on Canoga Avenue when Oxnard Street and Vanowen Street are widened. (LADOT)

Other comments on the Draft SEIR Traffic Impact Analysis by LADOT pointed out that some of the mitigation measures identified had been either committed to others or had been implemented in the field:

- Mitigation measures for significantly impacted intersections of Winnetka Avenue and the I-101 Freeway Eastbound Off-Ramp, and Reseda Boulevard and the I-101 Eastbound Off-Ramp were not included in the DSEIR. Mitigation measures identified for a number of the intersections were improvements that had already been implemented out in the field. Some of the existing field conditions shown on the mitigation maps shown in Figures 50 through 55 are not accurate. Since the capacity analysis is dependent on the correct lane configuration, the calculation should be re-analyzed and the revised figures, if any, should be presented in the final EIR. (LADOT)

A third set of comments addressed specific station area impacts. At certain Park and Ride Lots such as DeSoto Station, traffic mitigation measures that had been proposed to mitigate station parking lot traffic impacts have recently been committed to other adjacent, large developments such as the Warner Ridge and the Kaiser Permanente Medical Center expansion.

The traffic issues were particularly of concern because of the fact that this station would be the largest on the line, with capacity for up to 1500 parking spaces. Comments included the following:

- Kaiser Permanente will soon begin construction of traffic improvements along De Soto at the freeway ramps to accommodate the traffic generated by our Medical Center expansion. It is unreasonable to expect that additional physical improvements can be identified to accommodate the new vehicle trips such a parking structure and station would attract. The location of the vehicular access to this structure would overload the elaborate circulation pattern and make it impossible for potential users of that structure to access the site. Of foremost concern to Kaiser Permanente is the ability of emergency vehicles to cut across this traffic and enter and exit the Medical Center. (Kaiser Permanente)
- You can't put 1500 cars at De Soto and the Ventura Freeway. You just can't do it. Can you imagine 1500 trips at A.M. and P.M. at an LOS F intersection already? (Gross)

Questions were also asked about the costs for mitigating traffic impacts and whether these costs had been fully accounted for in the Draft SEIR. A sample of such a comment included the following:

- Have the costs of the mitigation measures for local street improvements, specifically referring to section 5.2.4 of the Draft Supplemental EIR, have they been included in the cost projections of the rail line so that a fair cost comparison can be made with the 3A metro rail extension alternative? (Brestoff)

LEGEND

- Existing Canoga Avenue Traffic Signal
- Recommended new traffic signals at Mid-Block locations
- ◇ Existing left-turn access driveways to be relocated to Mid-Block signal locations

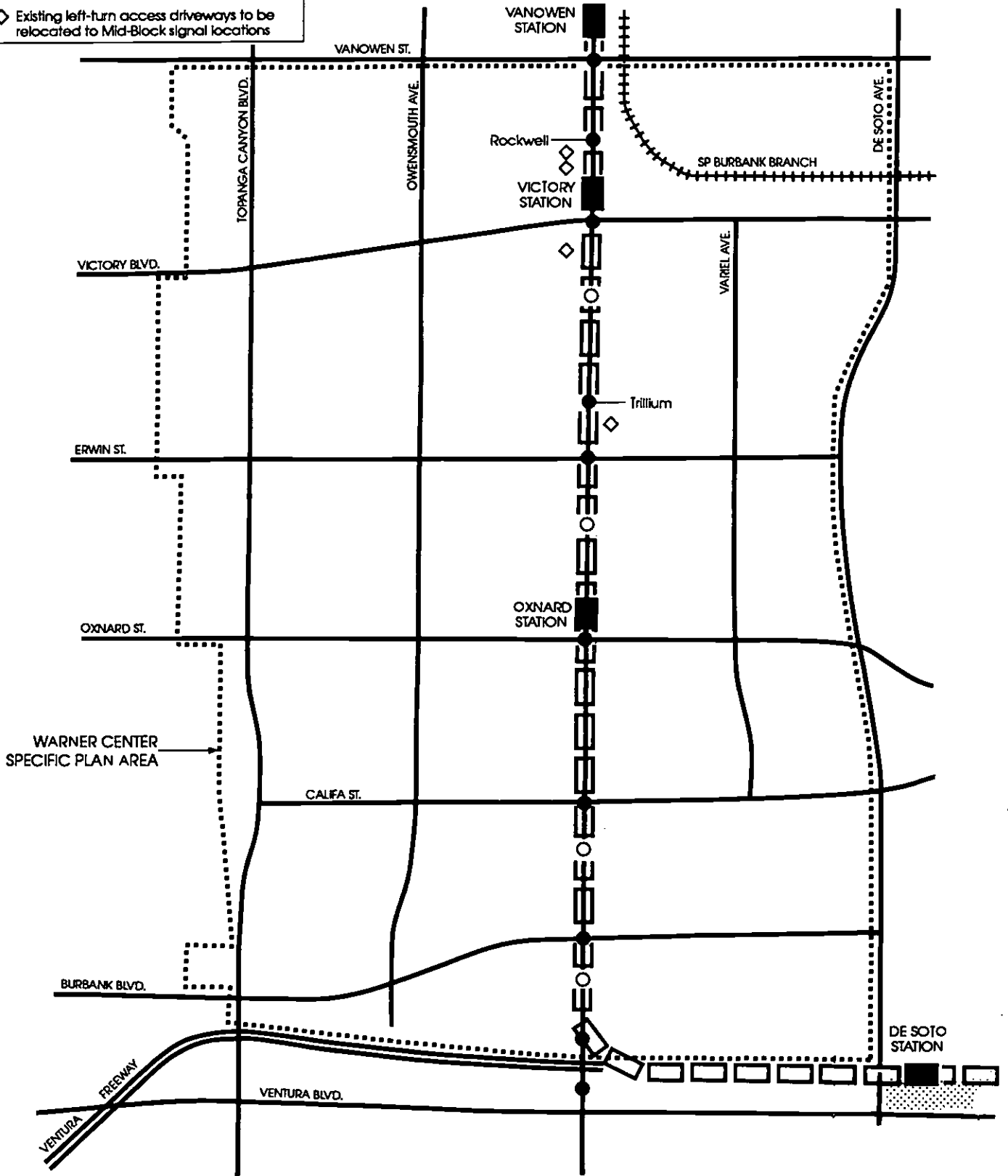


Figure 4-4
 Canoga Avenue Traffic Management Concept

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(Referenced to Chapter of Draft SEIR)

Response 5.2-0 In order to address the above concerns, a meeting was held on June 3, 1992 with the Los Angeles Department of Transportation (LADOT) to discuss the potential for additional Traffic Mitigation Assessment and to review possible solutions. Traffic issues were identified in three different areas. These included Canoga Avenue impacts, general concerns regarding impacts and mitigations identified at 15 intersections along the study route, and specific concerns at the DeSoto and White Oak Rail Transit Stations. Based on the above meeting and the technical analyses presented, LADOT and LACTC staff identified a technical approach and the mitigation measures presented below.

Canoga Avenue Impact Assessment: A plan for the management of traffic along Canoga Avenue was identified and is illustrated in Figure 4-4. Figures 4-5 and 4-6 provide more detail of the concept. In general, the principal concern is that Aerial Guideway columns placed every 100-120 feet along Canoga Avenue will impair visibility of oncoming traffic and make left turns unsafe. It will therefore be necessary to provide traffic signals and left-turn pockets for all left turn movements that occur under the aerial guideway.

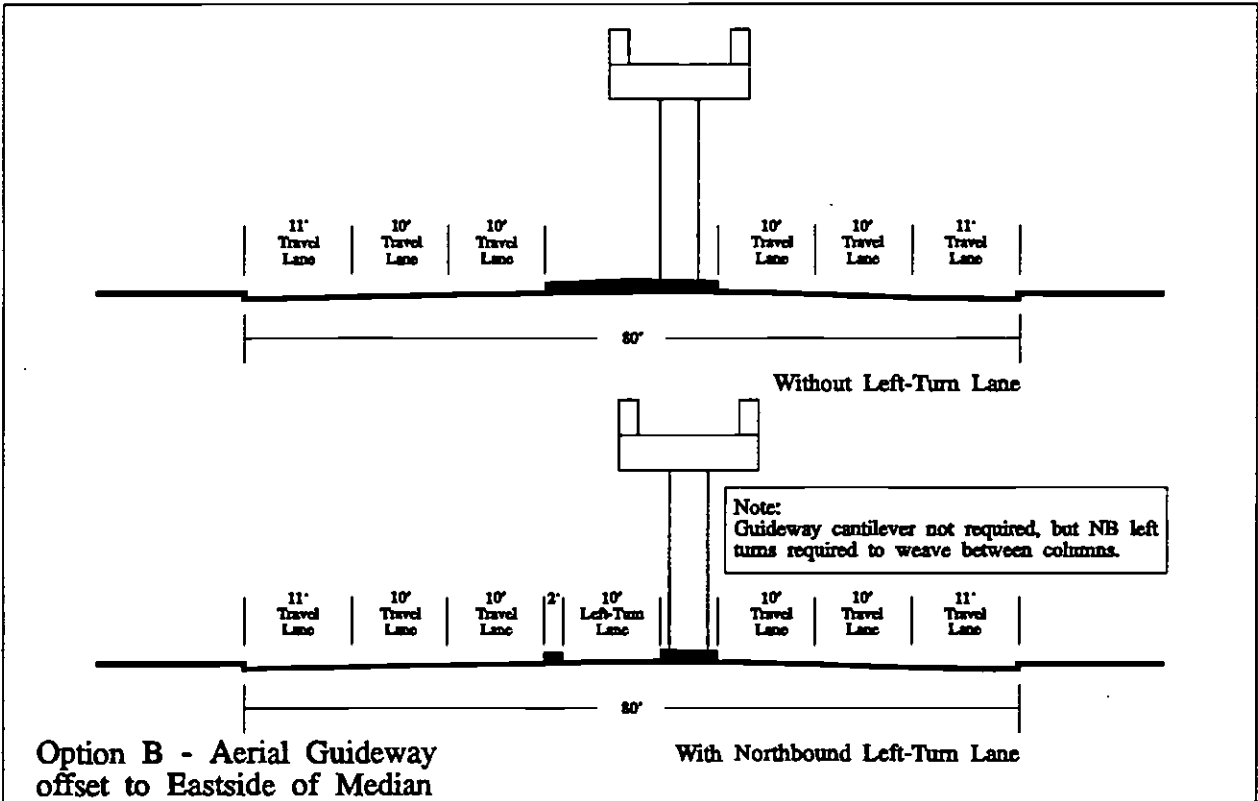
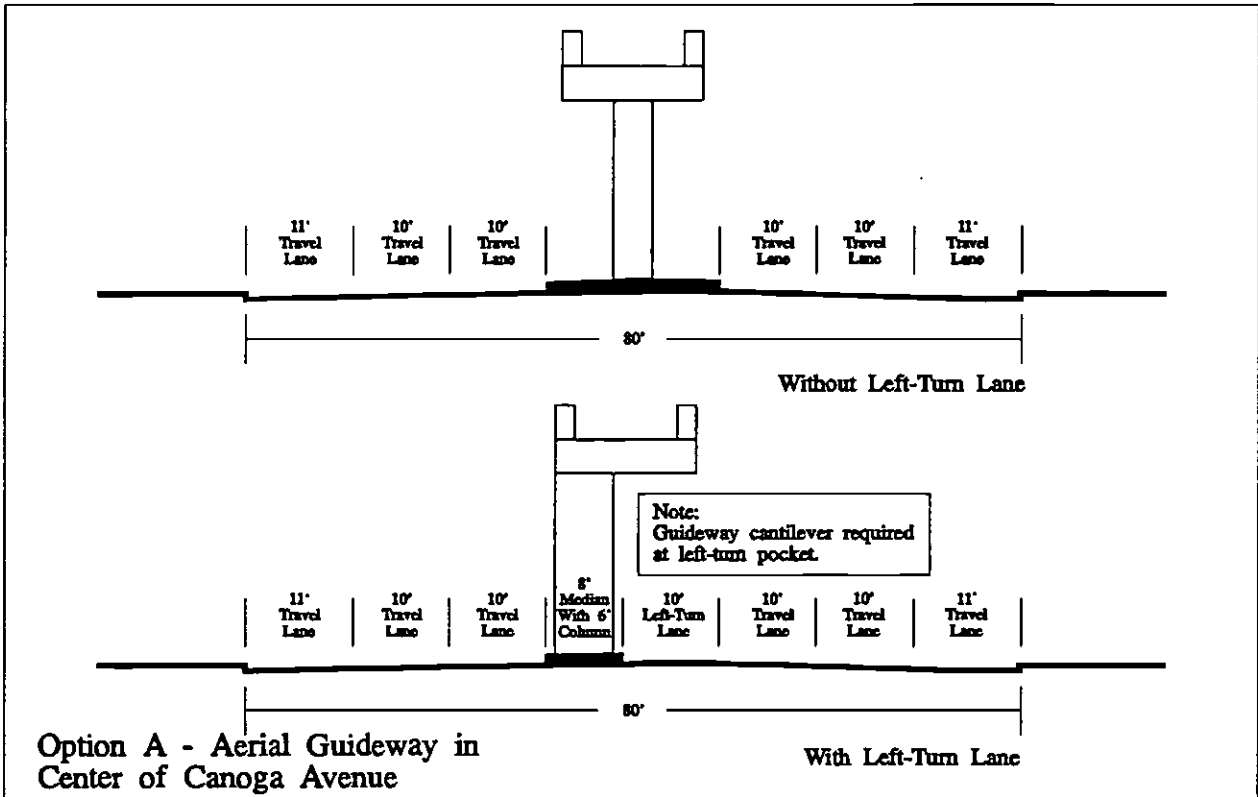
As shown in Figure 4-4, traffic signals are presently located along Canoga Avenue at the Ventura Freeway, Burbank Boulevard, Califa Street, Oxnard Street, Erwin Street, Victory Boulevard, Vanowen Street, and at the Trillium and Rockwell developments. In addition, numerous unsignalized left-turn movements are permitted to driveways and smaller streets located between these signalized intersections. In order to provide protected left-turn access, additional signalized intersections will be required at four mid-block locations between the Ventura Freeway and Burbank Boulevard (Litton), between Califa Street and Burbank Boulevard, between Oxnard and Erwin Streets, and between Victory Boulevard and the Trillium signal (Circuit City/Irvine Ranch Market).

Concentrating these left-turn movements will necessitate reconfiguring or relocating left-turn access at three locations along Canoga Avenue. These locations include the following:

Data Products- There is left-turn access into the Data Products site on the northeast corner of Canoga Avenue and Erwin Street. This access would need to be closed. Access to this parcel from southbound Canoga could be provide via Erwin Street.

Circuit City/Irvine Ranch Market- The present left-turn access into Circuit City opposite of the Hilton Hotel would remain and be signalized, however, the left-turn into the Circuit City driveway north of this location would be closed. This loss of access should not be significant given that there is left-turn access to the site just south of this location.

Rockwell- There is a two-way left turn lane along Canoga Avenue in front of the Rockwell site. Left-turn access would need to be concentrated at the main Rockwell entrance. The present traffic signal north of the main entrance would therefore be moved to the main entrance.



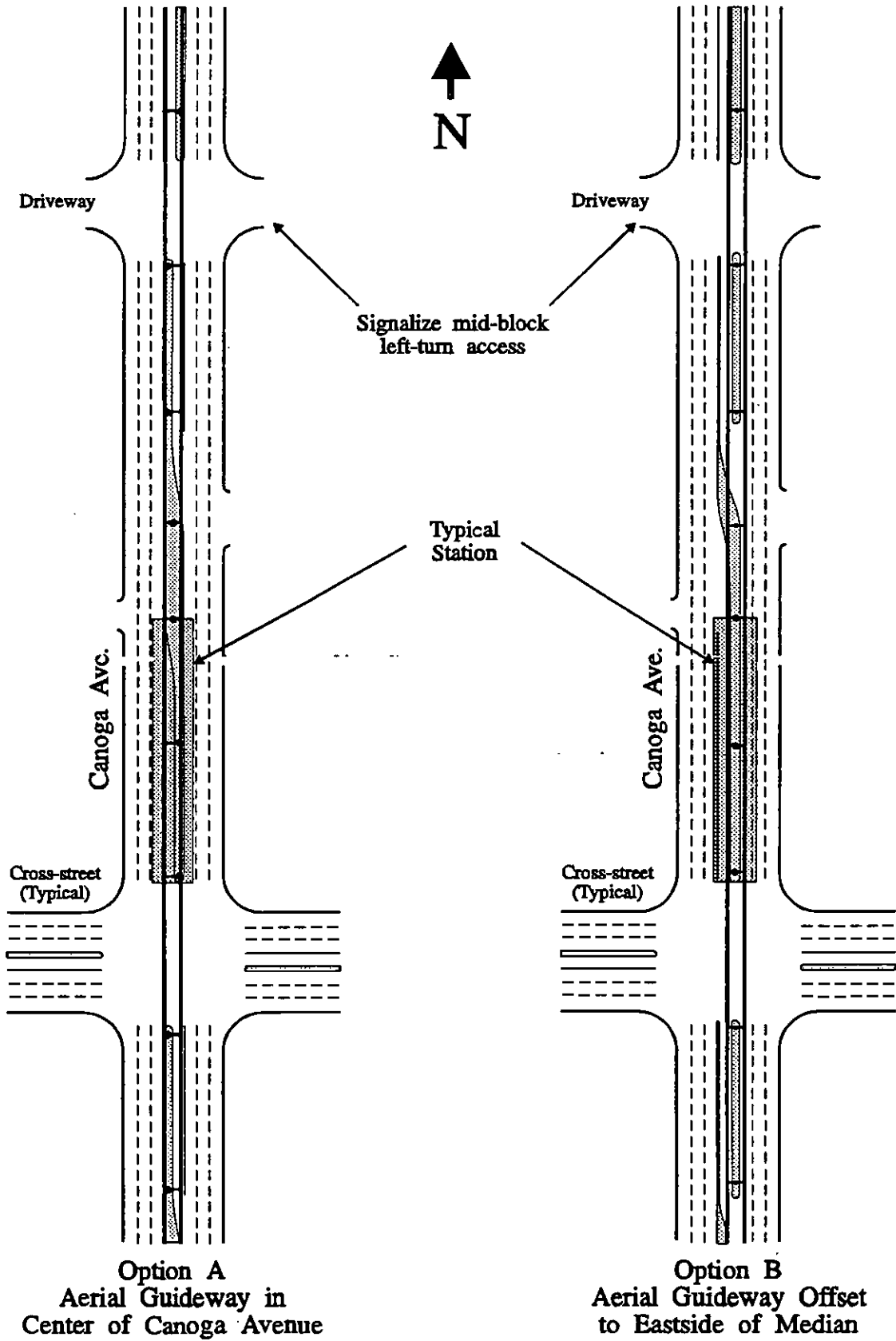


Figure 4-6
Canoga Avenue Left-turn Access with
Advanced Aerial Technology Alternative

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Canoga Avenue Left-Turn Pockets: Two options are depicted on Figures 4-5 and 4-6 for the alignment of the columns in the median of Canoga Avenue.

Option A- Aerial Guideway in Center of Canoga Avenue- This option would locate the aerial guideway directly in the center of Canoga Avenue. Such an alignment would require a cantilever offset at left-turn locations.

Option B- Aerial Guideway Offset to Eastside of Canoga Avenue- This option would shift the aerial guideway slightly to the east and would eliminate the need for any cantilever of the guideway. However, Option B would require cars making northbound left-turns to weave between the columns. A two foot wide median would be installed on the west side of the northbound left-turn lanes to protect vehicles in these lanes from on-coming traffic. Southbound left-turn maneuvers would not be required to weave through the columns under Option B.

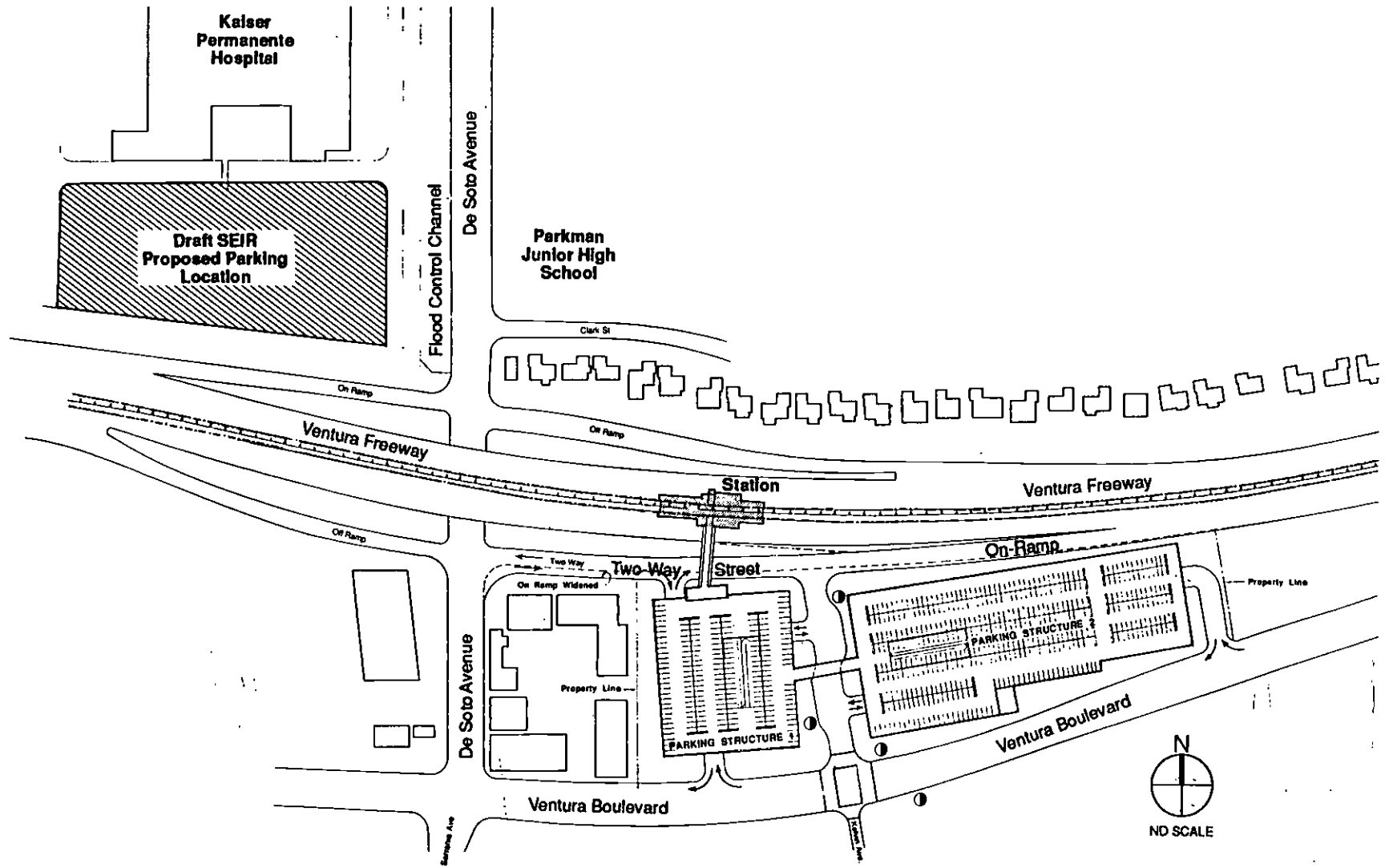
The maximum column size that could be accommodated next to Option B northbound left-turn lanes would be four feet. If a column larger than four feet in diameter were required, street widening from property would be required. Available right-of-way would exist for columns up to six feet on all other segments of the alignment with Option B. Option A would have available right-of-way along the entire Canoga Avenue alignment for columns up to 6 feet in diameter.

DeSoto and White Oak Stations: Several concerns were expressed during the Comment Period regarding substantially increased traffic congestion that is anticipated in certain segments of the project corridor and asked that impacts be reconsidered. Based on further traffic impact analysis and conference with LADOT, two proposed station sites have been shifted to allow for better access and mitigation of impacts.

DeSoto Station- The Draft SEIR proposed a 1500-car Park and Ride Lot on the northside of the Ventura Freeway along DeSoto Avenue. Because of additional traffic in the area due to the Kaiser Permanente expansion, Warner Ridge and general Warner Center growth, significant impacts were identified at this location. An alternate location on Ventura Boulevard at the Target Department Store site had been proposed in the 1989 EIR and therefore this site was reconsidered. Based on the new traffic analysis, this new site has been proposed to replace the Kaiser site. A site plan for parking at the Target Store site is shown in Figure 4-7.

A key determinant in the decision to relocate the DeSoto Station to the Ventura Boulevard site is the ability to incorporate a new, local city street coupled with a reconfigured eastbound freeway on-ramp. This new roadway will substantially improve traffic congestion at the intersection of DeSoto Avenue and Ventura Boulevard. Movements to the eastbound freeway on-ramp can be made from Ventura Boulevard via the connector road without the need for turning movements at the De Soto Avenue

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San Fernando Valley
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LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 4-7
De Soto Station

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(Referenced to Chapter of Draft SEIR)

intersection. Access to the station site will also be improved with the construction of this road. This connector road will move the freeway on-ramp approximately 450' to the east, providing access to the freeway entrance from both De Soto Avenue and Ventura Boulevard.

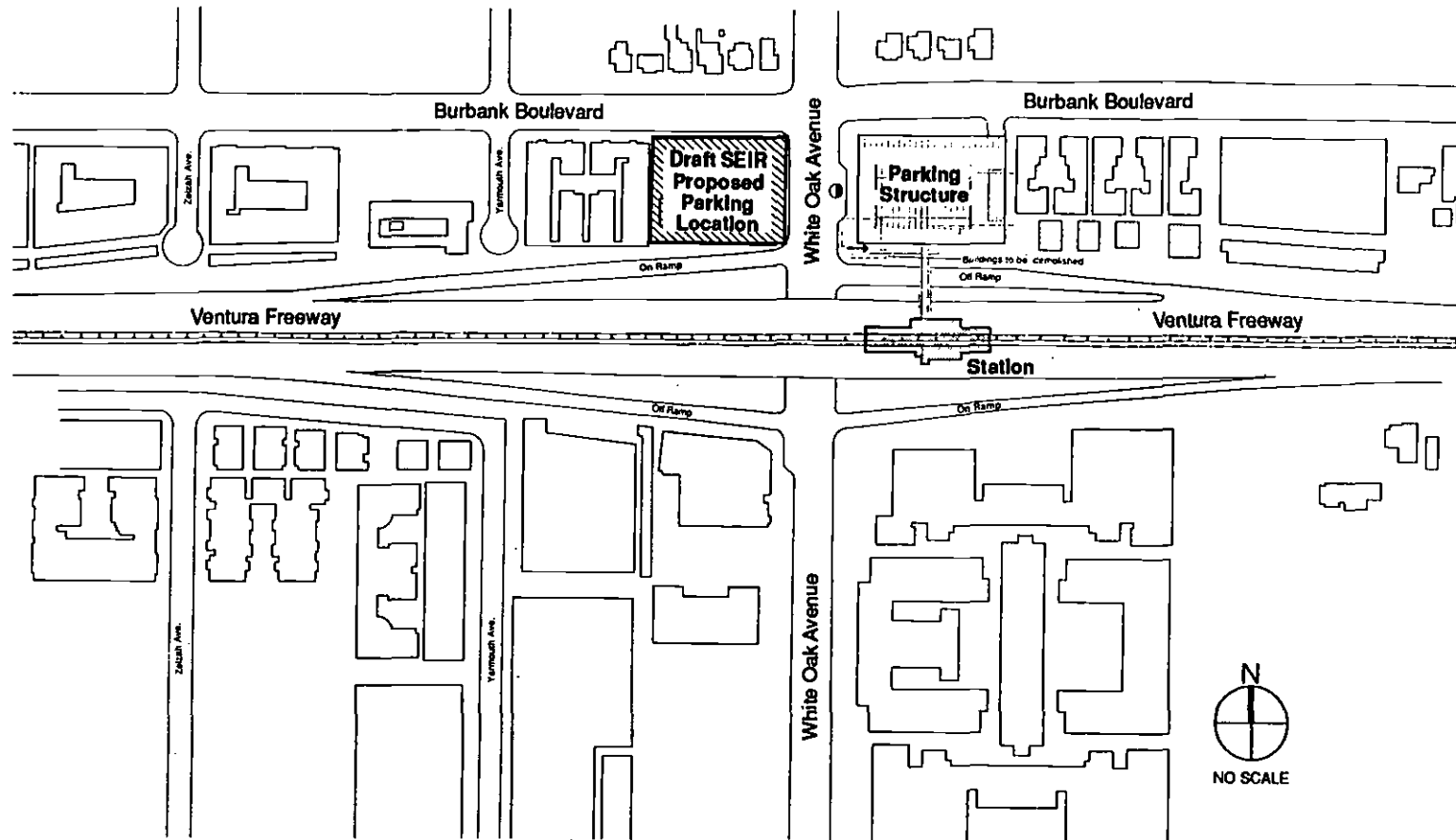
White Oak Station- The 1989 EIR had proposed that both the southeast and southwest corners of the intersection of White Oak Avenue and Burbank Boulevard be used for station parking. The SEIR proposed a 200-car Park & Ride Lot only at the southwest corner of White Oak and Burbank Boulevard. However, because of the short distance between White Oak Avenue and the proposed station entrance, left-turns into the station site would be difficult and would conflict with eastbound left-turn vehicles stacked at the White Oak/Burbank intersection. For this reason, the proposed station site has been moved to the southeast corner of the White Oak Avenue/Burbank Boulevard intersection. This proposed location is shown in Figure 4-8.

This proposed location is a slightly larger site and will provide superior access to the station due to the fact that westbound left-turn movements on Burbank Boulevard will not interfere with stacking at the intersection.

Intersection Impact & Mitigation Assessment: The Draft SEIR identified 18 study area intersections that would be impacted as a result of the construction of the rail transit project. Mitigations were proposed to reduce impacts at each of these intersections to levels that were not considered significant by the City of Los Angeles Department of Transportation (LADOT). Comments received on the Draft SEIR traffic analysis pointed out that some of the mitigations proposed had already been implemented or had recently been committed to other projects in the area. There were also suggestions that some of the existing traffic volume counts should be revised to make use of newer data that has become available.

In order to address these concerns, all traffic intersection level-of-service calculations were redone, based on direction received from LADOT. Proposed mitigation measures were rechecked in the field and against proposed development plans. New mitigation measures were proposed in cases where previously proposed mitigation measures had been already implemented in the field or committed to other projects. In several instances, these measures provided improved levels of service to those previously proposed.

As a result of the recomputation of traffic impacts the specific degree of impact at each study area intersection was changed. Impacts at some intersections became greater while at other intersections impacts were reduced. In total, fifteen intersections were found to be significantly impacted by the project instead of the 18 identified in the Draft SEIR. Specific traffic impact computations are summarized on Figure 4-8. Identified impacts and proposed mitigation measures are detailed below for each of the significantly impacted intersections.



San Fernando Valley
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LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 4-8
White Oak Station

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Figure 4-9
SUMMARY OF REVISED TRAFFIC IMPACTS AND MITIGATION MEASURES
San Fernando East-West Rail Transit Project
Ventura Freeway Alternative

Intersection	Future Base		Future W/Project			Future W/Project and Mitigation			Needed Mitigation and Comments
	V/C	LOS	V/C	LOS	V/C	V/C	LOS	V/C	
Canoga and Vanowen	1.115	P	1.237	P	0.122	1.097	P	-0.018	Add a WB right-turn lane. Widen pavement by six feet into LACTC site.
De Soto and Ventura	0.841	D	1.318	P	0.477	0.812	D	-0.029	Credit for Target Store demolition and construction of connector road.
De Soto and 101 EB	0.704	C	0.996	E	0.292	0.660	B	-0.044	Credit for Target Store demolition, construction of connector road, and dual WB right-turn lanes.
De Soto and 101 WB	0.774	C	0.972	E	0.198	0.720	C	-0.054	Credit for Target Store demolition, construction of connector road, and second SB right-turn lane over flood control channel.
Winnetka and 101 EB	0.785	C	0.863	D	0.078	0.796	C	0.011	Restripe for dual EB lefts on the off-ramp.
Winnetka and Ventura	1.206	P	1.306	P	0.100	1.188	P	-0.018	Widen roadway ten feet into the station site for a WB right-turn lane.
Tampa and Ventura	1.056	P	1.195	P	0.139	1.046	P	-0.010	Restripe for two northbound through lanes.
Reese and 101 EB	0.758	C	0.800	D	0.042	0.776	C	0.018	Widen the EB off-ramp, either into Caltrans or LACTC ROW, to include two exclusive left-turn lanes and two right-turn lanes, a total of four lanes.
Reese and 101 WB	0.852	D	0.894	D	0.042	--	--	--	No Impact.
Reese and Burbank	1.043	P	1.062	P	0.019	1.045	P	0.002	Remove ten parking spaces from the south side of Burbank and restripe for an EB right-turn lane.
White Oak and Burbank	1.380	P	1.483	P	0.103	1.350	P	-0.030	Restripe for a NB right-turn lane.
White Oak and 101 EB	0.762	C	0.824	D	0.062	--	--	--	No Impact.
Hayvenhurst and Burbank	1.120	P	1.315	P	0.195	1.101	P	-0.019	Narrow the median to provide WB dual left-turn lanes, widen EB approach into the station site to provide an exclusive right-turn lane.
Van Nuys and Riverside	1.059	P	1.128	P	0.069	0.979	E	-0.080	Widen the NB approach across the LA River bridge to provide a right-turn lane. Bridge will need to be widened by 10 to 12 feet.
Van Nuys and 101 EB	1.061	P	1.112	P	0.051	1.059	P	-0.002	Widen roadway on station side by approximately five feet and add a NB right-turn lane.
Woodman and Riverside	0.899	D	1.021	P	0.122	0.863	D	-0.036	Convert the NB right-turn lane to a through-right lane. This will necessitate removal of 18 to 20 parking spaces on Woodman.
Coldwater and Riverside	1.166	P	1.206	P	0.040	1.133	P	-0.033	Restripe for a NB right-turn lane.
Laurel Canyon and Riverside	1.253	P	1.263	P	0.010	--	--	--	No Impact.
Laurel Canyon and 101 EB	0.926	E	0.926	E	0.000	--	--	--	No Impact.
Laurel Canyon and Moorpark	1.255	P	1.268	P	0.013	--	--	--	No Impact.

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(Referenced to Chapter of Draft SEIR)

Based on the preceding traffic impact reassessment, the following mitigation measures shall supersede those measures identified in Section 5.2.4 of the Draft SEIR.

1. *Canoga Avenue/Vanowen Street:* The Draft SEIR had proposed restriping the westbound traffic lanes on Vanowen Street to provide a right-turn only lane. Upon recomputation it is now proposed that the westbound approach be widened by approximately six feet to accommodate the addition of this right-turn-only lane. This widening could take place in LACTC right-of-way that would be acquired for construction of the Vanowen Station and would result in a mitigated V/C ratio of 1.097 (LOS F), 0.018 below the Future Base.
2. *De Soto Avenue/US 101 Eastbound Off-Ramp:* The Draft SEIR had proposed that the eastbound off-ramp of the freeway be restriped to allow for double left-turn lanes. This was based on the assumption that the DeSoto Station would be located in the Kaiser Permanente Medical Center parking lot on the westside of DeSoto Avenue. With the relocation of the station site to the Ventura Boulevard site and the construction of a new local street through the site as shown in Figure 4-7, significantly greater traffic mitigation can be achieved than was previously the case. With the reconstruction of the eastbound freeway on-ramp in conjunction with the construction of a new connector road through the station site, credit in trip reduction given for the demolition of the Target store, and construction of dual westbound right-turn lanes, the V/C ratio would be mitigated to 0.660 (LOS B), 0.044 below the Future Base. All of these improvements can be constructed on either Caltrans or LACTC right-of-way.
3. *De Soto Avenue/US 101 Westbound Off-Ramp:* The Draft SEIR did not find that the westbound off-ramp at DeSoto Avenue would be significantly impacted by construction of the rail transit project. With the relocation of the DeSoto Station from the Kaiser Permanente site to Ventura Boulevard, it is now proposed that the southbound dual right-turn lanes will be necessary on DeSoto and will require construction over the flood control channel to the west of De Soto Avenue. Approximately 300 feet of this flood control channel just to the north of the intersection would need to be decked over to accommodate this movement.
4. *De Soto Avenue/Ventura Boulevard:* The Draft SEIR had proposed that the northbound approach required restriping to accommodate the addition of a right-turn only lane. Because of the new local street as described above, the traffic at this intersection would actually be improved with construction of the rail transit station. The addition of project traffic to this intersection results in a Future With Project V/C ratio of 1.318 (LOS F) compared with the Future Base V/C of 0.841 (LOS D), an increase of 0.477 in the V/C ratio. With the reconstruction of the eastbound on-ramp in conjunction with the construction of a new connector road through the station site, and credit in trip reduction given for the demolition of the Target store, the V/C ratio would be mitigated to 0.812 (LOS D), 0.029 below the Future Base.

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5. *Winnetka Avenue/US 101 Eastbound Off-Ramp*: The Draft SEIR had not found a significant impact at this freeway ramp. After further analysis it is now proposed that the eastbound off-ramp be restriped to accommodate dual left-turn lanes. This restriping would result in a mitigated V/C ratio of 0.796 (LOS C), 0.011 above the Future Base, but below the significant impact threshold level.

6. *Winnetka Avenue/Ventura Boulevard*: The Draft SEIR had proposed that the westbound approach be restriped to allow for a right-turn only lane. Upon further analysis it is now proposed that this approach be widened by approximately ten feet to accommodate the addition of a right-turn-only lane. This widening could take place in LACTC right-of-way that would be acquired for construction of the Winnetka Station and would result in a mitigated V/C ratio of 1.188 (LOS F), 0.018 below the Future Base.

7. *Tampa Avenue/Ventura Boulevard*: The Draft SEIR had proposed that the eastbound approach to this intersection should be widened and restriped to allow for double left-turn lanes. It was also proposed that the westbound approach should be widened and restriped to accommodate a right-turn only lane. This would have required taking of approximately 4 acres of landscaping from the California Federal Bank property. Upon further analysis this taking was not found to be necessary as the addition of project traffic to this intersection results in a Future With Project V/C ratio of 1.195 (LOS F) compared with the Future Base V/C of 1.056 (LOS F), an increase of 0.139 in the V/C ratio. This increase can now be mitigated by the restriping of the northbound approach to accommodate two through lanes. This restriping would result in a mitigated V/C ratio of 1.046 (LOS F), 0.010 below the Future Base.

8. *Reseda Boulevard/US-101 Eastbound Off-Ramp*: The Draft SEIR did not propose mitigation for traffic impacts to this off-ramp. It is now proposed that the eastbound off-ramp be widened from three to four lanes, thereby reducing the V/C ratio to 0.776 (LOS C), 0.018 above the Future Base, but below the significant impact threshold level. This improvement can be constructed on either Caltrans or LACTC right-of-way.

9. *Reseda Boulevard/US-101 Westbound Off-Ramp*: The Draft SEIR indicated that this intersection was significantly impacted, however after re-calculation, it was determined that this intersection would not be significantly impacted.

10. *Reseda Boulevard/Burbank Boulevard*: The Draft SEIR had proposed that the northbound approach to this intersection be restriped to accommodate a right-turn only lane. After further assessment it is now proposed that the eastbound approach be restriped to allow for a right-turn-only lane. With such a restriping, the V/C ratio would be mitigated to 1.045 (LOS F), 0.002 above the Future Base, but below the significant impact threshold level. This restriping would necessitate the removal of approximately ten on-street parking spaces from the south side of Burbank Boulevard, just to the west of the intersection.

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11. *White Oak Avenue/Burbank Boulevard:* As illustrated in Figure 4-8, the proposed location of the White Oak Station has been shifted from the southwest corner of the White Oak/Burbank Boulevard intersection to the southeast corner. This shift improves traffic access to the site by allowing westbound left-turn movements sufficient stacking space that would not back into the intersection. With the shift in the proposed station site, the addition of project traffic to this intersection results in a Future With Project V/C ratio of 1.483 (LOS F) compared with the Future Base V/C of 1.380 (LOS F), an increase of 0.103 in the V/C ratio. If the northbound approach were restriped to allow for a right-turn-only lane, the V/C ratio would be mitigated to 1.350 (LOS F), 0.030 below the Future Base.

12. *White Oak Avenue/US 101 Eastbound Off-Ramp:* The Draft SEIR indicated that this intersection was significantly impacted, however after re-calculation, it was determined that this intersection would not be significantly impacted.

13. *Hayvenhurst Avenue/Burbank Boulevard:* The Draft SEIR had proposed that the westbound approach to this intersection be restriped to accommodate a second left-turn lane and that the northbound shared left-turn/right-turn lane should be restriped to a left-turn only lane. After further assessment it is now proposed that the Burbank Boulevard median be narrowed to provide dual westbound left-turn lanes. It is also proposed that the eastbound approach be widened to allow an exclusive right-turn-only lane. With such mitigations, the V/C ratio would be reduced to 1.101 (LOS F), 0.019 below the Future Base. Each of these improvements can be constructed on either City or LACTC right-of-way.

14. *Van Nuys Boulevard/Riverside Drive:* Based on reassessment of impacts, no changes to mitigations proposed in the Draft SEIR are proposed at this intersection. The additional project traffic can be mitigated by widening and restriping the northbound approach to accommodate a right-turn-only lane. This segment of Van Nuys Boulevard crosses the Los Angeles River, therefore, this mitigation would require widening of the bridge structure by ten feet, or by providing a separate pedestrian bridge. These improvements would result in a V/C ratio of 0.979 (LOS E), 0.080 below the Future Base.

15. *Van Nuys Boulevard/US 101 Eastbound Off-Ramp:* The Draft SEIR had proposed that the northbound approach to this intersection should be restriped to accommodate a right-turn only lane. Upon further assessment it is now proposed that Van Nuys Boulevard be widened by five feet into the future station site to allow for lane realignment for a northbound right-turn-only lane. With this proposed mitigation, the V/C ratio would be mitigated to 1.059 (LOS F), 0.002 below the Future Base.

16. *Woodman Avenue/Riverside Drive:* The Draft SEIR had proposed that the westbound approach to this intersection be restriped to allow for a right-turn only lane. After further assessment it is now proposed that the northbound right turn lane be converted to a through lane. With this change the V/C ratio would be reduced to 0.863 (LOS D), 0.036 below the Future Base. Extension of this lane to the north would necessitate the removal of approximately 18 to 20 parking spaces on the east side of Woodman Avenue, north of the intersection.

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17. *Coldwater Canyon Avenue/Riverside Drive:* The Draft SEIR had proposed that the northbound approach to this intersection be restriped to allow for a right-turn only lane. After further assessment no change is recommended in this mitigation. If the northbound approach were restriped to allow for a right-turn-only lane, the V/C ratio would be mitigated to 1.133 (LOS F), 0.033 below the Future Base.

18. *Laurel Canyon Boulevard/Riverside Drive:* The Draft SEIR indicated that this intersection was significantly impacted, however after re-calculation, it was determined that this intersection would not be significantly impacted. It is no longer recommended that the eastbound approach be restriped to allow for a right-turn only lane.

19. *Laurel Canyon Boulevard/US 101 Eastbound Off-Ramp:* The Draft SEIR indicated that this intersection was significantly impacted, however after re-calculation, it was determined that this intersection would not be significantly impacted. No restriping is recommended of this freeway off-ramp.

20. *Laurel Canyon Boulevard/Moorpark Street:* The Draft SEIR indicated that this intersection was significantly impacted, however after re-calculation, it was determined that this intersection would not be significantly impacted. No street widening is recommended along Moorpark Street at this intersection.

Comment 5.2-1 Several comments raised questions about the background assumptions used in the traffic impact assessment. Such comments included:

- The future 2010 year base traffic volumes were obtained from a Southern California Association of Government (SCAG) study, which contained projected future arterial link volumes for the San Fernando Valley. This data was not presented in the DSEIR. Also, the methodology to determine trip distribution was described in the document, but the distribution data was not presented in the DSEIR. We recommend that the data be included in the final EIR. (LADOT)
- This project will have a mutual impact on other projects in the area. Explain in the final SEIR the interactive impacts on the existing circulation system, on ATSAC, and the secondary highways. Explain thoroughly how you arrive at trip generation rates, trip distributions, time of day analysis, effects on A.M. and P.M. traffic conditions, etc. (Homeowners of Encino)
- Traffic flow statistics have been available for many years by various governmental and city agencies, and there is no intelligent reason why this information has not been used. If the information is fragmented, then new tests must be conducted. Only if you know the past can you understand how to predict the future. Good urban planning proposes to alleviate high-density "hot spots" by shifting away to other local streets which are less frequently traveled and build upon these lesser-used roads provided the roads have the capacity, or they can be widened to meet capacity." (Levine)
- The Gruen group's Assumption and Methodology (pp 109-127) chap 5.2.2 - 5.2.5) are poorly conceived, lacking true attention to basic research, fundamental planning concepts, historical traffic patterns, and a basic philosophy for mass urban traffic mitigation. They arbitrarily divided the proposed east/west Freeway into seventeen zones and then used lightly tested statistical volume to capacity ratios and arbitral developed a scale (pp 117) as follows:

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<u>Property-Related Increase in V/C</u>	<u>Final V/C</u>
Equal to or greater than 0.04	0.00 - 0.79
Equal to or greater than 0.02	0.80 - 0.89
Equal to or greater than 0.01	0.90 or greater

Utilizing their own faulty statistics enumerated in Table 23 (pp 116 chap 5.2.3), they state sixteen of the thirty-three intersections labeled under the future base containing letters E and F were adverse (to begin with) and these total jump to twenty-one intersections of the same category after the aerial alignment. (Levine)

Response 5.2-1 The background data used in the preparation of the Year 2010 traffic projections for the San Fernando Valley were taken from the Year 2010 Baseline Projections for Valley streets, prepared by the Southern California Association of Governments. These projections were developed by SCAG to take into account future growth in the Valley that will add traffic from all regionally projected cumulative development. As such, the data presents projections that anticipate a much higher level of surface street congestion than is currently experienced. Such data is available for review at SCAG offices but is generally too bulky to be reproduced in the SEIR.

In order to determine project impacts, Guidelines prepared by the Los Angeles Department of Transportation were utilized.¹ These guidelines were superseded in cases where more stringent criteria applied, i.e., in the case of the Warner Center and Ventura Boulevard Specific Plan areas.

The traffic impact assessment and methodology used in the SEIR has been discussed and agreed upon during several meetings conducted with staff of LADOT and reflects traffic impact methodologies required by LADOT. As such, the analysis was neither poorly conceived nor arbitrary. For a detailed description of the study methodology, please refer to sections 5.2.2 and 5.2.3 of the SEIR.

Comment 5.2-2 A few comments suggested that stations should be moved away from major arterial streets which are heavily congested, in favor of lighter travelled intersections:

- Those streets identified in the draft EIR for the placement of parking structures and rail stations are already jam packed in peak traffic hours as commuters access or exit the 101. To overlap this area with another system will only exacerbate the problem. It will condemn residents living in the area to greater gridlock. The Ventura Freeway corridor simply cannot tolerate the additional congestion generated by this proposed rail project. (State Senator Rosenthal)

¹ Traffic Study Guidelines, Los Angeles Department of Transportation, July 1991.

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- Stations should be placed on lighter traveled intersections. First, find those intersections and then determine the logistics of placement. Specifically determine the traffic flow of automobiles and trucks flowing north and south for all twenty-six major avenues and boulevards within the proposed service zone. This number and pattern should have a historical record of five, three and one years, and be recorded on a twenty-four-hour basis rather than just a "sampling at evening" as the SEIR states. The major streets flowing north and south are:

Vineland Ave.
Tujunga Ave.
Colfax Ave.
Laurel Canyon Blvd.
Whitsett Ave.
Coldwater Canyon Ave.
Woodman Ave.
Fulton Ave.
Hazelton Ave.
Van Nuys Blvd.
Kester Ave.
Sepulveda Blvd.
Haskell Ave.

Hayvenhurst Ave.
Balboa Blvd.
Louise Ave.
White Oak Ave.
Lindley Ave.
Reseda Blvd.
Wilbur Ave.
Tampa Ave.
Corbin Ave.
Winnetka Ave.
Mason Ave.
Canoga Ave.
Vanowen St.

This data determines the past and present traffic patterns and should be analyzed to see what the optimum capacity of these routes are. Those streets that are below maximum capability should be examined to ascertain how they can take some of the traffic off the high-density streets. (Levine)

Response 5.2-2 The criteria used for station location was not based on reserve capacity of the adjoining streets, but on providing the best possible transit service. Station placement at the Valley's major arterials is important to serve the major developments, traffic, and bus lines running on these arterials. Placing stations on secondary arterials would either require bus patrons to walk ½ mile to the station site or force all bus to detour ½ mile to serve the stations. Additionally, many of the secondary arterials run through residential neighborhoods, making station activities and traffic incompatible with these settings. For a fuller description of station siting criteria please refer to the response to Comment 4.2-6.

Comment 5.2-3 Several comments addressed the issue of feeder buses and the provision for the transfer between rail transit and other modes:

- The Gruen people failed to initiate any plan for what type of transportation (bus, shuttle, van), nor have they presented any procedure for riders in either the north/south or east/west directions. The undersigned estimates there would have to be a grid network of shuttle buses or light vans to service the proposed stations with the census of between three hundred sixty and three hundred seventy vehicles. The consulting engineers (should) immediately commence an EIR and traffic scheduling matrix for the north/south and east/west service supports with more accurate estimates of units and a Study be commenced to make a comparison on what types of vehicles will be cost-effective to the territory. This Study to be completed in two sections: First, from the Elevated Aerial position, and second, from the SP Burbank Branch position. It is important to see what the total numbers of vehicles are for each route and the total ridership from each route. (Levine)

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- According to the EIR, there are plans for 4,950 parking spaces between the western terminus and Universal City. The ridership estimates are approximately 30,000 - 46,000 daily rides. Assuming that this constitutes a minimum of 15,000 to 23,000 riders making two daily trips each, how are the other 10,000 to 18,000 riders supposed to get to the rail line? What provisions are being made to accommodate them? What incentives will there be to encourage them to carpool or use transit to get to the transit station? Vehicles Trips Generated during the PM Peak period, does not take into account the trips that will be generated by shuttle bus service bringing people beyond easy walking distance to the station or any extensive drop off of riders at the station. (Mednick)

Response 5.2-3 Throughout the development of the conceptual station plans every effort was made to integrate the bus access in such a way as to minimize traffic impacts. This includes off-street passenger loading/unloading where feasible, or on-street curb cuts to minimize interference with through-traffic operations. All on-street bus stops and bus bays were located away from intersections to minimize turning movement conflicts.

Typically, detailed bus service reorganization occurs near the completion of the rail transit project as has been recently done for the Long Beach/Los Angeles Rail Transit Project. In doing so, many factors are taken into account, including the traffic and street conditions near stations, bus lines running within the area, configuration of the station site itself including available bus bays, parking and access to and from the station.

The Southern California Rapid Transit District (SCRTD) is the primary bus service operator in the project area. SCRTD has indicated that the maximum number of vehicles that would operate as part of a rail feeder bus has not been determined at this time. It has been determined however that "thousands of additional buses" are not anticipated to be necessary to handle feeder service to the rail transit stations. In fact, SCRTD indicated that the number of buses operating in conjunction with a rail system would most probably be similar to the number currently in operation today. This is due to the fact that some of the buses would duplicate service of the rail transit line and would probably be assigned to other routes where service demands would be heavier as a result of rail transit service. It was also anticipated that ridership on several existing bus lines that are not fully utilized would be better utilized after the provision of rail transit service. In addition it was indicated that if a bus line passed within one half mile of a rail station it would probably be rerouted to act as a feeder bus.

Comment 5.2-4 A significant concern of many of those who commented on the Draft SEIR was the severe congestion in the Ventura Corridor:

- The Ventura freeway corridor simply cannot accommodate more people and more congestion. This is already the most congested corridor in the San Fernando Valley and one of the most congested in the Metropolitan Area. Most of its intersections are already class E or F and would be further impacted by station traffic. No technology and no amount of design refinement or any kind of gimmicks will mitigate the impact of passengers accessing these stations along this route. (Councilman Braude)
- The Ventura Freeway corridor currently is one of the most congested corridors in the United States. With 280,000 automobile trips per day, the Ventura Freeway corridor is the most congested corridor

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in the San Fernando Valley. Many of its arterial intersections and access roads already are over congested by local and commuter traffic. To expect superficial mitigation measures, such as those outlined in the SEIR, to counteract the influx of commuters in route to park and ride stations is unrealistic. We must lessen congestion on these arterial and local roads by implementing the proposed traffic mitigation measures now. Instead, the SEIR calls for diverting more traffic onto the same roads and then attempting to mitigate the results. No amount of lane restriping or widening can effectively compensate for the increase in traffic and the corresponding excessive burden that the local community will be forced to shoulder. (Assemblyman Friedman)

- The surface streets by the Ventura Freeway now are so congested and so gridlocked that no one would want to fight in and out of station to use that, if nothing is done to change the way they are now. You sit there at three or four lights just waiting to go through there. It is really gridlock now. (Russell)
- I would like to speak as a long time homeowner and a resident east of the Sepulveda basin. I have lived there about 34 years so I know that area. The gridlock is terrible there. This plan for the monorail would just make it that much worse and I would like to point out that there is only one exit and one entrance to the 101 freeway at Sepulveda Boulevard, you cannot go west. There is no entrance to go west there. There are not enough feeder streets to alleviate that problem. (White)
- Traffic coming to the parking lots, whether they are kiss and ride or just regular parking will triple or even quadruple the traffic congestion on the surface streets around the stations creating terrific spill over into the residential areas which line much of the Ventura Freeway. (Howard)
- Feeder streets for the proposed stations are already heavily impacted by traffic. The use of these routes to access this transit system will have a negative impact on the surrounding neighborhoods. The Ventura Freeway corridor is already overly traveled. In addition to compounding the existing problem, it does not make any sense to have all major East - West transit routes (Ventura Fwy., Ventura Blvd., and the Aerial Alternative) in the same area of the Valley. This not only denies access to transit to the northern end of the Valley, it also doubles the congestion for the southern end. (Sherman Oaks Homeowners Association)

Response 5.2-4 The fact that the Ventura Boulevard Corridor is one of the most highly congested corridors in the Los Angeles Basin is precisely the reason why this project has been proposed for construction. The project will remove between 45,900 and 53,800 trips per day from the Ventura Freeway and adjacent arterial streets. Furthermore, the project will reduce the number of vehicle miles travelled by approximately 420,000 miles per day. This will have a significant beneficial effect on the congestion levels expected in the Ventura Freeway Corridor.

In the immediate vicinity of station area parking lots, some increase in congestion is anticipated as a result of transit riders bringing their cars to the stations. The traffic impact analysis has provided mitigation measures to insure that such traffic will result in no more than a 2% worsening of the traffic congestion at any given intersection during the worst case period. The Los Angeles Department of Transportation has determined that such local, "hot spot" increases do not constitute a significant worsening of project area traffic congestion.

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Section 3.0 of the SEIR presents site plans for each of the proposed rail transit stations and parking lots. Throughout the development of these plans, every effort was made to integrate station access in such a way as to minimize traffic impacts. This includes off-street passenger loading/unloading where feasible, or on-street curb cuts to minimize through traffic operations interference. A key aspect of station access was the elimination of left turn access on and across major arterials. Whenever possible left turn access/egress to a station was limited to intersections where these moves could be made safely with minimal traffic interference.

At all of the larger park-and-ride lots, the kiss-and-ride area will be segregated from the remainder of the parking lot, with its own ingress/egress provisions. This will minimize queuing at parking lot entrance and exits. Left turns into and out of the park-and-ride lots will be prohibited at the most congested locations, or will be provided for at only one of several driveways. This will reduce the need for driveway signalization at the park-and-ride stations, therefore requiring that only the driveways that permit left turns in/out would need to be signalized.

Comment 5.2-5 Most of the traffic impact comments addressed the impact of park and ride lots on the local street system. A few comments however asked about impacts on freeway traffic:

- Have studies been done to provide the community with information on freeway traffic reduction/mitigation as a result of ridership on the freeway alternative in particular? Does this route provide specific advantages in regard to traffic mitigation? (Studio City Chamber of Commerce)
- What will the impact be on nearby freeways and will it encourage the need to double deck freeways. (Homeowners of Encino)

Response 5.2-5 Patronage forecasts predict that the alignment will carry almost 46,000 passengers per day and that the reduction in Vehicle Miles Traveled (VMT) will be 420,000. This will certainly result in reductions in freeway travel. This particular alignment option is well suited to serve patrons traveling into the Valley and beyond from Ventura and Western Los Angeles Counties. Many of these workers coming into the region via the Ventura Freeway will be able to easily access this line.

Construction of the alignment will not encourage the double decking of the Ventura Freeway, but will help reduce the need for freeway capacity improvements and will in fact preclude double decking improvements by occupying the air space above the freeway.

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Comment 5.2-6 Several comments concerned potential traffic impacts along Canoga Avenue as a result of the location of the aerial guideway in the median of that street:

- The expansion of Warner Center coupled with the development of projects such as Porter Ranch in Chatsworth will result in increased traffic on Canoga Avenue, probably resulting in a change from secondary to major arterial designation north of Victory Boulevard. A 540,585 square foot development is proposed for the mid-block between Oxnard and Erwin Streets (the LaSalle project on the Wickes property, 6100 Canoga Avenue). This, combined with future mid-block projects will generate an increased traffic as vehicles are forced to drive around the block to enter or egress the project. How will this be handled? (Mednick)
- The EIR indicates that it will be impossible to maintain the left hand turn lanes for service of our properties, on both sides of Canoga Avenue. This is due to the 80-100 foot column spacing and the need for a 60 foot minimum transition in the left turn pocket and additional room for vehicle storage. Further, the support columns would produce a sight distance hazard. The continued availability of these left turn lanes is essential for the site ingress of our employees and customers. (Rocketdyne)

Response 5.2-6 For a discussion of proposed improvements to mitigate Canoga Avenue impacts, please see Figures 4-4, 4-5, and 4-6, and the discussion of Canoga Avenue left-turn pockets in the response to Comment 5.2-0.

It should be noted that an adverse impact of the project would be the required concentration of Rocketdyne parking lot access at a new traffic signal to be located at the Rocketdyne Main Entrance. Because the location of the aerial guideway in the median of Canoga Avenue, the numerous driveway access points from Canoga Avenue could only be retained for right-in, right-out access. Left turns would need to utilize the signalized intersection.

Comment 5.2-7 Impacts to almost every intersection near the Ventura Freeway were raised as issues by different commentors. These comments are combined in this section:

- It takes me over five minutes to make a left-hand turn from Riverside onto Laurel Canyon to the freeway which should take half a minute. It takes every bit of five minutes. We feel that the impact that the parking lots will have on our area will be so unbearable that we will have complete gridlock on our surface streets. (Dinkin)
- The intersection of Winnetka Avenue and the I-101 Eastbound Off-Ramp should also be counted as a significantly impacted intersection, which is calculated to have an increase of V/C ratio of 0.08 at Level of Service "D." Therefore, the total number of intersections that would be impacted is 19. (LADOT)
- The Summary Report for the Warner Center Specific Plan prepared by consultants on July 22, 1991, for the City of Los Angeles Department of City Planning and the Department of Transportation, indicated an existing LOS "D" for the intersection of Winnetka Avenue and the I-101 Freeway Westbound Off-Ramp. However, the DSEIR showed only LOS "A" for future year 2010. Thus, the calculations and data used should be re-analyzed for the final EIR. (LADOT)

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- We ask for discussions and an answer as to traffic impact on the intersection of Woodley and Victory Boulevard through there as well as the other Van Nuys intersections that go through the track where it is above ground in terms of rush-hour traffic and specific increases in traffic along that route. (Ross)
- Laurel Canyon Boulevard and Coldwater Canyon Avenue: It is predicted that a situation of virtual gridlock will occur at these intersections due to the location of stations. Can this situation be improved to allow free flow to the rail station at these heavily traveled intersections? (Studio City Chamber of Commerce)
- The SEIR does not explain how the F level, gridlocked intersection of Ventura Boulevard and Sepulveda will be mitigated, after a station and rail yard is constructed nearby. (Homeowners of Encino)
- The analysis of traffic impacts looks at De Soto Avenue at the intersection of the 101 and at Ventura Blvd. However, it does not take into account impacts created north of the freeway with cars entering/exiting the parking structure. The traffic analysis is based on the projected PM Peak hour traffic volumes. The Proposed mitigation measures at De Soto, is double left turn lanes on the eastbound off-ramp, relates to vehicles that would be arriving in the AM peak. What impacts will be created as the vehicles exiting the structure (1) turn south to reach the De Soto/Ventura Boulevard intersection or enter the westbound 101 or (2) turn north by making a left turn out of the structure? How will these PM impacts be mitigated? What traffic control measures will be necessary to allow vehicles to enter or exit the parking structure without backing up traffic that is already constrained by the signals at the 101, the entrance to the Kaiser Facility and Ventura Boulevard? (Mednick)
- At the Winnetka station, what traffic controls will be needed to allow vehicles approaching from the west or north to enter the parking structure and vehicles to exit to the east and to the south? How will these additional traffic controls affect the Ventura Boulevard and Winnetka Avenue traffic? (Mednick)
- At the Tampa station, what traffic controls will be needed to allow vehicles approaching from the west or south to enter the parking structure and vehicles to exit to the east and to the north? How will these additional traffic controls affect the Ventura Boulevard and Tampa Avenue traffic? (Mednick)
- At the White Oak Station, what traffic controls will be needed to allow vehicles approaching from the east or north to enter the parking structure and vehicles to exit to the west and to the south? How will these additional traffic controls affect the Burbank Boulevard and White Oak Avenue traffic? (Mednick)
- At the Van Nuys Boulevard station, what traffic controls will be needed to allow vehicles approaching from the west or south to enter the parking structure and vehicles to exit to the east and to the north? How will these additional traffic controls affect the Van Nuys/Riverside intersection? (Mednick)
- At the Woodman Avenue station, what traffic controls will be needed to allow vehicles approaching from the east or south to the north? Did the analysis of traffic at this intersection take into account the recently completed expansion of the Fashion Square shopping center? (Mednick)
- They didn't look at what's going to happen a Ventura Boulevard and Laurel Canyon which is one of the busiest intersections in the valley. And it's hard for me to understand how you can realistically think you are looking at traffic impact when you are ignoring the major surface street east-west route in the valley which is Ventura Boulevard. I wasn't sure of the distance so I went and drove that distance tonight. It's less than three quarters of a mile. I drove it at 7:00 o'clock. It took me over five minutes. That's like nine miles an hour. That's without this kind of a project there. (Mannheim)

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Response 5.2-7 In the development of the traffic study methodology, a "worst case" scenario was employed. This was done to assure that the impacts of the alignment were not understated. In this "worst case" scenario, there was no reduction in local traffic assumed as result of the alignment's construction. In fact, many of the trips that will be "generated" by this project will simply be vehicles that would still pass the station site even without the alignment on their way to and from their destinations. Even though this project may create localized traffic impacts at some locations around the station sites, these impacts should be limited to the areas immediately surrounding the station sites. However, over all regional mobility will be enhanced by the alignment.

The goal of the mitigation measures was to mitigate project impacts to levels where the resulting impact would be insignificant or where traffic flow actually improved. It is true that many of the intersections studied are shown operating at or above capacity even after mitigation measures are implemented. This is caused by the cumulative impact of other developments in the area as well as general ambient growth. The methodology employed did not assume that mitigation measures other than the ones needed for the alignment would be implemented in the calculation of the mitigated level of service calculations. In fact, however, other future projects will have to propose mitigation measures for these intersections which will significantly improve traffic flows.

The station sites identified were selected to optimize the access in and out of the sites and to minimize the need to install additional traffic control devices, such as traffic signals. Because the alignment parallels the freeway, very few patrons will access the station sites via the freeway, leading to few, if any impacts to the actual freeway ramps. The one exception to this is the De Soto station which could expect significant traffic coming to the site from the west via the Ventura Freeway. For this reason, extensive ramp modifications are identified at the De Soto Station site to mitigate this impact. For specific impacts around the station sites, see the response to Comment 5.2-0 under Intersection Impact and Mitigation Assessment.

Comment 5.2-8 Freeway ramp impacts were addressed in one comment:

- What is the impact to accessibility to the freeway during rush-hour at those on ramps adjacent to the proposed stations which show congestion levels at LOS E or F? Similarly will local street congestion be sufficient severe to impact, that is reduce the ability of traffic to exit the freeway? That is, will there be a queuing up of traffic on the freeway attempting to get off? (Brestoff)

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- The DSEIR (at page 111) identifies six (6) freeway ramps with "future" (year 2010) and a "future with aerial alignment" alternatives as having LOS at level F or worse:

<u>Freeway Ramp</u>	<u>Current LOS</u>
Reseda/US 101 WB Off	C
White Oak/US 101 WB Off	D
Van Nuys/US 101 WB Off	E
Van Nuys/US 101 EB Off	E
Coldwater Canyon/US 101 WB Off	C
Laurel Canyon/US 101 EB Off	C

However, only three ramps are defined by the DSEIR as being significantly impacted:

<u>Freeway Ramp</u>	<u>Mitigation</u>
Reseda/US 101 WB Off	Restripe with two left turn lanes
Van Nuys/US 101 EB Off	Restripe into exclusive RT
Laurel Canyon/US 101 EB Off	Restripe into L, thru RT and RT only configurations

The DSEIR identifies freeway ramps as being negatively impacted by the project, but the report, in applying its own definition for "significant impact" (top of page 117), neglects remediation for other freeway ramps that are also adversely affected. It is not sufficient to merely address how much worse congestion will be at each of the freeway on/off ramps where stations are to be located. If congestion is already predicted to be at unacceptable levels, then that congestion will undoubtedly create an adverse effect to accessibility to both the freeway and the rail stations themselves. Consideration must be given to whether there will be a "queuing-up" problem to get on and off the freeway and whether that problem will diminish access to the rail stations. We are informed that the ridership projections use a model where free access to the stations is assumed. The projections will be open to challenge unless analysis is conducted on whether these traffic volume projections will hamper station access. Additionally, many of the mitigation measures require widening and restriping of local streets. What is not addressed is whether there is adequate right-of-way to accomplish the widening. (VICA)

Response 5.2-8 Please refer to Response 5.2-7.

Comment 5.2-9 Several comments addressed potential spillover parking impacts of the project, particularly in regard to stations where no parking has been provided:

- Living a half block off Ventura Boulevard, I know what a problem it is in our residential neighborhood to try to find a parking space. We recently got permit parking. And we have more permits on our blocks than there are parking spaces. (Betz)
- It appears that the number of parking spaces used (4,950 spaces) was done so solely because a comparable number of parking spaces was used in the EIR for the 3A (Burbank Branch subway) alternative. Accordingly, we are very concerned over whether the DSEIR adequately addresses the possibility of spillover parking impacting residential neighborhoods. This is particularly true at the western most freeway station where high demand should be anticipated from those commuters coming from outlying areas (i.e., Ventura County). Additionally, since ridership projections are constrained

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by the number of parking spaces, the DSEIR should also address the availability of additional parking should the system prove successful and need added parking capacity. (VICA)

Response 5.2-9 For a discussion of parking lot sizes and potential spillover parking, please see the response to Comment 4.2-1.

Comment 5.2-10 A few comments questioned proposed traffic mitigation measures or propose new mitigations measures:

- To alleviate the traffic impacts at the rail stations, the Transportation Systems Management (TSM) and Transportation Demand Management (TDM) programs should include improved transit plans, park-and-ride lots, and preferential parking for ridesharers. Improvement to traffic signalization and traffic channelization at rail-crossing and efficient management of parking at the rail stations should also be implemented. Bicycle lanes, bicycle parking facilities, pedestrian walkways, night street-repair, and nonpeak-hour maintenance should also be discussed in the Final SEIR. In addition, the feasibility for bike transport on the rail line should be discussed. (SCAQMD)
- Under Mitigation Analysis (pp 117-119 chap 5.2.4 - 5.2.5), the consultants use ramp restriping and widening of certain turn-offs (our emphasis) to lessen the traffic, thus magically lowering the ratios to conform with their stated optimum Final C/V. Could you imagine major international airport authorities hiring the Gruen group and the latter shortening the widths of the landing and take-off strips so as to increase flight capacity? Nowhere in Table 2 (Summary of Environmental Impacts) is this condition specifically mentioned nor the adverse impacts disclosed. Not only is this lacking for the Freeway System, but also it has not been studied for the SP Burbank Branch. (Levine)

Response 5.2-10 The construction of this alignment will aid in promoting TDM and reducing the number of drive-alone auto work trips. Park-and-ride lots are provided at several of the stations and transit interfaces are designed into each of the station sites.

Ramp widenings, and other ramp improvements, have been identified to improve traffic flow at ramp terminal intersections. In almost all cases, the alignment option will not add significant amounts of traffic to the freeway ramps, however, these ramp improvements will reduce the amount of green signal time needed for ramp movements, freeing up this signal time for other intersection movements.

Since the release of the SEIR, the study intersections have been reviewed and several new mitigation measures have been identified. These appear in the response to Comment 5.2-0.

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Comment 5.2-11 Two comments raised concern about the impact of the rail transit project on the recently adopted Ventura Boulevard Specific Plan and how the Draft SEIR proposed to mitigate impacts to this area:

- According to the references and the individuals consulted (Appendix III), the DSEIR does not take into account either the (Ventura Boulevard) Specific Plan or the computer model used to develop it. There is a reference to the Ventura Boulevard Specific Plan on page 117 of the DSEIR, but only to mention that nine (9) of the study intersections are within the Specific Plan boundaries and that, in the context of Ventura Boulevard, LADOT has a special set of criteria for measuring whether transportation impacts are significant. These references fall short of taking the Specific Plan, the Kaku computer model, or the 25 major boulevard intersections into account. It is undeniable that the freeway and Ventura Boulevard are avenues to and from one another as well as east-west alternatives to each other, and that traffic on Ventura Boulevard will be adversely affected not only during construction, but also if severe congestion around the stations and on/off ramps forces traffic otherwise going to the freeway onto the Boulevard. VICA's major point is that the Specific Plan's provisions for traffic assumed that there would be increased traffic in the future due to moderate growth, but did not assume additional loading on the boulevard intersections because of traffic going to/from adjacent rail stations. The Specific Plan does not make provision for the mitigation of such additional traffic and, therefore, the Freeway Alignment threatens to swap the planned for mitigations, making the Specific Plan untenable and the boulevard unmanageable. The DSEIR must address this problem which it currently overlooks. (VICA)
- The Ventura Boulevard Specific Plan's provisions for traffic assumed that there would be an increased traffic load in the future because a moderate amount of growth would occur on the boulevard and that a freeway alignment therefore must be considered as creating an additional loading on the boulevard intersections. The specific plan does not make provision for this and therefore the freeway alignment threatens to swamp the planned for mitigations which could make the specific plan untenable and the boulevard unmanageable. (Brestoff)

Response 5.2-11 Because the alignment parallels Ventura Boulevard, impact to the boulevard itself should be insignificant, in fact, the alignment could provide a measure of congestion relief for the boulevard by reducing work trips by local residents and giving employees who work along the corridor a viable option to driving to work.

Several of the study intersections fell within the limits of the Ventura Boulevard Specific Plan and the significance criteria, detailed below, were used at those intersections to determine if significant impacts occurred. This criteria is more strict than general LADOT impact criteria.

<u>Increase in V/C</u>	<u>Final V/C</u>
Equal to or greater than 0.04	0.00 - 0.79
Equal to or greater than 0.02	0.80 - 0.89
Equal to or greater than 0.01	0.90 or greater

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Comment 5.2-12 The South Coast Air Quality Management District made suggestions for the provision of an extraordinarily greater degree of traffic mitigation.

- There are 15 intersections within the project area which would experience increased congestion even after the implementation of the mitigation measures proposed in the Draft SEIR. The Final SEIR must propose additional mitigation measures to improve the traffic flow at these intersections, and improve the predicted level of service LOS F to a LOS D at a minimum. LOS D would bring the traffic flow at these intersections into compliance with the City of Los Angeles Department of Transportation Minimum level of acceptable service. (SCAQMD)

Response 5.2-12 City of Los Angeles Department of Transportation (LADOT) impact criteria were used in the determination of project impacts. At each impacted intersection, mitigation measures were identified to mitigate traffic impacts to levels of insignificance. It is true that many of the study intersections are shown to be at levels of services of "E" and "F", even after the implementation of mitigation measures.

The improvement in the levels of service at project area intersections to LOS D is a massive undertaking, however, in terms of both the cost of the street improvements and the property displacement that would be required to widen streets.

Traffic studies conducted by the City of Los Angeles for the Warner Center Specific Plan concluded that the improvement of intersection congestion to levels of service D and E would have required the construction of grade-separated intersections on many of the major intersections within the Specific Plan area. The cost and physical impacts of such interchanges made the consideration of such measures infeasible. Instead, a plan was developed that relied to a much greater extent upon the provision of improved transit service.

In the case of the traffic improvements proposed for the East-West Rail Transit Project, the proposed alignment would provide improvements in regional mobility and will ease the attainment of an acceptable quality of traffic flow at all study intersections.

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5.3 Noise and Vibration Impacts

Comment 5.3-1 The Draft SEIR stated that noise impacts of the aerial guideway would be reduced with the aerial guideway in the median of the freeway compared to the previous alignment along the edge of the freeway. One comment questioned this assertion:

- The impact of traffic congestion and noise will not be relieved by moving the alignment from south (Alternative 4b of Draft Environmental Impact Report) to the median of the Ventura Freeway. On the contrary, we believe the Ventura Freeway Advanced Aerial Technology Alternative will increase traffic volumes because of the southerly location of the alignment compared to Southern Pacific Branch Metro Rail Extension. However the impact of displacing properties may be minimized. (Los Angeles Department of City Planning)

Response 5.3-1 The shift of the Ventura Freeway Rail Transit Aerial Guideway from the sideslope of the freeway to the median of the freeway reduces noise impacts of the project considerably. The distance of the aerial guideway from the nearest home has been increased from 30-40 feet with the edge of freeway location to over 100 feet with the median of freeway location. In addition, Caltrans soundwalls and existing trees along the edge of the freeway would not be disturbed with the new alignment.

As described in the 1989 Draft EIR, the edge of freeway location would have required the construction of a sound wall along the outside edge of the aerial guideway and would still have significantly impacted 20 properties. As described in the Draft SEIR, the median of freeway alignment that utilizes soundwalls as specified would not create noise impacts for any properties along the route.

In regard to the second part of the question, the noise levels at station park and ride lots are not expected to change significantly as a result of the construction of the project. All of these locations will require the displacement of commercial land uses such as gas stations and convenience retail centers. These uses are located on major streets and noise levels are already quite high. The removal of such commercial land uses and replacement with rail transit park and ride lots would not be expected to significantly change ambient noise levels in these areas.

Comment 5.3-2 A few comments questioned the methodology used in the noise impact calculations:

- The two-person individuals from Harris Miller Miller & Hanson (HMMH), based in Lexington, Massachusetts, have produced an erroneous, false and misleading section on noise and vibration using self-serving criteria of their own invention, producing any results they wish. They first establish their own standards and then back into the numbers. The HMMH Draft Noise Impact for UMTA Criteria is one of many contracts issued by the Agency. The HMMH people admit in the Urban Mass Transportation Administration Guide Manual, that "these criteria are significantly stricter than those presently used by the LACTC" and have been used in an effort to provide a very conservative

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approach to assessing noise impact. We do not understand the last statement since it seems to contradict the earlier remark. The UMTA Guide Manual is more stricter, yet the HMMH group used a less stricter standard yet to provide a conservative approach they used the less strict one. It appears that the United States Environmental Agency has already set certain standards. (N. Levine)

- On page 134 Figure 60 entitled CNEL NOISE LEVELS (dba) is printed giving theoretical decibel reading for the ALRT but no narrative or explanation of how these were arrived at nor substantiated. There are several transit systems used in the United States having similar vehicles. There can be no excuse why members of the engineering specialties could not have visited and inspected and calibrated a device that would give us true, actual decibel readings at various speeds and locations. The CNEL NOISE LEVEL (dBA), without any frequency range, does not address the point nor since it does not utilize spacings for measurement. (N. Levine)
- We have the noise analysis in this environmental impact report telling us that an elevated will carry noise through only 250 feet. How can they know this when this environmental impact report gives no detailed discussion or disclosures on any of these three technologies that are proposed. (Patterson)

Response 5.3-2 Several comments questioned the methodology used for the noise evaluation, specifically the criteria for noise impact, the calculations of CNEL for ALRT trains, and the basis for the noise projections. Much of this information is covered in detail in the Harris Miller Miller & Hanson Inc. (HMMH) technical report; below are brief discussions on each topic.

Noise Criteria: The noise impact criteria used for this project were developed by HMMH, a nationally known noise and vibration consulting firm of approximately 35 professionals, for the Federal Transit Authority (formerly UMTA) for application to all types of transit projects. As stated in the SEIR, the criteria have yet to be officially adopted by FTA. The proposed FTA noise impact standards are based on social surveys of community response to noise, impact standards that are used for other types of transportation projects, and design criteria that have been used for previous transit projects. It was considered appropriate to use the criteria for this project since they tend to give a conservative assessment of noise impact. That is, using the proposed FTA criteria will indicate more noise impact and result in more noise mitigation than alternative impact criteria for transit noise.

Use of the word "conservative" may have been misinterpreted in the comment by N. Levine. In contrast to the implication in the comment, efforts were made in the noise assessment to make sure that all potential noise impact was identified and appropriate mitigation measures were considered.

ALRT Noise Levels: The ALRT vehicle was assumed to have acoustical characteristics similar to other steel-wheeled light rail vehicles, including the vehicles used on the Metro Blue Line and vehicles used in San Diego, Sacramento, Portland and other cities with relatively new light rail transit systems. The noise projections are based on numerous measurements of community noise created by steel-wheel transit vehicles and empirically proven mathematical models of noise propagation.

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Lack of detailed discussion of technologies: The procedures and assumptions used to develop the noise projections for the three technologies are detailed in the Harris Miller Miller & Hanson Inc. technical reports. The SEIR does not imply that noise from an elevated structure will not be audible at distances greater than 250 feet. However, it does indicate that the noise from the various technologies will not cause a significant change in the acoustical environment at these distances.

Comment 5.3-3 The Draft SEIR identified noise impacts to some properties along the alignment. One question asked for clarification of these impacts:

- The impact report says some residents in this area will have unavoidable noise impact. My question is which homeowners will be involved in that lottery? Sound Walls may be needed to be built and if you can't build them now for the freeway, what guarantee will there be that the walls would be built with a monorail system. (Martin)

Response 5.3-3 Along the Ventura Freeway the proposed alignment would be located in the median of the freeway. Along the Hollywood Freeway however, the Draft SEIR proposed an alignment along the sideslope of the freeway in order to preserve the median of that freeway for future carpool lanes. The sideslope of freeway alignment would have placed the guideway structure much closer to homes along the side of the freeway, resulting in noise impacts to several homes.

Table 24 of the Draft SEIR identifies areas that would be impacted by noise as a result of the project. In the case of monorail or maglev technologies which ride on rubber tires or cushions of air and are therefore very quiet, there was only one area identified north of Moorpark adjacent to the Hollywood Freeway/Ventura Freeway Interchange. In this area 4-6 homes on Rye Street, Bakkman Avenue and Elmer Avenue immediately adjacent to the freeway would have been impacted. For ART technology, which is a steel wheel system, there were many more areas with impacts.

The additional impact analysis and assessment in Section 5.8 of this Final SEIR describes a modified alignment in the Hollywood Freeway area utilizing the median of the Hollywood Freeway instead of the sideslope. This new alignment configuration will eliminate noise impacts from the monorail and maglev technologies, and reduce impacts from ART technologies to levels that can be mitigated through the provision of noise panels along the edge of the aerial guideway. Should a steel wheel technology be selected for construction along the freeway corridor, these mitigation measures would be adopted as a condition of the construction of the project, and implementation assured through the Mitigation Monitoring Program required by CEQA.

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Comment 5.3-4 The Los Angeles Unified School District had concerns about possible noise impacts to several of their school sites:

- Would either the Monorail or Maglev alignment increase the ambient noise at any school? Schools are also considered sensitive receptors relative to noise impacts. Noise impacts should have been evaluated based on measurements from the rail alignment to the closest point of the school site. Please confirm whether this was the case. Please clarify whether the rail alignment will be 140' from the playground or the nearest building at Rio Vista School. And, for the ART alternative, indicate if the noise barrier on the north side of the alignment will mitigate noise impacts at the school? For Reed Junior High School, indicate if the 200' measured between the rail alignment represents the playground, or building. Please specify the measurement between the rail and the nearest point at Hesby School, and indicate if a sound barrier will be provided. In addition, the possible noise impacts from increased traffic at Parkman Junior High School must be determined. Baseline noise levels should be established for that school, and the post-project noise levels projected to determine the severity of project noise impacts. If barriers are to be provided to mitigate the impact from noise, the attenuation of those barriers should be indicated in the document. (LA Unified School District)
- With respect to the noise and aesthetic impacts, we cannot tell from a reading of the Draft Subsequent EIR that those impacts will be, specifically, on our campus. We cannot tell whether a sound wall or barrier would serve a useful purpose. (Campbell Hall School)

Response 5.3-4 It is expected that maglev and monorail noise will be audible at some of the schools, at least outdoors. This noise is not projected to cause a significant change in the overall acoustic environment. The noise projections for schools were based on distances to the closest school building. There are no cases where the assessment would be changed by using distance to the closest part of the school grounds. The alignment will be 140 feet from the nearest building of Rio Vista School. The closest part of the playground is approximately 100 feet from the alignment. The impact assessment is the same whether the nearest part of the building or nearest part of the playground is used for the projections. A barrier along the north side of the alignment will provide at least 7 dBA attenuation. This will keep projected noise levels well below the impact limits. At Walter Reed Junior High School, the distance between the closest school building and the near track centerline is approximately 200 feet. The school property line is about 10 feet closer, which means that the closest part of the playground is about 190 feet from the near track centerline. This difference will result in less than 0.5 dBA change in the projections. The Hesby School is approximately 500 feet from the alignment, sufficiently far from the alignment that mitigation is not required for the school. However, a barrier is included in this area to control ALRT noise at residences; the barrier will also reduce ALRT noise at Hesby School. At Parkman Junior High School, the worst case traffic analysis indicates that during the pm peak hour, traffic on DeSoto may increase by approximately 1.5% due to traffic leaving the park and ride lot. This would result in approximately a 1 to 1.5 dBA increase in the peak hour Equivalent Sound Level (Leq). This is not sufficient to significantly change noise levels at Parkman Junior High School.

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There are three schools where barriers are included for reducing ALRT noise, Rio Vista Elementary School, Walter Reed Junior High School, and Egremont School (a private school). The barriers are assumed to provide a 7 dBA reduction of train noise. This attenuation can be achieved with a barrier along the edge of the elevated structure that extends a minimum of 36 inches above the top of the rail. Relatively low barriers can be quite effective at reducing noise from transit trains on elevated structures because: (1) the barriers are located within 1 to 2 feet of the trains, and (2) the major train noise source, steel wheels rolling on the steel rail, is located very low. This means that a 4-foot high barrier can reduce elevated structure transit noise as much as a 15-foot high freeway barrier reduces traffic noise. The Campbell Hall School is approximately 200 feet from the near track centerline. Because of the reduced train speed near the Laurel Canyon Station, projected noise levels at the Campbell Hall School do not exceed the impact criteria and a sound wall is not needed.

Comment 5.3-5 One group of public hearing comments dealt with noise impacts experienced along the Metro Blue Line in Long Beach:

- Let me tell you about these stations. The bells ring. The whistles blow and I'm talking about air horns. Do you know how loud air horns are at 11:00 and 11:30 at night? Do you know how loud they are at 4:00 o'clock in the morning? I do. And I know because I've lived with them for a year and a half. (Kollars)
- As stated (pp 135 chap 5.3.3 para one). Mitigation of the steel wheel/steel wheel light rail alternative requires approximately 78,000 feet of sound wall..." Nowhere does it state, nor has any provision been made, for the areas not covered by the construction of these walls. This sounds like a first cousin incubating from the Long Beach situation. We are referring to the fifty-six exits and on-ramps (14 x 4) of the Ventura Freeway. No explanation of discussion is presented in the SEIR. Each one of these lanes are about one-quarter of a mile in length and thus there is probably fourteen miles (56 divided by four) where, if not mitigated, noise could be bounced off the proposed block walls on the freeway and resonate like water in a channel going downstream. (Levine)
- I think we need to focus more attention on noise. Noise is not just a nuisance. It is a health concern. Some of the related health problems from exposure to excess noise are hearing loss, heart disease, can cause regular and predictable stress in the human body. People do not get used to noise. The body continues to react. Noise may aggravate existing disease. The fetus is not fully protected from noise and may threaten fetal development. Noise affects the quantity and quality of sleep. The elderly and sick are more sensitive to disruptive noise. People have waited generations to get sound walls and are told that there's limited funding. They have to wait another generation to get a sound wall. We need safety barriers in areas that have acquired high run off road accidents histories. Please correct the existing problems before we impact the valley with more problems. (Brice)

Response 5.3-5 Comments noted. The Metro Blue Line has been forced to use warning horns and grade crossing bells to a greater extent than expected because of a tendency for the public not to be sufficiently aware of the trains. Because there will not be any at-grade crossings for the Ventura Freeway alternatives, warning horns will be sounded only in emergency situations. The ALRT will be on an elevated structure completely separated from the Ventura Freeway

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traffic lanes. There will be no need for the ALRT sound walls to be interrupted because of freeway on or off ramps.

The claim is frequently made that community noise affects human physical and mental health. In spite of considerable research on this problem worldwide, there is little solid evidence supporting many of these claims. Present scientific understanding is far from being able to reliably demonstrate a cause-effect relationship. Frequently, laboratory findings at extremely high noise levels or on animals are uncritically cited when neighborhood noises are discussed. Effects observed with intense noises that are capable of harming our hearing in a short time cannot be assumed to manifest themselves in chronic clinical effects at moderate and low levels.

Many general and specific physiological responses to steady and varying sound are clearly reversible and normal; they include effects on peripheral blood flow, heart rate, and cardiac function, respiration, galvanic skin response, pupillary dilation, and renal and glandular function. Similar responses may be elicited by a large variety of sudden, unexpected stimuli, and are reasonably independent of the type of stimulus. They include most of the above responses, such as increased pulse rate and blood pressure, diversion of blood flow to peripheral limbs and gross musculature. This startled response is inborn and universal and little modified by learning and experience.

For practical noise control considerations, the present status of our knowledge means that the criteria for evaluating noise impact, with respect to its direct and indirect effects on health, are the same criteria as those applied to prevent any hearing impairment and general human annoyance. In other words, by using criteria that prevent noise induced hearing loss, minimize speech and sleep disruption, and minimize community reactions and annoyance, any effects on health also will be prevented.

With regard to the question of when such soundwalls would be constructed, construction of sound walls for the ALRT would be part of the system construction. The sound walls would be an integrated part of the elevated structure. They would be in place before the track was installed and well before even test trains operate on the elevated structure.

Comment 5.3-6 One question addressed noise impacts on the SP Burbank Branch alternative:

- The EIR addresses under noise, and this is my specific question, that the project is below ground in sensitive areas and therefore no noise impacts are anticipated. This is simply factually incorrect. On that area, west of Sepulveda Boulevard, north of the 405 and south of Victory Boulevard, the train comes within 40 feet of people's homes. (Ross)

Response 5.3-6 Please see the response to Comment 4.5-5.

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5.4 Visual Quality Impacts

Comment 5.4-1 One comment questioned the accuracy of artist's sketches included in the Draft SEIR:

- There are numerous illustrations that do not accurately depict the detailed guideway design described on page 55, figure 22; page 53, figure 21; page 134, figure 60; page 141, figure 61. Photos on page 46, figure 16, page 47, figure 17; page 48, figure 18 also do not show examples of transit vehicles on the new construction. That should be explained in the text. Page 65, figure 23 shows that the construction on Canoga Avenue will not be the new construction. Is that drawing accurate? These inaccuracies should be corrected. Complete and accurate renderings of the systems, as well as their safety structures in case of passenger emergency evacuation, should be part of the EIR. (VICA)

Response 5.4-1 The purpose of the drawings in the Draft SEIR was to illustrate typical conditions of various types of technologies. The sketch along Canoga Avenue shown in Figure 23 illustrates the type of guideway that would be required for a steel-wheel technology. Such a structure would be approximately 26 feet in width and would require columns up to six feet in diameter. A similar monorail structure would be 14 feet in width and would utilize columns up to four feet in diameter. The other sketches shown in the Draft SEIR generally illustrate a monorail type system along the Ventura Freeway median.

Figure 4-13 this Final SEIR provides scaled drawings of the proposed aerial guideway on the Ventura Freeway and on Canoga Avenue for the different technologies considered in the SEIR. That section points out that the size of the guideway structure would be smaller with a technology such as monorail or mag-lev than it would be with Advanced Light Rail technologies such as the Vancouver Skytrain or standard LRT technology such as Metro Blue Line or Metro Green Line trains.

Comment 5.4-2 Some of the comments discussed the visual impact of the aerial structure:

- You usually can see the mountains from up on the freeway. Driving on the freeway today, it occurred to me that I would not be able to see that view if there were columns every 75 feet or whatever. We already have enough visual garbage. We don't need more. The artist renderings of the aerial tramway along the Ventura Freeway and the stations make it look very streamlined and desirable. In reality, it would probably look more like the elevated in other major cities such as in Chicago and New York. All the trees along the freeway can't protect the adjacent homes from the visual blight the tramway would create. 22 feet above the freeway and 45 feet above the level of arterial streets is as high as a three-story building. The guideway and the stations will be very visible. (Howard)
- Many of the residents living near the corridor presently, have a view of the Santa Monica mountains, nearby trees, landscaped areas, or open spaces. This view will be blocked by structures that will be built as a result of the project. It is impossible to hide overhead wires, the train's catenary system, parking lots and railway stations. The additional signage necessary to direct large volumes of people or vehicles to the system will create an offensive, Manhattan like setting for nearby residents. (Homeowners of Encino)

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Response 5.4-2 The visual quality of the rail transit project can be viewed from both the points of view of the transit passenger, the freeway motorist and the adjacent property owner. From the point of view of the transit passenger, the aerial guideway presents a more satisfying visual experience than a subway ride by providing sunlight, fresh air and views of the surrounding mountains, landscaping and neighborhoods through which the project passes. From the point of view of the adjacent property owner however, the aerial guideway structure represents an intrusion into his/her privacy and a blockage of the views of those same mountains, landscaping and open space. A third point of view is represented by drivers on the Ventura Freeway who would experience shade/shadow and blockage of views towards the mountains.

The LACTC has tried to balance these conflicting aesthetic concerns in the design of the various rail transit alternatives. The principal aesthetic advantage of a median of freeway location of the aerial guideway over the previously proposed edge of freeway alignment is that the mature landscaping along the freeway would be undisturbed and would therefore provide visual buffering for property owners along the route. The guideway would also be separated from adjacent homes by five lanes of freeway traffic and existing and planned freeway sound walls.

Comment 5.4-3 The impact of visual intrusion was raised by several representatives of homeowners living adjacent to the Ventura Freeway:

- Visual blight and loss of privacy to freeway adjacent properties cannot be mitigated. Large illuminated stations will negatively impact these properties and those that are even miles away. Freeway adjacent properties will have no relief from the constant visual intrusion of these elevated stations or of the vehicles themselves. (Sherman Oaks Homeowners Association)
- There's no mention of a loss of privacy that will occur because the monorail riders will be able to peer into your backyard. On top of that, this sort of aerial reconnaissance can only invite visits from undesirable transient users. (Martin)
- The SEIR does not adequately address the issue of visual blight. Even though the visual impact of the proposal was reduced from the shoulder to the middle of the freeway, visual impact is still a crucial issue. With stations towering 70 feet over surrounding land, the aerial technology will be seen from miles away. This will further demarcate property near the freeway and will have significant impact on rental and market rates for the surrounding areas. The decline in property values and the negative aesthetic impact for residential areas should be considered in the final EIR. (Assemblyman Friedman)

Response 5.4-3 The SEIR has evaluated the impact of visual intrusion and agrees with the comment of the Sherman Oaks Homeowners Association that the loss in privacy to freeway adjacent properties cannot be fully mitigated. For this reason Table 1-7 of this FSEIR has concluded:

"Approximately 7.3 miles of the project route would be located in areas where residential land uses are immediately adjacent to the freeway. In these areas, some loss of privacy would occur to these homes as transit riders would be able to look over sound walls in areas where landscaping does not obscure views. The average distance from the guideway to the nearest of these homes range from 100-125 feet, separated by five lanes of traffic."

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Even though many sections of the freeway have fully mature Eucalyptus and other landscaping that would obscure such views and many of the homes along the route have lived for years with visual intrusion from the freeway, the above impact is stated as an Unavoidable Adverse Impact of the Project.

With regard to the comment that the guideway and stations would tower over the surrounding landscape, Figure 4-10 presents a comparison of the height of the tallest point of the proposed rail transit stations with the height of the tallest adjacent building. The 70 foot height of the station structure is the equivalent of a 5 to 6 story building.

Because the Ventura Freeway corridor has been developed for commercial uses at these freeway interchange locations for many years, the comparison shows that the height of the rail transit guideway is matched or exceeded by adjacent structures at more than half of the station areas. Of the stations where the rail transit guideway is more than twenty feet above the tallest adjacent structure, only the stations at White Oak and Hayvenhurst are located in non-commercial areas. At the Hayvenhurst Station, the rail transit station would be located within the Sepulveda Basin Recreation Area and at the White Oak Station, the rail transit station would be located in a predominantly multi-family residential area. For a discussion of the potential shade and shadow effects of the aerial guideway, please see the response to Comment 5.4-5.

Comment 5.4-4 Kaiser Permanente Medical Center, located adjacent to the previously proposed De Soto Station, raised concerns about visual intrusion impacts:

- The construction of a multilevel 1500-car parking structure in close-proximity to the medical center buildings suggests that patient and staff privacy in the existing buildings may be compromised, views from the patient rooms will be blocked, and changes to the shade and shadow patterns will result. (Kaiser Permanente)

Response 5.4-4 The proposed location for the DeSoto Station has been shifted away from the Kaiser Permanente Medical Center to a site along Ventura Boulevard. This new location will remove the potential for the proximity impacts described in the comment.

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Figure 4-10 Comparison of Height between Transit Guideway and Adjacent Structures		
Station	Height of Rail Transit Guideway	Height of Tallest Adjacent Structure
Universal City	65 feet	Texaco Tower 400 feet (34 stories)
Laurel Canyon	70 feet	4705 Laurel Canyon Blvd. 70 feet (6 stories)
Coldwater Canyon	70 feet	Riverside-Coldwater Medical Bldg. 70 feet (6 stories)
Woodman	70 feet	Glendale Federal Bank 60 feet (5 stories)
Van Nuys	70 feet	4717 Van Nuys Blvd. 40 feet (3 stories)
Sepulveda	35 feet	Imperial Bank Tower 200 feet (16 stories)
Hayvenhurst	70 feet	Tapia Brother Produce Market 15 feet (1 story)
White Oak	70 feet	Multi-Family Apartments 40 feet (3 stories)
Reseda	70 feet	Moss Office Complex, 18425 Burbank 90 feet (7 stories)
Tampa	70 feet	Leon Office Building 40 feet (3 stories)
Winnetka	70 feet	20121 Ventura Boulevard 40 feet (3 stories)
De Soto	70 feet	Valley Federal Savings 150 feet (12 stories)
Oxnard	30 feet	Trillium Office Tower 200 feet (17 stories)
Victory	30 feet	21300 Victory Boulevard 150 feet (12 stories)
Vanowen	30 feet	Rocketdyne 30 feet (2 stories)

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Comment 5.4-5 Concerns related to the visual impacts created by construction of the project were also voiced:

- It will be virtually impossible to illuminate premises for night construction purposes, without casting light and glare on nearby residences. The construction along the corridors will result in altered shade and shadow conditions which has not been mitigated or discussed in the SEIR. This is especially true of elevated train stations, located high above the Ventura Freeway. (Homeowners of Encino)

Response 5.4-5 As described in the response to Comment 5.5-1, a construction phasing plan has been developed in response to concerns, such as are expressed in the comment, that would allow daytime as well as night time construction activity. This would greatly expedite the construction process at specific locations along the freeway. Further, due to construction taking place within the median of the freeway, light and glare will be less than that experienced by adjacent residents during the recent Caltrans freeway improvement project.

With respect to the shade and shadow issue, the elevated stations alone would not cast shadows outside the freeway right-of-way until after 3:00 PM on winter days, which is the worst case shade and shadow condition. Figure 4-11 shows the shadows which would be cast by the station canopy and pedestrian bridge (after 3:00 PM) on areas north of

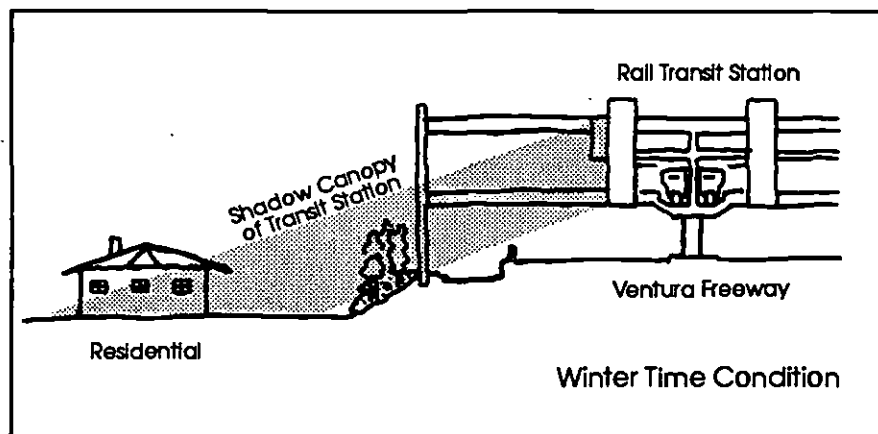


Figure 4-11

Shadow Effects of Transit Station

the freeway for the Winter Solstice condition. It should be noted that the station-related shadows are only an issue at the proposed Winnetka, Tampa, and Coldwater Stations where residential uses are adjacent to the northside of the freeway right-of-way.

Comment 5.4-6 One comment raised concerns about the potential visual impacts should the LAX-Palmdale Project be constructed.

- The visual impacts of a four-level rail crossing in the Sepulveda basins must be fully described. The final SEIR should address the engineering feasibility, and visual impact of two major freeways (San Diego 405 and Ventura 101), and the east-west elevated train, and north south LAX to Palmdale, all crossing each other in the Sepulveda basin. How high will this interchange be? From what distances will it be seen? (Homeowners of Encino)

Response 5.4-6 Please see the response to Comment 4.5-2.

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5.5 Construction Impacts

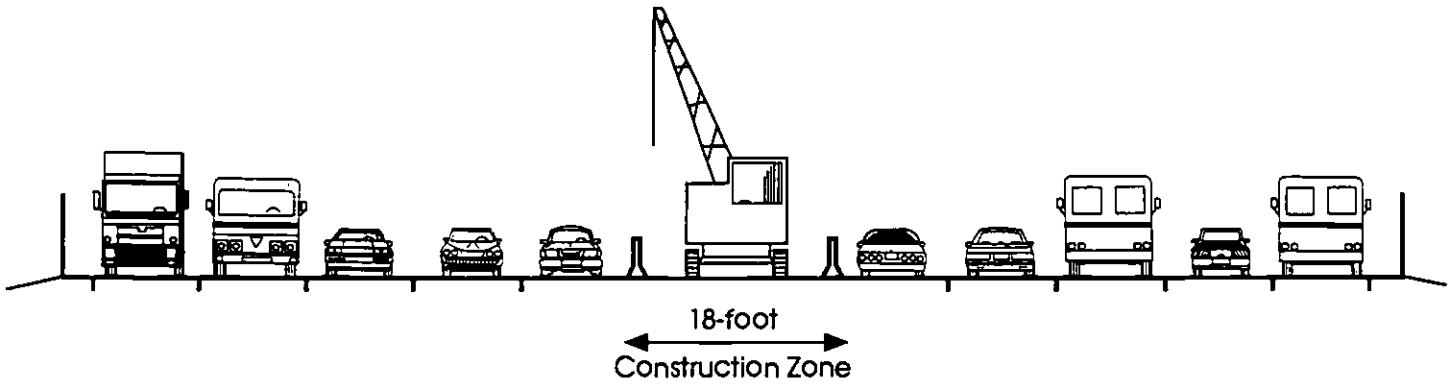
Comment 5.5-1 The Draft SEIR described a typical sequence and schedule for the construction of the rail transit aerial guideway above the median of the Ventura Freeway on pages 148-154. As described in that section, most of the work was required to take place at night and on weekends, due to the prohibition of lane closures on the freeway during rush hour periods.

The movement of construction equipment and materials into and out of the median area every night for construction was described as creating impacts in the areas of freeway operations, safety for motorists and construction workers, noise, vibration and lighting. Normally a construction zone, such as is being used on the Harbor Freeway Transitway, would be created in the median area for the duration of the construction phase. Such a construction zone allows for construction work to proceed during normal working hours. This was not provided in the Draft SEIR because most sections of the Ventura Freeway are very narrow. Instead, LACTC, in coordination with the Rail Construction Corporation and Caltrans developed a construction phasing plan that relied on night construction work and laydown areas along the edge of the freeway.

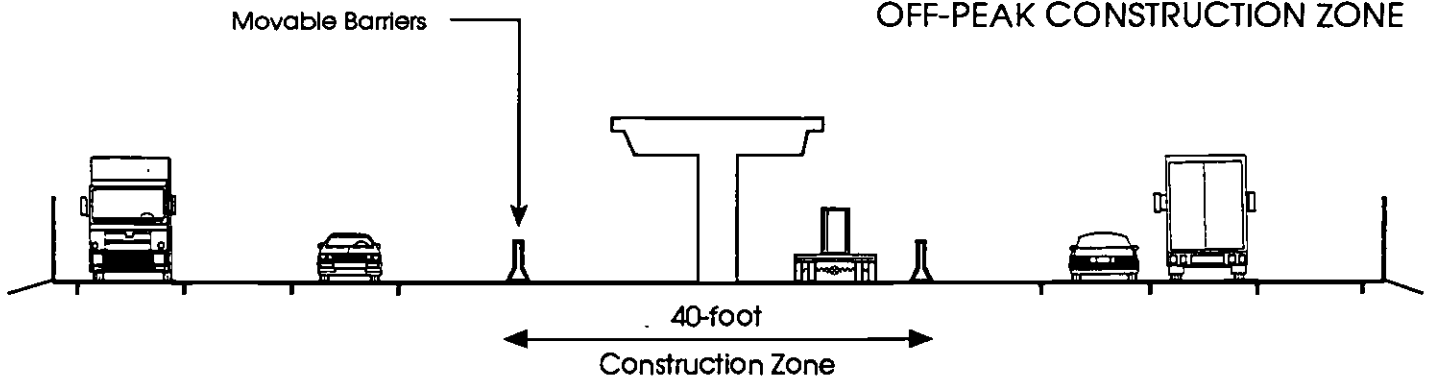
Upon technical review of the Draft SEIR, Caltrans Environmental staff and other groups raised questions about the high number of impacts caused by such a phased, night-only construction approach. A selection of such comments included the following:

- The Ventura Freeway carries approximately 300,000 vehicles daily and experiences many hours of congestion extending well beyond the generally recognized peak hours. The traffic continues even during the late night and early morning hours with a heavy increase in truck traffic as Route 101 is one of the two major north-south arteries covering the length of California. The people dependent upon the Ventura Freeway have been experiencing major construction activity over the past four years. While no lane closures have been allowed except at night or on weekends, the disruptive nature of the work - the sound wall construction, the temporary barricades, the narrowing of the lanes, and the inconsistencies in the pavement - has impacted daytime travel. The construction of the rail line within the Freeway median would create another two years of major construction impacts. These impacts should be more fully addressed as part of the EIR. (Mednick)
- The temporary work area created nightly seems to limit the actual work time. Temporary barrier (K-Rail) of any great length will take several hours to place and pick-up, thus leaving a work period of only 1-2 hours per night. (Caltrans Environmental Review Section)
- The potential for delays and lowered capacity on the freeway due to project construction should be fully addressed. Similarly, the potential for congestion resulting from the construction of the rail stations should also be analyzed. The Draft SEIR proposes a 36-hour-week construction schedule during a 2-year construction period. The Final SEIR must evaluate the implementation of this schedule and ensure that congestion is not caused by the project. (SCAQMD)
- Even someone changing a tire on the freeway causes massive traffic jams. How do they propose to handle the traffic when there's construction all the time? (Ratcliff)

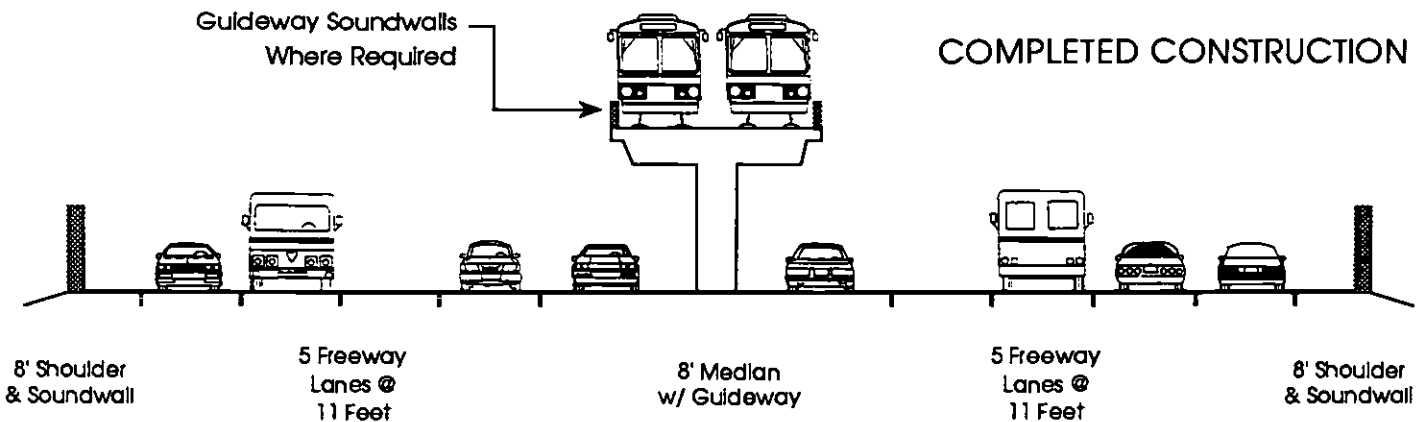
RUSH HOUR CONSTRUCTION ZONE



OFF-PEAK CONSTRUCTION ZONE



COMPLETED CONSTRUCTION



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- The County (LACTC) owns the Burbank Right of Way and can work long hours, whereby, the Monorail on the freeway has to start at 9 P.M. to 4 A.M. in the morning and remove their pilings, etc., every morning and put them up every night. There is no way they will be completed in two years. The project using different technology on the Burbank line will cut substantially the costs and time compared to the Monorail project proposal. (Fair Alignment is Right Committee)
- Since the construction must be done only at night and on weekends, one can imagine the quality of life for those living anywhere near. And that this will have to go on for years. One can only say you've got to be kidding to even consider it. (Gillespie)
- Please provide detailed maps in the final SEIR which will show how the project will mitigate traffic in the area, including the number of lanes of traffic that will be lost due to the movement of heavy equipment to and from the site during construction. (Homeowners of Encino)
- Building equipment must be taken on the freeway every evening and removed in the morning. Where will that equipment be stored during the day? What impact will that have on local traffic? (Ward)

Response 5.5-1 In order to address the above concerns and investigate construction staging alternatives that might have lower impacts, meetings were held between LACTC and Caltrans on April 16 and May 6, 1992, during which alternative construction staging concepts were reviewed. Based on these meetings and technical analysis Dokken Engineering¹ that is hereby incorporated by reference in the SEIR, the following conclusions were reached:

The creation of a Construction Zone in the median of the Ventura Freeway would be possible by restriping traffic lanes and using the shoulder area of the freeway. A recommended alternative is illustrated in Figure 4-12. As shown in the figure, a construction zone 18-feet in width can be created by taking away 6-feet of outside shoulder in each direction and restriping the five existing 11' traffic lanes in each direction to three 11' lanes and two 10' lanes. No freeway shoulder or breakdown lane would be provided during the construction period, however tow-service vehicles would be provided which would patrol the freeway on a 24-hour basis to remove stalled vehicles. During non rush-hour periods, moveable median barriers could be shifted out to take one travel lane in each direction creating an expanded construction zone 40-feet in width.

Such a modified construction approach will allow for laydown areas in the median area, thus reducing the amount of materials that would need to be brought onto and off of the freeway every night. Furthermore, many construction activities would now be able to occur during daylight hours, thus significantly reducing noise and lighting impacts on adjacent residential land uses. The environmental effects of such a modified construction approach are that noise and lighting impacts of nighttime construction would be greatly reduced, construction activities could proceed more expeditiously and impacts on freeway traffic flow would be reduced. It should

¹ Conceptual Review of Design Issues for Aerial Structures in the Median of the Ventura Freeway, Dokken Engineering, May 15, 1992.

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be pointed out that construction impacts are temporary, rather than permanent impacts and that the preparation of a Project Study Report for approval by Caltrans would be required for the project.

Construction impacts such as traffic detours, noise from heavy trucks and construction equipment, dust and visual impacts will be a temporary inconvenience to homes along the alignment, similar to street repairs and other road building projects. The temporary nature of the impacts is related to the fact that construction activity moves as each section is completed and that, at a particular time, the construction activities will be spread out for a considerable distance. Noise and traffic impact on the neighborhoods will be minimized by strict noise specifications on equipment used by contractors, a monitoring and enforcement program conducted by LACTC, selection of truck routes to minimize neighborhood impact and an extensive community information program directed by the Rail Construction Corporation's Community Relations Department.

Comment 5.5-2 One comment contested the Draft SEIR statement that subway construction was more disruptive than aerial guideway construction:

- Page 148 contains a statement that subway construction techniques on the Burbank Branch line would be more disruptive than above-ground construction in the middle of the Ventura Freeway median. We doubt that conclusion and suggest it be readdressed. The Burbank Branch under a rail right-of-way is considerably removed from a major traffic route such as the Ventura Freeway. The statement on page 148 is not supported by any specific data. (VICA)

Response 5.5-2 Aerial guideway construction is one of the faster methods of construction, with far fewer construction impacts than are associated with subway alternatives. As described in Construction Impact section of the SEIR, construction activities along the freeway would involve the construction of cast-in-place piers or columns, followed by the erection of precast beams, set by crane, atop the column supports. Access to the construction site would most likely be from the freeway, however some activities would occur in future station areas located adjacent to the freeway on and off ramps.

Subway construction, on the other hand, requires the excavation and hauling away of soils in tunnel and station areas. As described in the 1989 Draft EIR for the SP Burbank Branch Route, this would require the removal of over two million cubic yards of earth, requiring over 90,000 truck trips to haul this material to landfill sites. The minimum construction schedule for subway construction for the North Hollywood to Sepulveda segment of the Burbank Branch would be about 48 months. Construction of a similar length of guideway along the Ventura Freeway is estimated to take between 18-24 months.

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Comment 5.5-3 Two comments questioned the proposed construction schedule for the project:

- Estimated time for the aerial project of 18 to 24 months also raises serious questions as to the feasibility of building stations on the route in conformity with the plan. The construction of each station is estimated for one (1) year. Consequently, all stations would have to be under construction at the same time for at least six (6) months of the construction period. The stations themselves, excluding parking structures, cannot begin construction until the pilings are in place. The process for bringing the pilings on and off the freeway for that many stations, and yet not causing major disruption of freeway traffic even during off hours, seems highly unlikely. A more detailed specific plan for station construction should be analyzed. (VICA)
- How can stations (each requiring a one year construction period) be built in any way other than concurrently? (Studio City Chamber of Commerce)

Response 5.5-3 Comments noted. The comments are correct in their assumption that the stations would be constructed concurrently in order to meet the estimated 18- to 24-month station construction period. As stated in Response 5.5-1, construction impacts related to traffic, noise, dust, and visual quality will create temporary impacts on adjacent residences. As illustrated in Figure 4-12, rush-hour and off-peak construction zones would be established in an effort to expedite the construction period. To minimize construction-related impacts, a Project Study Report detailing proposed construction activity will be submitted to Caltrans for approval.

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Comment 5.5-4 Several comments addressed possible construction noise impacts that would result from the project:

- Pile drivers, trucks, jack-hammers, etc., will cause major noise disturbances, and cannot be eliminated. It is virtually impossible to construct an elevated train line and catenary without creating severe noise impacts. Major mitigations must be spelled out in the SEIR. As the report stands now, many homes and business are listed as no impact, when in fact they will be severely disrupted, especially due to the proposed night construction. (Homeowners of Encino)
- I think that if you build an elevated rail system right behind my house on Kling Street, my property value will completely just go down. The quality of my life will be disrupted and the last few months when they have been working on the Ventura Freeway project at night, I and my tenants and my neighbors, we've all been kept awake all night long by the sound of them, you know, hammering and banging into the freeway. And there's nothing we can do about it. We can't call and complain and tell them to not work people. And even though it's convenient for them to work all night long, it means we don't get any sleep and then we have to go to work the next morning dead. (Nemoy)

Response 5.5-4 Construction of major transportation improvements will generate temporarily and intermittently high noise levels to adjacent sensitive receptors during project construction. Equipment such as cranes, earth movers, skip loaders, dump trucks, bulldozers, augers, mixers, and pile drivers would be necessary for ground clearing, excavation and grading, piling placement, and guideway and station construction. Noise levels likely to be experienced during the project's construction phases are as follows:

CONSTRUCTION PHASE	50 Feet (dBA L_{eq})	500 feet (dBA L_{eq})
• Ground Clearing	84	70
• Excavation and Grading	89	75
• Piling Placement	78	64
• Structure Construction	85	71

It should be noted that these levels do not take into consideration the attenuation provided by fences, buildings, or natural topography between the site of construction and sensitive receptors. For the purposes of comparing the noise levels of project-related construction noise to other sources of noise, the dBA level of the interior of a home is 30; near freeway auto traffic, 65; normal conversation, 70; busy urban street, 90; nearby automobile horn, 100; jet engine, 140.

With respect to the potential of construction-related noise during nighttime hours, please refer to Response 5.5-1, which outlines the development of a Construction Zone in the median of the Ventura Freeway that would allow many construction activities to occur during daylight hours.

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Comment 5.5-5 A few comments addressed the air quality impacts from construction dust and dirt removal. Typical comments stated:

- I have to clean my house every day. The dust is incredible. The noise from this freeway, I can't call my children in the backyard without screaming so they can hear me. This monorail would loom over my backyard. My neighbors would get not money for their homes as well as also have to put our house up for rent because who in the heck is going to come and buy a house with a monorail looming over their backyard. When I hear those ladies speak from Long Beach, it terrified me. I can't believe you are going to come in and destroy the hope of me. A new family, and the hopes and the dreams of people who have been waiting 30 years for some kind of reprieve from that freeway. You will destroy it. (M. Williams)
- This project will result in disruptions, displacements, compaction and overcovering of soil. The final SEIR should specify what grading will be done, and provide a time line indicating the Haul routes should be described, and mitigation proposed for dealing with the traffic congestion created by the hauling of large amounts of soil on city streets to dumpsites. (Homeowners of Encino)

Response 5.5-5 Homes, schools and other sensitive land uses are located adjacent to the Ventura Freeway and have been subjected to construction impacts, at various periods, for the past four years. For the rail transit project, properties located nearby to construction sites may be subject to similar temporary construction emission and dust impacts.

The majority of suspended particulate emissions would result from such sources as excavation, station site grading, loading and conveying materials, haul truck trips, operation of heavy construction equipment on unpaved surfaces and wind erosion of material stockpiles and exposed portions. The South Coast Air Quality Management District (SCAQMD) indicates that dust has the following effects. "In the respiratory tract very small particles of certain substances may product injury by themselves, or may contain absorbed gases that are injurious."

The air pollution impact of fugitive dust source depends on the quantity and drift potential of the dust particles. In addition to large dust particles that settle out near the source (often creating a local nuisance problem), considerable amounts of fine particulates are also emitted over greater distances from the source. The potential transport distance of particles is governed by the initial injection height of the particle, the particle's terminal settling velocity, and the degree of atmospheric turbulence. According to the US Environmental Protection Agency (EPA) at an average wind speed of 10 miles per hour, particles larger than 100 micrometers are likely to settle out within 20-30 feet of the source. Particles 30-100 micrometers, depending on atmospheric turbulence would settle out within several hundred feet of the source. Particles less than 30 micrometers are likely to settle out over greater distances also depending on wind turbulence.

Wind speeds recorded at the Van Nuys National Guard base in the San Fernando Valley indicate the average wind speed is approximately 4.5 mph and that speeds greater than 10 miles per hour (where there would be a raising of dust) occurs approximately seven percent of the time. Also

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the injection height of the particles during construction would be at ground level or from conveyors raised slightly above the ground. These facts, combined with the recognition that site wetting, and the covering of haul trucks would be required construction mitigation measures, suggests that the potential for the transport of smaller dust particles over wide areas would not be a common occurrence during construction. For a listing of mitigation measures, please refer to the response to Comment 5.5-6.

Comment 5.5-6 The South Coast Air Quality Management District called for additional construction mitigations to be included in the SEIR:

- Mitigation measures should also be included in the Final SEIR:

Minimize Construction Activity Emission:

- Water site and clean all equipment in the morning and evening.
- Spread soil binders on site, unpaved roads, and parking areas; reestablished ground cover through seeding and water
- Employ activity management techniques, reduce the number of pieces of equipment used simultaneously; increase the distance between the emission sources; reduce or change the hours of construction; schedule activity during offpeak traffic hours; and require a phased-schedule for construction activities to even out emission peaks.
- Remove silt by paving construction roads, sweeping streets, and washing trucks leaving the construction site.
- Suspend grading operations during first and second stage smog alerts.
- Maintain construction equipment engines by keeping them turned.
- Use low-sulfur fuel for equipment.
- Permanent sources of power should be used from the beginning of the project; temporary power use should be avoided.

Minimize Architectural Coatings & Asphalt Usage Emissions:

- Use low-coating systems where possible.
- Substitute reactive solvents with nonreactive solvents.
- Use high-solid or water-based coatings.

Reduce Construction-Related Traffic Congestion:

- Provide rideshare incentives, and transit incentives for construction personnel.
- Configure construction parking to minimize traffic interferences.
- Minimize obstruction of through-traffic lanes.
- Provide a flagperson to guide the traffic properly.
- Schedule operations affecting traffic during off-peak hours.

(SCAQMD)

Response 5.5-6 The above mitigation measures are hereby incorporated in to the Final SEIR.

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Comment 5.5-7 Several comments addressed construction impacts associated with the Caltrans Freeway Widening Project, and the need for more detailed construction plans.

- A little more than a year ago, we were notified that construction of another lane would be added to the San Diego Freeway. They ripped out all the beautiful trees and built a cement wall over 20 feet high in front of our houses. We call it the Berlin Wall. It took them a year to complete this project. During this period, we lived through hell. They worked nights with powerful lights shining into our homes and into our eyes keeping us awake, pile drivers slamming away with steam exhaust driving those high pilasters in the ground, trucks with loads of dirt coming and going with that obnoxious sound of beeping when they back up all night and a constant layer of dust on our furniture and in our homes. The entire project moved the freeway closer to us. They left our area like it was a war zone. They told us trees will not be replaced, no room left and they don't have the funds. (Sam White)
- The construction phase of this project will have a major impact on the US-101 (Ventura Freeway). Mitigation measures should be fully discussed. These discussions should include, but not be limited to the following: financing, implementation responsibilities, scheduling considerations, and monitoring. (Caltrans)

Response 5.5-7 Comment noted. In addition to the construction mitigation measures already identified, a Project Study Report shall be prepared for approval by Caltrans that will specify construction details and responsibilities. It should be noted that the above-mentioned freeway widening project was located along the sideslope of the freeway, immediately adjacent to homes, while the aerial guideway construction would occur in the median of the freeway.

Comment 5.5-8 One comment pointed out the need for dewatering during construction and pointed out potential impacts to their property:

- For a typical column construction, the caisson depth below grade is indicated to be 55 feet, with a range of 40 to 70 feet anticipated. At the intersection of Canoga Avenue and Victory Boulevard the water table is a approximately 15 feet. During construction dewatering would be required. The ground water under our property is currently undergoing remediation (by Rocketdyne) to remove contaminants. LACTC would be responsible for the treatment and/or safe disposal of any ground water produced via dewatering. Any long-term (several weeks) dewatering activity may cause plume migration (i.e. the contamination in the aquifer may migrate toward the dewatering and away from our extraction wells). The disruption, noise dust and vibration resulting from construction activities, and in particular from the pile driving of columns, would have a negative impact on our highly sensitive equipment and overall operations. (Rocketdyne)

Response 5.5-8 Comment noted. The Ventura Freeway Route alignment would be aerial in this area, but would still require dewatering during construction for foundation work. During the final design of the project, a construction staging plan would be developed to consider specific concerns at the Rocketdyne facility, and insure that normal construction activities do not disrupt groundwater or highly sensitive equipment on that site. Dewatering is a common practice during construction that has been successfully handled along the Metro Blue Line and Metro Red Line.

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5.6 Air Quality Impacts

Comment 5.6-1 The Southern California Air Quality Management District (SCAQMD) proposed that additional analysis be conducted into construction equipment emissions:

- The Final SEIR must quantify all sources of construction emissions and propose mitigation measures to reduce those emissions. A phased-construction plan must be implemented to prevent the dust emission from exceeding the District's significance threshold limit. Permanent sources of power should be used from the beginning of project construction. District permits are required for temporary equipment such as power generators and portable internal combustion engines if used for over 90 days. The use of architectural coatings, paints, and asphalt should be analyzed in the Final SEIR. Solventless, high-solid, or water-based coatings should be recommended wherever possible. (SCAQMD)

Response 5.6-1 Construction-related emissions are primarily produced by two sources: construction equipment and fugitive dust generated by excavation and grading. Although these activities and emissions would be temporary, they may nevertheless be troublesome to persons in the adjacent area.

Exhaust Emissions From Construction Equipment: Exhaust emissions from construction equipment include those produced by on-site construction machinery. Project construction is expected to last approximately 18 to 24 months. The list below summarizes exhaust emission factors for various types of equipment during construction operations. The types of equipment and the length of use will vary from phase to phase of construction. Graders and earth movers will be extensively used during clearing and excavation, while cranes will be utilized the most during piling placement and guideway and station construction.

Equipment	CO	HC	NO _x	SO _x	Particulates
• Dozer	1.794	0.192	4.166	0.348	0.165
• Off-Highway Truck	1.794	0.192	4.166	0.454	0.256
• Loader	0.572	0.250	1.890	0.182	0.172
• Grader	0.151	0.040	0.713	0.086	0.061
• Scraper	1.257	0.282	3.840	0.463	0.406
• Roller	0.304	0.067	0.862	0.067	0.050
• Forklift/Bobcat	0.434	0.160	2.010	0.133	0.143
• Diesel Crane	0.675	0.152	1.691	0.143	0.139
• Pile Driver	0.434	0.160	2.010	0.133	0.143

All construction equipment emission factors are measured in pounds per hour.

Fugitive Dust Emissions: Construction activities are a source of fugitive dust emissions that may have a substantial temporary impact on local air quality. Clearing, grading, excavation, and travel on unpaved surfaces will contribute fugitive dust to the area, with dust likely to settle within 500 feet of the construction site. The California Air Resources Board (CARB) estimates

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that each acre of soil disturbed creates about 110 pounds of dust per weekday during the construction life of a project. This value varies according to soil moisture, site content, wind speed, construction density, and many other factors.

With respect to mitigation measures discussed in Comment 5.6-1, as well as those listed in Comment 5.5-6, are hereby incorporated by reference into the Final SEIR.

Comment 5.6-2 Station park and ride lots were identified by several commentors as a source of air quality "hot spots" due to the idling of vehicles waiting to enter and exit:

- School District staff is concerned that the project may lead to "hot spots" at station areas (see p. 158 of the SEIR). Appendix G to the State CEQA Guidelines expressly states that a project "will normally have a significant effect on the environment" if it will "expose sensitive receptors to substantial pollutant concentrations" (p. 157). Please provide current measurements of the existing pollutant levels (for all pollutants identified in Table 29) at Parkman Junior High School, and utilize the appropriate air dispersion model(s) to predict ground level concentrations associated with the proposed project. Also, include vehicle emissions from the project-generated roadway traffic as well as from the proposed parking structure. If the modeling shows that the project will result in substantial pollutants at Parkman Junior High, please undertake modelling at Taft High School, and other schools which are identified as being close to transit stations. Please also provide information on the duration of construction of the proposed 1500 space parking structure across from Parkman Junior High School, and identify whether there might be any toxic soils uncovered during excavations or grading. What might be the impacts, if any, on air quality proximate to a sensitive receptor school, and what mitigation can be provided? The SEIR should indicate that environmental site assessment will be performed at all construction sites to determine if hazardous materials and wastes are present. If environmental remediation is required, please indicate remediation technology to be utilized. (LA Unified School District)
- The project will introduce thousands of motor vehicles on the roads near the freeway parking lots, generating Carbon Monoxide, Nitrous Oxide, Ozone and particulate matter, making it more difficult to attain the required air standards in the basin. This factor is not fully explored in the SEIR. A project of this size will have a deteriorating effect on air quality in the area near the Ventura Freeway, which is located in a locality which does not meet Federal and State air quality standards. The construction of the project will generate Carbon Monoxide, Nitrous Oxide, Ozone and particulate matter, making it more difficult to attain the required air standards in the basin. (Homeowners of Encino)

Response 5.6-2 The SEIR estimated the air quality impacts expected to occur at the largest of the park and ride lots. As shown on page 159, carbon monoxide concentrations are projected to increase by 0.1 to 0.5 parts per million at the largest Ventura Freeway park and ride lots. These concentrations are added to future base levels of 17.0 to 18.1 parts per million. Federal impact thresholds begin at 35 ppm while state impact thresholds begin at 20 ppm. Therefore, "hot spot" increases in carbon monoxide are not considered significant by CEQA standards. Nonetheless, mitigation measures are proposed in the EIR to minimize adverse air quality effects in station areas. These are described on page 160 of the SEIR Air Quality Impact section.

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It should be noted that the De Soto Station, which had been proposed to be located across the street from Parkman Junior High School, has been moved to a commercial area along Ventura Boulevard some distance from the school (see Figure 4-7).

With regard to the comment concerning possible toxic soils, there is a possibility that during site grading operations, previously contaminated soils could be uncovered. Any such soils shall be treated and/or disposed of in full accordance with EPA guidelines.

Comment 5.6-3 Two comments questioned the methodology of the Draft EIR air quality analysis:

- The SEIR exaggerates the air impact benefits. Rail systems does not necessarily reduce vehicular traffic and thus air pollution. The SEIR makes unreasonable and exaggerated claims about rail ridership which are not borne out by supporting evidence. Rail transit ridership has continued to fall in city after city, across the nation. The high cost of building and operating a rail system, drains off money from the bus system. This in turn causes bus ridership to drop, and there is no offsetting increase in rail usage. There are no facts to prove that the same thing will not happen with this rail project. Reducing overall transit ridership in the San Fernando Valley may have the effect of increasing automobile usage. (Homeowners of Encino)

Response 5.6-3 The regionwide air quality impacts of the project are described in the SEIR for both the SP Burbank and the Ventura Freeway Route Alternatives. The rail transit line is projected to have a beneficial impact on regional air quality by reducing the number of vehicular miles traveled by between 420,000 and 440,000 miles per day.

These estimates were developed by the Southern California Association of Governments, using the regional transportation model and methodologies recognized by the Southern California Air Quality Management District. Furthermore, the recently adopted Air Quality Management Plan released by the South Coast Air Quality Management District identifies rail transit as a measure to be implemented for the reduction in vehicular travel and the consequent improvement of air quality in the South Coast Air Basin.

For a discussion of bus alternatives to the project, please see the response to Comment 6.1-2.

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Comment 5.6-4 The South Coast Air Quality Management District (SCAQMD) proposed additional air quality mitigation measures including the following:

- Mitigation measures provided should also be included in the Final SEIR:
 - Limit Emissions From Vehicle Trips:
 - Provide local shuttle and regional transit systems, transit shelters, bicycle lanes, storage areas and amenities, and ensure efficient parking management.
 - Provide dedicated turn lanes as appropriate.
 - Work with citizens groups and businesses in the region to implement TDM goals.
 - Coordinate TSM and TDM programs.
- (SCAQMD)

Response 5.6-4 Comment noted. The above mitigation measures are hereby incorporated into the Final SEIR.

Comment 5.6-5 The location proposed for the DeSoto Station in the Draft SEIR was questioned because of its negative air quality impacts on a major adjacent land use:

- The Kaiser Permanente Woodland Hills Medical Center is a "sensitive receptor". The construction of a 1500-car parking structure will have significant impacts on air quality due to thousands of additional vehicles traveling to the medical center to use the parking structure and the transit station.
(Kaiser Permanente)

Response 5.6-5 The proposed location for the DeSoto Station has been shifted away from the Kaiser Permanente Medical Center to a site along Ventura Boulevard. This new location will remove the potential for the proximity impacts described in the comment.

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5.7 Earth & Water, Risk of Upset Impacts

Previous studies utilizing conventional rail transit technologies along the Ventura Freeway found significant problems with a median of freeway location for the guideway structure. The principal problem was the lack of available space in which to locate aerial guideway support columns that generally average 6-8 feet in diameter. Once the current widening project along the Ventura Freeway is completed by Caltrans, a total median width in most places between Universal City and Warner Center has been identified to be between 6 and 8 feet. In addition to the aerial guideway columns, crash barriers and safety setbacks must be provided within this narrow median area.

Using conventional technologies in this environment would have required a widening of the median area, with a resulting widening of the freeway. Widening of the freeway would have been very costly, requiring the reconstruction of many bridges, structures, and the use of retaining walls instead of sideslope at the edges of the freeway. Any such widening would have required residential displacements. For these reasons, the median of freeway location had been eliminated from consideration in previous studies.¹

Reasons for Considering Advanced Aerial Technologies: The use of an advanced aerial technology offers certain advantages to light rail and Metro Rail technologies for applications in the median of the freeway. Because medium-capacity monorail, maglev and certain types of steel wheeled systems are only about one-third the weight of Metro Rail or LRT vehicles, support columns can be more slender to fit into the narrow median. Also, turning radii can be tighter with advanced aerial technologies thus providing more flexibility in following freeway curves and in entering and exiting the median area. For these and other reasons, LACTC determined that further review of alternative rail transit technologies in the median of the Ventura Freeway should occur. Design criteria were developed in consultation with Caltrans, rail transit industry manufacturers and the Rail Construction Corporation.² Based upon this criteria, the conceptual guideway design that was illustrated in the Draft SEIR was developed for a typical advanced aerial system. The purpose of the concept design was to provide a sufficient level of detail to evaluate potential environmental impacts of such a system on the Ventura Freeway and surrounding communities.

¹ San Fernando Valley East-West Rail Transit Project; Initial Alternatives Evaluation Report, Gruen Associates, et al., September 1987, pg 40-47.

San Fernando Valley East-West Rail Transit Project; Draft Environmental Impact Report, LACTC, November 1989, 4-33 through 4-67.

San Fernando Valley East-West Rail Transit Project-Final Environmental Impact Report, LACTC, February 1990, pg 3-28 through 3-30.

² San Fernando Valley East-West Rail Transit Project-Supplemental Evaluation of Ventura Boulevard and Ventura Freeway Alternatives, Gruen Associates et al., April 1991, pg 44-46.

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Comment 5.7-1 The SEIR discusses the Ventura Freeway widening project currently being conducted by Caltrans and explained the design criteria and assumptions that were used in the placement of the Aerial Guideway in the median of the Ventura Freeway. Several comments questioned the adequacy of the proposed slender columns:

- The DSEIR proposes smaller (28" square) pilings to support the aerial guideway than have been used on similar projects. The protection barriers (described in the DSEIR, figure 22, page 55, as "new type 50D concrete barriers") are in direct contact with these pilings and are only 36" in height. The DSEIR should analyze whether these barriers are sufficient to protect the pilings if struck by a truck, bus, RV, or other large vehicle. Since the rail project proposed for the freeway has been modified to put the guideway in the middle of the freeway, current space restraints require a narrower than standard support pier. Some analysis must be done to ascertain whether such piers can be engineered to satisfy earthquake requirements and whether they can be adequately protected from traffic accidents on the freeway. (VICA-Valley Industry & Commerce Association)
- I picked up a lot of dead bodies in my 25 years on the PD (Police Department) but I can visualize a gasoline truck, high octane gas wrapped around the post of one of these supporting beams, probably breaking the track of the oncoming elevated coming into this situation and it will happen. It will happen. Also we are in an earthquake area which could break the elevated track and 110 other things that could happen. (Howard)

Other comments raised concerns about earthquakes and underground geotechnical issues:

- The SEIR does not adequately discuss the risk of seismic activity. As was clearly evident from the 1989 collapse of a portion of the Cypress Freeway in Oakland during the Loma Prieta earthquake, transit engineering must be thoroughly studied in regards to seismic safety. The SEIR proposal for trains to run 50 feet above ground and for stations to be 70 feet above ground poses a critical question about the impact of a strong earthquake. (Assemblyman Friedman)
- Although the SEIR states that structures will be designed to withstand the ground shaking from the maximum probable earthquake predicted for the area, determination of actual ground motion parameters, which define the amount of ground shaking for an area, are postponed as future studies (p. 165). Such ground motion parameters determined for all parts of the transit alignment include peak ground acceleration, duration of strong shaking, and site amplification. This information is important in the design stage of the project to safeguard structures from damage from high seismic ground accelerations. A preliminary calculation of site ground motion by DMG indicates that peak horizontal accelerations could exceed 0.6g in parts of the project, a level that may require special structural design criteria. (California State Department of Conservation)
- The draft SEIR fails to properly assess seismic impact. Severe damage to overhead structures could occur, including toppling of high voltage power lines, catenary structures and towers on nearby residences and on the freeway. The SEIR dismisses this seismic problem with inadequate analysis. The final SEIR should discuss these impacts thoroughly. The final SEIR should include maps that show area of unsuitable fill soils, potentially unstable slopes, areas of differential settlement, areas of expansive soils, and the potential zone of inundation from flooding, due to a 100 year flood. The final SEIR should present a summary of seismic information on ground acceleration and the duration of strong shaking that could be expected from large earthquakes on nearby faults. Impacts of seismic shaking on elevated stations, slender top-heavy support beams and on stability of slopes and fills should be addressed. Please see that the final SEIR conforms fully to the recommendations in the "Guidelines for Geologic/Seismic Considerations in Environmental Impacts Reports", and the

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Department of Mines and Geology's Note 43, "Recommended Guidelines for Determining the Maximum Credible and the Maximum Probably Earthquakes. (Homeowners of Encino)

Response 5.7-1 In order to address the above concerns and evaluate structural, seismic and safety concerns of the aerial guideway, Dokken Engineering, a licensed structural engineering firm with extensive experience working on the design of California freeway bridges and rail transit structures was asked to review to Draft SEIR concept design and hold review meetings with Caltrans. Meetings between LACTC and Caltrans were held on April 16 and May 6, 1992. Based on these meetings and technical analysis by Dokken Engineering³, the following conclusions were drawn:

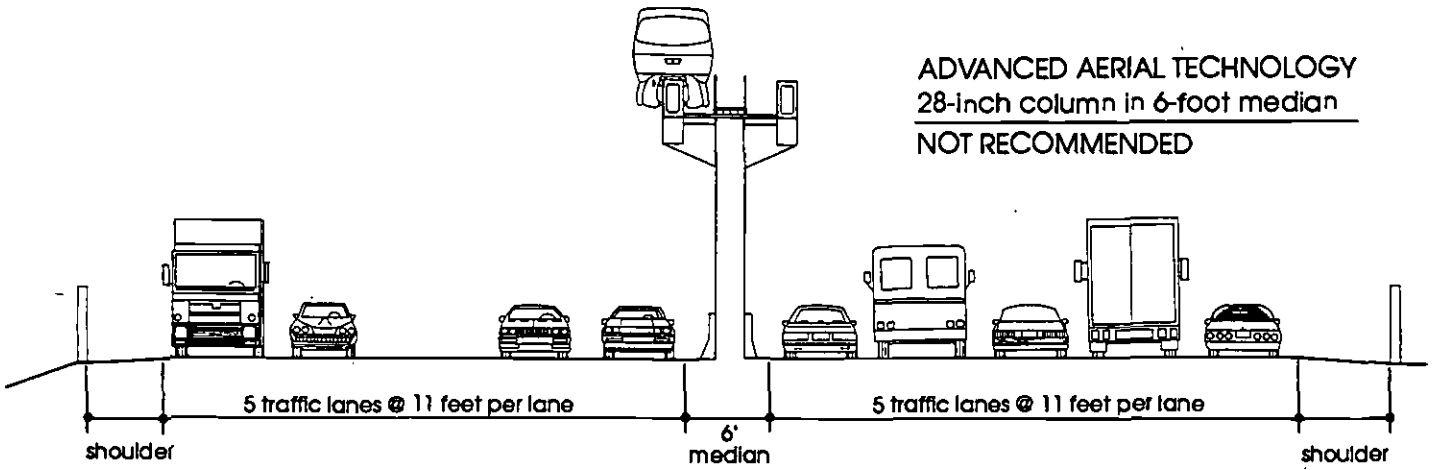
Median Width: A thorough review of Caltrans construction drawings for the Ventura Freeway was conducted. Drawings of the original freeway construction were compared with recent widening project plans and As-Built drawings. Additionally, field inspections were conducted along the freeway to verify dimensions shown on construction drawings. Based on this review, a minimum width of eight feet was found to be available for construction of guideway columns in the median area instead of the previously assumed six foot minimum dimension. Even though typical cross-section drawings show some cases where a six foot median had been planned, no instance was found where a reduced median width of six feet had been implemented.

The importance of an additional two feet of median width is that the very slender, 28" steel column that had previously been required because of the narrowness of the median, is no longer required. Column dimensions can be larger in diameter than had previously been planned and conventional concrete columns would be possible. Based upon review and consultation with Caltrans staff, a maximum column size of up to 72" in diameter (6 feet) would be possible under certain circumstances.

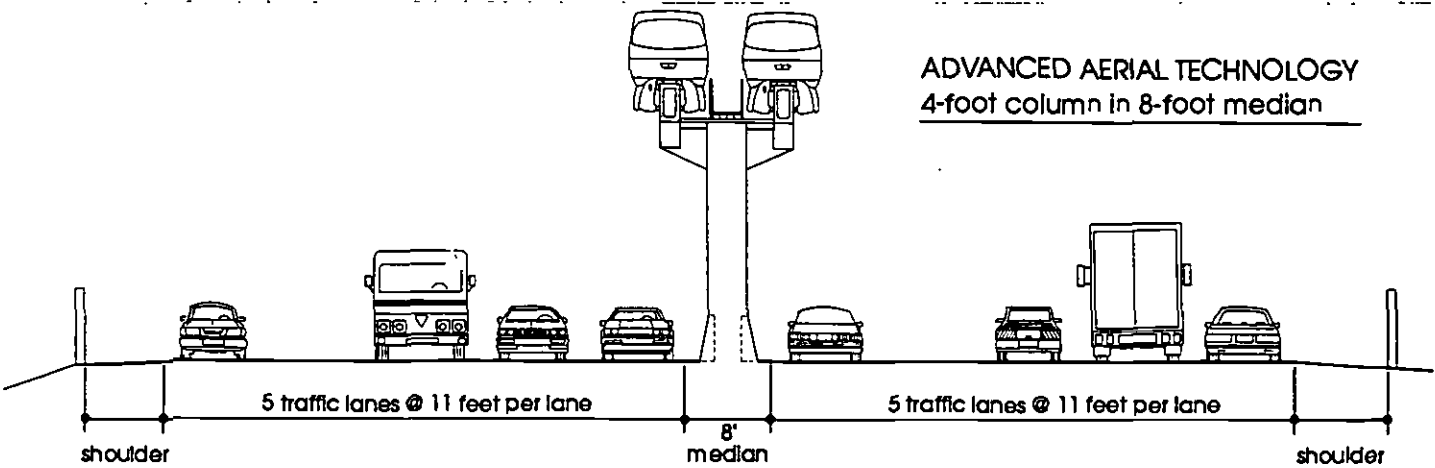
Seismic, Groundwater and Soil Conditions: Based on a review of Construction As-Built Plans and Soil Boring Logs for the sixteen overcrossing bridges on the Ventura Freeway between Universal Drive and Canoga Avenue, the depth to bedrock was found to vary between 80 and 100 feet below grade. Groundwater depths were found to vary with an average depth of 25 feet. The peak velocity rock acceleration during the maximum predicted seismic event in the area had been calculated at 0.7g. Such a force, as is common in many parts of the Los Angeles Basin, requires special seismic design of structures. There was found to be potential for liquefaction of soils in some areas along the Freeway corridor during such a major earthquake.

³ Conceptual Review of Design Issues for Aerial Structures in the Median of the Ventura Freeway, Dokken Engineering, May 15, 1992.

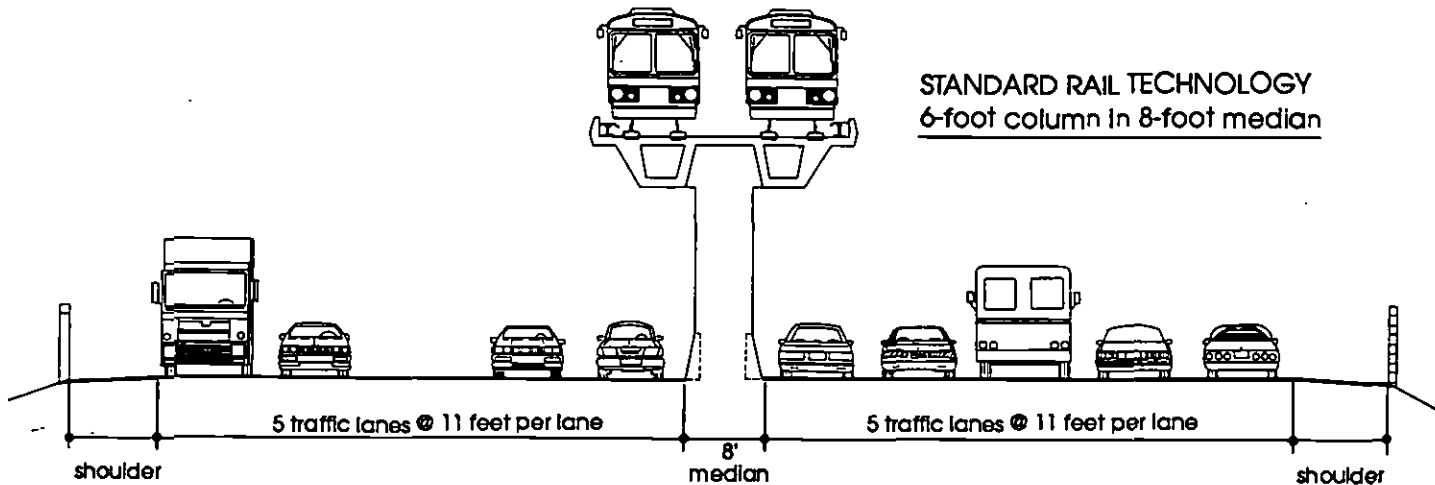
ADVANCED AERIAL TECHNOLOGY
28-inch column in 6-foot median
NOT RECOMMENDED



ADVANCED AERIAL TECHNOLOGY
4-foot column in 8-foot median



STANDARD RAIL TECHNOLOGY
6-foot column in 8-foot median



San Fernando Valley
 East-West Rail Transit Project

Figure 4-13
 Aerial Guideway Column: Sizes and
 Configurations in Ventura Freeway Median

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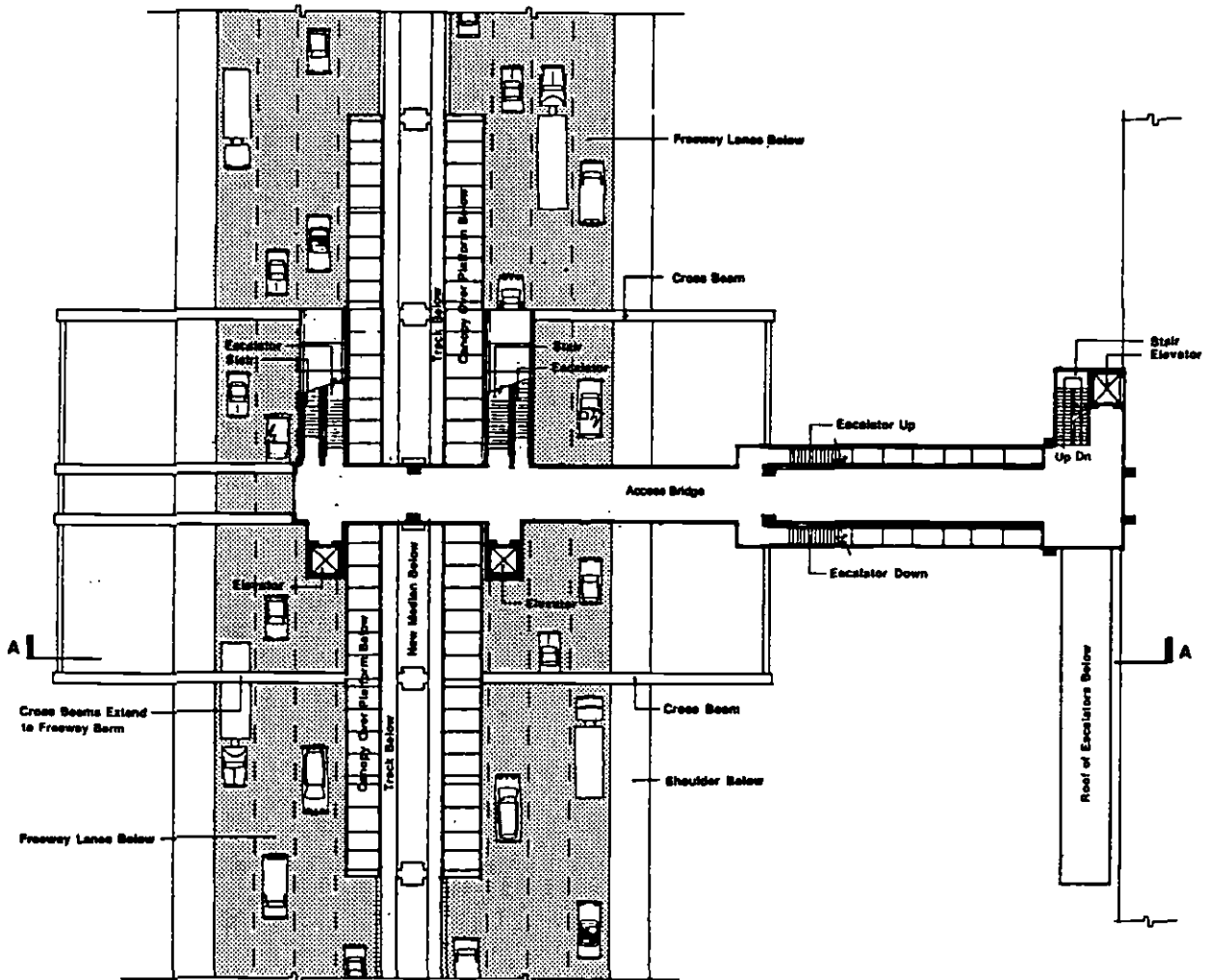
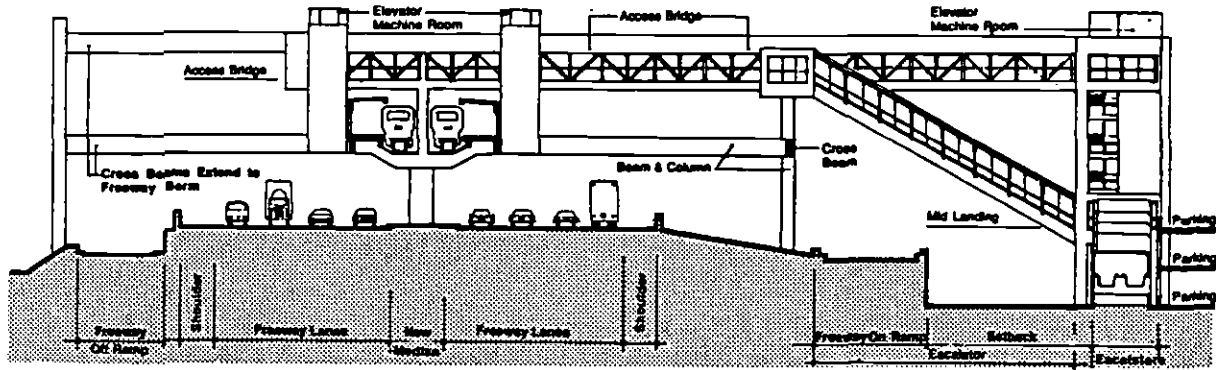
Design Criteria for Freeway Structures: The ultimate size and dimension of the guideway columns would be governed by a combination of the weight of the transit vehicle fully loaded (live load), the weight of the guideway structure itself (dead load), and the applicable building and seismic codes. Because all construction on the Ventura Freeway is under the jurisdiction of the State of California Department of Transportation (Caltrans), the Caltrans Bridge Design Specifications would govern the design of the aerial guideway. These specifications were made significantly more stringent following major earthquakes in recent years and are currently being used in the seismic retrofit program for freeway structures throughout the state of California. Structures designed under such seismic codes would survive the maximum credible earthquake motion predicted for the Ventura Freeway area without collapse.

Nominal Column & Footing Dimensions: In order to comply with such seismic building codes and for purposes of conceptual level design and environmental review, Dokken Engineering developed recommendations for nominal column & footing dimensions appropriate to the conceptual level of project design. These sizes are illustrated in Figure 4-13.

As shown in the illustration, the 28" steel plate column is not recommended for further consideration. Such a column was not found to offer a sufficient factor of safety when exposed to a combination of worst-case structural forces, and would generally not be necessary with the greater than previously assumed eight feet of median width available. The nominal minimum column dimension for Advanced Aerial Technology was recommended to be 48" (cast-in-place concrete). A nominal minimum column thickness of 72" (cast-in-place concrete) was recommended for conventional aerial rail transit technologies such as the Metro Blue Line or Metro Green Line LRT systems. Columns for conventional rail technologies need to be larger in order to support train weights that are generally three times as heavy as advanced aerial technologies.⁴

Footings and pile caps would be required at the base of each column. Nominal dimensions of up to 18'x 24' were recommended. Because of relatively poor soil bearing capacity and constrained construction working areas along the freeway it was recommended that pile foundations be used instead of the drilled caissons proposed in the Draft SEIR. Pile foundations generally require pile driving during construction. In cases where such pile foundations may be located close to noise sensitive land uses, it may be possible to utilize drilled piles instead of driven piles. The use of such driven piles shall be recommended, where practical and feasible, as a mitigation measure for construction noise impacts of the project.

⁴ Train weights for Advanced Aerial Technologies assumed a loading of 27,500 lbs/vehicle. Weights for conventional steel wheel LRT systems assumed a loading of 94,000 lbs/vehicle.



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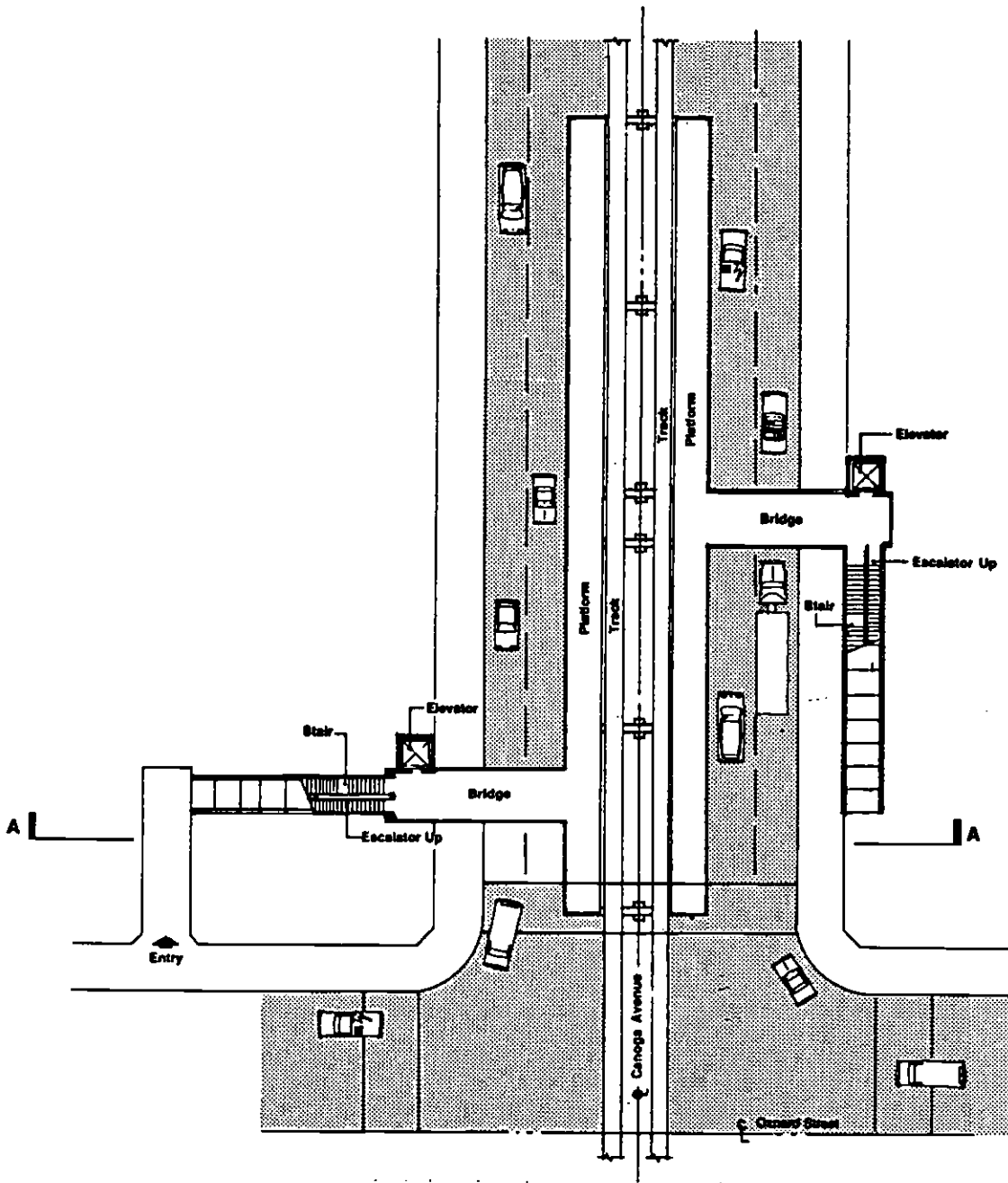
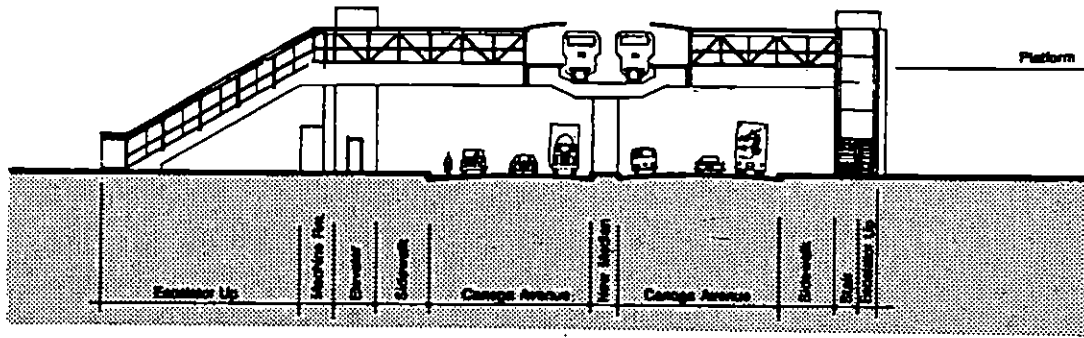
Column Resistance to Truck Collision: Based on the assumed impact of an 80,000 lb. truck striking the median guideway column horizontally from any direction with an equivalent static force of 400,000 lbs., the 28" steel column was not recommended for further consideration without additional structural support to resist horizontal forces. Both the 48" and 72" concrete columns, when protected by Caltrans approved 52" high crash barriers, were considered capable of resisting such impact without structural failure. Such columns are common on freeway structures throughout the country and have survived impacts such as those that are described.

Station Structural Design: The seismic and structural reinforcement of aerial stations above the Ventura Freeway and above Canoga Avenue were also reviewed. Figure 4-14 illustrates a typical station above the median of the Ventura Freeway. For such a station, the median support column is recommended to be nominally sized at 72" in diameter for conceptual design purposes. A minimum of four outrigger bents are also recommended. These are girders that would span from the median column to both sides of the freeway to provide horizontal reinforcement to the station structure.

Figure 4-15 shows a typical station above the median of Canoga Avenue at either Oxnard or Victory Boulevards. This station could be much smaller in size than the freeway stations due to the fact that no pedestrian overcrossings, elevators, stairs or escalators would be provided above the median area. Transit riders wishing to crossover from the northbound platform to the southbound platform would be required to go down to street level and use the crosswalk. This is practical along Canoga Avenue where the street width is 80 feet. Such a station design would be impractical on the freeway where walking distances under the freeway would be much greater.

In regard to the question of life safety in the event of a major earthquake such as an 8.3 magnitude on the San Andreas fault, the Seismology Committee of the Structural Engineers Association of California (SEAOC) has developed the following commentary on the underlying purposes of seismic building codes:⁵

⁵Recommended Lateral Force Requirements and Commentary, Seismology Committee, Structural Engineers Association of California, page 2-4



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"The SEAOC Recommendations are intended to provide criteria to fulfill life safety concepts." "More specifically with regard to earthquakes, structures designed in conformance with the provisions and principles set forth therein should, in general, be able to:

- 1) Resist minor earthquakes without damage;
- 2) Resist moderate earthquakes without structural damage, but with some nonstructural damage;
- 3) Resist major earthquakes, of the intensity of severity of the strongest experienced in California, without collapse, but with some structural as well as nonstructural damage.

In most structures it is expected that structural damage, even in a major earthquake, could be limited to repairable damage."

"Conformance to the Recommendations does not constitute any kind of guarantee that significant structural damage would not occur in the event of a maximum intensity earthquake. While damage in the basic materials now qualified may be negligible or significant, repairable or virtually irreparable, it is reasonable to expect that a well-planned structure will not collapse in a major earthquake. The protection of life is reasonably provided, but not with complete assurance."

Comment 5.7-2 Two comments raised concerns about the danger of a major catastrophe on either the freeway or the rail transit system:

- God forbid one of these cars comes crashing down on a group of freeway drivers underneath and they will have no way of getting out of the way and will be killed instantly. (Dancyger)
- If you put a rail above the freeway, and there is any major accident on the freeway or on the rail, it will shut both down. I stood in by backyard a number of years ago, watched an oil tanker explode and people running and screaming with flames. If there was a monorail above that, you would have shut down the only two east/west system in transportation. If it is in another location which was already approved, logic tells me that accidents will not affect each other. (Larson)

Response 5.7-2 As described in the response to Comment 5.7-1, the support columns that would be used to support the aerial guideway would be designed to withstand crash tests of big-rig tractor trailers or the effects of a major earthquake without structural failure. In the event of a major catastrophe such as a tanker truck explosion, it is probable that both the freeway and the rail line would be shut down until the accident site could be cleared.

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One of the advantages of an aerial guideway system is that it is entirely grade-separated from general purpose traffic. An accident on the freeway, therefore, would not necessarily shut down the transit line. Similarly, a power outage or other service interruption on the rail transit line would not interrupt the normal operation of the freeway below.

The danger of an elevated transit vehicle falling onto the freeway does not exist for a monorail or mag-lev type of system. Both of these technologies have been designed to wrap the transit vehicle around the guideway beam or track. In the event of a derailment, the car would lock onto the guideway beam.

Comment 5.7-3 Several comments addressed water consumption and impacts to groundwater. These comments included the following:

- The Los Angeles basin is located in a permanent drought area. The direct water impacts from this project have not been fully addressed. Identify source of water, how it will be used in the project, and how the removal of water from the aquifer will be replaced. Quantify the amount and source of water used for washing transit vehicles, cleaning insides of vehicles, restrooms, etc. How many gallons of water will be used each day, and for what purpose? What percentage will be reclaimed water? Also please detail the amount of water necessary for control of dust as well as the cumulative amount of water needed by this project during the construction phase. If reclaimed sewage water is to be used for dust control, the effects of misting and air borne transfer of viruses should be analyzed and reported. (Homeowners of Encino)
- Show the volume of sewage produced by the project, and how it will impact the Hyperion, Los Angeles-Glendale and Tillman plants. Show which sewage lines will need to be upsized, which streets will be affected, and for how long a period. (Homeowners of Encino) 5.7

Response 5.7-3 The consumption of water resources is not expected to be disproportionately large for a project of this type. Water usage would generally be confined to employee use, landscaping irrigation, train washing facilities and system patron facilities (generally limited to drinking fountains and normal janitorial cleaning). To date, public restrooms have not been provided at rail transit stations. Drought-resistant landscaping will be used in station areas as a water conservation measure.

Groundwater levels could be affected during construction of subway segments in some areas where dewatering of the soil could be required. This is a common practice in subsurface construction in the Valley and would be limited to the area of construction by slurry walls.

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Comment 5.7-4 Two comments addressed potential flood hazard impacts of the rail transit project:

- The proposed Hayvenhurst station parking lot poses a potential flood hazard. Approximately 3.7 acres of agricultural and commercial land would be displaced by acquisition of the station. (Los Angeles Department of City Planning)
- This project proposes construction of a parking structure in a flood control basin, and the placement of other facilities in a floodplain. (See Hayvenhurst station plans.) The Hayvenhurst station will have a significant, negative effect upon the floodplain, drainage and hydrology in the basin. (Homeowners of Encino)

Response 5.7-4 Please see the response to Comment 5.9-1 for a discussion of potential flood impacts at the Hayvenhurst Station.

Comment 5.7-5 One comments addressed the danger from underground gas:

- There are 2 abandoned exploratory wells near the proposed route of the Burbank branch. If any structure is to be located over or in the proximity of a previously abandoned well, there is the possibility that the well may need to be plugged and abandoned to current Division specifications. Section 3208.1 of the Public Resources Code authorizes the State Oil and Gas Supervisor to order the reabandonment of any previously abandoned well when construction of any structure over or in the proximity of the well could result in a hazard. The cost of reabandonment operations is the responsibility of the owner of the property upon which the structure will be located. Although the possibility for future problems from oil and gas wells that have been plugged and abandoned or reabandoned to the Division's specifications are remote, we nevertheless, suggest that a diligent effort be made to avoid building over any abandoned well. If construction over an abandoned well is unavoidable, we suggest that an adequate gas venting system be placed over the well. (California Department of Conservation)

Response 5.7-5 Comment noted. The Metro Red Line is currently being constructed in the Wilshire District, where abandoned wells and underground gas pockets are common. Techniques have been developed for construction in that area to address the potential danger from underground gas including gas sensors, venting and special linings for underground subway tunnels. A full survey of geotechnical conditions shall be conducted during the construction phase of the project.

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Comment 5.7-6 Two comments questioned electro-magnetic radiation and electrical interference that could result from construction of the rail transit project. These comments included the following:

- For the maglev train contemplated, explain the effects of high electromagnetic fields on both passengers, and residents living near such systems. Provide estimates of field strengths, effects on passengers with Pacemakers, and the long term risks of cancer, hindrance of DNA functions, and similar ailments caused by exposure to high electromagnetic fields. (Homeowners of Encino)
- A Study should be instituted on identifying the various transmitters for television, radio, police, fire, and other parties and make actual signal tests to discover if the proposed Elevated Aerial ALRT would interfere with signal propagation or reception. (N. Levine) 5.7

Response 5.7-6 The SEIR described that there are two basic types of maglev rail transit technologies. The Japanese National Railway test system for example, utilizes superconductive magnets while other types of maglev systems, such as the HSST and German Transrapid systems utilize more common electromagnets. Superconductive magnets consume considerably more energy than electromagnetic systems and thus generate considerably higher levels of electro-magnetic radiation. The SEIR concluded that because speeds would be limited along the San Fernando Valley rail line because of the close station spacing, that there would be little benefit in utilizing one of the superconductive magnetic systems that have been the concern of recent testing. The use of one of the more conventional electromagnetic systems was not found to expose passengers or adjacent residents to levels of radiation beyond those encountered in everyday exposure to common household appliances.

LRT and Metro Rail transit systems such as those proposed for the San Fernando Valley typically utilize 750 volt overhead catenary powerlines. Metro Rail, Monorail and ART receive similar amounts of power from a "third rail" located along the rail transit track or guideway. Powerlines which have caused concern for electro-magnetic radiation are regional transmission lines that are typically 240,000 volts or more in power.

In the case of electrical interference from trains, the Metro Blue Line has reported no such incidents based on two years of operation. Some concern has been expressed by the Los Angeles Department of Airports that rail lines located immediately adjacent to airport runways could cause interference to delicate landing system communication systems. Such potential interference is being addressed for rail transit projects in close proximity to airports. No such proximity would be experienced by either of the San Fernando Valley East-West rail transit project alternatives.

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5.8 Biological and Recreational Impacts

Comments on this section were received with regard to South Weddington Park and the Sepulveda Basin Recreation Area. These topics are discussed in this section and in Section 5.9, Public Services, Safety, and Security Impacts.

Comment 5.8-1 Between the Ventura Freeway and Universal City the aerial guideway was aligned along the side of the Hollywood Freeway instead of in the median. The reason for this was to allow future use of the median for carpool lanes or a busway. The Draft SEIR identified several impacts with such an alignment including noise and visual impacts to homes. Cultural Resource and Parkland impacts of the guideway along the edge of the freeway have also been identified to South Weddington Park and the Campo de Cahuenga State Historic Park.

South Weddington Park lies along the south bank of the Los Angeles River channel on the east side of the Hollywood Freeway. It is 14.5 acres in size and accommodates year round play of the Toluca Lake Little League. The Department of Recreation & Parks has been working with the Council office and the community to expand recreational facilities in the park through the addition of a second ballfield, two picnic areas and additional landscaping and lighting.

The Campo de Cahuenga is 0.4 acres in size and is located above the planned Universal City Metro Red Line Station on Lankershim Boulevard. The certified EIR/EIS for that project states of the Campo:

- "Campo de Cahuenga is State Historic Landmark #151 and is the location of an event of major historical importance in California and the West. The original adobe structure, the hacienda of Don Tomas Feliz, was erected at the foot of the north slope of the Santa Monica Mountains. Campo de Cahuenga was originally part of the Mission San Fernando land grant and was included in the boundaries of the Ex-Mission San Fernando land patent. On January 13, 1847, representatives of the US Army and the Californians met at this adobe to end hostilities in California signing the Mexican-American Treaty of Cahuenga, putting an end to the war within California. This military treaty, or capitulation, was followed the next year with the signing of the Treaty of Guadalupe Hidalgo in Mexico, by which California became a part of the United States.

Over the years, the adobe disintegrated and was demolished in 1900. In 1923, the City of Los Angeles purchased the property and established the Fremont-Pico Memorial Park. A replica of the original adobe was constructed in 1949, and has served as a meeting place for many recreational and historical groups."¹

Representatives of homeowner groups, park users and the Los Angeles City Council requested that alternative locations of the guideway in this area be considered. Suggestions received during the Comment Period included the following:

¹ Los Angeles Rail Rapid Transit Project; Metro Rail Final EIS, Southern California Rapid Transit District, December 1983, pg 4-60.

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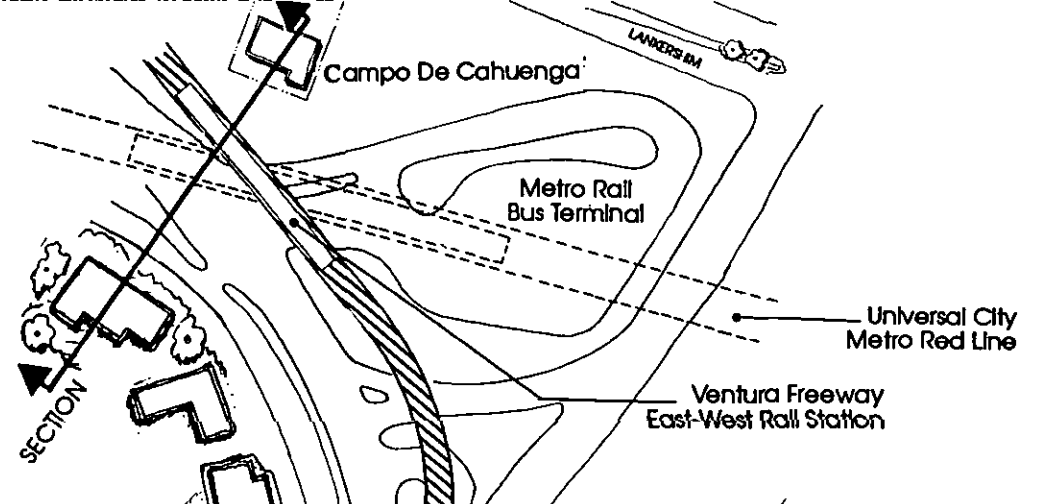
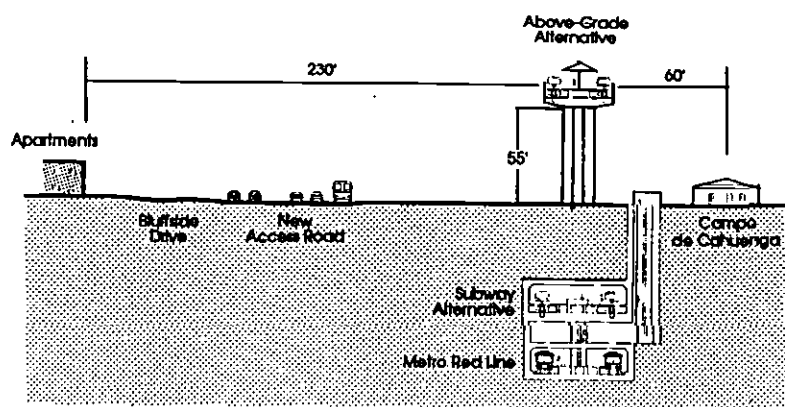
(Referenced to Chapter of Draft SEIR)

- I worked with the Department of Recreation and Parks, the community and the Little League for two years to develop plans for the creation of a new Little League field at South Weddington Park. The proposed playing field would be used in the Challenger Program which involves children with handicaps. The East-West Rail Transit Project would take this land which is presently undeveloped parkland. I firmly believe that this parkland should not be lost and that the Little League in tandem with the City should proceed to bring their plans for a new playing field to reality. (Councilman Ferraro)
- We at Toluca Little League implore you not to take anymore parkland but ask that you evaluate other solutions such as running the aerial guideway through the median to Universal City rather than along the sideslope of the Hollywood Freeway. Don't take away our senior league field and our soon to be built little league field. (Toluca Lake Little League Baseball Inc)
- The proposal for above ground Metro Rail would severely impact the entire program of this organization. Our existing senior league field at Weddington Park which is used by 13 to 15 year olds would be unusable and the new field which we are in the planning and developing stages would have to be abandoned. (Bryant)

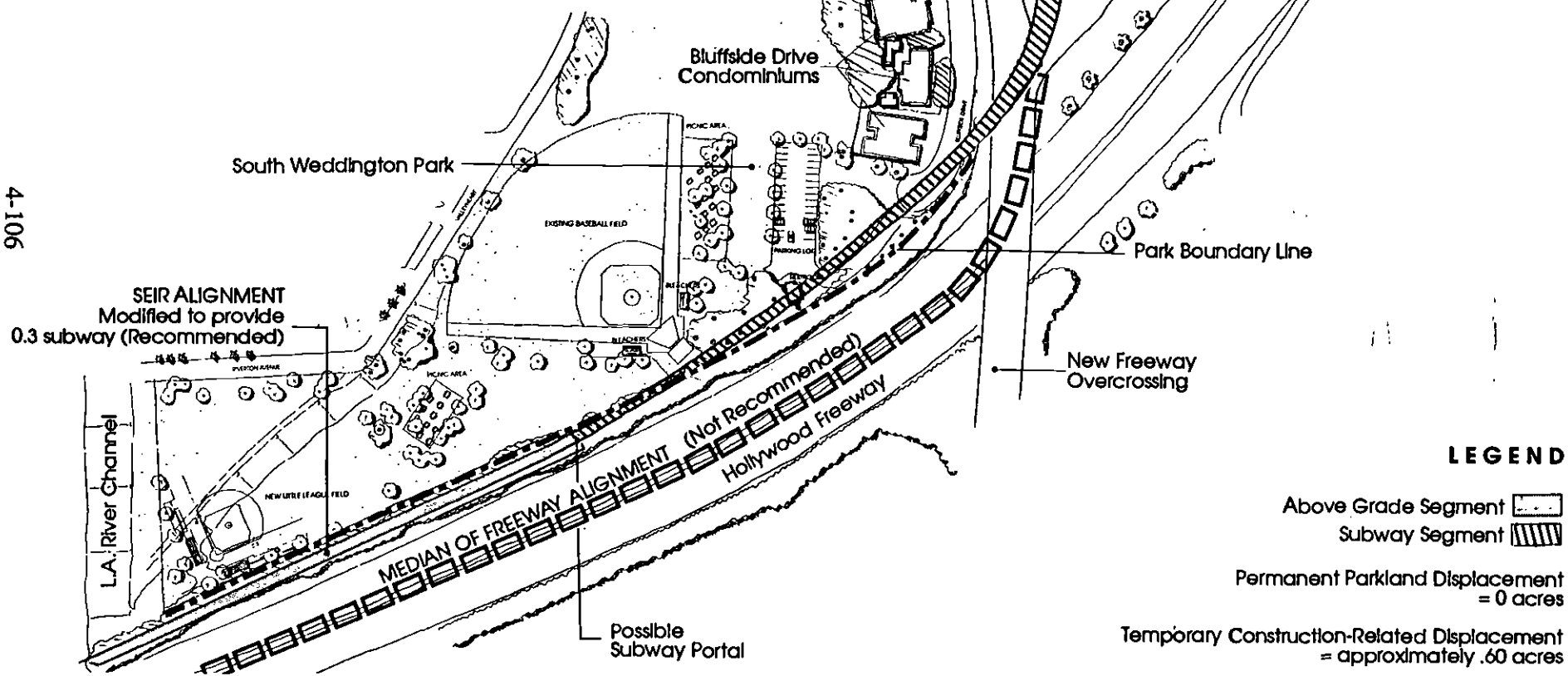
Response 5.8-1 In order to identify impacts to South Weddington Park and other affected areas along the Hollywood Freeway segment, a meeting was held on May 19, 1992 at the offices of Los Angeles City Councilman John Ferraro involving LACTC staff, consultants, and representatives of the Los Angeles Department of Recreation & Parks and Toluca Lake Little League, Inc. Two alternative alignments were identified at this meeting for evaluation to determine if impacts to affected parkland could be reduced. These alternatives are illustrated in Figure 4-16.

Draft SEIR Alignment: The alignment described in the Draft SEIR was an aerial guideway along the sideslope of the Hollywood Freeway. Impacts identified with this alignment included the permanent displacement of approximately .5 acres of South Weddington Park as well as noise and visual impacts to the nearby apartment and condominium uses located along Bluffside Drive.

Median of Freeway Alignment: This aerial alignment along the median of the Hollywood Freeway would eliminate the impact to South Weddington Park and would eliminate noise impacts to residents located on Bluffside Drive with the construction of soundwalls along the edge of the aerial guideway. The Median of Freeway alignment however would not reduce visual impacts to the homes along Bluffside Drive nor reduce the proximity effects on the Campo de Cahuenga.



4-106



LEGEND

- Above Grade Segment
- Subway Segment

Permanent Parkland Displacement = 0 acres
 Temporary Construction-Related Displacement = approximately .60 acres

Figure 4-16
 Universal City/South Weddington Park Alignment Alternatives

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

As shown in the section drawing on Figure 4-16, the aerial guideway in the Universal City area would need to be more than 60 feet in height coming off the Hollywood Freeway and entering Universal City. This is because the freeway is elevated in this location and a new overcrossing is planned as a part of Metro Rail construction. The rail transit guideway would need to be elevated twenty feet above the overcrossing, and the overcrossing would need to be located twenty feet above the freeway. The guideway could come down five feet before entering the Universal City Station, however such a station would be located within 75 feet of the Campo de Cahuenga State Historic Park. Placement of the guideway within the median of the freeway would result in a relatively tall guideway structure. This would create aesthetic and visual quality impacts to motorists traveling on the freeway, and to residential uses to north whose views of the Hollywood Hills would be obscured.

In addition to the environmental impacts, the aerial station at Universal City would present some operational difficulties for transit riders wishing to transfer between the Advanced Aerial Technology system and the Metro Red Line, which will be located approximately 100 below the surface. A transfer of 155 feet is the equivalent of a twelve story building and would require the use of high-speed elevators, instead of stairs or escalators, to make the transfer workable. Such elevators are used in other transit systems, however the design is not as convenient for the transit rider as a direct connection or a change of only one level. Because it is slightly longer than the Draft SEIR alignment, the cost of this alternative is estimated at \$5 million more (\$1998) than the Draft SEIR alignment.

Short Subway Alignment: This 0.3-mile subway segment would enter a portal approximately 200 feet west of the existing baseball field backstop and scorekeeper structure. This would allow the alignment to pass underneath South Weddington Park with no permanent parkland taking. Short-term construction impacts would require the taking of approximately 0.35 acres of parkland for a construction easement. In this construction area, cut and cover tunnelling would occur that would displace the baseball field backstop building and restroom facilities near Bluffside Drive. There would be no impact to either the existing or the planned baseball field during the construction phase or during the operation phase of the project.

This alternative would also have the beneficial effect of eliminating any noise or visual impacts to homes along Bluffside Drive or to the Campo de Cahuenga. The cost of this alternative is estimated at \$106 million more (\$1998) than the Draft SEIR alignment.

Based on the above analysis, it was concluded that the short-subway alignment was superior to the other two alignments both environmentally and operationally. The alignment has therefore been changed to reflect this revised alignment.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

5.9 Public Services, Safety and Security Impacts

In February, 1992, following the close of the Official Public Comment Period for the SEIR, significant storms swept through the Los Angeles Basin depositing the first significant rainfall in over ten years. As a result of this rainfall, flooding occurred throughout low-lying areas of the San Fernando Valley including the Sepulveda Basin. The US Army Corps of Engineers has jurisdiction for development of flood control improvements in the Basin and raised concerns about the proposed Hayvenhurst Park and Ride Lot.

In addition, the Los Angeles City Fire Department raised concerns during the Comment Period about the displacement of Fire Station #88 that was described on page 102 of the Draft SEIR. Should construction of the Ventura Freeway Rail Transit be phased so that only the segment between Universal City and the San Diego Freeway were constructed, a Rail Storage & Maintenance Yard would be required on the site where the Fire Station is currently located.

Comment 5.9-1 At the proposed Hayvenhurst Station, parking was proposed in the Draft SEIR for 650 cars. A parking structure was proposed, instead of a surface parking lot, in order to reduce the acreage of Sepulveda Basin parkland that would be taken. Such a parking structure, however, would be located within the high flood water elevation of the Basin and was therefore of concern to the US Army Corps of Engineers. The US Army Corps of Engineers commented as follows:

- The Corps would not approve the use of the Hayvenhurst Parking area for the 650 cars as you proposed. This area would be unsupervised and if the need arose to inundate the area due to the operation of the dam, there may not be enough time to remove the vehicles. The parking is intended for temporary use by individuals using the park and recreational facility within the basin and who would be able to get to their cars and remove them on sort notice. (US Army Corps of Engineers)

Response 5.9-1 In order to address the concerns of the US Army Corps of Engineers, a meeting was held between LACTC and staff engineers responsible for the Sepulveda Basin on May 28, 1992. Based on that meeting the following determinations were made with regard to the Hayvenhurst Station Park and Ride facility.

Hayvenhurst Station Flood Levels: Ground elevation at the site proposed for the Hayvenhurst Park and Ride structure is 711 feet. The maximum flood level within the Sepulveda Basin is 714 feet. As shown on Figure 4-17, it would be possible to raise the lowest level of the parking structure to an elevation of 715 feet by balancing cut and fill on the site. Through the use of a retention basin and drainage into the wash along the south side of Burbank Boulevard, safety in the event of flooding could be assured for occupants of the parking structure.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

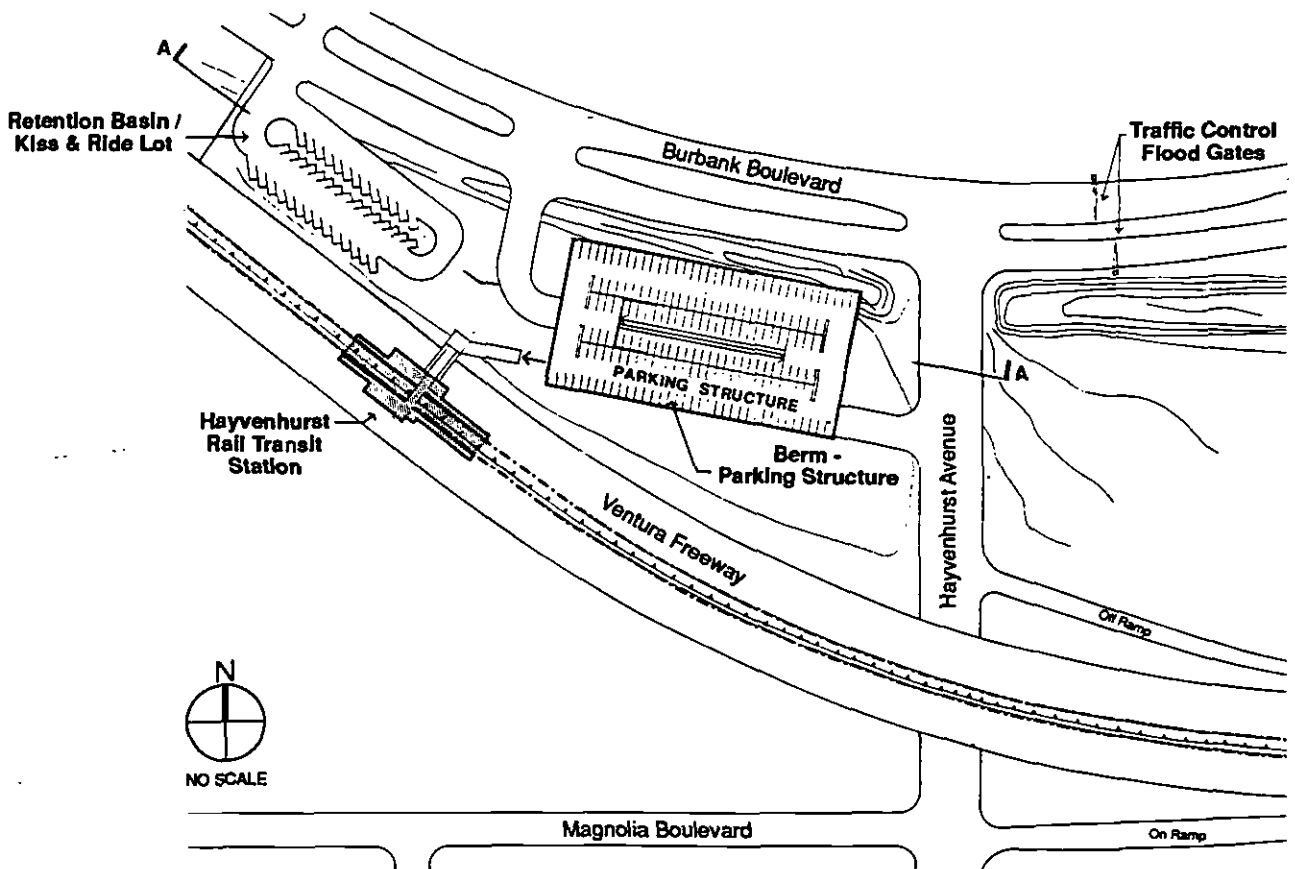
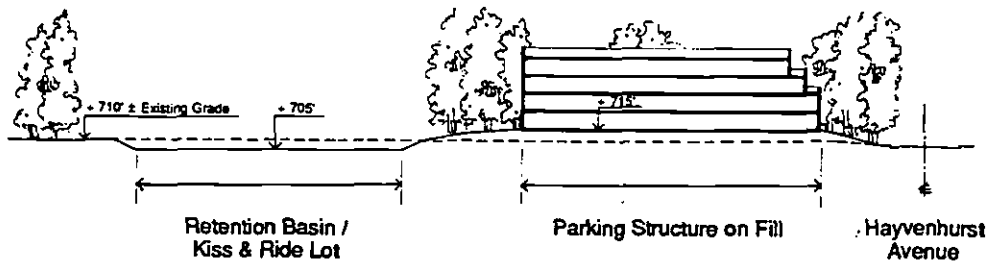
It was further determined that Hayvenhurst Avenue is located outside of the gated area of the Basin and is also located above the 100-Year Flood level. Access to and from the Park and Ride Structure could therefore be maintained in the event of the maximum flood level.

Federal Environmental Clearance Requirements: The Ventura Freeway is located on land owned by the federal government that is a part of the Sepulveda Basin. It will therefore be necessary for an Environmental Assessment to be prepared for the portion of the project that is located between Sepulveda Boulevard and Balboa Boulevard. Such an assessment would be necessary before construction could commence on this route alternative.

Consistency with Sepulveda Basin Master Plan/EIS: The approved Sepulveda Basin Master Plan/EIS was approved in 1981 and is administered by the City of Los Angeles Department of Recreation and Parks. The plan designates the proposed Hayvenhurst Park and Ride Lot for future parking use. The Hayvenhurst Station is therefore consistent with the existing master plan for the area. The proposed Rail Storage & Maintenance Yard would be consistent with the designation of Public Use, however the Sepulveda Station proposed parking lot that would displace the Malibu Castle Amusement Park would be inconsistent with the designation of recreational use.

Comment 5.9-2 The Los Angeles City Fire Department has expressed opposition to the displacement or relocation of Fire Station #88 on Sepulveda Boulevard. The Fire Station would need to be moved to allow for construction of the Phased Length Rail Storage and Maintenance Yard. The comment letter from the Fire Department included the following:

- In the event the Ventura Freeway Phased Length Option is selected as the alternative, a rail storage facility would need to be constructed in the area bordered by the San Diego Freeway, the Ventura Freeway, Sepulveda Boulevard, and Magnolia Boulevard. The United States Army Reserve Training Center, Los Angeles City Fire Station 88, and the Malibu Castle Amusement Park would need to be relocated. The Los Angeles City Fire Department shall require a new Task Force Fire Station and apparatus maintenance facility to be built to replace Fire Station 88. The Fire Department is opposed to acquisition efforts of the facilities located at Fire Station 88 because the relocation and likely separation of the functions now occurring at this site would reduce the operational efficiencies of the Department. The Fire Station 88 complex is unique for the following reasons:



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(Referenced to Chapter of Draft SEIR)

- . Location -- To other existing facilities.
- . Size of the facility.
- . Use -- Division Headquarters, storage, maintenance.
- . Training Facility.

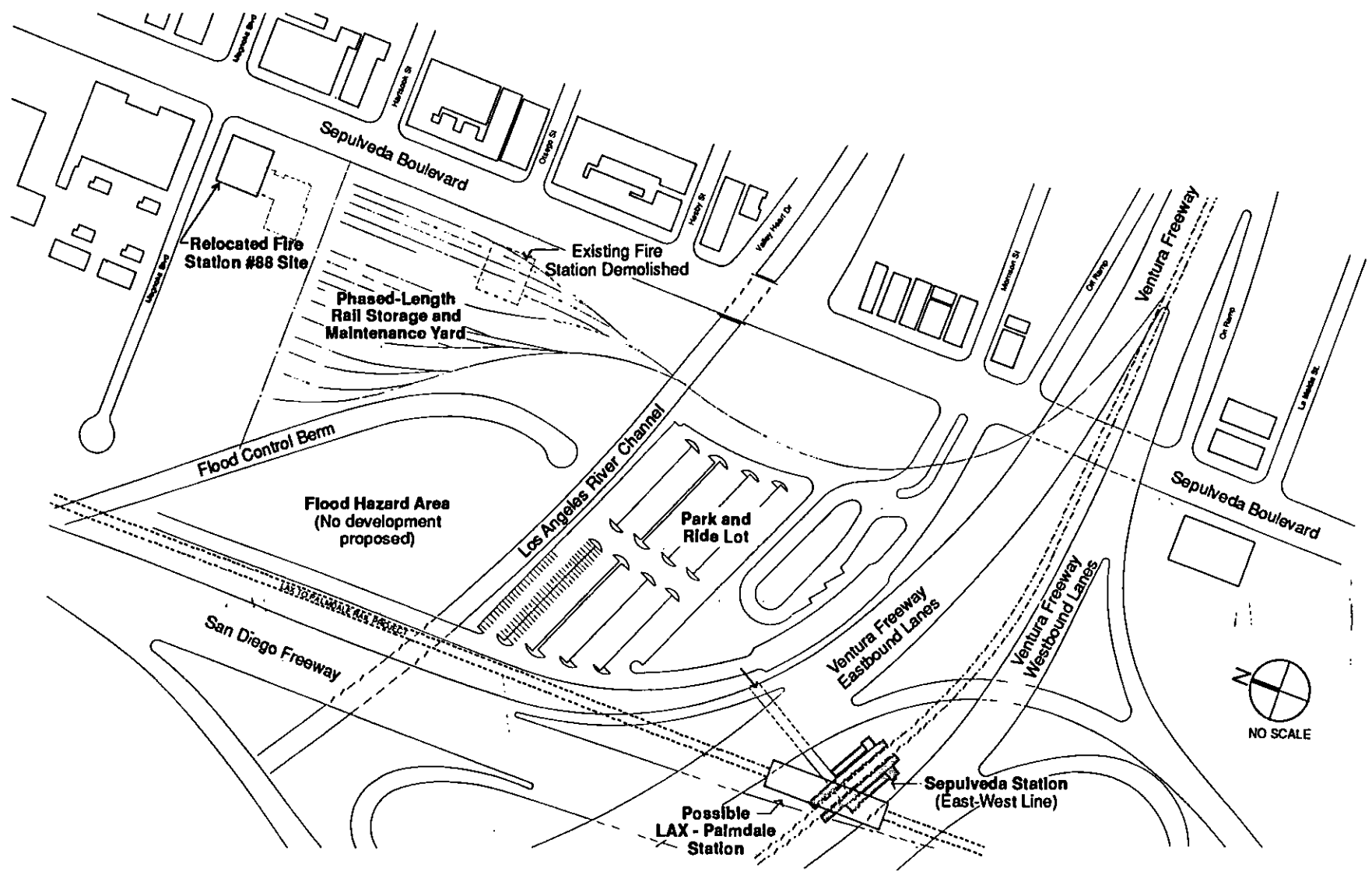
The Van Nuys-North Sherman Oaks Community Plan specifically calls for the fire station to include, in addition to Fire Station 88:

- . The Valley Fire Prevention Office.
- . A Training Tower Drill Facility.
- . A Paramedic Emergency Medical Training Facility.

Any attempts of land acquisition will further impede existing and proposed development within the area by creating further response time in travel distance. (Los Angeles City Fire Department)

Response 5.9-2 In order to address the concerns of the City of Los Angeles Fire Department regarding Fire Station #88, alternative configurations of the Phased-Length Rail Storage & Maintenance Facility were developed and evaluated. The principal purpose of this re-evaluation was to determine if a feasible alternative to the displacement of Fire Station #88 could be identified.

Based on criteria received from the Fire Department, a revised site plan was developed as shown in Figure 4-18. As shown in the plan, it would be possible to move the Fire Station facility approximately 500 feet to the north, on the location presently occupied by the Army Reserve Training Center. The Training Center would still be displaced, however Fire Station #88 would be allowed to remain in virtually the same location that it presently occupies. This, in turn, would provide room for the Phased-Length Rail Storage & Maintenance Facility that would be required in the event that the full East-West Rail Transit Project was not constructed at one time. It is estimated that the Fire Station #88 site comprises an area of approximately 5 acres. Replacement in kind of all facilities accommodated on the present site would be required as a mitigation measure of the project. Furthermore, disruption in fire service could not be allowed to occur, due to public safety requirements, and therefore relocation of the Fire Department would be necessary prior to acquisition of the existing site. As a further condition, the Fire Department would require that access to the area denoted as "Flood Hazard Area" on Figure 4-18 be maintained from the new site as this area is utilized for training activities and other uses.



**San Fernando Valley
East-West Rail Transit Project**

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Figure 4-18
Sepulveda Station: Phased-Length Rallyard
and Fire Station #88 Relocation Concept

GRUEN ASSOCIATES
ARCHITECTURE • PLANNING • ENGINEERING

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Comment 5.9-3 Many comments were concerned with the safety and security issues related to a new rail transit system in the San Fernando Valley:

- Kaiser Permanente is concerned with the security aspects of having a major transit station and parking structure adjacent to a large hospital and medical office complex. Our security issues include the safety of our members, employees, visitors and equipment, as well as the security of the thousands of sensitive record and documents which are housed at the Woodland Hills facility. (Kaiser Permanente)
- Additional study on crime increases are in order for the area in which the freeway alternative is proposed. Have studies been made on regional crime increases/decreases caused by the Blue Line? (Studio City Chamber of Commerce)
- The cost of graffiti removal, vandalism and crime prevention must be explored more fully. Police and fire services are inadequate to meet the present community needs. This project will generate additional demands that the City systems cannot handle. The final SEIR should show how the LACTC intends to mitigate the drain on local public services. It should present a detailed explanation of the degraded response times to police, fire and paramedic services. It should present specific mitigations and funding mechanism that show how the LACTC will offset the deteriorated public service response capability. (Homeowners of Encino)
- The final SEIR should fully analyze police services and crime rates in the area, and the impact of this project on these rates. Include average response times, and show the number of officers deployed in the area, and the impact on current levels of staffing. Show how parking areas will be controlled, use of closed circuit television, and how elevators, train stations, lobbies and parking areas will be illuminated to prevent an increase in crime which could result from this project. In particular include data on burglary from autos, auto theft and assaults. (Homeowners of Encino)
- Graffiti would make the area along the monorail line look like a slum. Property values would drop drastically and it would destroy entire neighborhoods. It would cost much more than the cost difference of monorail versus subway to constantly clean up the graffiti. No matter what you do you never can clean up graffiti. It constantly keeps reappearing. (Solish)
- When we look at the Blue Line, we find the reason people aren't riding it is crime. One person has been murdered on the Blue Line last May. Two people have been raped on the Blue Line. There have been 111 arrests as far as drug dealing. There is a Blue Line crime wave. You don't read about it in the paper because those people who control the Times Mirror Corporation are involved in this. (Walsh)

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

Response 5.9-3 LACTC will work with the Los Angeles Police Department to develop a Memorandum of Agreement concerning delegation of security responsibilities after the selection of a route for the San Fernando Valley East/West Rail Transit Project. In the case of the Long Beach-Los Angeles Rail Transit Project, LACTC has contracted with the LA County Sheriffs Department to provide security. In addition Youth Gang Services is working on the project. LACTC deploys a separate rail transit police force and will also employ roving fare inspectors, trained in emergency procedures, who will ride the trains. As stated in the Draft SEIR, the following security measures shall be implemented as a part of the project:

- Two-way voice and digital communications capability for Los Angeles Police Department personnel within the underground portion of the system would be provided.
- Parking areas would have limited access and be well illuminated and designed with minimum dead space to eliminate areas of concealment.
- Transit District Police would consider a substation along the rail line for faster response to emergencies along the line.
- Security guards would be used to monitor and patrol the parking areas.
- Upon completion of the project, concerned area commanding officers shall be provided with a diagram that includes access routes and any information that might facilitate police response.

Comment 5.9-4 The Los Angeles Unified School District had concerns about spillover parking for nearby rail transit station park and ride lots in the vicinity of schools:

- Due to rapid enrollment growth at many of our schools, campuses are crowded and it is often the case that some of the staff, visitors, and even students who drive to school must find street parking. One of the identified project impacts is that spillover parking could occur at station areas. To the extent such spillover parking would compete with school-related parking, this would be a significant adverse impact which should be mitigated. Possible school related purposes, frequent towing of non-permitted parking, and free parking for school staff, students, or visitors in transit in transit lots which are located close to schools. Please survey such areas as are proximate to schools, to determine a baseline number and location of street parking spaces which are currently used for to assure retention of street parking for school uses, or a monitoring and mitigation program to determine actual project impacts an to provide replacement parking commensurate with the impacted are Parkman Junior High School, Taft High School, Riverside Drive School, possibly Canoga High School or Hart Street School. There may be others. (LA Unified School District)

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Response 5.9-4 A discussion of potential spillover parking impacts is discussed in the response to Comment 4.2-1. As discussed in that response, off-street parking spaces have been provided at all stations except Laurel Canyon and Coldwater Canyon Stations. These parking lots are provided to remove the potential impact of station spillover parking. In the event that demand for rail transit parking is greater than has been projected, a mitigation measure has been stipulated that would require LACTC to monitor parking activities and conduct parking counts in and around station areas.

On-street parking spaces are at present used by the general public on a first-come, first-served basis. If the School District feels that an inadequate supply exists to provide for student/staff parking and nearby rail transit users, there are strategies available to cope with this. For example, it is possible to allocate some of the spaces according to time so that some fair apportioning of spaces for school and station use is achieved. This could consist of time limit restrictions for on-street parking such as four hours or prohibitions from 7:00am until 3:00pm. The City of Los Angeles has responsibility for such on-street parking control within the project area.

It should be recognized that many students and faculty at schools located near to rail transit stations may well choose to travel to these schools on transit, thereby reducing the requirements of the School District to use public on-street parking spaces.

Comment 5.9-5 Individual schools were divided in opinion over the advantages and disadvantages of being located adjacent to a rail transit line. Valley College, for example, favors the SP Burbank Branch because it is closer to their campus and would provide important service. Campbell Hall, on the other hand, cited adverse impacts that they anticipate as a result of being adjacent to the Ventura Freeway Route Alternative:

- Additionally, many of our nearly 800 employees would avail themselves of the rapid transit if it were contiguous to the campus. Valley College is in support of the Burbank-Chandler Metro Rail Extension which would place a station next to the Valley College campus. Nearly 20,000 students attend Valley College each semester. Many would use public transportation if it were available to reach the campus. (Los Angeles Valley College)
- Please be aware that the Rail Storage and Maintenance Yard will be proximate to the District's Maintenance Area 4. Please provide details on the site access and egress, and specify types of operations to occur at this location, in order that the District can review and provide input, if needed, for possible impacts on adjacent land uses. (LA Unified School District)
- Significant potential adverse impacts on the campus (Campbell Hall School) include increased traffic congestion (especially if a "kiss-and-ride" facility is built on Laurel Canyon north of the Ventura Freeway), dramatically increased noise levels (especially if ALRT technology is employed), and possible visual blight, given the height of the track system above the freeway... The difficulty we have with the Draft Subsequent EIR is that it seems to minimize, without explanation, the impact of these effects to our campus. We are asked to believe that by simply adding a lane to Laurel Canyon, by reducing the width of the sidewalks, that traffic congestion will actually be reduced,

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notwithstanding the location of a "kiss-and-ride" facility on Laurel Canyon just north of the freeway. No analysis documenting the increased traffic drawn to the facility accompanies that conclusion. We also are concerned that a reduction in the width of the sidewalks will adversely affect the safety of the substantial pedestrian traffic to and from the school. (Campbell Hall School)

Response 5.9-5 The Rail Storage & Maintenance Yard would be located on Canoga Avenue, between Sherman Way and the LA River Flood Channel. This site was evaluated in the 1989 EIR and is described and illustrated in Section 4.5 of that document. As described in that document, the facility is 11 acres in size and is planned as an overnight storage and small maintenance repair facility. It would have a storage capacity of 37 Metro Rail type vehicles and has full operational capabilities including a turnaround loop and no dead end tracks. It was pointed out that this yard could be used by both the SP Burbank Branch route and the Ventura Freeway Route. There has been no change in the design of this facility since the original EIR.

With regard to Campbell Hall School, the comment addressed potential impacts in the areas of noise, traffic and visual intrusion. As described in the response to Comment 5.3-4, the Campbell Hall School is approximately 200 feet from the median of the Ventura Freeway. Because of the reduced train speed near the Laurel Canyon Station, projected noise levels at the Campbell Hall School do not exceed the impact criteria and a sound wall was not recommended. With regard to traffic, no parking has been provided at Laurel Canyon Station precisely because this area was considered to be too congested to accommodate the additional traffic that would be attracted to a park and ride lot. This station will therefore serve as a destination station for transit riders and is not expected to generate significantly increased traffic at local intersections. As described in the response to Comment 5.2-0, widening of the off-ramp in front of Campbell Hall School is now recommended. This would mean that no widening of the sidewalk would be necessary. With regard to visual impacts, visual intrusion has been identified as a significant adverse impact of the project. This impact is more fully described in the response to Comment 5.4-3. It should be pointed out however, that at Campbell Hall School, large Eucalyptus trees line the edge of the freeway virtually obscuring any views of the campus from the freeway or any potential aerial guideway.

Comment 5.9-6 A few comments addressed fire safety issues and asked about how rail transit riders could be evacuated in the event of a fire, power blackout or other cause of service disruption:

- How will people get off a stalled train between stations and how much will that cost? (Ward)
- On page 45, page 46 and page 53 are the illustrations of elevated rail cars that completely overhang the track. Where are the safety evacuation catwalks located? How or where are emergency ladders and stairs located between stations? (Bogartz) 5.9.3

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(Referenced to Chapter of Draft SEIR)

- Large multi-story parking structures and train stations located high above freeways present difficult and complex fire protection problems. Fires aboard trains situated between stations also must be addressed fully. You will need to show at least two different ingress/egress routes to all stations and platforms, including parking lots that will accommodate major fire apparatus, provide for major evacuation during emergency situations. Include off-site and on-site location of fire hydrants, fire lane widths, and how the project will affect staffing for existing facilities, or the relocation of present fire protection facilities. Your final SEIR should conform to the guidelines in the Fire Protection and Fire Prevention Plans, as well as the Safety Plan, which are elements of the Los Angeles General Plan C.P.C. 19708). (Homeowners of Encino)

Response 5.9-6 Meetings were held in April 1991 between LACTC staff and representatives of the Los Angeles City Fire Department and the County of Los Angeles Fire Department. At those meetings, fire safety criteria for the aerial guideway above the Ventura Freeway were discussed and appropriate safety standards were recommended. It was determined that Metro Rail Fire/Life Safety Criteria would be utilized, as supplemented by the National Fire Protection Association, Guidelines #130 for public rapid transit systems. These codes provide the criteria by which the system will be engineered during final design.

For a discussion of fire safety evacuation from the aerial guideway, please see the response to Comment 4.1-5.

Comment 5.9-7 One comment asked if fire response times would be lengthened by construction of the aerial transit guideway.

- For those transit stations which are planned close to schools, please indicate whether the associated congestion (mentioned on page 18 of the SEIR) will result in lengthened emergency (fire) response times during peak hours. This impact must be carefully reviewed, and mitigated. Of special concern is the congestion which will result in the proximity of Parkman Junior High School, where a parking structure for 1500 cars (in addition to the hospital parking) is proposed. (LA Unified School District)

Response 5.9-7 In the case of the San Fernando Valley East-West Rail Transit Project, the rail transit line would be completely grade-separated at intersections and would therefore have no effect on the free flow of emergency response vehicles through intersections along the route.

In the particular case of fire service response to Parkman Junior High School, located on De Soto Avenue, the proposed rail transit station in this area has been moved to the other side of the freeway from where the school is located. This location is illustrated in Figure 4-7. There is therefore no anticipated impact on fire service response times to the school.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

5.10 Cultural Resources

Although no comments were raised with regard to this section, the discussion of Hollywood Freeway Alignment alternatives contained in Section 5.8, Biological Resources, of this report contains a discussion of potential impacts to the Campo de Cahuenga in Universal City.

5.11 Population and Housing Impacts

Comment 5.11-1 Several comments addressed the potential growth-inducing qualities of the rail transit project and made statements for both sides of the issue, i.e., some comments argued that additional housing near rail stations should be encouraged as a way of meeting citywide housing shortages, while others argued against densification and the perceived negative impacts of additional development. A sampling of comments included the following:

- Nowhere in the SEIR (our emphasis) is there any research, analysis or study given to existing land available which can be used for middle-income housing to satisfy the previously stated goals. The Gruen people simply acknowledge that there should be "supportive land use regulations." (pp 195 chap 5.13.1 para 3 indent line 1. (N. Levine)
- The Bradley clan calls for double density in housing along the freeway. It is an unconscionable suggestion by our Mayor. He knows we are already impacted in the valley. They are dumping everything on us. We have housing that is already more than adequate. There are many, many vacancies. All the Mayor's office has to do is look around. Many, many vacancies in the valley that could be utilized. (Dinkin)
- Where is the impact to the housing element regulations addressed, the regulations that could result in double density along all major transit corridors and that recommended transit corridors be placed for development is affordable and jobs can be created and then what does that do to local traffic along the corridor? (Ward)
- The SEIR (pp 19) discloses one single-family home and two multi-family buildings to be taken by the LACTC. Thence, a paragraph of mitigation with the narrative further detailed (pp 189-194 chap 5.0). Chap 5.13 and 5.14 speaks of significant adverse impacts which is at direct conflict with the Draft Housing Element of the General Plans of the City of Los Angeles. (N. Levine)
- A Ventura Freeway transit system is counterproductive to city housing and growth goals. Los Angeles City is in desperate need of low and moderate income housing. The city has set a priority along mass transit corridors. However, the already overcrowded Ventura corridor cannot withstand the growth stimulation and density increase that such a mass transit system would attract. (Assemblyman Friedman)
- Housing patterns will be significantly affected by the construction of rail lines and parking lots. This will result in significant demolition, relocation or remodeling of residential, commercial, and industrial buildings. The SEIR is in error in that it underestimates the negative impacts on housing near stations and parking lots. Increased population and economic activity will result in a densification of housing, and should be thoroughly covered. This must be fully explored in light of the efforts by the Los Angeles City Planning department and Mayor to increase housing density along transit corridors. (Homeowners of Encino)

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(Referenced to Chapter of Draft SEIR)

Response 5.11-1 The displacement of one single-family home and two multi-family apartment buildings containing a total of ten units has been identified as a significant adverse impact of the project. Full market value would be paid to owners and relocation assistance would be paid per Relocation Assistance Policies of the LACTC, in accordance with State law.

As described in the response to Comment 5.1-0, the provision of housing at rail transit stations will be considered by the Commission as a part of joint development studies to be conducted following adoption of a project alignment. In accordance with City of Los Angeles housing policies, efforts will be made to identify appropriate sites for such housing in accordance with City zoning and land use regulations.

For a discussion of the potential growth inducing impacts of the project, please see the response to Comment 5.13-1.

Comment 5.11-2 One comment addressed the social equity of a rail transit project:

- By attracting long distance suburban commuter travellers to the center business district, the LACTC System draws heavily from upper levels of income distribution, the ones that can afford it most. Yet the LACTC is heavily financed by local county sales tax (1%). The result is that the percentage of income paid to provide tax dollars for each ride taken is forty times greater for an individual in the lowest income group than for the ones in the highest income group. Clearly, the poor are paying and the rich are riding. Between these two seemingly opposite points is a common denominator of mutual needs. The Gruen consultants, in their comparison of the two routes, paid little attention in the SEIR to the needs for and the estimation of service support to these groups. For either system to be successful, service support must have easy, convenient accessibility for those income levels now located in the middle and north sectors of the Valley. (N. Levine)

Response 5.11-2 The assertion that the LACTC is built to serve suburban commuter riders at the expense of poorer, inner-city residents is simply not supported by the record. In 1990, the Metro Blue Line was the first rail transit line to open on the LACTC system. This line travels between Downtown Los Angeles and Downtown Long Beach through some of the poorest areas of the County. The Metro Red Line, which will be the second rail line to open, in 1993, will serve Downtown and the Wilshire District, with extensions into Hollywood by 1998. Future transit riders in the San Fernando Valley are expected from all cultural and economic backgrounds.

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(Referenced to Chapter of Draft SEIR)

5.12 Energy Impacts

Comment 5.12-1 The South Coast Air Quality Management District (SCAQMD) suggested additional mitigation measures to conserve energy:

- The final SEIR should analyze direct and indirect energy-savings at the rail station sites, including efficient heating and cooling systems, passive solar design, increased thermal integrity of buildings, and the reduction of thermal load using automated time clocks or occupant sensors. Mitigation measures provided should also be included in the Final SEIR:

Minimize Energy Requirements:

- Implement energy conservation measures beyond state and local requirements.
- Include energy costs in capital expenditure analyses.
- Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.
- Minimize power distribution losses by using dry transformers, high voltages, three phases, and step-downs, where necessary.
- Improve thermal integrity of building, and reduce thermal load with automated time clocks or occupant sensors.
- Introduce glazed windows, wall insulation, and efficient ventilation methods; install window system to reduce thermal gain and loss.
- Introduce efficient heating and other appliances.
- Incorporate appropriate passive solar design and solar heaters.
- Replace incandescent indoor lighting with fluorescent lamps, and outdoor lighting with halogen lights.
- Ensure proper sealing of all facilities, where applicable.

(SCAQMD)

Response 5.12-1 Comment noted. The above mitigation measures are hereby incorporated into the Final SEIR.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

5.13 Other Environmental Effects

Comment 5.13-1: Growth inducement was a concern of the Homeowners of Encino:

- The final SEIR should discuss fully the growth inducing impacts of the project and the environmental effects, and must be adequate under CEQA, Pub. Res. Code, Sec. 21000 et seq. Please include a detailed forecast of growth for each phase of the project, if phased. What will be the cumulative impacts of growth in the region? How is this related to the Growth Management Plan forecast, at the expected date of project or phase completion? In *Laurel Heights Improvement Assoc. of San Francisco, Inc., v. Regents of the University of California* (88 Daily Journal D.A.R. 15037), the California Supreme Courts laid down clear guidelines and requirements for the preparation of an environmental document. Specifically the supreme Court stated that "a final EIR must include an analysis of the environmental effects of future expansion or other actions if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects."

Please be sure the final SEIR properly addresses and mitigates growth inducing impacts which will have individually limited, but cumulatively considerable impact. A final SEIR must be prepared which gives thoughtful discussion to dealing with short-term versus long-term effects. Specifically the final SEIR must address the growth inducing impacts upon other rail lines that would be built. How will the project affect the proposed LAX to Palmdale elevated line? How will it affect other lines such as a proposed Maglev system on Canoga Ave.? This project is only one of many related projects, including the Metro Rail system, LAX to Palmdale line, etc. When taken together, quantify the cumulative impact they will have on the environment. (Homeowners of Encino)

Response 5.13-1: As described in Section 3.0 of the Draft SEIR, the population of the San Fernando Valley is projected to increase by 27.8% between 1987 and 2010, and employment is projected to increase by 16.6% during the same period. This growth is projected to occur, and is being planned for by governmental agencies responsible for the provision of public services. This cumulative, background growth has been included in project impact computations in order that the full impact of project impacts and cumulative growth have been taken into account.

Rail transit projects can often have the effect of attracting new homes and businesses to areas surrounding rail transit stations, thereby encouraging the redistribution of growth in the sense that areas served by transit stations are physically capable of supporting the transportation needs of higher densities than would be the case than if no transit were provided. It is also the policy of the City of Los Angeles to encourage growth in designated centers (illustrated in the General Plan) so that existing residential areas can retain a lower density character and be relieved of the ongoing pressures for higher density infill development. This goal of the City General Plan has recently been supported by the downzoning of large portions of Los Angeles that are outside of designated high-density centers as a part of the General Plan/Zoning Consistency Program. It has further been supported by the passage of Proposition U, which limits development intensities in many commercial areas located outside of designated centers.

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(Referenced to Chapter of Draft SEIR)

For the above reasons, the San Fernando Valley East/West Rail Transit Project has been designed to provide service to designated commercial centers in the San Fernando Valley so that economic growth can continue to occur in these areas. At the same time, as a mitigation to potential growth inducement around rail transit stations in low-density residential neighborhoods, rail transit stations and their associated parking lots in sensitive areas have been planned to provide limited or no parking so that pressures to intensify zoning in these areas will be reduced. The decision to deny rezoning applications for higher densities in station areas is a local planning function that can be exerted to maintain neighborhoods at their present levels of development. It has been shown in other parts of Los Angeles to be enforceable, such as in the Mid-Wilshire District, where R-1 single-family homes have coexisted for years with high-rise office development. There is no reason to believe that existing zoning in residential areas cannot be maintained by property owners and the planning department if it is the desire of those communities to do so. It is admitted that transit could allow greater development density in areas that it serves than would be the case if it were not provided. It is not agreed that these forces are irresistible by the normal practice of local community planning.

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

6.0 ALTERNATIVES TO THE PROJECT

6.1 No Project Alternative

Comment 6.1-1 Several comments were received asking that further alternatives be included in the Environmental Impact Report. These comments included the following:

- The SEIR does not contain alternatives sufficient to allow informed decision making. (San Bernardino Valley Audubon Society, Inc., v. County of San Bernardino, 155 Cal.App.3d 738, 751). It fails to adequately address alternatives to the project, such as improved bus service, electric buses, minivans, bus lanes or other non-rail modes of travel. CEQA requires that EIRs provide a "detailed statement setting forth...alternatives to the proposed project. (Homeowners of Encino)

Response 6.1-1 Proposition A which was approved by the voters of Los Angeles County in November, 1980 defines the project as a "rail rapid transit system." Consultation with the County Counsel on the uses to which Proposition A funds can be used has resulted in the legal opinion that non-rail transit systems such as exclusive busways and dedicated high-occupancy vehicle freeway lanes would not qualify for funding provisions in Proposition A that are earmarked for "rail rapid transit".² LACTC, in fact, does currently fund a number of alternate transit systems in addition to rail transit. The recently adopted 30-year Integrated Transportation Plan identifies a 55 percent expansion in Countywide bus service with the number of buses projected to increase from 2,500 to 3,900. Over 200 miles of new carpool lanes are programmed during the next ten years and a Bus Electrification Program includes approximately 18 route, with nearly 300 miles of electrified facilities.

As a part of the CEQA process, the lead agency is required to study alternatives to the project, even if those alternatives are not within the power of the agency to enact or for which they must rely upon the cooperation of other entities beyond the control of the project proponent. As a part of satisfying this requirement, LACTC has considered bus alternative under two scenarios:

- 1) No Project (i.e., continuation of bus-only transit service) As described in the report entitled patronage modeling reports developed for the project by the Southern California Association of Governments³, a no project or "null alternative" was defined for comparative use in all traffic, air quality, energy and other environmental impact forecasting done for the project. The basic definition

²Letter to Los Angeles County Transportation Commission, Mr Rick Richmond Executive Director re: Interpretation of "rail" as used in Proposition A, County of Los Angeles, Office of the County Counsel, John H. Larson, September 4, 1981

³Patronage Forecasts for the San Fernando Valley East-West Rail Transit Project, Southern California Association of Governments

4.0 Public Review: Comments & Responses

(Referenced to Chapter of Draft SEIR)

of the No Project alternative was that Metro Rail would terminate at the North Hollywood Station and east-west bus routes operating on Ventura Boulevard, Victory Boulevard, Sherman Way, Roscoe Boulevard and Nordhoff Street would provide local service similar to that of the San Fernando Valley East-West Rail Transit Project. In addition, ten express bus lines which provide service to Downtown Los Angeles were removed from the background bus system because they had presented competing services to the Metro Rail Red Line. This future base scenario was used in the environmental evaluation of Transportation & Circulation, Air Quality and Energy Impact Sections of the EIR.

- 2) Ventura Freeway Double-Decking- The California Department of Transportation currently has ongoing programs studying the addition of general purpose or high-occupancy vehicle travel lanes to the Ventura Freeway. Because current Caltrans policies preclude the conversion of general purpose traffic lanes to carpool lanes, the only possibility for the provision of a busway or high occupancy vehicle lanes is through the construction of an elevated structure similar to the one being constructed on the Harbor Freeway (I-110). Studies conducted by Caltrans for bus transit alternatives on the Ventura Freeway⁴ were reviewed by LACTC and based on discussions of this information with Caltrans and a review of rail transit alternatives along the Ventura Freeway, it was determined that the cost and environmental impact of double-decking the freeway would be much greater in both respects than any of the Ventura Freeway Rail Transit Route Alternatives contained in the EIR. Elevated busways require much larger structures than elevated rail transit guideways, and because of constrained geometrics along the freeway, such elevated busway alternatives would require extensive freeway reconstruction.

With regard to the question of whether a sufficient number of alternatives were studied for the project, please refer to Chapter 2.0 of the SEIR. Briefly stated, the Draft EIR for the San Fernando Valley East-West Rail Transit Project (November 1989) contained twenty alignment alternatives that were located in four different transit corridors. The twenty alignment alternatives included ten basic Alternatives including #1a, #1b, #2a, #2b, #3a, #3b, #4a, #4b, #5a and #5b. Each of the basic alternatives had a Phased Length Alternative. These twenty alignment alternatives were located in four rail transit corridors. These corridors included the SP Burbank Branch Right-of-Way, The Ventura Freeway Northside, the Ventura Freeway Southside, and the Vineland Avenue transit corridors.

Prior to the evaluation of the alternatives contained in the Draft EIR, the LACTC and the City of Los Angeles conducted a series of studies evaluating a range of east/west route alternatives in several different locations. Corridors studied included the SP Coast Mainline, Victory Boulevard, the Los Angeles River Flood Control Channel in addition to the SP Burbank and

⁴Double-Decking the Ventura (Route 101) Freeway; A Feasibility Study, Caltrans District 7, July 1988

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(Referenced to Chapter of Draft SEIR)

Ventura Freeway Routes. Concept engineering drawings were prepared for each of these routes and extensive public review was incorporated at all levels of these studies. Written reports documenting these studies include the following:

- San Fernando Valley Route Refinement Studies: Operating Plan, Station Site Plans, Noise & Vibration, Traffic & Operational Impacts, Environmental Evaluation, Bechtel National, Inc., The Planning Group, Manual Padron Associates, BBN Laboratories, DKS Associates, July 1986
- San Fernando Valley East/West Rail Transit Project, Initial Alternatives Evaluation Report/Environmental & Planning Technical Memorandum, Gruen Associates, Gannett Fleming, DKS Associates, Terry A. Hayes Associates, Anil Verma Associates, Benito A. Sinclair Associates, September 1987
- Transportation Solutions: Report of the San Fernando Valley Citizens Advisory Panel, City of Los Angeles, August 1988

These studies found engineering, environmental & cost strengths and weaknesses for each of the potential routes and aired these considerations and determinations in a series of public meetings and workshops at which the general public had frequent input. Summary conclusions regarding these other routes in the San Fernando Valley included the following:

- Ventura Boulevard- This route was located at the southern edge of the San Fernando Valley and would therefore not serve all areas as well as a route located closer to the geographic center. Furthermore, this corridor is heavily developed and would require high costs for the construction of stations, parking and ancillary facilities. Traffic congestion is higher in this corridor than in other parts of the Valley and station traffic would exacerbate this condition.
- Sherman Way & Victory Boulevard- Although located closer to the geographic center of the Valley, both of these routes would cause significant traffic impacts on two of the most heavily travelled arterials in the area. Because buildings are located close to the streetfront property lines at many locations, proximity impacts and displacements for station construction would be high.
- SP Coast Mainline- This route was located in predominantly industrial areas and was therefore good from the point of view of land use impacts, however for this same reason it did not provide service to the high-density, major employment centers of the Valley. The route currently accommodates Amtrak service and has been planned for future commuter rail service on the Countywide Rail Transit Plan. Generally, it was concluded that planned commuter rail service was appropriate for this corridor, but that more frequent transit service for the Valley would be better served in areas with heavier employment and activity concentrations.

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- San Fernando Road- This route is also located in a predominantly industrial corridor, however the general orientation is north/south rather than east/west. This corridor has been planned for future commuter rail service and was therefore recommended as a candidate corridor project following the completion of an east/west oriented line.
- Los Angeles River- This route is centrally located and would have low displacement, however the serpentine alignment of the flood control channel makes system design difficult. Furthermore, impacts on wetland areas in the Sepulveda Basin and residential proximity impacts of an aerial guideway immediately adjacent to 600-800 residential units are more severe than with other alignments.
- SP Burbank Branch- This alignment is centrally located in the Valley and serves designated centers well. The availability of undeveloped right-of-way with very little displacement makes this an attractive alternative. The close proximity of residential neighborhoods at several locations was a concern in all studies.
- Ventura Freeway- This corridor offers the possibility of concentrating highway and transit facilities in one corridor, thus reducing impacts to a broader area that would occur with two separate transportation corridors. Construction along the freeway, however, would be difficult without displacement of homes and businesses, or impacts to freeway safety and levels of service.

For more detail on the history of these previous route refinement studies, please see Chapter 2.0 of the SEIR.

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Comment 6.1-2 A few comments suggested that other types of transit projects be considered instead of the proposed rail transit project:

- Put the money where it belongs, put it in the bus system. A simple way to solve this problem is time shifting. If we are all willing to work four-day weeks, four-day weeks, ten hours a day, we can take 25 percent of the congestion off the freeways. (Walsh)
- I don't understand why the idea of far less expensive direct line buses from the valley to downtown has not been in the running. Is it maybe because they wouldn't cost as much? (Gillespie)
- A valley village plan for a sensible, that's s-e-n-s, and a cents-ible, solution to this controversy was submitted to the L.A. County Transportation Commission on two separate occasions during the past year. Neither of these submissions to the L.A. County Transportation Commission was responded to nor has this proposal been included for consideration in this EIR report. The valley village plan would create a designated bus lane in the slow lane and feed into the freeway from major North/South streets like Laurel, Coldwater using mini-buses and vans, carrying no more than 20 people and carpools over four people fueled by Methanol and Ethanol powered units built at General Motors or Lockheed. And later as electric car and vehicle technology develops, those technologies could be put into this bus lane. After spending 76 million dollars to add a widened lane on the freeway, we're now proposing to take those lanes and to drive piles every 100 feet, 75 feet into the ground to support these rail lines that would extend 125 feet in width on either side of the center line on the freeway. There's something seriously wrong in this whole planning process. (Patterson)

Response 6.1-2 As described in the response to Comment 6.1-1, two all-bus alternatives were investigated as a part of the route refinement studies conducted for the project. The first all-bus alternative was defined as the "No Project Alternative" and assumed that the Metro Rail Project would stop in North Hollywood and east-west buslines on major arterial streets would substitute for a rail transit line.

The basic reason why this alternative was rejected was that it required the use of existing roadway capacity that is already heavily used and expected to be severely congested in the project design year of 2010. The Los Angeles Department of Transportation, Caltrans, LACTC as well as other agencies such as the South Coast Air Quality Management District have been studying ways of increasing the utilization of existing roadway capacity for many years. These programs will continue and LACTC will continue to fund many types of non-rail transportation alternatives for the citizens of Los Angeles County. The fact remains however that between 1987 and the year 2010, the population of the San Fernando Valley is projected to grow from 1.26 million to 1.61 million persons. Employment is projected to increase from 666,000 to 774,000 persons. During this same time, no major new transportation corridors are planned to be opened for public use and traffic congestion on all freeways and surface routes is expected to considerably worsen. Of the 33 major traffic intersections studied for this project, 3 were at Level of Service F in 1987. By the year 2010, 15 of these intersections will be at Level of Service F. No matter how many buses are provided, how many car-pools are organized, these vehicles will still have to maneuver in general purpose, mixed-traffic conditions. Buses can offer no advantages to auto travel if they are subject to the same levels of traffic congestion that will exist on surface streets.

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The second alternative that was investigated involved the construction of an exclusive busway on the Ventura Freeway, similar to the Harbor Freeway Transitway presently under construction between Downtown Los Angeles and the San Diego Freeway. As previously described in the response to Comment 6.1-1, this alternative would need to be constructed on an elevated busway structure over the top of the existing freeway because all of the available right-of-way is committed by Caltrans for general purpose travel lanes. Such a structure would need to be over 60 feet wide and would require the reconstruction of most of the freeway bridges and access ramps between Canoga Avenue and the Hollywood Freeway. The cost of such a freeway reconstruction project has been considered by Caltrans, and may be implemented in the future, but such a solution would be far more costly and involve greater impacts than the rail transit proposals contained in the Draft EIR.

Rail transit has several unique advantages to all-bus systems. Rail allows many more people to be moved per driver than can be moved by buses. Rail transit can also operate on separate guideways that are not subject to the vehicular congestion on highways or surface streets. Further, rail transit runs on electricity and therefore does not create diesel, ethanol, or other air quality emissions. Efforts to create exclusive bus lanes on the Ventura Freeway have been defeated in the past for the reason that they require the removal of general purpose lanes from the freeway. Rail transit would not impact existing highway and surface street carrying capacities, but would add a new mode of transportation service that would operate independently of general traffic congestion levels. For further discussion of all-bus alternatives to the project, please see Responses 6.1-1.

Route Refinement Studies conducted by LACTC have considered east-west routes from as far south as Ventura Boulevard to as far north as the Southern Pacific Coast Mainline extending to Lassen Street. Chapters 2.0 of the Environmental Impact Report provides a history of the various east-west rail transit corridors evaluated prior to the selection of the alternatives contained in the Environmental Impact Report.

Comment 6.1-3 One comment addressed the selection on an Environmentally Superior Alternative for the project:

- CEQA Sec. 21081 requires a finding of infeasibility for each environmentally superior project alternative in the EIR prior to approval of any project which will result in significant adverse environmental effects. The Burbank-Chandler alternative has been fully addressed and is environmentally superior to the Ventura Freeway alternative. The LACTC has already made a decision to build a subway on the Burbank-Chandler route. This decision should be adhered to. Certain elected officials are unduly influencing LACTC, and are bent on implementing an environmentally damaging elevated rail system on the Ventura Freeway. For political reasons they oppose the environmentally superior Burbank-Chandler alternative that would alleviate traffic congestion more effectively. Where the project, as approved, will result in significant environmental impacts, the agency must make the finding, pursuant to Sec. 21081(c) [Guidelines Sec. 15091(a)(3)] that each environmentally superior alternative to the project proposed in the

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SEIR but rejected by the agency is "infeasible" for specific economic, social, technical or other reasons. Village Laguna, 134 Cal.App.3d 1022, 1034. The findings must also expressly identify the "specific economic, social or other considerations" relied upon by the agency in determining that the alternative is infeasible. Id. at 1034-1036. Each finding must also be supported by substantial evidence in the record. Sec. 21081.5; Guidelines Sec. 15091(b). An agency's failure to make the required findings for any major project alternative invalidates any subsequent project approval. Village Laguna, 134 Cal.App.3d at 1034-1035; San Bernardino Valley Audubon Soc. v. County of San Bernardino, 155 Cal.App.3d. 738, 752-753; Resource Defense Fund v. LAFCO (1987) 87 Daily Journal D.A.R. 2105, 2108. (Homeowners of Encino)

Response 6.1-3

As described in the comment, the Lead Agency, when taking action on a project for which an EIR has been prepared, must make findings with respect to the potentially significant effects of the project and the feasibility of mitigation measures and alternatives. (CEQA Guidelines, Section 15091.) LACTC will adopt appropriate CEQA findings at the time of an action on the project evaluated in the SEIR.

The No Project Alternative is the environmentally superior alternative for environmental topic areas related to construction impacts and direct changes in the physical environment. For example, the No Project Alternative would not require any land acquisition or displacement, any earth removal or intrusion into the Sepulveda Basin Recreation Area, or any impacts on archaeological or historical sites. The No Project Alternative is environmentally superior in these areas because it would not involve the construction of a major new transportation facility which would involve construction or landform modification and associated environmental impacts.

However, the No Project Alternative would result in greater impacts than either the Ventura Freeway or the Burbank Branch Alternatives, with regard to air quality, energy consumption, effects on traffic and circulation and effects on regional air quality, among others. Under the No Project Alternative, environmental impacts in these topic areas would occur as a result of worsening levels of service on the existing circulation system and the need for improvement of automobile oriented transportation systems. As a result, businesses, residences, and emergency services would experience a reduction in accessibility in the area.

For those issues where the No Project Alternative is the environmentally superior alternative, the CEQA Guidelines stipulate that the EIR shall identify an environmentally superior alternative among the other alternatives (CEQA Guidelines- Section 15126(d)). Selection of the environmentally superior alternative for the entire length of the Project is difficult, because of the variety of areas through which the alignments pass, and the relative advantages and disadvantages of the alignments and technologies. However, the following discussion summarizes the environmental superiority of the Ventura Alignment and Burbank Alignment for those environmental topics where a difference in impact is discernible.

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SP Burbank Branch

The SP Burbank Alignment is generally superior (involves a lower level of environmental impact) with respect to the following impact categories:

- Compatibility with Local Area Plans- The SP Burbank Branch is generally compatible with all six adopted Los Angeles District Area Plans through which the alignment passes.
- Land Acquisition & Displacement - The SP Burbank Branch alignment would have no residential displacements and would affect fewer businesses, commercial parking spaces and jobs than the Ventura Freeway Route.
- Regionwide Travel- The SP Burbank Branch is projected to have a slightly more beneficial effect on the reduction of regional vehicle miles travelled.
- Traffic Impacts- Although the SP Burbank Branch and the Ventura alignments would attract a similar number of cars to each station area, the Burbank Branch is expected to have local area traffic impacts to 11 intersections, compared to 15 intersections for the Ventura Freeway alignment.
- Noise- The SP Burbank Branch Alignment is not anticipated to result in any significant noise effects, as it is located largely below ground in sensitive areas. The Ventura Alignment, under the monorail and maglev technology options, would use a very quiet technology, resulting in no significant noise impacts. However, under the ART technology option, the Ventura Alignment with steel wheel technologies would generate noise impacts adjacent to the alignment that would need to be mitigated through the construction of sound barriers.
- Visual Intrusion- Visual intrusion impacts are minimized along the Burbank Branch Alignment due to the project being constructed below ground in most areas.
- Construction- Construction impacts would be confined to staging areas, and most construction activities would occur below ground. However, construction of the Burbank Alignment is expected to take considerably longer than construction of the Ventura Alignment, resulting in longer periods of impact and delaying opening of the facility.

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- Floodplain Impacts - The SP Burbank Alignment is superior with respect to floodplains, as it is located outside floodplain areas.
- Housing Stock - The SP Burbank Branch will not displace any housing.
- Energy Savings - The SP Burbank Alignment is projected to save slightly more fuel, as a result of its slightly greater reduction in vehicle miles travelled.

Ventura Freeway Alternative

The Ventura Freeway Alternative is generally superior (involves a lower level of environmental impact) with respect to the following impact categories:

- Vibration - Because the Ventura Freeway alignment is almost entirely on aerial guideway, no vibration impacts would occur.
- Earth Removal & Grading - The Ventura Freeway alignment would result in minimal excavation as the alignment is almost entirely above ground, except for a short segment at Universal City. Impacts related to grading and soil removal, including exposure of toxic materials, are minimized with this alternative.
- Hydrocarbons - Since the project is almost entirely above ground, potential for encountering methane gases, asphalt, tar, or other hydrocarbon material would be minimized.
- Recreation & Park Facilities - The Ventura Freeway alignment would have construction impacts at South Weddington Park and permanent displacement of parkland in the Sepulveda Basin however, it would have an overall less impact on park and recreation facilities than would the SP Burbank Branch. The SP Burbank Branch would displace 2.7 acres in the Sepulveda Basin and would displace three Little League softball fields at Pierce College.
- Archaeological & Historic Impacts - The Ventura Freeway alignment minimizes excavation for the project, therefore minimizing potential impacts on historical and archaeological sites.

Due to the varying environmental superiority of the alternatives with respect to different environmental impact areas, no alternative is uniformly environmentally superior. LACTC will weigh the importance of different impact areas in identifying the preferred alignment.

CHAPTER 5.0

**LIST OF COMMENTORS
PERSONS CONTACTED
REFERENCES AND PREPARERS**

FINAL SEIR



LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

CHAPTER 5.0
LIST OF COMMENTORS, PERSONS CONTACTED,
REFERENCES AND PREPARERS

5.1 LIST OF COMMENTORS

5.1.1 Letters from Public Agencies & Officials

- 1) California Regional Water Quality Control Board, Los Angeles Region, Oct. 31, 1991
- 2) Councilman Marvin Braude, City of Los Angeles 11th District, November 12, 1991
- 3) California Department of Transportation (Caltrans), November 14, 1991
- 4) Assemblyman Terry Friedman, 43rd Assembly District, November 14, 1991
- 5) California Department of Conservation, November 14, 1991
- 6) California Highway Patrol, November 19, 1991
- 7) Los Angeles City Planning Department, November 19, 1991
- 8) California Department of Fish & Game, November 26, 1991
- 9) Los Angeles City Fire Department, November 27 and December 18, 1991
- 10) South Coast Air Quality Management District (AQMD), December 23, 1991
- 11) County of Los Angeles Department of Public Works, December 30, 1991
- 12) Southern California Rapid Transit District (RTD), January 3, 1992
- 13) Councilman John Ferraro, City of Los Angeles 4th District, January 8, 1992
- 14) Los Angeles Unified School District, January 9, 1992
- 15) City of Los Angeles Department of Transportation (LADOT), January 10, 1992
- 16) Community Redevelopment Agency (CRA), North Hollywood Area, January 10, 1992
- **) US Army Corps of Engineers, May 8, 1992

5.1.2 Letters from Community Organizations & Public Institutions

- 1) Studio City Residents Association, November 14, 1991
- 2) Universal City-North Hollywood Chamber of Commerce, November 14, 1991
- 3) Woodland Hills Chamber of Commerce, January 3, 1992
- 4) Fair Alignment is Right Committee, January 7, 1992
- 5) Warner Center Association, January 7, 1992
- 6) Valley Industry and Commerce Association (VICA), January 8, 1992
- 7) Campbell Hall School, January 8, 1992
- 8) Cameron Woods Neighborhood, January 8, 1992
- 9) Homeowners of Encino, Inc., January 8, 1992
- 10) Kaiser Permanente-Kaiser Foundation Health Plan, Inc., January 10, 1992
- 11) Automobile Club of Southern California, January 10, 1992
- 12) Sherman Oaks Homeowners Association, January 10, 1992
- 13) Studio City Chamber of Commerce, January 10, 1992
- **) Los Angeles Valley College, January 17, 1992

***Received after close of Official Comment Period*

5.0 Commentors, Persons Contacted, References & Preparers

5.1.3 Public Hearing Testimony Canoga Park High School, Canoga Park November 12, 1991

- 1) Nelson Brestoff, Woodland Hills Chamber of Commerce/Valley Industry & Commerce Association (VICA)
- 2) Jerome Blaz
- 3) Richard Fine
- 4) Silas Warner
- 5) Michael Campos
- 6) Novina Purcell, Burbank Homeowners Association
- 7) Lorna Boyd
- 8) Michael Collins
- 9) Julie Fine, Western Sector Transit Coalition
- 10) Charles Rowbotham, Tarzana Property Owners Association
- 11) Derrick Williamson
- 12) Wilford Ross
- 13) William Brady, Canoga Park Chamber of Commerce
- 14) Prudy Schultz, Van Nuys Homeowners Association
- 15) Don Schultz, Van Nuys Homeowners Association
- 16) Judith Selish, Encino Country Estates Homeowners Association
- 17) John Pierlot, Sierra Club
- 18) Glen Stoddard
- 19) Alan Rosenberg
- 20) Walter Prince, Northridge Chamber of Commerce
- 21) Gene Morimoto
- 22) Bob Padrick
- 23) Stan Opatowsky
- 24) Blanche Hamilton
- 25) Gloria Belkin
- 26) Bea Powell
- 27) Archie Barkan
- 28) Edward Erskine
- 29) Gerald Silver, Homeowners of Encino
- 30) Roy Lilienfeld
- 31) Susie Arenot
- 32) Theodor Seydel
- 33) Virginia King
- 34) Jim King
- **) Julie Fine (2nd appearance)
- 35) Honorable Marvin Braude, Councilman, 1st District
- 36) Sheldon Walter
- 37) Stephen A. Witkin, Eastern Sector Transit Coalition

5.0 Commentors, Persons Contacted, References & Preparers

5.1.3 (Cont.) Public Hearing Testimony Canoga Park High School, Canoga Park November 12, 1991

- 38) Robert Richmond, Los Angeles Transit League
- 39) Joe Danziger
- 40) Allan Goldman, Encino Country Estates Homeowners Association
- 41) Robert Gross, Woodland Hills Homeowners Association
- 42) Joel Palmer, Tarzana Property Owners Association
- 43) Jim Newcom
- 44) Shirley Talley
- 45) Ron Talley
- 46) James Murphy
- **) Robert Gross (2nd appearance)

Public Hearing Testimony Walter Reed Junior High School, North Hollywood November 14, 1991

- 47) Kelly Davis, Office of State Assemblyman Terry Friedman
- 48) Mark Pattison, Office of State Senator Herschel Rosenthal, 22nd Senatorial District
- 49) Stuart Bogartz, Independent Order of Oddfellows-North Hollywood
- 50) Donald Eitner, Universal City-North Hollywood Chamber of Commerce
- 51) Howard Raphael
- 52) Guy McCreary, Fair Alignment is Right Committee
- 53) Carl Howard
- **) Jerry Blaz (2nd appearance)
- 54) Linda Gunn, Toluca Lake Little League, Inc.
- 55) George Peters, Toluca Lake Little League, Inc.
- 56) David Gerred, Toluca Lake Little League, Inc.
- 57) Eve Plumb
- 58) Dora Levin
- 59) Michael Russell
- 60) Ann White
- 61) James Passow
- 62) Norman Solich
- 63) Sam White
- 64) Lori Dinken, Valley Village Homeowners Association
- 65) Jim Sanders

5.0 *Commentors, Persons Contacted, References & Preparers*

5.1.3 (Cont.) Public Hearing Testimony Walter Reed Junior High School, North Hollywood November 14, 1991

- 66) Marcella Wells
- 67) Ann Hoyt
- 68) Adriana Noonan
- 69) Bonny Matheson, Valley Industry and Commerce Association
- **) Wilford Ross (2nd appearance)
- 70) Bea Hopkinson
- 71) Susan Zwerman
- 72) Polly Ward, Studio City Residents Association
- 73) Charles Betts
- 74) John Walsh, United Riders of Los Angeles
- 75) Sharon Levine
- 76) Mary Presby, Office of Councilman John Ferraro
- 77) Carol Niemoy
- 78) Diana Ratcliff
- **) Don Schultz (2nd appearance)
- 79) Mikie Maloney, Sherman Oaks Homeowners Association
- 80) Tom Patterson, Valley Village Homeowners Association
- 81) April Howard
- 82) Seymour Feuerstein, Eastern Sector Transit Coalition, Temple Adat Ariel, Congregation of North Hollywood
- 83) Tom Herman, Eastern Sector Transit Coalition
- **) Gerald A. Silver (2nd appearance)
- 84) Colin Bryant
- 85) Paul Rosenthal
- 86) Stuart Simen
- 87) Jean Gillespie, Valley Village Homeowners Association
- 88) Bob Carcia
- 89) Gordon Larson
- 90) Naomi Klar
- 91) Neil Levine
- 92) Diane Bryant
- 93) Bob Silver
- 94) Joel Palmer, Tarzana Property Owners Association
- **) Julie Fine (3rd appearance)
- 95) Joann Kollars
- 96) Robert Bryce
- 97) Jan Busher
- **) Stephen Witkin (2nd appearance)

5.0 Commentors, Persons Contacted, References & Preparers

5.1.3 (Cont.) Public Hearing Testimony Walter Reed Junior High School, North Hollywood November 14, 1991

- 98) Barry Livingston
- 99) Mary Williams
- 100) Ron Borenstein
- 101) Glenn Spencer
- 102) David Riback
- 103) Harriet Cherness
- 104) Isaac Martin
- 105) Tom Mannheim
- **) Sheldon Walter (2nd appearance)
- 106) Tony Lucente, Studio City Residents Association

5.1.4 Letters and Written Comments Received from Individuals and Businesses

- 1) Ray Abrams
- 2) Lee Ambers
- 3) Kenneth Anderson
- 4) Harriet Anton
- 5) Susan Arenott
- 6) Leslie Athan
- 7) Jeffrey Bailey
- 8) Ted and Pat Balzer
- 9) Suzanne Beard
- 10) Charles Bennaton
- 11) Garrett Bergmark
- 12) Susan Berry
- 13) L. Blake
- 14) Marvin Block
- 15) Marlene Brown
- 16) Cindy Burt
- 17) Larry Byrnes
- 18) Campbell Hall School
- 19) Florence Carmody
- 20) Gerald Cates
- 21) Robert and Shirley Chasin
- 22) Molly Cheek

5.0 *Commentors, Persons Contacted, References & Preparers*

5.1.4 (Cont.) Letters and Written Comments Received from Individuals and Businesses

- 23) Beulah Chertoff
- 24) Cameron Clarke
- 25) Eric Cleverland
- 26) Eva Cohen
- 27) C. Conard
- 28) Karen Cornelius
- 29) Kenneth Coyle
- 30) Robert Daniels
- 31) Arlene Daniels
- 32) Rose Darian
- 33) De Anza Properties-XII, Ltd.
- 34) Hannah Doberne
- 35) Victor Donath
- 36) Anne Donnelly
- 37) Robert Duncan
- 38) Anthony and Kathy Edell
- 39) Leroy Edleson
- 40) Don Edwards
- 41) Nancy and Esam Elkousy
- 42) Connie Elliot
- 43) Robert Erman
- 44) Marion Falk
- 45) J. Finn
- 46) Del and Lois Frank
- 47) Robert Frappia
- 48) Robert Garbak
- 49) Dallas Gipe
- 50) Pasquale Goglia
- 51) Gerald and Gertrude Goldberg
- 52) George Goltsev
- 53) Jon Gordon
- 54) Isaac and Bonnie Goren
- 55) Mari Grimaud
- 56) Mr. and Mrs. Milton Gross
- 57) Frederick Hallissey
- 58) Anne Haney
- 59) Wayne Hanson
- 60) Mehran Hariki
- 61) Steven Hartman

5.0 Commentors, Persons Contacted, References & Preparers

5.1.4 (Cont.) Letters and Written Comments Received from Individuals and Businesses

- 62) Bonnie Hayton
- 63) John Helfrich
- 64) Steven Heller
- 65) Robert Hermecke
- 66) Barbara Jackson
- 67) Fred and Margaret Jaegle
- 68) Berniece Janssen
- 69) JMB/Urban Development Company
- 70) Bert Johnson
- 71) Martha Johnson
- 72) Seb Juan
- 73) Irvin and Phyllis Kahan
- 74) Agnes Kalustian
- 75) Chester and Ardith Korber
- 76) Joseph and Beryl Keuleman
- 77) Ken and Carla Killer
- 78) Terry Kirby
- 79) Roger Knerr
- 80) William and Nancy Koenig
- 81) Paul Korb
- 82) Marcus Kourtjian
- 83) Sidney Kreines
- 84) John Krizek
- 85) Tim and Dorothy Kroll
- 86) DiAnne Krumm
- 87) Leo Kusak
- 88) Lester Kushner
- 89) Mr. and Mrs. James Lacy
- 90) L. Lambert
- 91) S. Launer
- 92) Charles Leekley
- 93) Margaret Levine
- 94) Neil M. Levine
- 95) Helen Linson
- 96) Barry Livingston
- 97) Walter Lowe
- 98) Philip and Maggie MacConnell
- 99) D. Maen
- 100) Carole Martin

5.0 Commentors, Persons Contacted, References & Preparers

5.1.4 (Cont.) Letters and Written Comments Received from Individuals and Businesses

- 101) Richard and Sharon Mayer
- 102) Rev. Robert McDill
- 103) Michael McNicoll
- 104) Krystyna McNicoll
- 105) Marcia Mednick
- 106) Jeff Miley
- 107) Connie Montagna
- 108) Ida Muellner
- 109) C. Nemoy
- 110) Adriana Noonan
- 111) James Norton
- 112) Paul Nussbaum
- 113) Margaret O'Leary-Wilson
- 114) Lillian Pack
- 115) Elaine Painter
- 116) James Passow
- 117) Charlotte Pedersen
- 118) A. Phillips, Jr.
- 119) Nancy Phillips
- 120) Michael and Lynn Pitzer
- 121) M. Popham
- 122) C. Price
- 123) Nevina Purcell
- 124) Alvin Radiloff
- 125) R. Rapaport
- 126) Hellen Rendell
- 127) Jack Ribera
- 128) Rocketdyne Division, Rockwell International Corporation
- 129) Gary Rosenblum
- 130) Sam Rosenfeld
- 131) Paul Rosenthal
- 132) Mr. and Mrs. L. Rosso
- 133) Michael Russell
- 134) Steve Russell
- 135) Betsy Ryan (with Nicholas, Gabriel, Alexander and Christopher Mankovich)
- 136) Steven Sachs
- 137) Ross Salkeld
- 138) Ephram Schaffer
- 139) Marion Schuberth

5.0 Commentors, Persons Contacted, References & Preparers

5.1.4 (Cont.) Letters and Written Comments Received from Individuals and Businesses

- 140) Patricia Sheldon
- 141) Genevieve Shuman
- 142) William Silvers
- 143) S. Southworth
- 144) Frank Stark
- 145) Avival Steinman
- 146) Marshall Stern
- 147) Glenn Stoddard
- 148) Frank Snyder
- 149) Warren Takeda
- 150) Joe and Carol Testa
- 151) Charles Thomas
- 152) Joan Thompson
- 153) R. Tondrean
- 154) Claire Trister
- 155) G. Tubridy
- 156) Philip Turner
- 157) Vitaly Uzoff
- 158) Jeanne Vlazny
- 159) Howard and Joan Waldman
- 160) Sheldon Walter
- 161) Homer and Elizabeth Warfield
- 162) Mimmie Warman
- 163) Jeri Weil
- 164) L. Weisinger
- 165) Mildred Weller
- 166) Mr. and Mrs. Steve White
- 167) Glen Wilson
- 168) Gerald Winerman
- 169) Edward Winship, Jr.
- 170) Ed Witucki
- 171) Margaret Witucki
- 172) Sanford and Marjorie Wohlgemuth
- 173) Richard Wolpek
- 174) Samuel Worley
- 175) Diana Worley
- 176) Mildred Ybarra
- 177) Max Yenths

5.0 Commentors, Persons Contacted, References & Preparers

5.1.5 Comments Received via "For the Record" Phone Line

The LACTC received 244 telephone comments on the DSEIR from October 10, 1991 to January 10, 1992. On occasion, the speed and/or enunciation of the caller made it difficult to accurately transcribe the correct spelling of the caller's name. The LACTC appreciates the efforts of all callers and apologizes for any misspelling that may have occurred.

- 1) David Abdo
- 2) Lori Ackerman
- 3) Christine Allen
- 4) Kenneth Anderson
- 5) Ann Anderson
- 6) Armando Aquirre
- 7) Susie Arenott
- 8) Jeneal Arnold
- 9) Cal Ashley
- 10) Clyde Bahkemo
- 11) Jerry Baker
- 12) Lance Baker-Fent
- 13) Richard Balley
- 14) Rich Barnes
- 15) Linda Baum
- 16) Adam Baziw
- 17) Mark Beckman
- 18) Andrew Bedioan
- 19) Freda Bennett
- 20) Beatrice Bliff
- 21) Steve Blumzy
- 22) Jill Bornstein
- 23) Kristin Bradfield
- 24) Anthony Braunagel
- 25) Brendon Breslin
- 26) Carl Brindle
- 27) Patti Bryer
- 28) Mark Buesetusen
- 29) Steven Carlson
- 30) Mrs. Cart
- 31) Russ Cashdin
- 32) Dennis Casper
- 33) Grace Chain
- 34) Alden Chase

5.0 Commentors, Persons Contacted, References & Preparers

5.1.5 Comments Received via "For the Record" Phone Line (Cont.)

- 35) Lee Clark
- 36) Goldie Cohen
- 37) Charlotte Coleman
- 38) Shirlene Comfortes
- 39) Sidney Conkwright
- 40) Dezron Conrad
- 41) Pete Costello
- 42) Ted Cox
- 43) Lorraine Crone
- 44) Catherine Crosby
- 45) Carol Dame
- 46) Joanne Darcy
- 47) Manuel Degroa
- 48) Victor Dennis
- 49) Jerry Derubertis
- 50) William Derubertis
- 51) Bernard Diamond
- 52) Dan Diaz
- 53) Frank Diernhammer
- 54) Michalene DiMatto
- 56) Charlanne Dinito
- 57) Joan Duncan
- 58) Don Eaton
- 59) Ms. Eaton
- 60) Ruth Eget
- 61) Jovana Esteben
- 62) Tony Esteben
- 63) Richard Falge
- 64) Mari Feldmaier
- 65) John Felp
- 66) Steven Filt
- 67) Lillian Finan
- 68) D. Fitzgerald
- 69) Robert Frappia
- 70) Robert Freeman
- 71) Lance Freeman
- 72) Mrs. Fueso
- 73) Joe Gazal
- 74) Dorothy Gerie
- 75) Robert Gitt

5.0 Commentors, Persons Contacted, References & Preparers

5.1.5 Comments Received via "For the Record" Phone Line (Cont.)

- 76) Chareece Glover
- 77) Miriam Goodman
- 78) Phillis Goodside
- 79) Erwin Green
- 80) George Green
- 81) Charles Gremer
- 82) Shawn Halahmy
- 83) Mary Hale
- 84) Lona Hamley
- 85) Jeff Hansen
- 86) Lee Hauser
- 87) Shelley Heart
- 88) Ron Heishman
- 89) George Hernandez
- 90) Saul Hershberg
- 91) Shirlene Hill
- 92) Steven Hitzseldg
- 93) Nancy Hogan
- 94) Paul Hogan
- 95) Douglas Hollman
- 96) Julian Hopkinson
- 97) Berniece Hopkinson
- 98) Charlene Howard
- 99) Cliff Hughes
- 100) John Hungerford
- 101) Ms. Huston
- 102) Richard Hyun
- 103) Bonny Iverson
- 104) Tom Jackrnan
- 105) Berkeley Jackson
- 106) Alydia Jardine
- 107) Lehela Jarrett
- 108) Julia Jones
- 109) Orin Kabaker
- 110) Sam Kane
- 111) Stuart Kart
- 112) Jerry Katell
- 113) Ted Kelly
- 114) Gretchen Kelly
- 115) Ronald Kennedy

5.0 Commentors, Persons Contacted, References & Preparers

5.1.5 Comments Received via "For the Record" Phone Line (Cont.)

- 116) Berdeen Kerr
- 117) Bob Killingworth
- 118) Bruce King
- 119) Randy Kistler
- 120) Bill Korek
- 121) Darlene Krecht
- 122) Louise Kroot-Haukka
- 123) Agnes Lacy
- 124) Eta Laie
- 125) Richard Lampp
- 126) Mr. Lavoie
- 127) Louis Lecwin
- 128) Roger Leduc
- 129) Willing Lee
- 130) Patricia LeNay
- 131) Mike Levinson
- 132) Susanne Lezy
- 133) Sidney Liroff
- 134) Warren Liu
- 135) Casey MacDonald
- 136) Paul Macpherson
- 137) Ken Margarit
- 138) Dan May
- 139) Aaron McCurnan
- 140) Pat McGunn
- 141) Michael McNichol
- 142) Ana Mell
- 143) Rosemarie Mershon
- 144) Barbara Miller
- 145) Robert Miller
- 146) Luiz Montoa
- 147) Geraldine Moon
- 148) Jeff Morris
- 149) Fred Mose
- 150) Beatrice Muste
- 151) Frank Nascimento
- 152) Ann Nastasi
- 153) Carol Nemoy
- 154) Marge Nixon
- 155) Richard Nole

5.0 *Commentors, Persons Contacted; References & Preparers*

5.1.5 Comments Received via "For the Record" Phone Line (Cont.)

- 156) Patricia Novello
- 157) Teresa O'Rourke
- 158) Vincent Ochoa
- 159) Geff Parcels
- 160) Ruth Patch
- 161) Peter Paul
- 162) Candy Peek
- 163) Arthur Peever
- 164) Ramson Pengelley
- 165) Rosa Peric
- 166) Margie Pernell
- 167) Harlin Peterson
- 168) Kathleen Peterson
- 169) Craig Phillips
- 170) Seth Phillips
- 171) Mary Ann Plumley
- 172) Janet Polaire
- 173) Mary Puliese
- 174) Shandra Randle
- 175) Joan Reunion
- 176) David Riback
- 177) Meryl Rice
- 178) James Roletti
- 179) Alisa Rollo
- 180) Sam Rose
- 181) Ellen Rose
- 182) Leo Rossi
- 183) John Rouge
- 184) Charles Rowbetham
- 185) Benjamin Sagak
- 186) Marciana Saint-Jean
- 187) Joan Santagata
- 188) Ethel Scar
- 189) Jacquelyn Schaffel
- 190) Ephriam Schaffer
- 191) Harris Schiller
- 192) Jack Schuler
- 193) Amy Schultz
- 194) Shelia Schweit
- 195) Randolph Scott

5.0 Commentors, Persons Contacted, References & Preparers

5.1.5 Comments Received via "For the Record" Phone Line (Cont.)

- 196) Ruth Seigel
- 197) Anita Seiveley
- 198) Carol Shadro
- 199) Jim Shahan
- 200) Elkin Siegret
- 201) Ruth Silber
- 202) Terri Simon
- 203) Anthony Slide
- 204) Linda Smaldino
- 205) Tyra Solich
- 206) Stewart Speiser
- 207) Tod Stevenson
- 208) Jeffrey Stulberg
- 209) John Sullivan
- 210) Mrs. Tashjian
- 211) David Tennen
- 212) Joan Tever
- 213) Richard Thomas
- 214) Sandy Throop
- 215) Cliff Uzan
- 216) Percival Vac
- 217) Robert Vafaie
- 218) Sheila Vanderveen
- 219) Janine Venable
- 220) Marlene Verhaethe
- 221) Ebbe Viderikson
- 222) Pete Viegos
- 223) John Vincent
- 224) John Vontenak
- 225) Dan Wahrenon
- 226) Robert Walker
- 227) Michael Walters
- 228) Irene Walters
- 229) Tom Weemhoff
- 230) Tom Weemhoms
- 231) Jerri Weislow
- 232) Darryl Weizerman
- 233) Pamela Whitlin
- 234) Mary Williams
- 235) Derrick Williamson

5.0 Commentors, Persons Contacted, References & Preparers

5.1.5 Comments Received via "For the Record" Phone Line (Cont.)

- 236) Ramona Willis
- 237) Ed Witkucki
- 238) Janelle Witt
- 239) Margaret Witucki
- 240) Richard Wolf
- 241) Sherry Woods
- 242) Mark Wurzel
- 243) Mr. Zeitlin
- 244) Nancy Zerg

5.0 Commentors, Persons Contacted, References & Preparers

5.2 PERSONS AND AGENCIES CONTACTED

The following agencies and individuals were consulted in the review and preparation of this Subsequent Environmental Impact Report:

California Department of Transportation (Caltrans)

- Jerry Baxter, Director-District 7
- Lou Bedolla, Deputy Director- Planning
- Ken Nelson, Deputy Director- Project Development
- Wallace Rothbart, Chief- Project Studies Branch
- Tom Gildersleeve- Project Development
- Mark Archuleta- Rail Branch

California Office of Planning and Research

- David Nunenkamp
- Tom Loftus

Los Angeles Department of City Planning

- Frank Fielding
- Richard Platkin

Los Angeles Department of Recreation and Parks

- David Conetta
- David Potell

Los Angeles Department of Transportation

- James Okazaki
- Haripal Vir
- Vahan Pezeshkian
- Paulene Chan
- Michael May

Los Angeles Community Redevelopment Agency

- Jerry Belcher, North Hollywood Redevelopment Area

Los Angeles County Fire Department

- Richard Schiehl, Battalion Chief

Los Angeles City Fire Department

- Robert Aaron, Metro Rail Project Coordinator

5.0 Commentors, Persons Contacted, References & Preparers

5.2 PERSONS AND AGENCIES CONTACTED (Continued)

South Coast Air Quality Management District (AQMD)

- Connie Day
- Phillip Fernando

Southern California Association of Governments (SCAG)

- Murray Goldman

Southern California Rapid Transit District (SCRTD)

- Gary Spivack
- Keith Killough

Office of Los Angeles County Supervisor Antonovich

- Tom Silver
- Rosa Kortizija
- Habib Balian

The Transportation Group, Inc.

- Thomas J. Stone
- Francois Badeau

US Army Corps of Engineers

- Lowell Flannery, Operations Branch
- Rick Grover

5.0 Commentors, Persons Contacted, References & Preparers

5.3 REFERENCES

The following reports, documents and other resources were utilized in the preparation of this Subsequent Environmental Impact Report:

Centers Definition Report, Los Angeles City Planning Department, 1983.

CERCLIS, U.S. EPA Superfund Program, January, 1989.

Concept Los Angeles. The Concept of the Los Angeles General Plan, City of Los Angeles Planning Department, April, 1974.

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Hazardous Waste and Substances Sites List, Office of Permit Assistance, State of California, January, 1988.

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5.0 Commentors, Persons Contacted, References & Preparers

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National Priorities List Fact Book, U.S. Environmental Protection Agency, June, 1986.

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Patronage Forecasts for the San Fernando Valley East-West Rail Transit Project Alternatives, Southern California Association of Governments, February 1990, July 1991.

Regional Mobility Plan, SCAG, April 1988.

San Fernando, California, Earthquake of 9 February 1971, California Division of Mines and Geology, Bulletin 196, 1975.

San Fernando Valley East-West Rail Transit Project: Initial Alternatives Evaluation Report, LACTC-Gruen Associates et al, September 1987.

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San Fernando Valley Area Study, Short Range Transportation Improvements, SCAG, May, 1986.

San Fernando Valley Ridesharing Analysis, Commuter Transportation Services Inc., April 1985.

Sepulveda Basin Recreation Lake, Feature Design Memorandum, US Army Corps of Engineers, Los Angeles District, March, 1987.

5.0 Commentors, Persons Contacted, References & Preparers

Sepulveda Basin Master Plan and Final Impact Report/Statement, US Army Corps of Engineers, Los Angeles District, March, 1981.

Soil Survey of Los Angeles County, California, West San Fernando Valley Area, United States Department of Agriculture, Soil Conservation Service, January, 1980.

Super Speed Ground Transportation System: Las Vegas/Southern California Corridor: Maglev Technology Assessment. Task 6 Maglev Vehicle Magnetic Fields. Submitted to the Department of Super-Speed Train Development, City of Las Vegas by the Canadian Institute of Guided Ground Transport and Division of Mechanical Engineering, National Research Council of Canada, September 1985, pg. TA 6-20.

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Transportation Solutions, San Fernando Valley Citizens Advisory Panel, August, 1988.

2010 Projections. Population. Housing Employment, A Component the County of Los Angeles General Plan, County of Los Angeles, Department of Regional Planning, December, 1987.

5.0 Commentors, Persons Contacted, References & Preparers

5.4 PREPARERS OF THE SUBSEQUENT EIR

The following organizations and individuals participated in the preparation of this Final Subsequent Environmental Impact Report:

Los Angeles County Transportation Commission

- Neil Peterson, Executive Director
- Judy Wilson, Deputy Executive Director
- Patricia McLaughlin, San Fernando Valley/North County Area Director
- Judy Schwartze, Manager of Government & Public Affairs
- David Mieger, AICP, Project Manager
- Tim Galbraith, Government & Public Affairs Coordinator
- Peter DeHaan, Project Manager- Rail Planning
- Andres Ocon, Project Manager- Highway Planning

Gruen Associates

- Ki Suh Park, FAIA, AICP, Principal-in-Charge
- John M. Stutsman, AICP, Project Manager
- Rhonnell Sotelo, Urban Planner
- Don Holloway, P.E., Traffic Engineer
- Shirley Montoya, Graphic Design and Illustrations
- Eve Meng, Graphic Designer

Benito A. Sinclair & Associates (Conceptual Engineering)

- Peter Zimmerman, P.E.

Anil Verma Associates (Station Site Planning)

- Anil Verma, AIA
- Leland Curran

DKS Associates, (Traffic & Transportation Impacts)

- Viggen Davidian, P.E.
- Ian Pari

Harris Miller Miller Hanson, Inc. (Noise Impacts)

- Hugh Saurenman
- Yuki Kimura

Gannett Fleming Transportation Engineers (Cost Estimating)

- Don Steeley, P.E.

Terry A. Hayes Associates (Environmental Issues)

- Terry Hayes, AICP