

Canoga Transportation Corridor

Final Environmental Impact Report Addendum

SCH No.: 2007071056



December 15, 2008

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1.0 INTRODUCTION

This Final EIR Addendum for the Canoga Transportation Corridor Environmental Impact Report (EIR) completes the Final EIR (Final EIR), pursuant to Section 15088 of the California Environmental Quality Act (CEQA) Guidelines. This Final EIR Addendum (Addendum) has been prepared by Metro pursuant to CEQA Guidelines Section 15088 et seq. The Final EIR is comprised of the Draft EIR and this Addendum, including text changes that reference back to the Draft EIR.

The Final EIR is required under Section 15132 of the CEQA Guidelines to include the Draft EIR or a revised version; comments and recommendations received on the Draft EIR either verbatim or in summary; a list of persons, organizations, and public agencies who commented on the Draft EIR; responses to those comments; and any other relevant information added by the lead agency (including minor changes to the EIR and the Mitigation Monitoring and Reporting Program). This Final EIR Addendum format is used by Metro to save paper and not reprint the DEIR.

The public review for the Draft EIR began on March 3, 2008, and closed on April 16, 2008 (a total of 45 days). This document contains responses to comments received on the Draft EIR and identifies the Locally Preferred Alternative. This Addendum will be submitted to the Metro Board of Directors (Metro Board) for action as part of requested certification of the Final EIR. Once the Metro Board certifies that the Final EIR adequately addresses CEQA requirements, the Metro Board may approve the Canoga Transportation Corridor project.

Section 2 of this document includes a discussion of the Locally Preferred Alternative (LPA), recommended after the Draft EIR was circulated. The recommended LPA was approved by the Metro Board on June 26, 2008. Section 3 includes Topical Responses to two issues that were raised in a number of different ways by several commenters. Section 4 includes a list of commenter's and copies of the comments received on the Draft EIR, and Section 5 provides the responses to those comments.

Section 6 provides a list of corrections and additions to the Draft EIR, made in response to comments or by staff to correct minor errors, clarify the analyses or reflect changes in the project description as a result of preliminary engineering. None of the changes presented in Section 6 or other information presented in this Final EIR Addendum is significant.

The Mitigation Monitoring and Reporting Program (MMRP) prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Section 15091(d) and 15097 of the CEQA Guidelines is provided in this Final EIR Addendum as Section 7.

This Addendum addresses comments received on the Draft EIR. Some of the comment letters received on the Draft EIR also provide comments on the Canoga Transportation Corridor project (not the anticipated environmental impacts). These comments require no response in the EIR process, but the opinions expressed by the commenter were summarized for the Metro Board to use in their consideration in the project decision-making process.

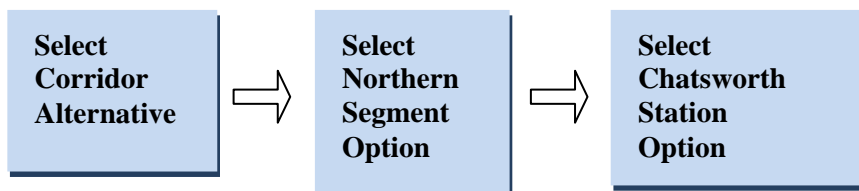
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2.0 LOCALLY PREFERRED ALTERNATIVE

Since publication of the Draft EIR, and following the recommendation of the Comparative Evaluation of Alternatives Report (CEAR), on June 26, 2008 the Metro Board selected a Locally Preferred Alternative (LPA) for the project. The CEAR summarizes the evaluation of the four alternatives presented in the DEIR and the selection of the LPA. A summary of the LPA selection process and of the LPA itself is presented here.

A corridor alternative (base LPA) was selected first. The northern segment options (how that corridor alternative will be connected to Lassen Street) were discussed and evaluated following the selection of the base LPA. Finally, the Chatsworth Station option that worked best with the northern segment option was determined. This three step process is illustrated below.

A Three-Step LPA Selection Process



The Canoga Busway Alternative was the recommended and selected as the LPA. It meets more of the goals and objectives (see table below) established for this corridor than the other alternatives. The Busway received strong public support, significantly more than any other alternative. It is less costly and more cost-effective than the On-Street Dedicated Bus Lanes Alternative. It provides aesthetic and landscape improvements along the corridor and provides the high-quality premium rapid bus service that has been successful on the Metro Orange Line (MOL). It also provides more safety (incident prevention) and certainty in terms of bus speeds and travel times into the future than the other alternatives studied since buses are in a dedicated facility separate from autos.

Table 2-1 Project Alternatives Comparison				
Goal/Objective Category	No Project	TSM	On-Street Dedicated Bus Lanes	Busway
Regional Connectivity				✓
North-South Mobility				✓
Land Use & Development				✓
Community Input				✓
Environmental Impacts	✓	✓		
Community Impacts	✓	✓		
Cost-Effectiveness				✓
Total				✓

✓Alternative which best meets projects goals and objectives
Source: Iteris, 2008

The capital costs for the TSM Alternative include only the costs of 28 additional buses, whereas the capital costs for the build alternatives include the infrastructure and vehicle costs. The capital costs for the base (Option 1) alternatives extending from the Canoga Station to Plummer Street are:

- **TSM Alternative:** \$12.6 million (2007 dollars)
- **On-Street Dedicated Lanes Alternative:** \$207.7 million (2007 dollars)
- **Busway Alternative:** \$157.3 million (2007 dollars)

The On-Street Dedicated Lanes Alternative is more costly than the busway because Canoga Avenue would have to be widened and re-built as part of that alternative, in addition to the costs of the parallel bike and pedestrian pathways and landscaping, whereas the Busway leaves Canoga Avenue largely as is and most of the capital cost is spent within the Metro right-of-way.

The annualized capital and operating costs for the alternatives are described below in 2007 dollars. The TSM Alternative is lower in cost, but also results in less annual hours of travel time savings for riders.

Table 2-2 Cost-Effectiveness: Incremental Value Over No Project			
Alternative	Annualized Capital Costs (2007 \$)	Annual O&M Cost (millions 2007 \$)	Annual Hours Saved (millions)
TSM	\$1.59	\$15.33	0.08
On-Street Dedicated Bus Lanes Alternative	\$56.43	\$23.05	0.98
Busway	\$33.42	\$22.04	0.99

Source: Iteris, 2008

The Federal Transit Administration (FTA) utilizes a factor called the cost-effectiveness index to compare transit projects around the country. The index is a measure of the cost to obtain an hour of travel time savings. The table below shows that the Busway Alternative is the most cost-effective alternative because it costs less than the On-Street Dedicated Lanes Alternative, while achieving slightly higher travel time savings and while it may be more expensive than the TSM Alternative, it results in much greater travel time savings.

Table 2-3 Cost-Effectiveness Index Calculation (Lower is Better)		
Build Alternative	Annualized Cost Per Hour Saved	
	Over No Project	Over TSM
TSM	\$ 211	-
On-Street Dedicated Bus Lanes	\$ 81	-\$130
Busway	\$ 56	-\$155

Source: Iteris, 2008

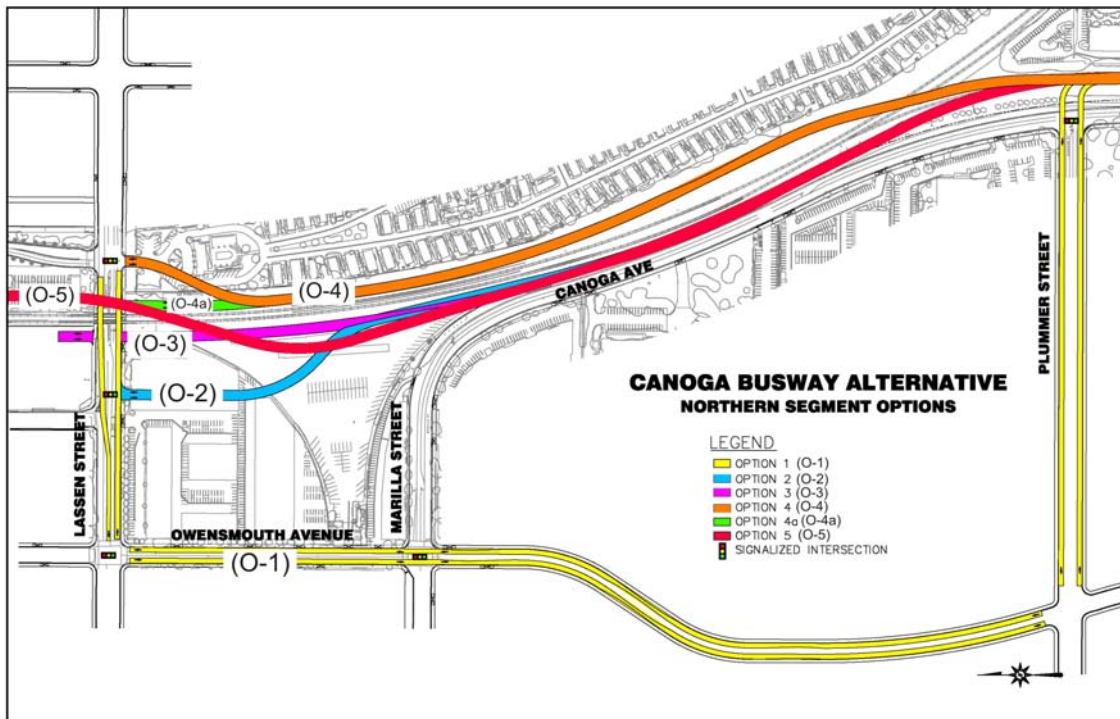
As seen on the table above, the Busway Alternative would be the most cost-effective alternative compared to both No Project and TSM.

Stations on the Busway Alternative would be located at the following locations:

- Canoga Park-and-Ride Station (additional platforms added to the existing station), shown on **Figure 2-1**.
- Sherman Way Park-and-Ride Station (includes parking), shown on **Figure 2-2**.
- Roscoe Station, shown on **Figure 2-3**.
- Nordhoff Station, shown on **Figure 2-4**.
- Chatsworth Metrolink Park-and-Ride Station (additional platforms added, reconfigured parking lot, shown on **Figure 2-5**).

Northern Terminus Option 5 – Grade Separation into Chatsworth Metrolink Station was recommended and selected as the LPA.

Five northern segment options were considered. These options are illustrated below.



Option 1 Busway Ends At Plummer - This option has lowest capital cost, but would also be the least safe and have the lowest bus operating speed, thus lengthening travel times and reducing the quality of MOL service. This option is opposed by the Los Angeles Department of Transportation (LADOT), the Union Pacific Railroad Company (UP), the California Public Utilities Commission (PUC), and Metrolink, due to safety concerns with buses crossing the railroad tracks at grade. Conversion to light rail under this option would be very costly due to property acquisitions.

Figure 2-1 Canoga Station



Figure 2-2 Sherman Way Station

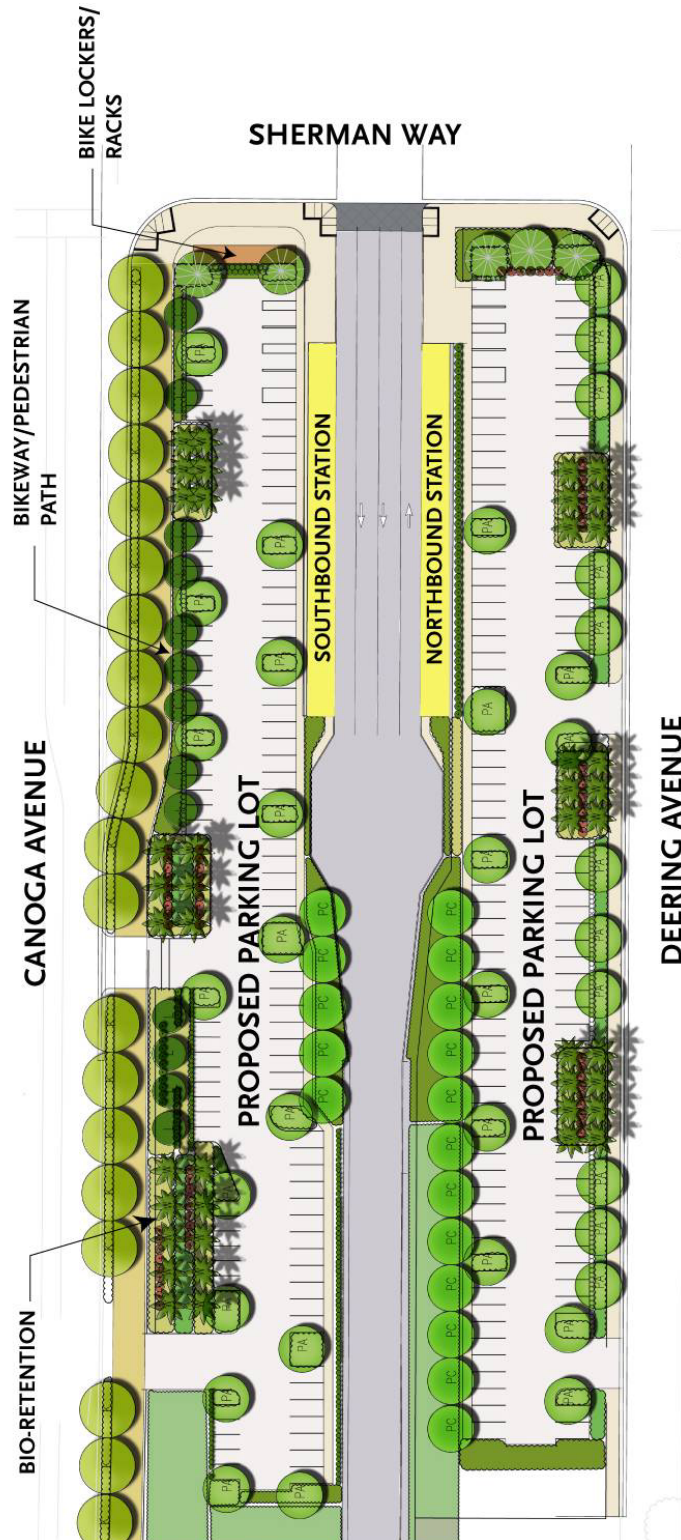


Figure 2-3 Roscoe Station

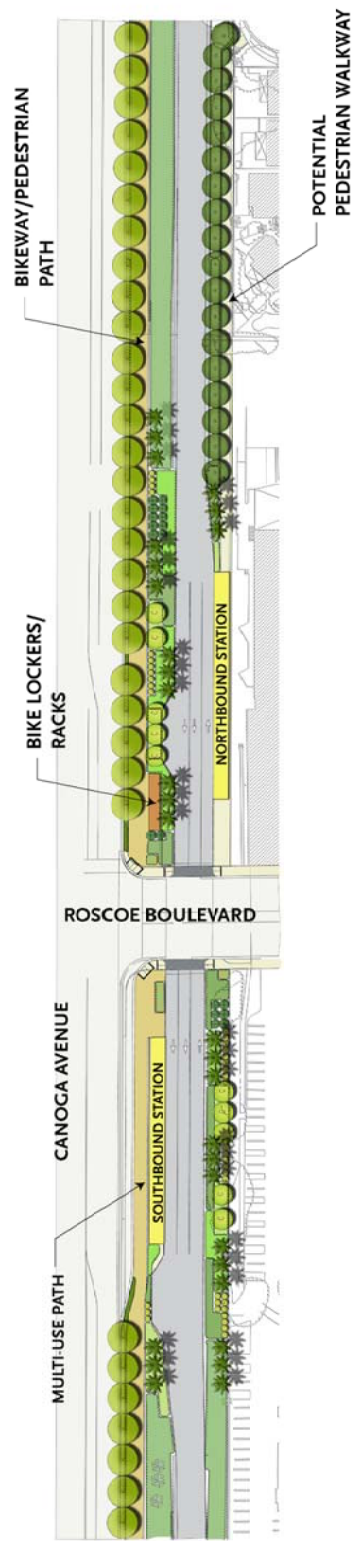


Figure 2-4 Nordhoff Station



Figure 2-5A Chatsworth Station

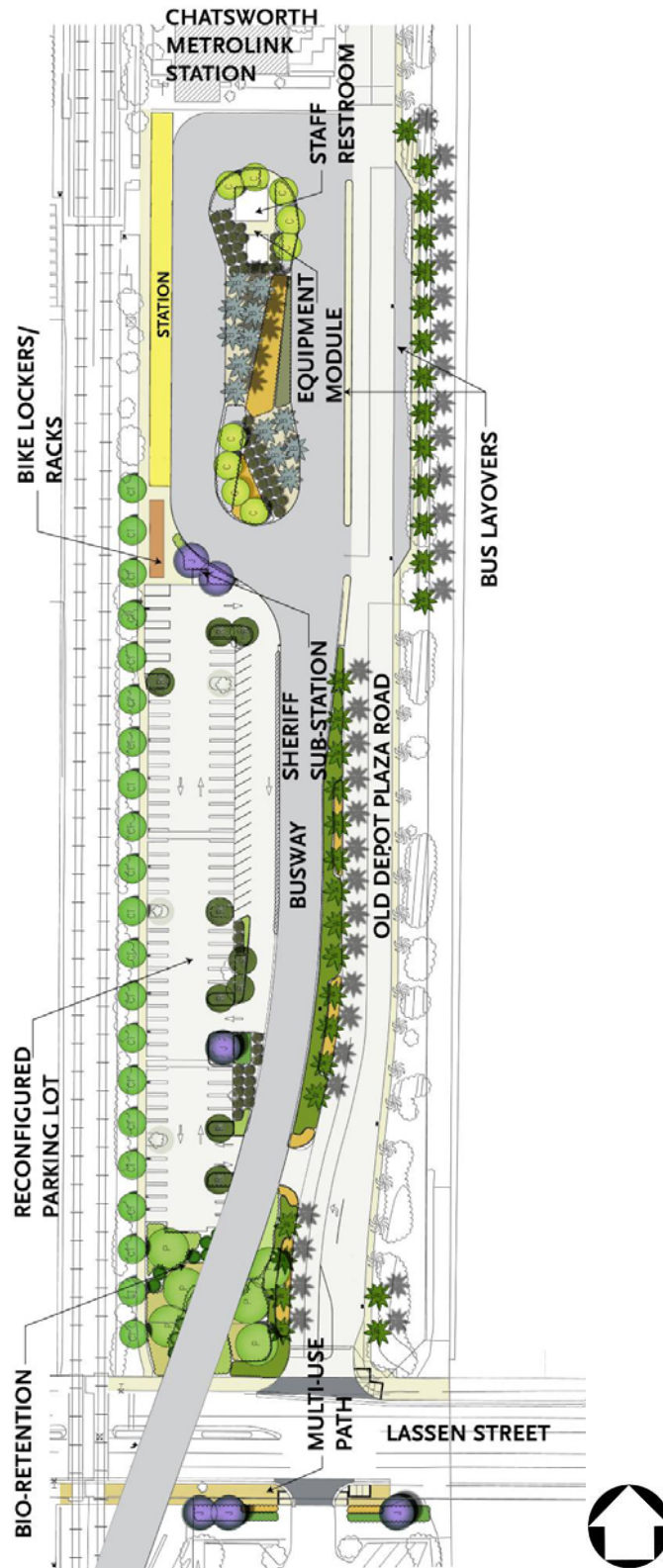


Figure 2-5B Chatsworth Station Parking



Option 2 At-Grade “T” Intersection on Lassen Approx. 200 Ft West of Tracks – This option would have relatively low costs (even though it requires property acquisitions) and is also one of the least safe and slower options. Conversion to LRT under this option would be very costly due to property acquisitions.

Option 3 At-Grade Parallel Crossing of Lassen West of Tracks – This option is a faster and safer option compared to Options 1 and 2; however, it would require that the station be on the west side of the railroad tracks (private property to be acquired) and this would make the rail-bus interface less convenient for travelers. Furthermore, having the station on the west side of the tracks would make LRT conversion more difficult in the future. This option would require a new signal on Lassen Street at the busway’s crossing. This signal may require simultaneous railroad gate activation, causing additional traffic delays.

Option 4 Underpass of Tracks with Crossing of Lassen East of Tracks – This option is also faster and safer than Options 1 and 2; however, it negatively impacts the Chatsworth Mobile Home Park, may raise concerns by the UP railroad, and is difficult and costly to construct due to the undercrossing of the active rail tracks. Furthermore, this option would require a new signal on Lassen Street at the busway’s crossing. This signal may require simultaneous railroad gate activation, causing additional traffic delays. This option would have lower LRT conversion costs, as the necessary ROW would have already been secured.

Option 5 Elevated/Underground Grade Separation of Railroad Tracks and Lassen Street – This option would be the safest way to access the Metrolink station. Furthermore, no private property would have to be acquired for the overcrossing. However, the overpass raised concerns by some because of visual impacts. An architectural design of the overcrossing has been developed to enhance its aesthetics as shown in **Figure 2-6**. A second bridge span was also added north of Lassen Street to enhance visibility under the overcrossing. The underpass version would cost significantly more than options 1 and 2. The overpass version would not cost more than Options 3 and 4. The pedestrian/bicycle pathway would stay at-grade on the west side of the overcrossing to Lassen Street. During preliminary engineering, it was determined that the sidewalk on Lassen Street could be widened to create a multi-use pathway connecting the pathway to the bicycle path on the east side of Brown’s Creek. This will be accomplished by widening the south sidewalk to 15 feet across the railroad right-of-way and along the frontage of the Chatsworth Mobile Home Park to the park’s driveway, utilizing some private property (either purchased or leased). The multi-use path would cross Lassen Street at the signalized intersection at Old Depot Plaza Road and then connect to the Brown’s Creek path via a widened sidewalk on the north side of Lassen Street.



Figure 2-6 Rendering of Lassen/Railroad Overcrossing (Option 5)

As stated above, Option 5 is recommended as the LPA.

Chatsworth Station Option D was selected as the LPA.

Given that Option 5 is the preferred northern segment option, **Chatsworth Station Option D is the LPA.** Option D was refined in preliminary engineering and is portrayed in **Figure 2-5A**. The total cost of the LPA, with the Busway, northern segment Option 5 (overcrossing) and Chatsworth Station Option D, is \$191 million in 2007 dollars.

Metro Board Approval

The Metro Board approved the recommendation of the Canoga Busway Alternative, with Northern Option 5, the grade separation of the Busway at Lassen Street and the railroad tracks as the Locally Preferred Alternative on June 26, 2008.

Busway Access Point

A busway access point will be added to the proposed project at the Canoga Avenue/Prairie Street intersection. The busway access point will become the fourth leg of this existing “T” intersection and will allow buses only to enter and exit the busway at that point. The intersection will be signalized to also accommodate pedestrian crossings of Canoga Avenue to reach the pedestrian/bicycle pathway. By including this busway access point in the project, buses can more directly reach the Division 8 Maintenance Facility located south of Prairie Avenue. This will reduce the amount of travel on streets by Metro Orange Line buses. Instead of starting or ending their runs at the Chatsworth Metrolink Station and using Lassen Street and Owensmouth Avenue to travel between the Division 8 facility or Marilla Street bus parking lot, including crossing the Metrolink tracks at-grade on Lassen Street, MOL buses will be able to enter and exit the busway at Prairie Street. The addition of the traffic signal at Canoga Avenue/Prairie Street does not result in a traffic impact and in fact will make it easier for traffic on Prairie Street to turn onto Canoga Avenue.

Other Considerations

Parthenia Station: An optional station at Parthenia was included in the DEIR.

BRT Design Criteria

Metro’s design criteria for the on-street Metro Rapid service and bus rapid transit service, such as the MOL, call for stations to be spaced approximately one-mile apart. These criteria are intended to result in premium (faster) regional rapid mass transit service for longer-distance trips with fewer stops, compared to local bus service which may have a stop on every corner. The stations on the existing MOL are spaced approximately one-mile apart (1.1 mile average spacing). The five proposed stations on the four-mile Chatsworth MOL Extension at the existing Canoga MOL Station, Sherman Way, Roscoe Boulevard, Nordhoff Street and the Chatsworth Metrolink Station would also be approximately one-mile apart. Adding a station at Parthenia Street would reduce the station spacing between Roscoe and Parthenia and between Parthenia and Nordhoff to one-half mile. The reduction in station spacing would have impacts on bus operations and overall travel time – making the service less attractive to some transit riders, but could also increase ridership by the added convenience to others transit riders in the vicinity of Parthenia. It would also impact construction and operating costs, as discussed below. It should also be noted that the MOL is intended to be designed to be convertible to light rail service in the future. Metro light rail stations are also typically one mile apart, other than in very dense areas such as Downtown Los Angeles.

Station Accessibility

A station at Parthenia would not include a park-and-ride lot, so access would be provided primarily by walk or bicycle modes. Some kiss-and-ride (drop off/pick up) activity could occur at Parthenia, but it could just as easily occur at Nordhoff or Roscoe. There is currently no local or limited bus service on Parthenia Street. There are local buses on both Nordhoff and Roscoe, so transfers from local buses to the MOL would be possible at those two stations. Ridership patterns on the existing MOL indicate that transfers from local buses and walk-ins are the predominant mode of access to the MOL. Although there have been some requests for a local bus route on Parthenia, Metro Operations does not feel that there is adequate demand to support a fixed-route local service.

Public Input

Some comments were received at the public scoping meetings or public hearings and in written comments submitted on the Draft EIR that favored a Parthenia station. They were relatively few in number. Some opposition to the Parthenia station was also expressed by nearby residents, some of whom thought the station might include a park-and-ride lot. The optional station did not generate a lot of public attention. Some of those who supported the Parthenia station live in the adjacent Riviera Mobile Estates mobile home park. Residents of the Eton Mobile Home Park just to the north would have easier access to the Nordhoff station because their park is accessed from Nordhoff and walking south to Parthenia is blocked by the Santa Susana Wash which runs between the two mobile home parks. **Figure 2-7** includes an aerial view of the land uses around each station site and some of the barriers to accessibility to the station sites. For residents of the neighborhood south of Parthenia, east of the busway alignment, access to the Roscoe station can be provided via a direct pedestrian path to the Roscoe Station within the Metro ROW.

Ridership

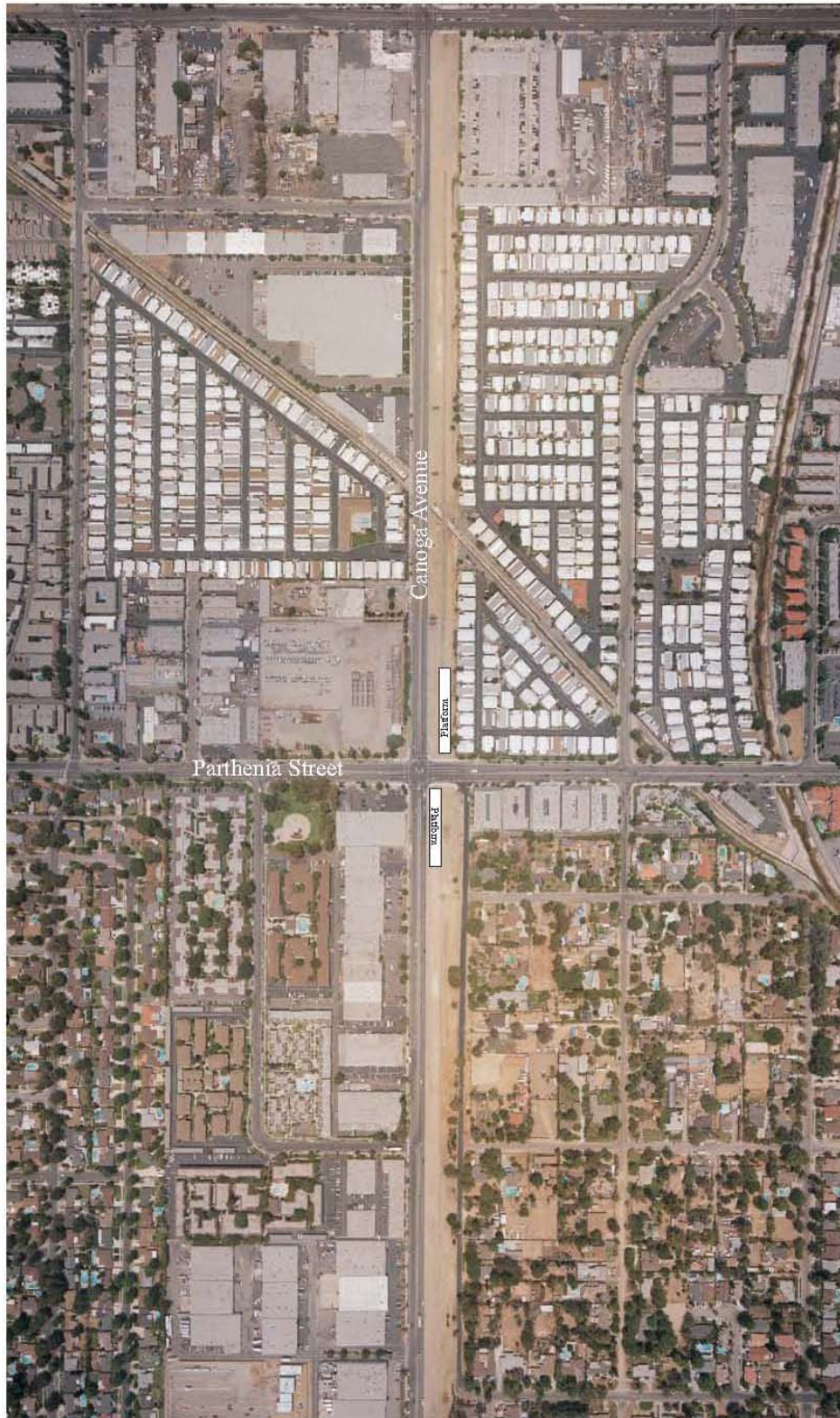
The ridership shed around a station is approximately one-half mile. This varies from location to location based on factors such as topography, physical barriers (e.g., rivers, freeways, etc.), climate, and urban design considerations (e.g., sidewalk amenities, street trees). The half-mile circles around the Roscoe and Nordhoff stations are illustrated in **Figure 2-8**. They come close to touching one another. The amount of population and employment projected within each of these circles is illustrated in the table below.

The additional population and employment that could be directly served by a Parthenia station that would not have been previously within one-half mile of either the Roscoe or Nordhoff Stations is illustrated in the shaded area on **Figure 2-8** and summarized in **Table 2-4** below.

Table 2-4 Additional Population and Employment Within One-Half Mile of Parthenia Station				
Socioeconomic Data	Nordhoff	Roscoe	Total	Additional Population and Employment Served by Parthenia Station
Population	5,676	10,354	16,030	2,668
Employment	2,967	3,464	6,431	965

Source: GRUEN Associates based on SCAG data

Figure 2-7 Land Uses Around Parthenia Station



Source: 


NOT TO SCALE

Figure 2-8 Half-mile Radius Around Parthenia Station



Source: GRUENASSOCIATES



The additional ridership on the MOL would be a percentage of these new residents or employees. The additional Parthenia station was coded into Metro’s travel demand forecasting model and the ridership as a result of this additional station was forecast to be 540 daily trips as shown in **Table2-5** below.

Table2-5 Daily Metro Orange Line Ridership in 2030	
Scenario	Daily Ridership
Busway Extension to Chatsworth	45,540
Busway to Chatsworth with Parthenia Station	46,080
Additional Ridership	540

Source: Iteris based on Metro model

The actual ridership at the Parthenia station would be more than 540 riders, but some of them would be people who would otherwise have walked, biked or been driven to the Roscoe and/or Nordhoff stations. The net increase in daily riders would be 540 trips in 2030.

Cost

The cost of an additional station at Parthenia would be approximately \$4,600,000 in 2007 dollars.

Travel Time

The addition of another stop on the Canoga extension of the MOL would increase the overall travel time on the route by approximately one-half minute. This would increase the travel time for a trip from Chatsworth to North Hollywood from about 60-67 minutes to 60.5-67.5 minutes, a one percent increase, which would not be significant and is within the variation of individual bus trips. For shorter trips, for example from Chatsworth to Warner Center, this additional stop would increase the travel time by closer to five percent.

Recommendation

Given the relatively small increment in ridership generated by a Parthenia station, the \$4.6 Million cost and small delays to other riders due to the additional stop, it does not seem appropriate to deviate from the BRT Design Standards by placing a Parthenia station within one-half mile of the Roscoe and Nordhoff stations. The Metro Board concurred in the recommendation that the Parthenia station not be included in the Locally Preferred Alternative. However, it was recommended that the project design not preclude the addition of a Parthenia station in the future.

Extension to SR-118: The potential on-street, mixed-flow extension of MOL service north of the Chatsworth Metrolink Station to the SR-118 Freeway was evaluated. It was recommended tha the extension to SR-118 not be included in the LPA because of the difficulty of locating a park-and-ride lot at SR-118, limited ridership forecast on the extension, congestion on the routes to the SR-118 which would slow bus travel times, and significant community opposition. The Metro Board concurred in this recommendation.

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3.0 TOPICAL RESPONSES

The following responses are presented to address two topics for which several commenters submitted comments. This topical response approach is intended to provide a more comprehensive, integrated response than might be provided if the comments were addressed individually. Individual comments are presented in Section 4 and responses are presented to each comment in Section 5. Some responses refer to these topical responses.

1. Privacy Wall Along the Mobile Home Parks

As indicated in Section 4.9, page 4.9-43 of the DEIR, an 8 ft minimum soundwall is required only along the Chatsworth Mobile Home Park for the Canoga Busway Options 4 and 4a. A soundwall would not be required for Option 5 (which has now been selected as the Locally Preferred Alternative). However, in response to multiple comments, Metro is proposing an 8 ft privacy wall to provide privacy to the mobile home residents, minimize views of the project, assist in security, and assist in noise abatement. There are three mobile home parks (Chatsworth, Riviera, and Eton) along the east side of the Metro ROW. Currently, a chain-link fence is located on the eastern edge of the Metro ROW adjacent to these mobile home parks. In some places, this chain-link fence is lined with trees or wooden panels. The 8 ft privacy wall will be located along the Chatsworth, Riviera and Eton Mobile Home Parks. Several commenters expressed concerns over security issues associated with transient persons in the area. There is no reason to believe that security concerns would worsen with the project. The proposed privacy wall would deter unwanted access to the mobile home parks. As described in Section 4.15, p 4.15-3 of the DEIR, the busway, bikeway/pedestrian path, landscaping, fencing, and other security measures are intended to provide a safe, secure, and comfortable transit system and enhance user security.

2. Canoga Busway Option 5 – View of the Lassen Street/Railroad Overcrossing and Approach

In response to the comments submitted on this issue and in recognition of the desire to reduce the massing of the Lassen Street/Railroad overcrossing and approach, the consultant team further clarified the analysis of the visual environment and potential mitigation measures based on the Preliminary Engineering Plan and Profile drawings of Option 5 bridge, which was selected as the locally preferred alternative. **Figure 3-1** is a 3d illustration showing the relationship of the overcrossing and the embankment leading to the overcrossing. **Figure 3-1a** shows a plan view of the LPA on the west side of the railroad tracks away from the mobile homes. The approximate height of the road bed on the embankments and bridge are also shown.

Public Right-of-Way - Lassen Street is a public right-of-way and currently there are views of the Santa Susana Mountains to the west as shown in existing condition photos. See **Figure 3-1b** taken from the entrance to the mobile home park, south of Lassen Street. **Figure 3-1c** is a view standing on the sidewalk at the mobile home park entrance with the proposed bridge over Lassen Street; Santa Susana Mountains are visible under the bridge. Further east from the bridge on Lassen Street, the bridge would temporarily block views of the mountains for motorists and pedestrians. Overhead utility poles/lines directly under/adjacent to the bridge will be undergrounded, some billboards potentially removed, and railroad gates and lights potentially relocated thereby improving the overall visual environment. Potential mitigation (see MM 4.6-5) for the massing of the bridge structure would be to provide variations in the shape of the bridge and railings to create shadow lines and openings. **Figure 3-1c** illustrates a bridge design that is consistent with this mitigation measure.

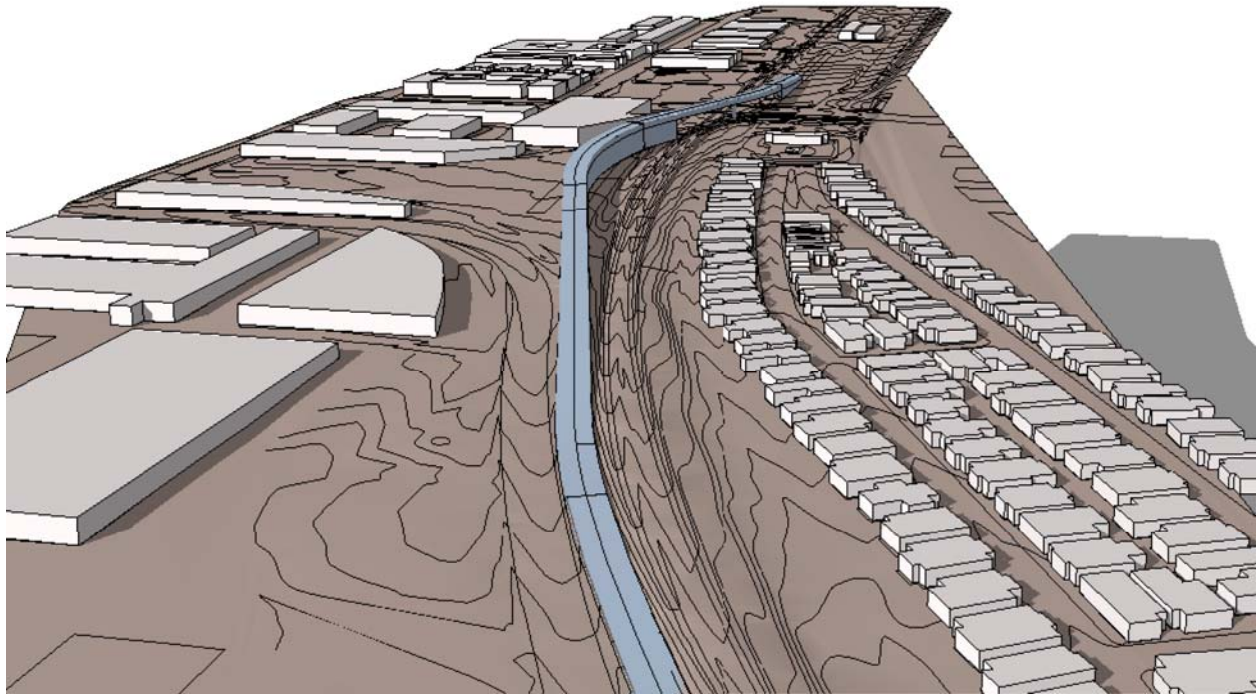


Figure 3-1. Illustration of the Canoga Busway Option 5

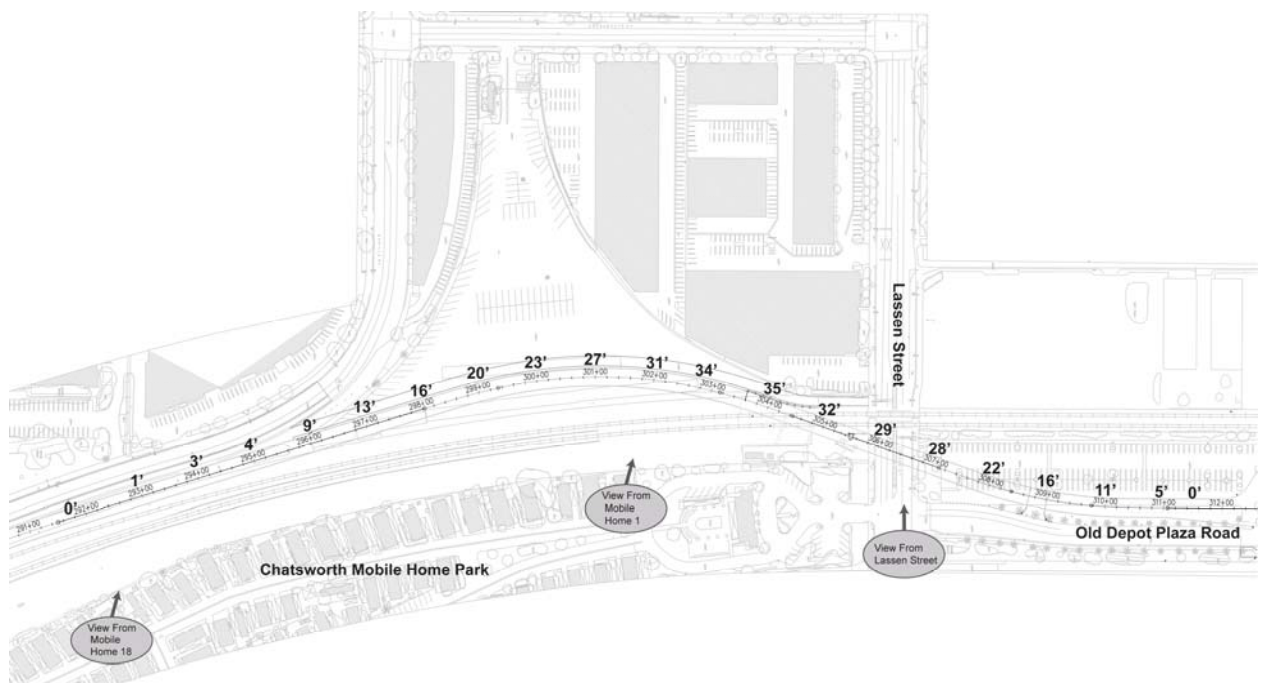


Figure 3-1a. Plan View of the Canoga Busway Alternative Option 5 with Approximate Bridge Height to Top of the Roadbed



Figure 3-1b. Existing view from Lassen Street at Impact Location



Figure 3-1c. With Bridge over Lassen Street

Private Property - In response to the comments received from the residents of the Chatsworth Mobile Home Park, the consultant team also analyzed the views of Option 5 from mobile homes # 1 and 18, which are located along the Metro ROW, as shown in **Figure 3-2**.

- **Figure 3-2a** is the existing condition looking northwest from mobile home #1 (the closest mobile home to Lassen Street which fronts on the Metro ROW looking towards the mountains to the northwest). The existing industrial building south of Lassen Street partially blocks the views of the mountains. Any new industrial buildings west of the railroad tracks will further block views of the mountains.
- **Figure 3-2b** shows an 8 ft privacy wall as requested by the mobile home park residents which would block the view of the mountains from the backyard of their mobile homes.
- **Figure 3-2c** shows the elevated busway with retaining wall, embankment, and vines planted against the retaining wall that would soften views of the embankment



Figure 3-2 Location of the mobile homes #1 and #18



Figure 3-2a. Existing North-West View from Mobile Home 1



Figure 3-2b. With an 8ft Privacy Wall Requested by Mobile Home Residents



Figure 3-2c. With Retaining Wall and Landscape Enhancement (vines)

Figure 3-3 illustrates existing views from mobile home # 18, looking northwest towards the mountains.

- **Figure 3-3a** shows an 8 ft privacy wall which would block the view of the mountains from the backyard of the mobile homes.
- **Figure 3-3b** illustrates the view from the mobile home looking towards the overcrossing with an embankment.

As described in the DEIR MM 4.6-5, page 4.6-31, design guidelines for the elevated bridge structure for the Canoga Busway Alternative – Option 5 considered community input before the construction phase of the project. Design guidelines included techniques to reduce the massing and profile of the elevated structure and maintain views where possible of the Santa Susana Mountains to the northwest.



Figure 3-3. Existing North-West View from Mobile Home 18



Figure 3-3a. With an 8ft Privacy Wall Requested by Mobile Home Residents



Figure 3-3b. With Retaining Wall and Landscape Enhancement (vines)

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4.0 COMMENTS ON THE DEIR

List of Commenting Agencies, Organizations and Individuals

The public comment period for the Draft EIR extended from March 3, 2008, to April 16, 2008, 45 days. The table below lists letters or emails received on the Draft EIR during the comment period, and people who spoke at the public meetings.

Letter Number	Organization	Commenter Name	Comment Date	Response Page Number
1	State of California Native American Heritage Commission	Dave Singleton	March 18, 2008	5-1
2	State of California, Department of Transportation	Elmer Alvarez	April 8, 2008	5-2
3	State of California, Colorado River Board of California	Gerald R. Zimmerman	April 9, 2008	5-2
4	State of California, Governor's Office of Planning and Research	Terry Roberts	April 17, 2008	5-2
5	State of California, Department of Fish and Game	Edmund J. Pert	April 14, 2008	5-2
6	Southern California Regional Rail Authority	Gray Crary	April 2, 2008	5-2-5-3
7	California Regional Water Quality Control Board, Los Angeles Region	Xavier Swamikannu	April 9, 2008	5-3
8	Southern California Association of Governments	Jacob Lieb	April 9, 2008	5-3-5-4
9	Community Redevelopment Agency of the City of Los Angeles	Cecilia V. Estolano	April 15, 2008	5-4-5-5
10	Los Angeles Unified School District, Office of Environmental Health and Safety	Glen Striegler	April 16, 2008	5-6
11	Los Angeles City Councilmember Grieg Smith, Twelfth District	Grieg Smith	April 15, 2008	5-6
12	City of Los Angeles, Department of Transportation	Rita L. Robinson	April 16, 2008	5-7-5-9
13	HG Communications Inc	L. Freddy Maldonado	March 05, 2008	5-9
14		Jerry Chipchase	March 06, 2008	5-9

Letter Number	Organization	Commenter Name	Comment Date	Response Page Number
15		Renee Unger	March 07, 2008	5-9
16		Betty Gelman	March 07, 2008	5-10
17		David Goldstein	March 07, 2008	5-10
18		Tina	March 08, 2008	5-10
19		Frederick Frey	March 08, 2008	5-10
20		Alexander Friedman	March 09, 2008	5-10
21		Hilda V. DeMars	March 10, 2008	5-10
22		Ingrid Rey	March 11, 2008	5-10
23		Erica Rey	March 11, 2008	5-10
24		Silvana Rey	March 11, 2008	5-11
25		Timothy Martin	March 13, 2008	5-11
26	Chatsworth Community Coordinating Council	Linda Van der Valk	March 14, 2008	5-11
27		Serge Artoonyan	March 16, 2008	5-11
28		Charles Flynn	March 17, 2008	5-11-5-12
29		Ronald Barbuena	March 17, 2008	5-12
30	Los Angeles County Bicycle Coalition	Rex Reese	March 19, 2008	5-12
31	US Navy Veteran	Harry Tischler	March 19, 2008	5-12
32	Acme Laundry Products	Dory Byeas	March 19, 2008	5-12
33		Brent Butterworth	March 19, 2008	5-12
34		Larry Sack	March 19, 2008	5-12

Letter Number	Organization	Commenter Name	Comment Date	Response Page Number
35		Marlys Sack	March 19, 2008	5-13
36		William Bowling	March 19, 2008	5-13
37		Ray D. Lopez	March 19, 2008	5-13-5-14
38		Sheldon H. Walter	March 19, 2008	5-14
39		Sachiko Liou	March 19, 2008	5-14
40		Joyce Riggle	March 19, 2008	5-14
41		Hellen Daniell	N/A	5-14
42		Carl Olson	March 19, 2008	5-14-5-15
43		Rob Harmon	March 20, 2008	5-15
44		David R. Harmon	March 21, 2008	5-15-516
45		Lee S. Elowe	March 23, 2008	5-16
46		Gwene L. Lefkowitz	March 24, 2008	5-16-5-17
47		Wendy Newman	March 24, 2008	5-17
48		Karebear1799@aol.com	March 24, 2008	5-17
49	Mission Community Hospital	Chelan Maierhoffer	March 25, 2008	5-17
50	Warner Center TMO	Chris Park	March 25, 2008	5-17
51		Margery Brown	March 26, 2008	5-18
52	Central Valley Builders Supply	Greg Murchland	March 26, 2008	5-18
53		Eugene F. Walinski	March 26, 2008	5-18
54		Sherri Moyes	March 26, 2008	5-18-5-19

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55	ACMELA.ORG	William Bowling	March 26, 2008	5-19
56	Chatsworth HS	Ed LeVine	March 26, 2008	5-19
57	Design Review Board	Andre Van Der Valk	March 26, 2008	5-19
58	Ace Auto & Truck Inc	Harvey Sklar	March 26, 2008	5-19
59		Carol Houser	March 26, 2008	5-19
60		Darlene Brown	March 26, 2008	5-19-5-20
61		Darlene Brown	March 26, 2008	5-20
62		Diane Bateson	March 26, 2008	5-20
63		Ronald Steiner	March 26, 2008	5-20
64		Shirley Dethloff	March 26, 2008	5-20
65		L. Deniz;	March 26, 2008	5-20
66		Werner Clark	March 26, 2008	5-20
67		Nancy P. Tuscano	March 26, 2008	5-20-5-21
68		Stan and Carrie Miller	March 26, 2008	5-21
69		Teena Takata	March 26, 2008	5-21-5-22
70		Karen Keegan	March 26, 2008	5-22
71		Gwen Lileftkowitz	March 26, 2008	5-22
72		Beverly Bent	March 26, 2008	5-22
73		Patricia Smith	March 26, 2008	5-22
74		Susan Hatfield	March 26, 2008	5-23

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75		Kathy Miller	March 26, 2008	5-23
76		Norbert Witkowsky	March 26, 2008	5-23
77		Sheilla Gittings	March 26, 2008	5-23
78		Robert Fran Lomprey	March 26, 2008	5-23
79		Edna and Laurie Vasile	March 26, 2008	5-23
80		Carmella Catone	March 26, 2008	5-24
81		Margie Smith	March 26, 2008	5-24
82		Viviana Loredo	March 26, 2008	5-24
83		Ivan Salamanca	March 26, 2008	5-24
84		Jerry Frank Pho	March 26, 2008	5-24-5-25
85		Michael and Madelyn Stony	March 26, 2008	5-25
86		N/A	March 26, 2008	5-25
87		Eleanor and Roxane Dolicoeur	March 26, 2008	5-25
88		Jeannine Barone	March 26, 2008	5-25
89	Motor Bus Society	William Vallow	April 26, 2008	5-25
90		Juanita Dellomes	April 26, 2008	5-25
91		Charles W. Mountain	April 26, 2008	5-25-5-26
92		JK Drumond	April 26, 2008	5-26
93		Carolyn Schultz and Mark O'Keefe	March 26, 2008	5-26-5-27
94		Vincent Venutta	N/A	5-27

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95		Christine Rowe	March 26, 2008	5-27
96		Luane Kurpjuweit	March 26, 2008	5-27
97		Karen Keegan;	March 27, 2008	5-27
98	PM Industrial Supply Co.	Scott Kellog	March 27, 2008	5-27
99		Renee S. DeMent	March 30, 2008	5-28
100		Stephen T. Holzer, Lewitt, Hackman, Shapiro, Marshall & Harlan	April 1, 2008	5-28
101		Stephen T. Holzer, Lewitt, Hackman, Shapiro, Marshall & Harlan	September 18, 2007 ¹	5-28
102		Cathy Lopez	April 01, 2008	5-28
103		Ortrud J. Nichols	April 01, 2008	5-27
104		Clementine Heedson	April 02, 2008	5-28
105		R. E. Brown	April 02, 2008	5-28
106		Walter A. Wentz	April 04, 2008	5-28-5-29
107		Char Style;	April 05, 2008	5-29
108	Chatsworth Neighborhood Council	Judith Daniels	April 13, 2008	5-29-5-31
109		Ivan Hronek	April 13, 2008	5-31
110		Alexander Friedman	April 14, 2008	5-31
111		Nicholas Matonak	April 13, 2008	5-31
112	Individual	Aileen Bobier	April 15, 2008	5-31-5-32

¹ Letter submitted with Letter 100, April 1, 2008

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113	California Furniture Galleries	Leonar Katz	April 15, 2008	5-32
114		Edward Watson	April 15, 2008	5-32
115	Chatsworth Mobile Home Park	Jan S McLeod	April 14, 2008	533
116	JMBM	Timothy Martin	April 16, 2008	5-33-5-34
117		Linda Hopkins	April 15, 2008	5-34
118	Woodland Hills Warner Center Neighborhood Council	August Steurer	April 9, 2008	5-34
119	Woodland Hills Warner Center Neighborhood Council	August Steurer	April 16, 2008	5-35
120	Woodland Hills Warner Center Neighborhood Council	August Steurer	April 16, 2008	5-35
121	Westfield LLC	David Gensemer	April 16, 2008	5-35-5-36
122		Charles W. Mountain	April 26, 2008	5-36
123		Public Hearing Carl Olson Linda Specht Ray Lopez Walter Sheldon William Bowling Harry Tischler Diana Dixon Davis Salvador Pelaez Eyal Shemesh Aileen Barbier Glen Wilson Doby Byers Bart Reed Barry Seybert	March 19, 2008	5-36-5-38
124		Public Hearing Dave Kauffman William Bowling Andre Van Der Valk Sean McCarthy Harry Tischler Jan McLeod	March 26, 2008	5-38-5-40

Letter Number	Organization	Commenter Name	Comment Date	Response Page Number
		Darcy Newman Art Schlefstein Dean Patmor Ruben Bartels Steven Box Judith Daniels Glenn Bailey Roger Appleby Jeri Vann		

PUBLIC HEARINGS

Two public hearings on the Canoga Transportation Corridor Draft EIR were held on March 19 and 26, 2008. A copy of the transcripts is included at the end of this section; comments are numbered and addressed in the same way as comments received in writing.

5.0 RESPONSES TO COMMENTS ON THE DEIR

1. **State of California Native American Heritage Commission; Dave Singleton; March 18, 2008**
- 1-1 As noted on page 4.5-3, Metro, through its consultant, Jones & Stokes, conducted a record search at the California Historic Resources Information Center's (CHRIS) South Central Coastal Information Center (SCCIC) for the project. As indicated in the EIR, the project would not have the potential to impact historic resources.
- 1-2 In addition to the summary analysis presented in the DEIR, an archaeological survey report was prepared by Jones & Stokes, and will be submitted to the South Central Coastal Information Center.
- 1-3 On October 3, 2007, Jones & Stokes contacted the Native American Heritage Commission (NAHC) and requested that they consult their sacred lands file and provide a list of potentially interested Native American representatives for the project area. The NAHC responded on October 4, 2007 stating that a search of their sacred lands database did not yield any sacred lands or traditional cultural properties within the project area. The NAHC provided a list of Native American contacts in the San Fernando Valley. Letters describing the project area and indicating the project location were sent to these Native American representatives on October 17, 2007. No comments have been received.
- 1-4 As noted in the DEIR on page 4.5-16, if buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.
- 1-5 As noted in the DEIR on page 4.5-16, in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, State CEQA Guidelines 15064.5(e), and Public Resources Code 5097.98 shall be implemented.
- 1-6 Provisions for the discovery of human remains, unmarked cemeteries, and accidental discovery of any human remains during construction and excavation are specifically cited as part the Mitigation Measures in the DEIR on page 4.5-16. See response to 1-4 above.
- 1-7 As requested by the NAHC, Metro shall comply with §15370 of the California Code of Regulations (CEQA Guidelines). See Section 6 Corrections and Additions for changes to Mitigation Measure 4.5-5. If cultural resources are located, Metro will avoid them if possible, or will follow all applicable laws, and treat any discovered resources through standard archaeological practices. These include, but are not limited, to, manual or mechanical excavations, monitoring, soils testing, photography, mapping, or drawing to adequately recover the scientifically consequential information from and about the archaeological resource.

2. State of California, Department of Transportation; Elmer Alvarez; April 8, 2008

2-1 The number of vehicles forecasted to be added to SR-27 (Topanga Canyon Boulevard) and SR-118 to access the Chatsworth Metrolink Station as a result of the proposed project is too small (less than 50 vehicles per peak hour) to create significant traffic impacts. Therefore, the increase in traffic would be insignificant.

2-2 There would be no significant impacts to SR-27 (Topanga Canyon Boulevard) or the SR-118 freeway. The number of vehicles forecasted to be added to these facilities to access the Chatsworth Metrolink Station as a result of the proposed project is very small (less than 50 vehicles per peak hour). Therefore, the increase in traffic would not be insignificant.

2-3 Comment noted. Metro thanks Caltrans District 7 for their review.

3. State of California, Colorado River Board of California; Gerald R. Zimmerman; April 9, 2008

3-1 Comment noted. Metro thanks the California CRB for their review.

4. State of California, Governor's Office of Planning and Research; Terry Roberts; April 17, 2008

4-1 Comment Noted. Metro thanks the Governor's Office of Planning and Research for their assistance.

5. State of California, Department of Fish and Game; Edmund J. Pert; April 14, 2008

5-1 See Section 6, Corrections and Additions for changes to Mitigation measure MM 4.13-1 (page 4.13-25 of the DEIR) which has been revised to follow the suggestions of the commenter, except that the distances have been adjusted based on tolerance for project activities by urban-adapted native birds where there is no potential for special-status species. The measure retains discretion for the biologist to require greater distances if professional judgment indicates this is needed to prevent conflict with the existing laws.

5-2 See Section 6, Corrections and Additions for revised language for Impact 4.13.4 (page 4.13-21 of the DEIR); see also the resources discussion under Section 4.13.1, pages 4.13-2 and 4.13-7, of the DEIR regarding the conditions and resources of the two channels in reaches where the project will occur.

5-3 As indicated under discussion for Impact 4.13.4 (page 4.13-22 of the DEIR), a Streambed Alteration Agreement is anticipated for the project.

6. Southern California Regional Rail Authority; Gray Crary; April 2, 2008

6-1 Metro staff will continue to consult with SCRRRA regarding the bus operations at or near the Chatsworth Metrolink Station as the project progresses.

- Comment noted. Traffic operation and safety considerations were very important in the selection of the preferred northern segment option. Please note that Metro's Board selected Northern Segment Option 5 – overpass over Lassen Street at railroad tracks as part of the LPA.
- 6-2 Comment noted. See also response to comment 6-2.
- 6-3 Fencing would be provided along the entire alignment to prevent bikeway/pedestrian path users from entering the busway and/or the railroad right-of-way. The comment notes that the available Metrolink right-of-way is less than 65 ft. wide. The busway itself is 27 ft. wide, plus shoulders and the bikeway/pedestrian path varies from 10 ft. to 17 ft. in width. Adjacent to the Metrolink tracks, the proposed project would be partially located on City of Los Angeles right-of-way, and on property owned by Metro that is currently leased for vehicle storage. Metro's conceptual design for the busway along this narrow segment calls for minimal landscaping and a 10-ft multi-use path. This design will be refined in the preliminary engineering phase of the project.
- 6-4 The DEIR addresses the Project's access impacts to the Chatsworth Metrolink Station. As indicated on page 4.7-45 of the DEIR, the two station access points (at Devonshire and at Lassen) would be signalized to mitigate the increase in auto traffic. Furthermore, any parking spaces eliminated due to the reconfiguration of the station would be replaced with spaces on the northern portion of the station.
- 6-5 Metro estimates that the effects of the Metro Orange Line Extension on the Ventura Co. Metrolink line will be generally beneficial. Ridership is expected to increase as the Extension would provide an easy access to Warner Center. This increase is not expected to be significant enough to suggest a re-evaluation of the line's service plan for the future.
- 6-6 Responses will be made available at least 10 days prior to certification of the Final EIR by the Metro Board.
- 7. California Regional Water Quality Control Board (CRWQCB), Los Angeles Region; Xavier Swamikannu; April 9, 2008**
- 7-1 See Section 6, Corrections and Additions for changes to MM 4.12-1 (pages 2-39 and 4.12-6 of the DEIR) to allow use of current best management practices (BMP), not limited to Stormceptor.
- 7-2 As indicated in MM 4.12-4, mitigation will be to CRWQCB requirements. Specific systems will be developed in Preliminary and Final Design.
- 7-3 The Water Quality Technical Report and in-depth design for storm water mitigation at each park and ride station will be developed in Preliminary and Final Design.
- 8. Southern California Association of Governments; Jacob Lieb; April 9, 2008**
- 8-1 See detailed responses below

- 8-2 Population and housing trends used in the Draft EIR were based on SCAG growth forecasts from the 2004 Regional Transportation Plan (RTP) that were the most recent available at the time the DEIR was prepared. The population and employment forecasts have been updated in the FEIR per SCAG's adopted 2008 RTP. See Section 6, Corrections and Additions, for changes to page 4.3-1 of the DEIR (new Table 4.3-2), to add the most current SCAG forecasts.
- 8-3 See Section 6, Corrections and Additions, for changes to page 4.3-1 of the DEIR to address the Adopted 2008 Regional RTP Baseline Growth forecast for the SCAG Region.
- 8-4 Comment noted. Population and housing trends used in the Draft EIR were based on SCAG growth forecasts from the 2004 RTP, see responses 8-2 and 8-3 above.
- 8-5 Comments noted. Metro thanks SCAG staff for their thorough review. SCAG agrees with Metro findings of consistency with regional plans.
- 8-6 Comment noted. Metro's Board will adopt and implement a mitigation monitoring and reporting plan (MMRP) as part of the EIR certification process.
- 9. Community Redevelopment Agency of the City of Los Angeles; Cecilia V. Estolano, April 15, 2008**
- 9-1 Comment noted. CRA views will be forwarded to the Metro Board for their consideration in the decision making process. As described on page 4.1-51 of the DEIR, all build alternatives would provide for new or additional transit service in a redevelopment area. As discussed under Impact 4.6.2, Section 4.6, the Canoga On-Street Dedicated Bus Lanes, Alternative 3 and Canoga Busway, Alternative 4 would include approximately 1,200 to 1,350 and 1,400 to 1,700 new and relocated trees depending on the Option selected north of Plummer Street. Section 4.1, Impact 4.1.3, discusses the Potential for Station Area Growth. MM 4.1-7 discusses that Metro and the City of Los Angeles would coordinate on any proposed transit-oriented development and MM 4.1-8 describes the mitigation measure for any future joint use proposal made on the Metro ROW.
- 9-2 Comment noted. The project was designed to allow for future conversion to light rail.
- 9-3 See detailed responses below.
- 9-4 Comment noted. CRA views will be forwarded to the Metro Board for their consideration in the decision making process. The LPA selected Canoga Busway, Alternative 4 and Option 5 supported by the commenter.
- 9-5 As shown in Table 4.7-25, page 4.7-55 of the DEIR, parking demand at the Sherman Way park-and-ride lot is not expected to exceed 169 daily cars by 2030. This is approximately 66% of the capacity that could potentially be available. Therefore, it is possible that the final design of the Sherman Way park-and-ride lot could provide less than the 255 spaces described in the DEIR. However, the recent gasoline price increases have increased transit demands and park-and-ride activity at transit stations region wide so the provision of excess parking spaces may serve longer-term parking demands.

- 9-6 Comment noted, commenter's views will be forwarded to the Metro Board for their consideration in the decision making process. Section 4.1, Impact 4.1.3, page 4.1-52, discusses the likelihood of redevelopment on adjacent land at higher intensities. As indicated in the DEIR, further study and approval from the City of Los Angeles would be required before specific development changes could be identified and analyzed. As indicated on page 4.1.52 of the DEIR "[i]n the future, land use of these surface parking lots, landscaped areas, and leased land could change in response to specific proposals. It would be speculative and not reasonably foreseeable to identify any change in land use or intensity beyond current plans at this time. The project site including the new station sites are currently zoned Public Facility i.e. PF, which does not allow for development other than public facilities." The station area development potential (including the Sherman Way Station) related to Canoga On-Street Dedicated Bus Lanes and Canoga Busway Alternatives are described in the DEIR from page 4.1-53 to 4.1-56. The DEIR text also acknowledges that Metro, SCAG, and the City of Los Angeles have policies to encourage transit-oriented development (TOD).
- 9-7 See response to comment 9-5.
- 9-8 The Sherman Way Station design shown in the DEIR is conceptual in nature. The details of the station design will be determined in the subsequent phases of the project. Metro will work with LADOT during the next design phases to ensure pedestrian and vehicular safety at the station.
- 9-9 Comment noted. As stated in the DEIR, Section 4.6, Impact 4.6.2, page 4.6-31, the Canoga Busway Alternative would result in displacement of approximately 250 to 300 trees depending on the Option selected north of Plummer Street. These trees would be replaced by approximately 1,400 to 1,700 new or relocated trees depending on the Northern Options. These new or relocated trees would be planted in the Metro ROW on either side of the Busway in a pattern similar to the MOL. In addition, trees would be planted along Canoga Avenue to reinforce the street edge and shade the bikeway/pedestrian path. The station design would be consistent with the Metro Orange Line.
- 9-10 See response to comment 9-5.
- 9-11 See response to comment 9-8.
- 9-12 As discussed in Section 4.9, Noise and Vibration, in the Draft EIR, a detailed operational noise analysis was completed in accordance with Federal Transit Administration (FTA) methodology. The analysis utilized the Federal Highway Administration (FHWA) Traffic Noise Model to accurately predict existing and future mobile noise levels along the project corridor. The results of the analysis indicated that a 8 ft. soundwall would be required along the western property line of the Chatsworth Mobile Home Park for the Canoga Busway Options 4 and 4a (Mitigation Measure MM 4.9-14). The analysis also indicated that no other soundwalls would be required to reduce operational noise levels for any of the other project alternatives. Therefore, a soundwall would not be required for Option 5 (which has now been selected as the Locally Preferred Alternative). However, in response to multiple comments, the proposed project would include 8 ft privacy walls along the east side of the Metro ROW adjacent to the three Chatsworth, Riviera, and Eton Mobile Home Parks. While designed for privacy, these walls would also reduce operational noise levels at sensitive receptors.

As discussed in Section 4.9, Noise and Vibration, in the Draft EIR, construction and operational vibration would result in less-than-significant impacts. As such, mitigation measures to reduce vibration levels are not necessary.

10. Los Angeles Unified School District, Office of Environmental Health and Safety; Glen Striegler; April 16, 2008

10-1 See detailed responses below.

10-2 The nearest Los Angeles Unified School District (LAUSD) school to the project corridor is the Aggeler Opportunity High School located approximately 350 meters (over 1,000 feet) to the east. At this distance, the localized significance thresholds for particulate matter 2.5 microns or less in diameter (PM_{2.5}) and particulate matter ten microns or less in diameter (PM₁₀) would be greater than 18 and 163 pounds per day, respectively. Project-related localized PM_{2.5} and PM₁₀ emissions of 11 and 51 pounds per day would be less than the South Coast Air Quality Management District significance thresholds at the Aggeler Opportunity High School. As a result, LAUSD students and staff would be exposed to less-than-significant localized air quality construction impacts. It is not necessary to schedule construction during summer recess or open a direct line of communication with LAUSD facilities, however, Metro staff will be available throughout the construction period to both LAUSD staff and community members to discuss any project-related construction issues. See also the new mitigation measure added in Section 6 of this document (MM 4.4-10) requiring that Metro coordinate with the administration of the New Academy School and notify them when intense construction activity (i.e. grading or paving) will occur near the school.

10-3 See Section 6 Corrections and Additions for page 4.4-11.

10-4 Comment noted. Mitigation Measure 4.15-1, page 4.15-11 of the DEIR addresses concerns with regard to student safety during construction. Metro will provide for student safety during construction and in the design of the project.

10-5 See response to comment 10-4.

11. Los Angeles City Councilmember Greig Smith, Twelfth District; Greig Smith; April 15, 2008

11-1 Comment noted. The commenter's views will be forwarded to the Metro Board for their consideration in the project approval process. Please note that the Metro Board selected Alternative 4 – Canoga Busway as the LPA.

11-2 See response to comment 11-1.

11-3 Comment noted. Metro agrees that including a park-and-ride lot at SR-118 in the project at the present time is not justified.

11-4 Please refer to Response to Comment 9-12 regarding the use of soundwalls to reduce operational noise levels and Topical Response 1 regarding privacy wall along the mobile home parks. Vines will be considered along these privacy walls.

11-5 Metro will work with LADOT to determine which traffic control measures, installations and adjustments are necessary to support the safe integration of the new line.

12. City of Los Angeles, Department of Transportation; Rita L. Robinson; April 16, 2008

12-1 Comment noted. Commenter's views will be forwarded to the Metro Board for consideration in the selection of a Locally Preferred Alternative. Option 5 was selected by the Metro Board as the LPA.

12-2 The intersection capacity enhancements recommended in the DEIR (page 4.7-45) were developed as mitigation measures to reduce significant project impacts. The feasibility of capacity enhancements at locations not impacted by the project has not been examined, not because those locations have lower traffic volumes, but because there are no significant project impacts to be mitigated.

12-3 Please note that the Metro Board selected the Canoga Busway as the LPA. If the On-Street Dedicated Bus Lanes Alternative would have been selected as the LPA and the number replacement parking spaces had proven to be insufficient, the project could have been modified to leave on-street parking along the western curb of Canoga Avenue, as indicated in Mitigation Measure 4.7-13b.

12-4 See response to comment 12-1 and 12-2.

12-5 See response to comment 12-1 and 12-2.

12-6 Many overhead utility lines along existing streets were not undergrounded when the MOL was constructed. Section 3.0, page 3-35 of the DEIR indicates: "Existing overhead utilities along the east side of Canoga Avenue could potentially be under-grounded by the Los Angeles Department of Water and Power (DWP). However, this is not part of the project budget. If DWP decides to underground these utilities, Metro would coordinate with the department so that under grounding would occur in conjunction with the construction of the busway." However, to implement portions of Canoga Busway such as where Option 5 (the LPA) passes over Lassen Street, utilities would be under-grounded and the cost will be incurred by Metro.

12-7 The details of utility relocations, if any, will be determined during preliminary engineering. Most utilities cross the Busway in the east-west street alignments and should not require relocation. With the Busway (the LPA), a limited number of power poles along Canoga Avenue would have to be relocated to accommodate roadway widening for right-turn lanes at cross streets. The On-Street Dedicated Bus Lanes Alternative would require relocation of power poles along the entire length of Canoga Avenue. (Section 6.0, page 4.6-29, MM4.6-1 of the DEIR discusses utility relocation for the Canoga On-Street Dedicated Bus Lanes Alternative).

12-8 The Reference to major utility relocations on the last paragraph of page 3-61 meant "extensive "utility relocation.

12-9 Because it was an incorrect statement, the sentence has been deleted from the text. See Section 6.0 Corrections and Additions for revisions to page 3-37.

- 12-10 Because it was an incorrect statement, the sentence has been deleted from the text. See change to page 3-37 of the DEIR in Section 6 Corrections and Additions.
- 12-11 The multi-use path is mentioned in the description of Option 3 in page 3-10.
- 12-12 The extent of the multi-use path is described in the first sentence of each of the Northern Segment Option description paragraphs on page 3-25 of the DEIR. See change to page 4.1-38, 4.1-39, 4.1-40, and 4.1-41 of the DEIR in Section 6 Corrections and Additions.
- 12-13 During the preparation of the DEIR, the project's consistency with the Warner Center Specific Plan, as amended October 2002, was reviewed. The Warner Center Plan is currently being re-evaluated and updated; this effort is still underway. Metro will coordinate with the City of Los Angeles, currently preparing the update of the Warner Center Specific Plan, regarding issues such as connections to any new development around stations, setback requirements and landscaping.
- 12-14 Metro will work closely with LADOT and the Los Angeles Department of City Planning to provide accessibility from adjacent land uses to the corridor, to the maximum extent possible.
- 12-15 The initial draft of the Traffic, Circulation and Parking section of the DEIR contained preliminary level of service (LOS) calculations that were later revised to include the Highway Capacity Manual (HCM) saturation flow adjustments. All of the LOS calculations in the DEIR have been reviewed and verified by Metro.
- 12-16 Comment noted. The Metro Board has selected the Busway Alternative as the LPA. Business access on the western portion of Canoga Avenue will remain the same as existing conditions.
- 12-17 Mitigation Measure 4.7-1 mitigates the impact at the intersection of Lassen Street and Owensmouth Avenue to less than significant levels. Please note that the Metro Board selected Alternative 4 – Canoga Busway with the above grade overcrossing (Option 5) as the LPA and therefore, no buses will need to utilize this intersection.
- 12-18 Mitigation Measure 4.7-7 would mitigate the project's impacts to a less than significant level, without requiring any additional widening. Metro will design the project so that future widening at this intersection is not precluded, if and when LADOT acquired the necessary right-of-way.
- 12-19 Mitigation Measure 4.7-8 would mitigate the project's impacts to a less than significant level, without requiring any additional widening. Metro will design the project so that future widening at this intersection is not precluded, if and when LADOT acquired the necessary right-of-way.
- 12-20 Mitigation Measure 4.7-9 would mitigate the project's impacts to a less than significant level, without requiring any additional widening. Metro will design the project so that future widening at this intersection is not precluded, if and when LADOT acquired the necessary right-of-way.

- 12-21 Mitigation Measure 4.7-10 would mitigate the project's impacts to a less than significant level, without requiring any additional widening. Metro will design the project so that future widening at this intersection is not precluded, if and when LADOT acquired the necessary right-of-way.
- 12-22 See response to comment 12-3.
- 12-23 The traffic analysis does not indicate a significant project impact to the intersection of Canoga Avenue and Valerio Street; therefore, no mitigation measures are proposed. Metro will, however, work with LADOT during the preliminary engineering phase of the project to avoid safety or operational deficiencies in the design of the intersection.
- 12-24 Mitigation Measure 4.7-11 addresses the impact to the existing Canoga park-and-ride lot, not impacts to on-street parking. Mitigation Measure 4.7-13a proposes a parking lot at the Roscoe station for Alternative 3 to mitigate the on-street parking impacts. A park-and-ride lot at the Roscoe station is not part of the project description. It is only included as a mitigation measure for Alternative 3. Please note that Metro's Board selected Alternative 4 – Canoga Busway as the LPA.
- 12-25 Please note that the Metro Board selected Alternative 4 – Canoga Busway as the LPA.
- 12-26 Comment noted. All references to the width of the bikeway/pedestrian path have been revised per the comment. See Section 6.0 Corrections and Additions.
- 12-27 As indicated on page 4.15-3 of the DEIR, Metro intends to apply all pedestrian and vehicular safety features of the existing MOL to the extension. ATISAC improvements are assumed to be fully funded and implemented by the City of Los Angeles by the time the project is implemented.
- 12-28 See response to comment 12-27.
- 13. HG Communications Inc; L. Freddy Maldonado; March 05, 2008**
- 13-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 14. Jerry Chipchase; March 06, 2008**
- 14-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 15. Renee Unger; March 07, 2008**
- 15-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 16. Betty Gelman; March 07, 2008**

- 16-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 17. David Goldstein; March 07, 2008**
- 17-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 17-2 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 18. Tina; March 08, 2008**
- 18-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 19. Frederick Frey; March 08, 2008**
- 19-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 20. Alexander Friedman; March 09, 2008**
- 20-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 20-2 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 21. Hilda V. deMars; March 10, 2008**
- 21-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 22. Ingrid Rey; March 11, 2008**
- 22-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 23. Erica Rey; March 11, 2008**
- 23-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 24. Silvana Rey; March 11, 2008**
- 24-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

25. Timothy Martin, JMBM; March 13, 2008

- 25-1 Metro will provide National Ready Mix with the information necessary, including plans depicting the anticipated area of the site required by the project, as soon as it becomes available.
- 25-2 Metro will keep National apprised of any other potential truck parking locations.
- 25-3 In the event that the permanent closure of the driveway occurs, Metro would redesign/relocate National's access via Deering Ave. to properly accommodate existing traffic.
- 25-4 Metro intends to attempt to negotiate new lease terms with existing tenants who can potentially coexist with the busway. As noted in the comment, it is premature to commit to the terms of such a lease until the project has been engineered since it will not be known which, if any, parcels will be surplus property until engineering of the project is complete.

26. Chatsworth Community Coordinating Council; Linda van der Valk; March 14, 2008

- 26-1 As described in the DEIR (page 2-2), the SR-118 extension option is no longer being considered by Metro based on the results of the Canoga Transportation Corridor Alternatives Screening Report and additional ridership forecasting efforts that demonstrated the relatively small ridership potential of a park-and-ride station. The DEIR supports the views expressed in the comment.
- 26-2 See response to comment 26-1.
- 26-3 See response to comment 26-1.
- 26-4 See response to comment 26-1.

27. Serge Artoonyan; March 16, 2008

- 27-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

28. Charles Flynn; March 17, 2008

- 28-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 28-2 Portions of Canoga Avenue and the Metro ROW contain trees that would be affected by the construction of the project. However, the conceptual plan includes considerably more trees to be planted than removed for Alternative 3, Canoga On-Street Dedicated Bus Lanes and Alternative 4, Canoga Busway. As described in the DEIR, MM 4.6-6, page 4.6-32 approximately 1200 to 1350 new and relocated trees would be provided for Alternative 3 and 1400 to 1700 new and relocated trees for Alternative 4.

29. Ronald Barbuena; March 17, 2008

- 29-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 30. Los Angeles County Bicycle Coalition; Rex Reese; March 19, 2008**
- 30-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 31. Harry Tischler, US Navy Veteran; March 19, 2008**
- 31-1 The commenter's observations with regard to transfers between the Metro Orange Line and Metro Red Line have been forwarded to Metro Operations staff for consideration.
- 32. Acme Laundry Products; Dory Byeas; March 19, 2008**
- 32-1 The DEIR was circulated for 45 days in accordance with the requirements of CEQA. The comment period extended 28 days after the public meeting when the commenter made this comment.
- 32-2 Comment noted. While potential leasing and economic impacts to Metro neighbors are issues of concern to Metro, they are issues that are not addressed by CEQA. Commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 32-3 The Canoga Busway Northern Segment Option 5 was selected as the LPA. No private property would have to be acquired for this option. All or part of the property at 21600 Lassen Street would have been acquired if northern segment Option 3 would have been selected as the LPA, depending upon negotiations with the affected property owner and the feasibility of modifying the parcels access on Lassen Street and the parking area east of the building.
- 33. Brent Butterworth; March 19, 2008**
- 33-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 34. Larry Sack; March 19, 2008**
- 34-1 Comment noted; please note that Alternative 4 with Option 5 was chosen as the LPA. Although an optional station at Parthenia was included in the DEIR, it was not included in the LPA because it would result in one-half mile station spacing, closer than desired on rapid bus service or BRT and would attract a small number of new riders (250 per day). It also increases the cost of the project by \$4.6 million (2007 dollars).
- 35. Marlys Sack; March 19, 2008**
- 35-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 36. William Bowling; March 19, 2008**

- 36-1 Metro, through its consultant, Diaz Yourman Associates (DYA), contacted the California Department of Toxic Substances Control (DTSC), California Regional Water Quality Control Board (RWQCB), and Pratt & Whitney (current owner of the former Rocketdyne facility that previously stored radioactive materials) regarding the handling of nuclear waste and possibility of residual contamination on the former railroad.

DYA's environmental database research and contacts with DTSC and RWQCB regarding possible radioactive contamination found there were no records of spills or leaks of radioactive materials in the railroad right-of-way. DYA's recent inquiry with Pratt & Whitney found no records of nuclear materials having been transported from the Canoga facility by rail. Pratt & Whitney officials also noted that the former Southern Pacific (SP) railroad had no access to the Santa Susana facility, and, therefore, it was very unlikely that there was rail transport between the Canoga and the Santa Susana facilities.

A report available at the Department of Energy titled Historical Radiological Activities at Building 038 (Vanowen Building) dated January 14, 2002 stated the following:

"Facility surveys by Atomics International and the Nuclear Regulatory Commission have confirmed that no residual radioactive material remains in the Vanowen building."

"Environmental surveys of soil vegetation have confirmed that no environmental radioactive contamination occurred due to Vanowen operations."

The former SP railroad was located adjacent to the former Rocketdyne Building 009 (now Orange Line Station and parking lot) on the east side of Canoga Avenue and did not provide access to the west side of Canoga Avenue where Building 038 is located, and where the nuclear materials were stored. Records provided to DYA by Metro indicated that the area surrounding Building 009 was subjected to extensive environmental investigation and cleanup prior to demolition and construction of the existing Orange Line Canoga Station and parking lot.

Regarding dust control for potential health hazards, DYA's report dated February 15, 2008 concluded there is the potential for elevated levels of metals in the surface soils along the railroad right-of-way. Dust control as required by mitigation measure 4.8-1 and SCAAQMD Rule 403 would reduce any potential impact.

37. Ray D. Lopez; March 19, 2008

- 37-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

- 37-2 The TSM Alternative includes a local bus (246) running on Canoga Avenue. However, this option was not selected as the LPA; commenter's views will be forwarded to Metro Operations for their consideration.

38. Sheldon H. Walter; March 19, 2008

38-1 Comment noted. The cost associated with elevated rail would increase the project's cost significantly and is not justified since that DEIR analysis has shown that the at-grade busway can operate with less than significant impacts on cross street traffic. However, the project will be designed to accommodate a future conversion to light rail.

39. Sachiko Liou; March 19, 2008

39-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

40. Joyce Riggle; March 19, 2008

40-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

40-2 Boundary fencing would be consistent with the fencing on the MOL. See photo below.



Existing Fence on the MOL

41. Hellen Daniell; no date

41-1 The Metro San Fernando Valley Service Sector Board will evaluate the need for local transit service connections to the Metro Orange Line station and will coordinate such service with the providers, such as LADOT that operates the DASH shuttle service.

42. Carl Olson; March 19, 2008

42-1 Where acquisition and relocation are unavoidable, Metro would follow the provisions of the California Relocation Act, as indicated in Mitigation Measures MM 4.2-1 and MM 4.2-2, which require Metro to implement State acquisition and relocation programs, policies, and procedures. Each of the businesses displaced as a result of the proposed project would be given advanced written notice and would be informed of the eligibility requirements for relocation assistance and payments. The commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

- 42-2 As summarized in Table 3-4 of the DEIR, the service frequency along the existing Metro Orange Line would decrease from five minutes to four minutes with the proposed project. The extension of the Metro Orange Line to Chatsworth would actually provide more and better service on the existing line.
- 42-3 The ridership estimates utilized in the DEIR analysis come from Metro's travel demand forecasting model. This model utilizes regional socioeconomic data to predict travel demand and patterns for Los Angeles County. The use of travel demand forecasting models is a standard practice in transportation planning. The TSM Alternative evaluated demand for local bus service on Canoga Avenue and found that it was limited. The higher quality, rapid bus service of the MOL however attracts significant ridership by providing regional transit connections. Subsequent to the circulation of the DEIR, opening day ridership forecasts have been developed and it was estimated that 2013 daily ridership on the MOL routes would total 34,000 riders per day.
- 42-4 Socio-economics is not an issue addressed in CEQA documents, which focus only on physical environmental impacts. Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 43. Rob Harmon; March 20, 2008**
- 43-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 44. David R. Harmon; March 21, 2008**
- 44-1 Please refer to Response to Comment 9-12 regarding the use of soundwalls to reduce operational noise levels, and Topical response 1 regarding Privacy Walls adjacent to mobile home parks. Northern Segment Options 4 and 4a of the Canoga Busway Alternative would have required an 8-foot soundwall along the western property line of the Chatsworth Mobile Home Park to reduce noise to an acceptable level (Mitigation Measure MM 4.9-14). However, Northern Segment Option 5 has been selected as the LPA and, as shown in Table 4.9-14 of Section 4.9, Noise and Vibration, page 4.9-46 of the DEIR, this option would increase ambient noise levels at the Chatsworth Mobile Home Park by 0.9 dBA, less than the 3.5 dBA significance threshold. As such, the LPA would expose residents at the Chatsworth Mobile Home Park to less-than-significant operational noise levels and no mitigation measures are required. In response to multiple comments from residents of mobile home parks, Metro will construct an 8 ft privacy wall along the western property line of the Chatsworth, Rivera and Eton Mobile Home Parks. These walls are not required to reduce noise levels to a less-than-significant noise level, but would lower noise levels.
- 44-2 As discussed in Section 4.8, Air Quality, page 4.8-24 of the DEIR, construction activity would comply with SCAQMD Rule 403. Rule 403 is designed to limit fugitive dust emissions during construction activity. Mitigation Measures MM 4.8-1 through MM 4.8-8 would ensure project compliance with Rule 403. Exposed surfaces would be watered at least twice daily with the appropriate equipment (e.g., a water truck or a hand-held hose). In addition to fugitive dust, the mitigation measures would control other hazards (e.g., toxins, bacteria, and

viruses) potentially associated with construction activity by preventing the hazards from becoming airborne.

44-3 Please refer to Response to Comments 9-12 and 44-1.

45. Lee S. Elowe; March 23, 2008

45-1 Air quality impacts are discussed in Section 4.8, Air Quality, beginning on page 4.8-23 of the DEIR. As indicated, the proposed project would result in less-than-significant regional construction and construction toxic air contaminant emissions. However, construction activity would result in a significant localized impact even after implementation of mitigation measures. Operational emissions would result in less-than-significant regional, local, and toxic air contaminant emissions.

Project-related buses would be powered with compressed natural gas (CNG), which do not emit toxic diesel particulate matter. CNG buses result in higher emissions of hydrocarbon when compared to conventionally powered buses, but approximately 80% of the hydrocarbon emissions are methane. Methane is not a toxic air contaminant and does not pose a serious acute or chronic health risk. CNG buses would result in more emissions of certain toxic air contaminants (e.g., aldehydes) than conventionally-powered buses. However, these pollutants disperse rapidly in the atmosphere thus diluting potential exposure to sensitive receptors. As such, bus fumes would result in a less-than-significant impact.

The commenter's concerns will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

46. Gwene L. Lefkowitz; March 24, 2008

46-1 As discussed in Section 4.8, Air Quality, page 4.8-24 of the DEIR, construction activity would comply with SCAQMD Rule 403. Rule 403 is designed to limit fugitive dust emissions during construction activity. Mitigation Measures MM 4.8-1 through MM 4.8-8 would ensure project compliance with Rule 403. The proposed project would operate on a paved roadway and would not generate operational dust emissions. Operational activity would not contribute to dust generated as a result of operation of the existing rail activity.

Please refer to response to comment 9-12 regarding the use of soundwalls to reduce operational noise levels. Options 4 and 4a of the Canoga Busway Alternative would have required an 8 ft. soundwall along the western property line of the Chatsworth Mobile Home Park. The LPA (Option 5) would include an 8 ft. privacy wall. See Topical Response 1.

46-2 Mitigation Measure 4.7-2 calls for the installation of a traffic signal on Lassen Street & Old Depot Plaza Road.

46-3 Option 5, which would not affect the mobile home park property, was selected by the Metro Board as the LPA. The Canoga Busway Northern Segment Option 4 would have required the acquisition of a portion of the Chatsworth Mobile Home Park property located at 21500 Lassen Street. However, no mobile homes would have been displaced by this acquisition.

This option would have only required the reconfiguration of the parking area and access road to the Chatsworth Mobile Home Park.

46-4 None of the project alternatives studied in the DEIR would locate a depot inside the mobile home park. Under Busway Alternative Northern Segment Option 4, the Busway alignment would have required the purchase and reconfiguration of the Mobile Home Park's front parking area and access road, but a depot would have not been located inside the mobile home park.

47. Wendy Newman; March 24, 2008

47-1 Please refer to Response to Comment 44-2 regarding construction dust and Response to Comment 46-1 regarding a soundwall at the Chatsworth Mobile Home Park.

47-2 See response to comment 46-2.

48. Karebear1799@aol.com; March 24, 2008

48-1 See response to comment 46-2.

48-2 Please see Topical Response 1 regarding a privacy wall that would replace the chain link fence along the Metro ROW. The Canoga On-Street Dedicated Bus Lanes, Alternative 3 and its option north of Plummer Street would be located primarily on Canoga Avenue extending the existing MOL from the Canoga Station to the Chatsworth Metrolink Station and The Canoga Busway, Alternative 4 consists of a fixed busway extending from the existing MOL Canoga Station along the Metro railroad ROW paralleling Canoga Avenue, to the Chatsworth Metrolink Station. Therefore, Alternative 3 and Alternative 4 and Options north of Plummer Street would be located on the east side of the Chatsworth Mobile Home park on the Metro ROW and would have no impact on the existing conditions of the Brown's Canyon Wash located on the east side of the Chatsworth Mobile Home Park.

48-3 Comment addresses issues within the mobile home park that are not related to the EIR.

49. Mission Community Hospital; Chelan Maierhoffer; March 25, 2008

49-1 Option 5, which does not affect the mobile home park, was selected as the LPA. See response to comment 46-2. Utilizing the Chatsworth Mobile Home Park entrance/exit as an access to the Chatsworth Metrolink Station (Option 4) was only one of several options. If Option 4 would have been selected, Metro would have re-configured the Mobile Home Park's entrance to ensure the safety of the residents.

50. Warner Center TMO; Chris Park; March 25, 2008

50-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

51. Margery Brown; March 26, 2008

51-1 See response to comment 36-1.

52. Central Valley Builders Supply; Greg Murchland; March 26, 2008

- 52-1 The property in question, 7119 Deering Avenue, is located within the Metro-owned ROW and has been identified as a location for a proposed park-and-ride lot. The ground lease is identified as Dale Plaine, Inc. in Table 4.2-1 and Figure 4.2-7 in Section 4.2, Land Acquisition, Relocation and Displacement, in the Draft EIR. The ground lease with Dale Plaine, Inc. expires on December 31, 2009, and the terms of the lease allow for Metro to not renew the lease with 180 days notice and does not provide for relocation assistance. As with all of the businesses that would be displaced as a result of the proposed project, Metro will give them advanced written notice and inform them of the eligibility requirements for relocation assistance and payments. The information provided by the commenter will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 52-2 Even though it could be desirable to have a park-and-ride lot at Roscoe Boulevard, there is not enough space within the Metro right-of-way to construct one. The Metro right-of-way is wide enough for a park-and-ride lot only south of Sherman Way.
- 52-3 Jacobi Building Supply was not required to relocate at the time of construction of the Canoga Station park-and-ride lot as it was determined that the lot south of Vanowen Street would be adequate to meet demands. It has not yet been determined if the lease can be renegotiated to allow them to remain with a narrower lease area adjacent to the busway. The design of the Sherman Way station does not allow for the preservation of Central Valley Supply.

53. Eugene F. Walinski; March 26, 2008

- 53-1 See response to comment 46-2.
- 53-2 See response to comment 49-1.
- 53-3 Please refer to Response to Comment 46-1 regarding a soundwall at the Chatsworth Mobile Home Park.

54. Sherri Moyes; March 26, 2008

- 54-1 The businesses that would be displaced by the proposed project may be entitled to relocation assistance. Where acquisition and relocation are unavoidable, Metro would follow the provisions of the California Relocation Act as stipulated by Mitigation Measures MM 4.2-1 and MM 4.2-2, which require Metro to implement State acquisition and relocation programs, policies, and procedures. The commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 54-2 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

55. ACMELA.ORG; William Bowling; March 26, 2008

- 55-1 See response to comment 36-1.

56. Chatsworth HS; Ed LeVine; March 26, 2008

56-1 See response to comment 6-2.

57. Design Review Board; Andre Van Der Valk; March 26, 2008

57-1 Section 4.1, page 4.1-25 of the DEIR discusses the policies set forth by the Devonshire/Topanga Corridor Specific Plan. Consistency of the build alternatives with the planned land use and policies contained in the Specific Plan is discussed in Table 4.1-5, page 4.1-50. The Devonshire/Topanga Corridor Specific Plan which extends along Devonshire Street between Mason Avenue and Topanga Canyon Boulevard and along Topanga Canyon Boulevard between Devonshire and Lassen Streets does not include the Metro-owned vacant lot at the northwest corner of Marilla Street and Owensmouth Avenue. However, it does include a parcel south of Devonshire Street at the Chatsworth Metrolink Station and any improvement on that parcel or in the specific plan area would be designed to be compatible with the Plan.

57-2 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

57-3 See response to comment 6-2.

58. Ace Auto & Truck Inc; Harvey Sklar; March 26, 2008

58-1 Comment noted; commenter's views will be forwarded to the Metro board for their consideration in the Canoga Transportation Corridor decision-making process.

59. Carol Houser; March 26, 2008

59-1 See response to comment 46-2.

60. Darlene Brown; March 26, 2008

60-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

60-2 Please see Topical Response 2.

60-3 Please see Topical Response 1. An 8 ft privacy wall will be provided along the east side of the Metro ROW adjacent to the Chatsworth Mobile Home Park.

60-4 See response to comment 46-2.

60-5 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

61. Darlene Brown; March 26, 2008

61-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

62. Individual; Diane Bateson; March 26, 2008

62-1 As discussed in Section 4.9, Noise, page 4.9-35 of the DEIR, operational activity would result in less-than-significant impacts. The commenter's concern regarding Option C will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

63. Ronald Steiner; March 26, 2008

63-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

64. Shirley Dethloff; March 26, 2008

64-1 See response to comment 46-2.

65. L. Deniz; March 26, 2008

65-1 Assuming current fare policies remain in effect, Metrolink monthly pass holders would be able to connect to the Metro Orange Line at the Chatsworth station and ride for free, as they do on any other Metro bus or rail line.

65-2 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

66. Werner Clark; March 26, 2008

66-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

67. Nancy P. Tuscano; March 26, 2008

67-1 Currently, there is a chain-link fence approximately 4 ft. to 8 ft tall adjacent to the mobile home park and there have been complaints from the park residents regarding transients entering the mobile home park from the railroad right-of-way. Although, not required as mitigation, an 8-foot privacy wall will be provided as part of the project and this would assist in preventing transients from entering the mobile home park. The design of the existing MOL (including busway, stations, landscaping, bikeway/pedestrian path, fencing, walls etc.) is intended to provide a safe, secure, and comfortable transit system and enhance security in the area.

67-2 Please see Topical Response 2 in Section 3 of this document.

67-3 As discussed in Response to Comment 44-2, the proposed project would comply with SCAQMD Rule 403 to limit fugitive dust emissions during construction activity. With respect to air pollution associated with traffic on local roadways, Section 4.8, Air Quality, page

4.8-31 of the DEIR, includes a localized carbon monoxide hotspot analysis. This analysis takes into account the redistribution of vehicle trips over local roadways as a result of project implementation. The results of the analysis indicate that each of the proposed alternatives would result in a less-than-significant localized CO hotspot impact.

Please refer to Response to Comment 9-12 regarding a soundwall at the Chatsworth Mobile Home Park. The commenter's route preference will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

68. Stan and Carrie Miller; March 26, 2008

68-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

68-2 No parking spaces would be lost with the reconfiguration of the Chatsworth Metrolink Station, but would be relocated to the northern portion of the site.

68-3 Please refer to Response to Comment 9-12 regarding the use of soundwalls to reduce operational noise levels.

69. Teena Takata; March 26, 2008

69-1 The Metro Board has selected the Busway Alternative as the LPA; therefore, no traffic lanes along Canoga Avenue would need to be converted to bus-only lanes. If Alternative 3 would have been selected, Metro would have implemented Mitigation Measures 4.7-1 through 4.7-6 to alleviate traffic congestion along Canoga Avenue.

69-2 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

69-3 None of the northern segment options proposes to have pedestrians cross under or over the railroad tracks in a grade separation. Under either of the grade-separated northern segment options for the busway, the multi-use path would be separate from the Busway and continue at-grade to Lassen Street.

69-4 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

69-5 For additional Chatsworth Metrolink Station parking, Metro would prefer to utilize the currently vacant lot north of the station. This land is co-owned by Metro and the City of Los Angeles.

69-6 Comment noted. Relocation of the mobile home park would not be necessary as the Metro Board selected Option 5, grade separation over Lassen Street.

70. Karen Keegan; March 26, 2008

- 70-1 Comment noted. Please see Topical Response 1 in Section 3. An 8 ft privacy wall will be provided along the east side of the Metro ROW adjacent to the Chatsworth Mobile Home Park.
- 70-2 See response to comment 46-2.
- 70-3 Please see Topical Response 1 in Section 3 of this document.
- 70-4 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 71. Gwen Lileftkowitz; March 26, 2008**
- 71-1 Comment noted.
- 72. Beverly Bent; March 26, 2008**
- 72-1 See response to comment 49-1.
- 72-2 Comment noted. Please see Topical Responses 2a and 2b. An 8 ft privacy wall will be provided along the east side of the Metro ROW adjacent to the Chatsworth Mobile Home Park.
- 72-3 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 73. Patricia Smith; March 26, 2008**
- 73-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 73-2 Only Option 4 and 4a are directly adjacent to the mobile home park. Option 1, 2, 3, and 5 are on the west side of the railroad tracks. Please see Topical Response 1.
- 73-3 See response to comment 46-2.
- 73-4 Please see Topical Response 1.
- 74. Susan Hatfield; March 26, 2008**
- 74-1 See response to comment 49-1.
- 74-2 Please refer to Response to Comment 44-1 regarding the use of soundwalls to reduce operational noise levels at the Chatsworth Mobile Home Park.
- 75. Kathy Miller; March 26, 2008**
- 75-1 See response to comments 49-1 and 67-1.

75-2 Please see Topical Response 2.

76. Norbert Witkowsky; March 26, 2008

76-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

77. Sheilla Gittings; March 26, 2008

77-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

77-2 See response to comment 46-2.

77-3 Please see Topical Response 1. As suggested by the commenter an 8 ft privacy wall will be provided along the east side of the Metro ROW adjacent to the Chatsworth Mobile Home Park.

78. Robert Fran Lompfrey; March 26, 2008

78-1 See response to comment 49-1.

78-2 Please see Topical Response 2.

78-3 See response to comment 46-2.

78-4 Comment noted; commenter's views will be forwarded to Metro Board for their consideration in the decision making process.

79. Edna and Laurie Vasile; March 26, 2008

79-1 Comment noted; commenter's views will be forwarded to Metro Board for their consideration in the decision making process.

79-2 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

80. Carmella Catone; March 26, 2008

80-1 Please see Topical Response 1. As suggested by the commenter an 8 ft privacy wall will be provided along the east side of the Metro ROW adjacent to the Chatsworth Mobile Home Park.

80-2 See response to comment 46-2.

81. Margie Smith; March 26, 2008

81-1 The Canoga Busway Northern Segment Option 4 requires the acquisition of a portion of the Chatsworth Mobile Home Park property located at 21500 Lassen Street. However, this

option was not selected as the LPA. The Metro Board selected Option 5, which would not require the reconfiguration of the parking area and access road to the Chatsworth Mobile Home Park.

81-2 Please refer to Response to Comment 44-1 regarding the use of soundwalls to reduce operational noise levels at the Chatsworth Mobile Home Park.

81-3 Comment noted and would be forwarded to Metro Board for their consideration in the decision making process. Please see Topical Response 2.

81-4 See response to comment 46-2.

82. Viviana Loredo; March 26, 2008

82-1 See response to comment 46-2.

83. Ivan Salamanca; March 26, 2008

83-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

84. Jerry Frank Pho; March 26, 2008

84-1 Comment noted. See response to comment 46-2; commenter's views will be forwarded to the Metro board for their consideration in the Canoga Transportation Corridor decision-making process.

84-2 Please see Topical Response 1.

84-3 Please refer to Response to Comment 45-1 for a discussion of air pollution and Response to Comment 44-1 regarding the use of soundwalls to reduce operational noise levels at the Chatsworth Mobile Home Park.

84-4 Please see Topical Response 1. An 8 ft wall as requested by mobile home residents, illustrated in Figure 2b and 3a along the Chatsworth Mobile Home Park could have vines to prevent graffiti and/or graffiti resistant surfacing. However, the ROW adjacent to the mobile home park is owned by Union Pacific (UP) and therefore landscaping may not be permitted by UP adjacent to the wall.

85. Michael and Madelyn Stony; March 26, 2008

85-1 Please refer to Response to Comment 44-1 regarding the use of soundwalls to reduce operational noise levels at the Chatsworth Mobile Home Park.

86. *_[illegible]_*; March 26, 2008

86-1 Please refer to Response to Comment 44-1 regarding the use of soundwalls to reduce operational noise levels at the Chatsworth Mobile Home Park.

87. Eleanor and Roxane Dolicoeur; March 26, 2008

87-1 See response to comment 49-1.

88. Jeannine Barone; March 26, 2008

88-1 See response to comments 49-1 and 53-2.

89. William Vallow, Motor Bus Society; April 26, 2008

89-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

89-2 The TSM Alternative is a federally-mandated alternative that goes beyond routine improvements to existing routes.

89-3 See response to comment 38-1.

90. Juanita Dellomes; April 26, 2008

90-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

90-2 See response to comment 89-2.

90-3 See response to comment 38-1.

90-4 Metro has on going public relations campaigns and advertising designed to encourage the public to "Go Metro."

91. Charles W. Mountain; April 26, 2008

91-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

91-2 See response to comment 89-2.

91-3 See response to comment 38-1.

92. JK Drummond; April 26, 2008

92-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

92-2 See response to comment 89-2.

92-3 See response to comment 38-1.

93. Carolyn Schultz and Mark O'Keefe; March 26, 2008

- 93-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 93-2 See response to comment 49-1.
- 93-3 Please see Topical Response 2.
- 93-4 Please refer to Response to Comment 9-12 regarding the use of soundwalls to reduce operational noise levels and Response to Comment 67-3 regarding localized air pollution. Also, as discussed in Section 4.8, Air Quality, page 4.8-29 of the DEIR, the TSM Alternative would increase mobile source emissions when compared to baseline conditions by 1 pound per day (ppd) for VOC, 7 ppd for NO_x, 2 ppd for CO and decrease mobile source emissions when compared to baseline conditions by less than 1 ppd for SO_x, PM_{2.5}, and PM₁₀. The Canoga On-Street Dedicated Lanes Alternative would increase mobile source emissions when compared to baseline conditions by 1 ppd for VOC and 21 ppd for NO_x and decrease mobile source emissions when compared to baseline conditions by 92 ppd for CO, less than 1 ppd for SO_x, and 3 ppd for PM_{2.5} and PM₁₀. The Canoga Busway Alternative would increase mobile source emissions when compared to baseline conditions by 17 ppd for NO_x and decrease mobile source emissions when compared to baseline conditions by 1 ppd for VOC, 155 ppd for CO, 1 ppd for SO_x, and 4 ppd for PM_{2.5} and PM₁₀. None of the emission increases related to the alternatives would exceed the SCAQMD significance thresholds. The project would not result in a significant operational air quality impact as a result of increased traffic. Please also see Topical Responses 1 and 2.
- 93-5 Implementation of the Canoga Busway Alternative would require the non-renewal or reconfiguration of lease agreements between commercial and industrial businesses operating within the Metro ROW. Compliance with State relocation assistance policies would assist displaced business owners, consistent with the terms of the lease. It is assumed that a number of jobs would be displaced, as certain businesses would likely relocate out of the area and other business would choose to close.
- The LPA does not require any property acquisitions so the number of potential jobs lost will be reduced to approximately 143 (due to the termination of leases in the area). Because of the overall local and regional employment growth anticipated in the area, the loss of jobs as a result of the Canoga Busway Alternative would not result in a significant net change in the number of jobs in the area. A detailed discussion of the loss of jobs as a result of the proposed project is provided in Section 4.3, Population, Housing and Environmental Justice, page 4.3-13 of the DEIR.
- 94. Vincent Venutta; N/A**
- 94-1 Comment noted. No regular lines will need to be reduced in service in order to extend the Metro Orange Line. Commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 95. Christine Rowe; March 26, 2008**
- 95-1 See response to comment 36-1.

96. Luane Kurpjuweit; March 26, 2008

96-1 See response to comment 46-2.

96-2 Please refer to Response to Comment 9-12 regarding the use of soundwalls to reduce operational noise levels.

96-3 See response to comment 52-2.

97. Karen Keegan; March 27, 2008

97-1 See response to comment 46-2.

97-2 Only the Busway Alternative Option 4 would have relocated the entrance to the Chatsworth Mobile Home Park and this option was not chosen by the Metro Board as the LPA.

97-3 Please see Topical Response 1.

97-4 Comment noted; commenter's views will be forwarded to the Metro board for their consideration in the Canoga Transportation Corridor decision-making process.

98. Scott Kellog, PM Industrial Supply Co.; March 27, 2008

98-1 Comment noted. Option 1 is no longer being considered as the Metro Board selected Option 5 as the LPA.

98-2 See response to comment 6-2. Option 1 is no longer being considered as the Metro Board selected Option 5 as the LPA.

98-3 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

98-4 Replacement parking would be provided on the north side of the property. The details of the design, such as the provision of a covered walkway, would be determined in the preliminary engineering phase of the project.

99. Renee S. DeMent; March 30, 2008

99-1 Please refer to Response to Comment 9-12 regarding the use walls to reduce operational noise levels.

100. Stephen T. Holzer, Lewitt, Hackman, Shapiro, Marshall & Harlan; April 1, 2008

100-1 See Section 6 Corrections and Additions for revisions to page 4.12-1 of the DEIR for additional information regarding potential excessive loading debris impacts to Browns Canyon Wash. The project would not contribute to the current potential for debris loading of Brown's Canyon Wash.

101. Stephen T. Holzer, Lewitt, Hackman, Shapiro, Marshall & Harlan; September 18, 2007

- 101-1 See Section 6, Corrections and Additions for revisions to page 4.12-1 of the DEIR for additional information regarding existing potential for excessive debris loading impacts to Browns Canyon Wash. The project would not contribute to the current potential for debris loading of Brown's Canyon Wash.
- 102. Cathy Lopez; April 01, 2008**
- 102-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 103. Ortrud J. Nichols; April 01, 2008**
- 103-1 See response to comment 46-2.
- 103-2 Please see Topical Response 1.
- 103-3 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 104. Clementine Heedson; April 02, 2008**
- 104-1 See response to comment 46-2.
- 104-2 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 105. R. E. Brown; April 02, 2008**
- 105-1 See response to comment 49-1.
- 106. Walter A. Wentz; April 04, 2008**
- 106-1 Commented noted; commenter's views will be forwarded to Metro Board for their consideration in the decision making process.
- 106-2 See response to Comment 93-5.
- 106-3 Please refer to Response to Comment 9-12 regarding the use of soundwalls to reduce operational noise levels.
- 106-4 The Canoga Busway Northern Segment Option 5 was selected as the LPA. No private property would have to be acquired for this option. The Canoga On-Street Dedicated Bus Lanes Northern Segment Option 2 and the Canoga Busway Northern Segment Option 2 would have required the purchase of all or a portion of 9810-9820 Owensmouth Avenue property. If Metro had selected this alternative, the real estate negotiation would have been designed to result in the current owner retaining a conforming parcel in terms of meeting required City of Los Angeles code requirements for parking.

106-5 Please refer to the project goals and objectives, summarized in Table 3-1 of the DEIR. Metro desires to provide a premium transit service to West Valley residents and capitalize on the success of the existing Metro Orange Line.

107. Char Style; April 05, 2008

107-1 See response to comment 69-1.

107-2 Metro is not responsible for the operation and planning of Metrolink routes. This is the responsibility of the Southern California Regional Rail Authority, operators of Metrolink. Extending the railroad (Metrolink) is not, therefore, under Metro's control.

108. Chatsworth Neighborhood Council; Judith Daniels; April 13, 2008

108-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

108-2 Please refer to Response to Comment 9-12 regarding the use of soundwalls to reduce operational noise levels.

108-3 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

108-4 Constructing a parking structure near Devonshire Street is not part of this project.

108-5 Please see Topical Responses 1 and 2. As suggested by the commenter an 8 ft privacy wall is under consideration. Parking removed for the overpass would be replaced north of the Chatsworth Metrolink Station, and is illustrated in **Figure 4** on the following page.

108-6 See response to comment 68-2.

108-7 Comment noted. Only Northern Segment Option 1 included buses travelling on Owensmouth Avenue (between Marilla and Lassen Streets). Traffic operation and safety considerations were important considerations in the selection of a northern segment option, which is part of the reason that Option 5 was chosen as the LPA.

109. Ivan Hronek; April 13, 2008

109-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

110. Alexander Friedman; April 14, 2008

110-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

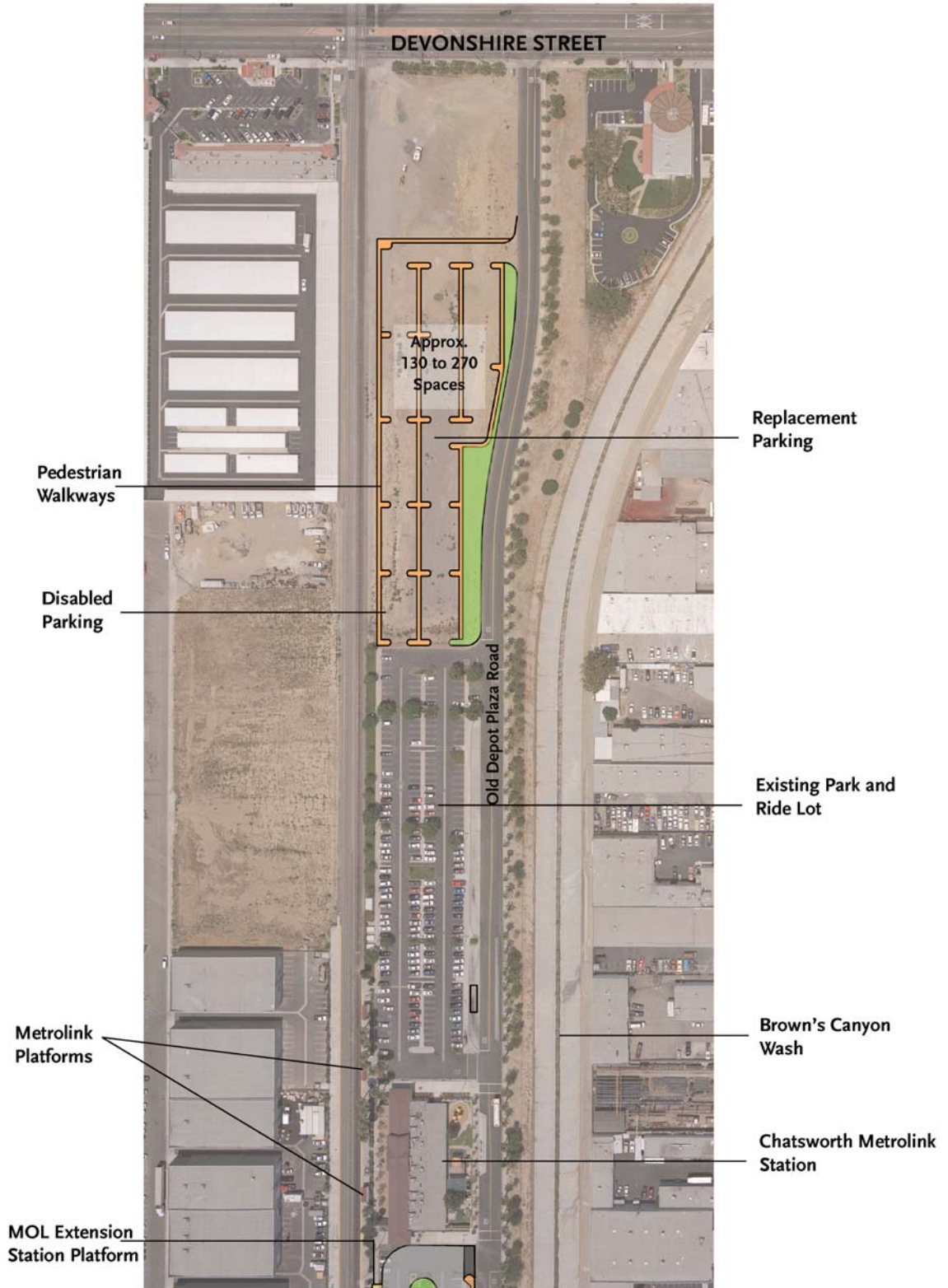


Figure 4: Replacement Parking for Option B and D north of the Chatsworth Metrolink Station

111. Nicholas Matonak; April 13, 2008

- 111-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 111-2 Metro Orange Line buses currently obtain a green light when crossing an intersection at approximately two thirds of such crossings according to LADOT. This is the best level of signal priority possible deemed appropriate by LADOT given cross street traffic demands and policy.
- 111-3 Northern Segment Option 5 was selected as the LPA.
- 111-4 See response to comment 9-2.
- 111-5 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

112. Aileen Bobier; April 15, 2008

- 112-1 As discussed in Section 4.9, Noise and Vibration, page 4.9-18 of the DEIR, the proposed project would result in significant construction noise impacts. Mitigation Measures MM 4.9-1 through MM 4.9-9 would reduce construction noise levels to the greatest extent feasible. These measures include, but are not limited to, muffled engines, minimization of backup alarms, temporary sound barriers, and noise monitoring to ensure compliance with regulations. The Los Angeles Municipal Code prohibits construction between the hours of 9:00 p.m. and 7:00 a.m. the following day, Monday through Friday. In addition, construction is prohibited before 8:00 a.m. or after 6:00 p.m. on any Saturday or on a federal holiday. Construction activity would not occur during evening hours.
- 112-2 Please refer to Response to Comment 112-1 regarding construction noise and Response to Comment 44-2 regarding construction dust.
- 112-3 Please refer to Response to Comment 9-12 regarding the use of soundwalls to reduce operational noise levels.
- 112-4 Figure 3-32, page 3-51, in the DEIR, shows a fence or wall along the Metro ROW adjacent to single-family residential along east Canoga Avenue, south of Parthenia Street. A fence would be located along east Canoga Avenue and landscaping would be provided in Metro ROW which would be visible through the fence and would not create places for graffiti. If a privacy wall would be provided on the Metro property line, landscaping and vines would be planted within the Metro ROW to help deter graffiti. On the side of the wall facing east Canoga Avenue a graffiti resistant finish would be applied to the wall. During the next stage of design, Preliminary Engineering, the privacy wall and fence locations, design, and materials would be further defined.

112-5 The approved LPA did not include a Parthenia Station. Traffic, safety, cost, lack of local bus connections and low boarding forecasts were important considerations in this decision.

112-6 See response to comment 112-5.

112-7 Figure 3 -32, page 3 – 51 shows the Metro ROW adjacent to single-family residential along east Canoga Avenue south of Parthenia Street. The project acknowledges the two-lane roadway located in the center of the 60 ft City ROW.

113. Leonar Katz, California Furniture Galleries; April 15, 2008

113-1 Comment noted. The Canoga Busway Alternative Option 5 was selected as the LPA.

113-2 The adopted LPA, Canoga Busway Option 5, would not require the taking of lanes of travel. The Canoga On-Street Dedicated Lanes Alternative would have required a southbound Bus-Only Lane along Canoga Avenue provided by prohibiting on-street parking. If this option would have been selected, mitigation measures MM4.7-13a and MM4.7-13b would have reduced on-street parking impacts.

114. Edward Watson; April 15, 2008

114-1 See response to comment 112-5.

114-2 See response to comment 6-2.

114-3 Please see Topical Response 2b.

114-4 Please refer to Response to Comment 9-12 regarding the use of soundwalls to reduce operational noise levels. The commenter's suggestion for a below-grade bus lane will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

114-5 Northern Segment Option 5 includes a possible underground grade separation of the Busway under Lassen Street and the railroad tracks. As seen on Figure 3-21, however, the Busway would return to the ground level at the Chatsworth Metrolink Station parking lot. An underground station, to avoid the relocation of existing parking spaces, would be cost-prohibitive.

115. Chatsworth Mobile Home Park; Jan S Mcleod; April 14, 2008

115-1 Comment noted. Please see Topical Response 2.

115-2 See response to comment 46-2.

115-3 See response to comment 46-2.

115-4 The Canoga Busway Alternative Option 5 was selected as the LPA.

115-5 Please refer to Response to Comment 112-1 regarding construction noise. Mitigation Measure MM 4.9-9 ensures the use of temporary soundwalls to control construction noise if necessary.

115-6 Please see Topical Response 2-2a. As suggested by the commenter an 8 ft privacy wall is under consideration.

116. JMBM; Timothy Martin; April 16, 2008

116-1 The commenter is correct; the closure of the Canoga Avenue driveway would require all access to be provided via Deering Avenue. As noted in response 116-3 below, this would not cause a significant impact.

116-2 As noted in the comment, Metro intends to take all feasible steps to allow National Ready Mixed to continue to operate at the Canoga Park site in coexistence with the MOL extension project.

116-3 The increase in traffic expected at the Canoga Avenue & Sherman Way intersection with the implementation of the project is related to the park-and-ride and kiss-and-ride activity at the Sherman Way Station. The impact to the Sherman Way & Canoga Avenue intersection was analyzed in the DEIR. The redistribution of National's traffic was not deemed as a significant impact because, even though the site does generate a significant amount of daily vehicle and truck trips, the arrival and departure pattern of these trips does not have considerable peaks that coincide with the typical rush hours; in other words, there are vehicles and trucks coming in and out of the site throughout the day, and the number of vehicles and trucks is not necessarily significant during the regular morning and evening traffic peak hours (7 to 9 a.m. and 4 to 6 p.m.) To confirm this, morning peak hour vehicle classification counts were conducted on January 16, 2008 at the intersection of Sherman Way & Deering Avenue as well as at National's driveway on Canoga Avenue. It was observed that during the morning peak hour (approximately 7:30 to 8:30 a.m.), only 11 trucks utilized Canoga Avenue as an egress to National's site (turning left out of the site to go south); and only one truck utilized this driveway to enter the site. Truck activity on the Sherman Way & Deering Avenue intersection was observed to be very light also. The proximity of the new busway signal on Sherman Way, approximately 100' west of Deering Avenue, will create gaps in Sherman Way traffic, including stopping all eastbound traffic, when the buses cross Sherman Way. This will facilitate turns from Deering Avenue. Metro recognizes, however, that given expected heavy volumes of traffic on Sherman Way, the 11 trucks that would be utilizing Deering Avenue instead of Canoga Avenue to exit the site during the morning peak hour, would likely not be able to turn left onto Sherman Way; but would instead have to make a right turn onto Sherman Way and then take De Soto Avenue to continue south. This, again, is not considered a significant impact and it is expected that National would be able to accommodate the redistribution of their vehicular and truck traffic. Furthermore, in the long run, it will be easier to turn left onto Sherman Way than it will be to turn left onto Canoga Avenue from the existing National driveway, located on a curve on Canoga Avenue.

117. Individual; Linda Hopkins; April 15, 2008

117-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

118. Woodland Hills Warner Center Neighborhood Council; August Steurer; April 9, 2008

118-1 Consistent with the comment, the Canoga Busway Alternative Option 5 was selected as the LPA.

118-2 Comment noted. Metro will work with the property owners and the City of Los Angeles to provide access to the Canoga Station from the residential developments to the northeast.

118-3 The Design/Build Contractor is responsible for maintaining the construction work site, including trash and graffiti abatement. Metro prepares a set of specifications that the Design/Build Contractor has to follow during the time of construction and at completion of the Project. The specification for the Metro Orange Line Project sets out the following work for the Design/Build Contractor for trash and graffiti abatement. A similar set of specifications would be prepared for this project for the Design/ Build Contractor to follow.

“Clean Worksite and adjacent areas three times each workday and more often if required by Metro or its designee during construction of the project. Maintain structures, grounds, and other areas of worksite, including public and private properties immediately adjacent to worksite, free from accumulation of waste materials including trash and litter not generated by the contractor. The Design/Build contractor is also required to remove debris and scrap materials from work area throughout each shift and remove soil and accumulations and mud resulting from construction activities from adjacent street surfaces and sidewalks.

The Contractor shall be required to remove or repaint over all areas that have been tagged or graffiti within 48 hours of being notified by any party. This shall apply to all structures within the worksite, including temporary and existing structures, plus new structures and structures planned for removal. Any trash or debris or other items deposited within the project area, by any party, shall be removed and disposed of immediately by the Contractor.”

118-4 Metro anticipates using a design/build contracting approach to construct the project. At the time that a design/build contractor is being selected, a process to receive comments from the public and keep the community aware of construction activities will be specified with the intentions to maintain public trust and cooperation.

118-5 Comment noted; commenter’s views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

119. Woodland Hills Warner Center Neighborhood Council; August Steurer; April 16, 2008

119-1 As stated on under Section 4.1.2, page 4.1-1 of the DEIR, the discussion of the existing land uses are based on 2005 SCAG land use with refinements based on review of aerial photographs and field windshield survey conducted by the consultant team during the month of May 2007. Therefore, projects approved, but not constructed, or those under consideration in the planning process were not shown on the existing land use map of the study area or within a quarter mile of the station sites. Page 4.1.54 of the DEIR acknowledges that recently a few large scale industrial properties have been converted to large scale multi-family development and that Warner Center Specific Plan is now being updated. Metro has coordinated with City Planning on access to the station for adjacent residents. The traffic

analysis in the DEIR uses SCAG 2030 data which includes growth anticipated by SCAG in the region.

- 119-2 The details of the reconfiguration of the Canoga Metro Orange Line Station will be determined during the subsequent phases of the project. Metro will work with adjacent property owners to determine how the Canoga station can best be accessed safely and conveniently from both the Avalon Bay and Archstone Apartment Complexes.
- 119-3 The MOL Extension project does not include any changes to the existing MOL, east of the Canoga Station. The project will not do anything to preclude a possible extension of Variel Street.

120. Woodland Hills Warner Center Neighborhood Council; August Steurer; April 16, 2008

- 120-1 During the preparation of the DEIR, the Warner Center Specific Plan which was amended and approved October 2002 was reviewed for compatibility with the planned land uses and policies contained in the Plan. At the time of preparation of the DEIR, the current Warner Center Plan under study had not been approved. Metro is coordinating this project with the update of the Specific Plan. Also see response 119-2.
- 120-2 See answer to comment 9-2.
- 120-3 The traffic analysis for the Canoga MOL Extension project did not demonstrate a need for roundabouts and/or grade separations on Variel, Victory or Vanowen. If the Warner Center Specific Plan determines that those are desirable improvements, the Metro Orange Line extension will not have precluded their implementation.
- 120-4 An extension of the Metro Orange Line to U.S. 101 has not been contemplated by Metro as it would compete with the Ventura Metro Rapid Bus, which interfaces with the MOL at the Warner Center Transit Hub.

121. Westfield LLC; David Gensemer; April 16, 2008

- 121-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

122. Charles W. Mountain; April 26, 2008

- 122-1 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 122-2 See response to comment 9-2
- 122-3 The North Hollywood train station is not part of this project.
- 122-4 Park-and-ride facilities throughout the Metro system are well utilized and do increase ridership. Metro Orange Line park-and-ride facilities currently have excess capacity. Only one new park-and-ride facility is proposed as part of the Canoga Extension of the Metro Orange Line. A bikeway is being provided as part of the project.

122-5 Comment noted; commenter's views will be forwarded to Metro Board for their consideration in the decision-making process. Metro agrees that transit-oriented development would enhance station areas and likely increase ridership; however, Metro does not have control over land use decisions. The project does not preclude this development, however as stated in the DEIR, further study and approvals from the City of Los Angeles would be required before specific development changes could be developed. Separate environmental documents would be prepared for these projects. Section 4.1, Impact 4.1.3, page 4.1-52 through 4.1-55, discusses the likelihood of redevelopment on adjacent land at higher intensities.

122-6 Comment noted; commenter's views will be forwarded to Metro Board for their consideration in the decision-making process.

123. Public Hearing; March 19, 2008

123-1 Where acquisition and relocation are unavoidable, Metro would follow the provisions of the California Relocation Act, as stipulated by Mitigation Measures MM 4.2-1 and MM 4.2-2, which require Metro to implement State acquisition and relocation programs, policies, and procedures. Metro would also provide relocation assistance where required by lease terms. Each of the businesses displaced as a result of the proposed project would be given advanced written notice and would be informed of the eligibility requirements for relocation assistance and payments. The loss of jobs as a result of the proposed project is discussed in Section 4.3, Population, Housing and Environmental Justice, in the Draft EIR. Compliance with State relocation assistance policies would assist displaced business owners and compensate property owners. However, it is assumed that a number of jobs would be displaced, as certain businesses would likely relocate out of the area and other business would choose to close. Because of the overall local and regional employment growth anticipated in the area, the loss of jobs as a result of the Canoga On-Street Dedicated Lanes Alternative and Canoga Busway Alternative would not result in a significant net change in the number of jobs in the area and is not anticipated to displace substantial numbers of people. The commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

123-2 See response to comment 42-2.

123-3 See response to comment 42-3.

123-4 See response to comment 42-4.

123-5 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

123-6 See response to comment 69-1.

123-7 The adopted LPA, Canoga Busway Option 5, would not require the taking of lanes of travel. The Canoga On-Street Dedicated Lanes Alternative would have required a southbound Bus-Only Lane along Canoga Avenue provided by prohibiting on-street parking. If this option would have been selected, mitigation measures MM4.7-13a and MM4.7-13b would have been

- included to reduce on-street parking impacts. In addition, where acquisition and relocation are unavoidable, Metro would follow the provisions of the California Relocation Act, as stipulated by Mitigation Measures MM 4.2-1 and MM 4.2-2, which require Metro to implement State acquisition and relocation programs, policies, and procedures.
- 123-8 The Metro Orange Line currently carries approximately 25,000 people per day. Metro Orange Line ridership is forecast to grow by 14,000 riders by the year 2030 and the extension of the Metro Orange Line is expected to add 9,000 riders by 2030. Commenter's views will be forwarded to the Metro board for their consideration in the Canoga Transportation Corridor decision-making process.
- 123-9 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 123-10 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 123-11 See response to comment 36-1.
- 123-12 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 123-13 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 123-14 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 123-15 Chatsworth Metrolink Station Option D was selected as part of the LPA.
- 123-16 See response to comment 123-7.
- 123-17 See response to comment 112-5.
- 123-18 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 123-19 The Canoga Busway Alternative was selected as the LPA.
- 123-20 In accordance with CEQA the DEIR was circulated for 45 days. The comment period lasted for another approximately 4 weeks after the March 19 meeting.
- 123-21 Metro's Board has selected Northern Segment Option 5 as part of the Locally Preferred Alternative. Northern Segment Option 3 is no longer being considered.
- 123-22 On June 26, 2008, the Metro Board adopted the Busway Alternative Option 5 as the LPA. Under Option 5, no property acquisitions will be necessary. If property acquisitions would have been necessary, Metro would have implemented State acquisition and relocation programs, policies, and procedures, as stipulated by Mitigation Measures MM 4.2-1 and MM

4.2-2. All property acquired by Metro would have been appraised to determine its fair market value, and compensation paid to the property owner shall not be less than the approved appraisal.

123-23 As part of the operations planning for the extension of the Metro Orange Line, Metro will coordinate with the Southern California Regional Rail Authority (the operator of Metrolink) to provide the best interface possible between the two systems.

123-24 The adopted LPA includes three operating patterns, making all direct connections possible.

123-25 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

123-26 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process. The project was designed to allow for future conversion to light rail.

124. Public Hearing; March 26, 2008

124-1 An evaluation of the connection to SR-118 is provided on page 2-2 of the DEIR. As indicated in the DEIR, this option was not carried forward into the environmental phase of the project due to several concerns, including traffic congestion along De Soto Avenue. Commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

124-2 See response to comment 36-1.

124-3 See response to comment 124-1.

124-4 Please see response to comment 57 - 1 and comment 123-16.

124-5 See response to comment 6-2.

124-6 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.

124-7 Please see response to comment 118 - 3.

124-8 See response to comment 118-4

124-9 Please refer to Response to Comment 9-12 regarding the use of soundwalls to reduce operational noise levels.

124-10 See response to comment 49-1.

124-11 Please refer to Response to Comment 112-1 regarding construction noise.

- 124-12 Please see Topical Responses 1 and 2. As suggested by the commenter an 8 ft privacy wall is under consideration along the east side of the Metro ROW adjacent to the Chatsworth Mobile Home Park.
- 124-13 Please refer to Response to Comment 9-12 regarding the use of soundwalls to reduce operational noise levels.
- 124-14 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 124-15 As discussed in Section 4.8, Air Quality, in the Draft EIR, regional construction emissions would result in a less-than-significant impact. Localized construction emissions would result in a significant PM_{2.5} and PM₁₀ impact. Mitigation Measures MM 4.8-1 through MM 4.8-8 would reduce localized PM_{2.5} and PM₁₀ emissions. However, localized construction emissions would result in a significant impact even after implementation of mitigation measures. The commenter's health concerns will be forwarded to the Metro board for their consideration in the Canoga Transportation Corridor decision-making process.
- 124-16 Metro is required by law (CEQA) to consider and evaluate options to a project. Commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 124-17 Comment noted; commenter's views will be forwarded to the Metro board for their consideration in the Canoga Transportation Corridor decision-making process.
- 124-18 Alternative 3 On-Street Dedicated Bus Lanes would provide the same level of transit signal priority as Alternative 4 Busway. As stated in the DEIR (page 3-59), however, Alternative 3 would be slightly slower than Alternative 4 and this is reflected in the ridership projections.
- 124-19 Metro concurs with the comment.
- 124-20 Comment noted. Constructing the busway in a trench would greatly increase the project's cost and it is not justified since the DEIR demonstrated that an at-grade busway can be operated with no significant impacts. However, the project will be designed to accommodate a future conversion to light rail; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 124-21 Comment noted. Pedestrian and bicyclist safety will be a high priority for Metro in the design of the Locally Preferred Alternative. Commenter's views will be forwarded to the Metro board for their consideration in the Canoga Transportation Corridor decision-making process.
- 124-22 Comment noted; commenter's views will be forwarded to the Metro Board for their consideration in the Canoga Transportation Corridor decision-making process.
- 124-23 See response to comment 124-1. The specific elements of the Chatsworth Metrolink Station design will depend upon the option selected by Metro's Board. Commenter's views will be forwarded to the Metro board for their consideration in the Canoga Transportation Corridor decision-making process.

- 124-24 The CEQA comment period extended for 45 days. Although the document was not available on the web site for 3 days after the start of the comment period, it was available at local libraries immediately.
- 124-25 Section 3.0, page 3-8 of the DEIR describes that the Metro ROW varies from 40 ft to 275 ft with a typical width of 100 ft. Figure 3-4 and Figure 3-22 illustrates typical sections for the Canoga On-Street Dedicated Bus Lane and Canoga Busway Alternatives from Vanowen Street to Nordhoff Street. The section includes a 17 ft bikeway and pedestrian path with a 12 ft bikeway and 5 ft pedestrian path. Figure 3-4 and Figure 3-22 illustrates section north of Nordhoff Street where Canoga Avenue right-of-way is limited and the Amtrak/Metrolink/UP tracks are still in operation and the Metro ROW is limited to 40 ft. Therefore, an 8 ft multi-use path is provided. The 65 ft portion, a short segment directly north of Sherman Way, illustrated in Figure 3-30, includes a 10 ft multi-use path due to limited ROW. The Nordhoff and Roscoe station areas include a 10 ft multi-use path due to right-of-way constraints and requirement for a right turn lane. Therefore where ROW allows, the Project will include a 12 ft bikeway and 5 ft pedestrian path and in narrower areas, an 8 to 10 ft multi-use path is provided and will be shared by bicycles and pedestrians.
- 124-26 Under Alternative 3, Canoga Avenue would be widened to accommodate one dedicated bus lane and two mixed-flow travel lanes in each direction, plus a landscaped median. Please refer to Response to Comment 9-12 regarding the use of soundwalls to reduce operational noise levels.
- 124-27 Station Options B and D would displace approximately 130 to 270 spaces to accommodate the turnaround, stations, and bus layovers. Displaced parking as well as additional parking would be provided on the vacant lot north of the Chatsworth Metrolink Station. Please see response to comment 123-16. Parking is shown as surface parking, as this is less expensive. If later combined with a development project, parking could be accommodated in an above or underground parking structure.

6.0 CORRECTIONS AND ADDITIONS

The following list of corrections and additions to the Canoga Transportation Corridor DEIR includes minor changes and clarifications to the text of the Draft EIR. New language is underlined, and deleted text is shown with strike through. None of the revisions are significant and therefore recirculation is not warranted.

Global Change

There are several references throughout the document to the 17-foot bikeway/pedestrian path, with a 10-foot wide bikeway and a 7-foot pedestrian path. Every such reference is modified as follows:

12-foot bikeway and 5-foot pedestrian path.

There are several references throughout the document to the Sunburst Mobile Home Park. Every such reference is changed to:

Chatsworth Mobile Home Park

Summary

Page 2-15, Mitigation Measure 4.4-9 is revised as follows:

MM 4.4-9: The construction contractor shall install fences and/or signage around the station construction sites, construction-related areas immediately adjacent to schools, staging areas, and excavation areas (unless covered with steel plates) to prohibit unauthorized entry ~~to the construction sites~~ into areas that could be hazardous to the public.

Page 2-15, add Mitigation Measure 4.4-10 as follows:

MM 4.4-10: Metro shall coordinate with the administration at the New Academy School and notify them when intense construction activity (e.g., grading or paving) will occur near the school.

Page 2-17, Mitigation Measure 4.5-5 is revised as follows:

MM 4.5-5: If buried cultural resources are uncovered during construction, all work shall be halted in the immediate vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. If significant cultural resources are located, Metro will avoid them if possible, or mitigate impacts as specified in §15370 of the California Code of Regulations (CEQA Guidelines). If avoidance is not possible, Metro will follow all applicable laws, and treat any discovered resources through standard archaeological practices. These practices include, but are not limited to, manual or mechanical excavations, monitoring, soils testing, photography, mapping, or drawing to

adequately recover the scientifically consequential information from and about the archaeological resource. All unanticipated finds shall be documented, and a report of findings prepared, and discoveries further evaluated. In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, State CEQA Guidelines 15064.5(e), and Public Resources Code 5097.98 shall be implemented.

Pages 2-18 and 2-19, second column, last paragraph, is revised as follows:

MM 4.6-3: The following Metro Art policies will be applied to ~~both~~ all build alternatives:

• **Public Art and the Design Process:** In 1989, the Metro Board of Directors adopted a Public Art Policy which mandates an allocation of art funds and establishes procedures for artist selection, architect collaboration, and community involvement. As part of the Design/Build process, artists will be hired to participate in the project. Metro Art staff will invite interested members of the communities (residential, business, and institutional) along the alignment to form a Metro Art Advisory Group. This process of community participation follows FTA policy (Circular 9400.1A), which states: "To create facilities that are integral components of communities, information about the character, makeup, and history of the neighborhood should be developed and local residents and businesses could be involved in generating ideas for the project." Metro Art will manage all artist contracts, coordination, and interfaces. A public art budget will be established for the incorporation of public art within the Project, public art that will be based on a percentage of the hard costs (construction costs) for the project and will cover design fees and fabrication and installation of art elements. Again, as directed by the FTA (Circular 9400.1A), "Funds spent on the art component of the project should be appropriate to the overall costs of the transit project and adequate to have an impact." The budget will include: artist design fees, expense associated with fabrication and installation of artwork, and professional and contractor services required for proper fabrication, installation, and incorporation into the project. The following procedure established by Metro Art will be followed during the preliminary engineering phase:

- The Artwork will be of high quality, be site specific, require minimum maintenance, be resistant to graffiti and vandalism and conform to Metro Art Guidelines for materials and finishes.
- Metro Art will identify public art opportunity locations within the stations and corridor environment and will interface with the Planning Consultant, the Preliminary Engineering (PE) design team, and the Design/Builder at key stages in the development and construction of the Project. The PE design team and the Design/Builder will include artwork locations and appropriate details and notes in the construction documents.
- In order to ensure that the artists original, approved, design intent is implemented and to ensure that all artwork is in accordance with Metro Art collection standards, Metro Art shall be involved in the review of design/build review submittals.
- When implementing Joint Powers Agreement (JPA) projects, Metro Art will facilitate artist contracts with the JPA. Contract with the JPA will include design,

fabrication, and delivery of the artwork to the construction Project Site ready for installation by the Design/Build Contractor. The artwork will be included in the construction documents as “furnished by Owner and installed by the Design/Build Contractor.”

- Metro Art will work with members of the communities impacted by the Project to research and assemble information and unique insights regarding their community. This information is made available to the artists and is intended as a resource, referral, and point of departure for artists to consider when developing their artwork design. Artists will be selected through peer panels involving arts professionals and community representatives in keeping with Public Art Policy.
- The inclusion of public art at stations allows for expressive visual variations between each station and the urban areas they serve and shall be considered as elements of variability, and as determined by Metro Art, public art opportunity locations at stations shall occur at the same locations and include the same materials and finishes.
- Metro Art may also select artists and identify art opportunity locations for the corridor environment in support of mitigation efforts intended to reduce impacts of walls, construction fences, visual barriers, and /or other detrimental urban conditions affecting the community. Artwork may be temporary or permanent and shall be paid for through funding sources related to mitigation, urban enhancement funds or by other means that do not include the established art budget for the Project.

Design Excellence: Following policy established by the FTA (Circular 9400.1A) for good design in transit projects, and to ensure that the final designs adhere to Metro Design Criteria and are consistent with Metro goals for the Project, Metro shall establish a Customer Environment and Design Committee. Representatives from Metro Departments, including construction, Operations, Planning and Communications shall serve as a design review board for the duration of the Project and provide design review comments at all stages of design review submittal.

- ~~Following policy established by the FTA for design and art in transit projects (Circular 9400.1A), MTA commits to the idea that: “Good design and art can improve the appearance and safety of a facility, give vibrancy to its public spaces, and make patrons feel welcome. Good design and art will also contribute to the goal that transit facilities help to create livable communities.” To continue its commitment to these ideals, design excellence will be an important criterion for selection of design team members and for evaluation of design proposals.~~

~~To ensure design excellence, the MTA will follow the award-winning model for “Excellence in Public Architecture” established by the General Services Administration of the U.S. Government. That process attracts large numbers of qualified design firms through a streamlined process and utilizes the insight of outside peer advisors.~~

Signage and Graphics: Signage will be integrated into the design of stations, canopies, and station configuration and other structures or elements constructed as part of the Project. Signage integration at stations and along the Corridor will further support the notion of identity of Metro as a transit system and be considered as an element of continuity. Signage, wayfinding, and graphic elements will include station pylons markers, platforms identification, directional signs, map cases,

parking lot/garage structure, bicycle location signs, and regulatory signage. All signage will be ADA compliant for readability and accessibility. All signage and graphics shall fully conform to the most current version of the Metro Signage Manual.

~~The quality of graphic signage and wayfinding within the system and within the adjacent neighborhoods greatly affects the ease and comfort with which patrons will use the system. Station names, station identification, directional signage, logos, maps, and informational signage shall adhere to the MTA Graphics Standards. The guiding principles for the standards are to simplify Metro signage systems in a way that makes sense for patrons, using uniformity in text styles, a rational hierarchy of sign sizes, clear directional arrows, etc.~~

Page 2-21, Impact statement 4.7-1, statement is revised as follows:

Impact 4.7.1: The proposed project would have a beneficial impact on Valley-wide mobility indicators. Bus boardings, daily transit trips and boardings, and the overall transit mode share would increase; passenger car vehicle miles traveled (VMT) and passenger car daily vehicle trips would be reduced.

Page 2-22, Mitigation Measure 4.7-4, first sentence is modified as follows:

MM 4.7-4: Canoga Avenue & Vanowen Street. Widen the north leg of the intersection ~~Canoga Avenue northbound approach~~ to provide an additional northbound through lane, from one left-turn lane, two through lanes and one right-turn lane to consist of one left-turn lane, three through lanes and one right-turn lane.

Page 2-23, Mitigation Measures 4.7-7 to 4.7-10 are revised as follows:

MM 4.7-7: Canoga Avenue & Nordhoff Street. ~~Widen~~ Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and a right-turn lane. This mitigation measure is conceptually illustrated in **Figure 4.7-15**

MM 4.7-8: Canoga Avenue & Roscoe Boulevard. ~~Widen~~ Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and a right-turn lane. Additionally, ~~widen~~ re-stripe Roscoe Boulevard westbound approach from one left-turn lane, two through lanes and one shared through-right-turn lane to consist of one left-turn lane, three through lanes and one right-turn lane.

MM 4.7-9: Canoga Avenue & Saticoy Street. ~~Widen~~ Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and one through/right-turn lane.

MM 4.7-10: Canoga Avenue & Sherman Way. ~~Widen~~ Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and a right-turn lane. ~~Widen~~ Restripe the Sherman Way westbound approach to provide an

additional shared through-right-turn lane, from one left-turn lane, two through lanes and one right-turn lane to consist of one left-turn lane, ~~three~~ two through lanes and one shared through-right-turn lane. To accomplish this, the bus stop for westbound Metro Route 163, located on the northwest corner of the intersection, must be moved further west to allow the third westbound departure lane to be dropped and traffic to merge into two lanes.

Page 2-24, Mitigation Measure 4.7-12, is revised as follows:

MM 4.7-12: The northern parking lot at the Chatsworth Metrolink Station shall be expanded ~~either vertically or horizontally~~ to replace, at a minimum on a one-for-one basis, the spaces displaced by the bus turn-around on the south parking lot.

Page 2-25, Mitigation Measure 4.7-15, second sentence is revised as follows:

No collector or local street or alley will be completely closed, if such closure would prevent ~~allowing~~ continued local vehicular or pedestrian access to residences, businesses and other establishments.

Page 2-27, Mitigation Measure 4.8-2 is revised as follows:

MM 4.8-2: ~~A wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site. Track-out shall not extend 25 ft. or more from an active operation, and track-out shall be removed at the conclusion of each workday. To reduce track-out, the construction contractor shall remove bulk materials from tires and vehicle undercarriages before vehicles exit the project site through the use of at least one of the measures set forth in the South Coast Air Quality Management District Rule 403 Section (d)(5).~~

Page 2-31, Mitigation Measure 4.9-9 is revised as follows:

MM 4.9-9: If required to mitigate significant noise impacts as defined in Section 4.9.3 herein, Metro will require the construction contractor to install temporary sound barriers (e.g., soundwall or sound blankets) between the construction site and sensitive receptors. Metro will determine the type, length, and height of the sound barriers that would be used, if required to mitigate significant noise impacts as defined in Section 4.9.3 herein, Metro will ~~also~~ require the construction contractor to place portable sound blankets around sandblasting and jackhammering operations; ~~as well as construction activities that involve vibratory rollers.~~ The sound barriers shall break the line-of-sight between the construction equipment on the construction site and the sensitive receptors.

Page 2-32, Mitigation Measure 4.9-14, is not required to mitigate noise impacts; however, Metro has agreed to construct walls 8ft. tall adjacent to 3 mobile home parks. The mitigation measure is revised as follows:

MM 4.9-14: A ~~sound~~ wall with a minimum height of 8 ft. shall be constructed along the western property line of the ~~Sunburst~~ Chatsworth Mobile Home Park. The ~~sound~~ wall shall be installed along the western perimeter of the property. ~~The soundwall shall be tall and long enough to break the line-of-sight between the buses~~

~~at the proposed bus lanes and the mobile homes at the Sunburst Mobile Home Park. To break the line-of-sight between the bus lanes on Canoga Avenue and the mobile homes at the Chatsworth Sunburst Mobile Home Park, the soundwall shall be extended by 260 ft to the north of from the northernmost mobile home and up to the Browns Canyon Wash to the south. The installation of the soundwall shall be coordinated with the applicable public agencies. Metro has also agreed to provide walls along the other mobile home parks east of the Metro right-of-way, south of Parthenia Street.~~

The following new mitigation measure is added to mitigate operational impacts that could result from reflection of noise from the wall created by the new overpass adjacent to the Chatsworth Mobile Home Park:

MM 4.9-15: In order to eliminate the potential 1 to 2 dBA noise increase, it is recommended that the side of the elevated grade separation facing the Chatsworth Mobile Home Park be constructed with noise reducing material.

Page 2-39, modify MM 4.12-1:

MM 4.12-1: Runoff from parking lots (MOL Canoga Station, Sherman Way Station, and Chatsworth Metrolink Station) shall be treated, as required by Standard Urban Storm Water Mitigation Plan (SUSMP), prior to discharging into existing storm drain systems. Stormceptor® units have been installed as post-construction treatment control Best Management Practices (BMPs) at the existing MOL Canoga Station. These units shall continue to be used for the modified parking area and additional ~~units~~ BMP treatments, per present day design options allowed by the California Regional Water Quality Control Board, will be added at the new Sherman Way Station and existing Chatsworth Metrolink Station. At the Canoga Station, the design must make accommodations for installation of groundwater monitoring wells, if wells are required to address contamination from the Pratt & Whitney site. See Section 4.11 Hazardous Material for additional Mitigation Measures.

Page 2-42, Mitigation Measure 4.13-1 is revised as follows:

MM 4.13-1: Any grading or removal of native or non-native vegetation for the project shall be conducted outside the core nesting season for native birds in the project area, which is 01 March through 31 August. If such activities cannot be so restricted, a qualified biologist shall conduct a pre-construction nesting bird survey shall be conducted for nesting birds in relevant areas on and adjacent to the project within 7 days prior to any project activities that could disturb nesting birds. The survey shall begin 30 days prior to disturbance of suitable nesting habitat and consist of weekly survey visits by a qualified biologist with experience in conducting breeding bird surveys and with the birds of the project region, to detect any nesting by protected species in or within 100 feet (300 feet for raptors) of disturbance areas, as access to adjacent areas allows. Survey visits will continue on a weekly basis with the last visit being conducted no more than 3 days prior to the initiation of relevant project disturbance. If the nest of a protected native bird is found, the project proponent will delay all potentially disturbing activities within 100 feet (300 feet for raptors) of the nest until the biologist has determined that the nest is no longer in active use by protected species. Limits of construction to avoid a nest should be established in the

~~field in an easily observed manner, such as with flagging and stakes or construction fencing. Construction personnel will be instructed on the sensitivity of the area. The biologist will map and record information, including nest locations (avoiding activities which may themselves cause nest abandonment or failure, such as directly accessing or standing at the nest), species, status, and date, and report all relevant information within 48 hours to relevant project personnel and resource agency personnel. Any active (or potentially active) nests shall be identified with information relevant to the statutes at hand, which proscribe the mortality, injury, or causing nest failure of protected bird species, including location (accurately mapped or recorded using GPS) and this information relayed within 72 hours to relevant project personnel and resource agency personnel. No project activities that may result in mortality or failure of an active nest of native birds shall be conducted within 100 feet of an active (or potentially active) nest of a native bird. The distance of 100 feet (300 feet for raptors) is based on anticipated tolerance for project activities for native birds in an existing, urban setting, but may be modified (up to 300 feet or down to 50 feet) on a case-by-case basis, based on professional judgment and written recommendations of the qualified biologist can be increased to 500 feet for raptors (300 feet for other protected species) if appropriate to prevent conflict with existing laws in the judgment of the biologist.~~

Page 2-43, in Mitigation Measure 4.15-1, second sentence of the third bullet is revised as follows:

Crossing guards or flag men will ~~also~~ be provided at active construction sites in proximity to schools and where school pedestrian routes cross construction areas.

Project Description

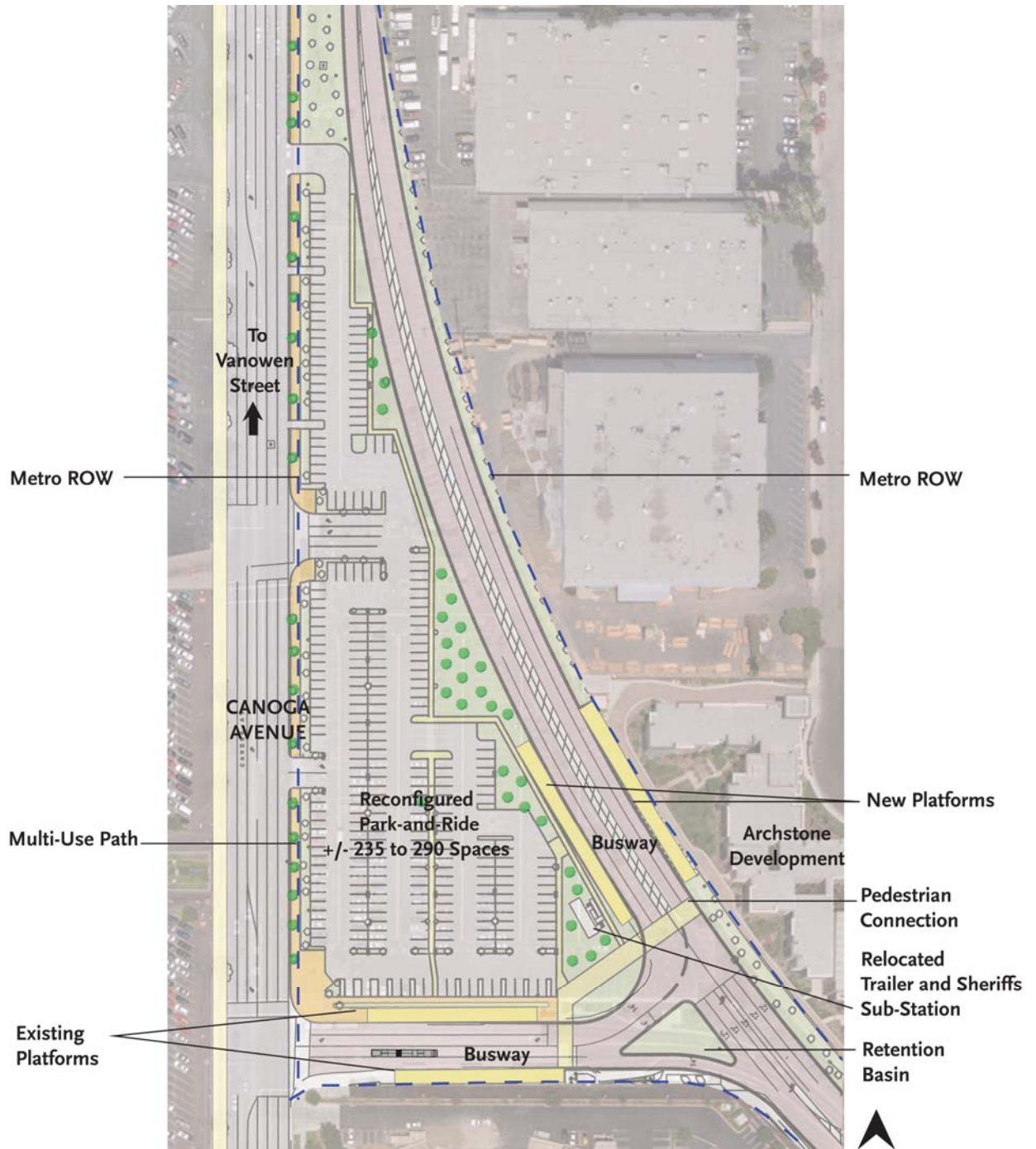
Page 3-37, fifth paragraph, delete the third sentence:

~~Subsequent signal cycles would compensate the cross streets for the shortened cycle.~~

Page 3-37, sixth paragraph, delete the second sentence:

~~In that case, the peak direction of passenger demand would be given the higher level of priority treatment.~~

Page 3-50, Figure 3-31 is revised as follows (see graphic on following page):



Revised Figure 3-31

Metro ROW line has been moved to the east side of Canoga Avenue.

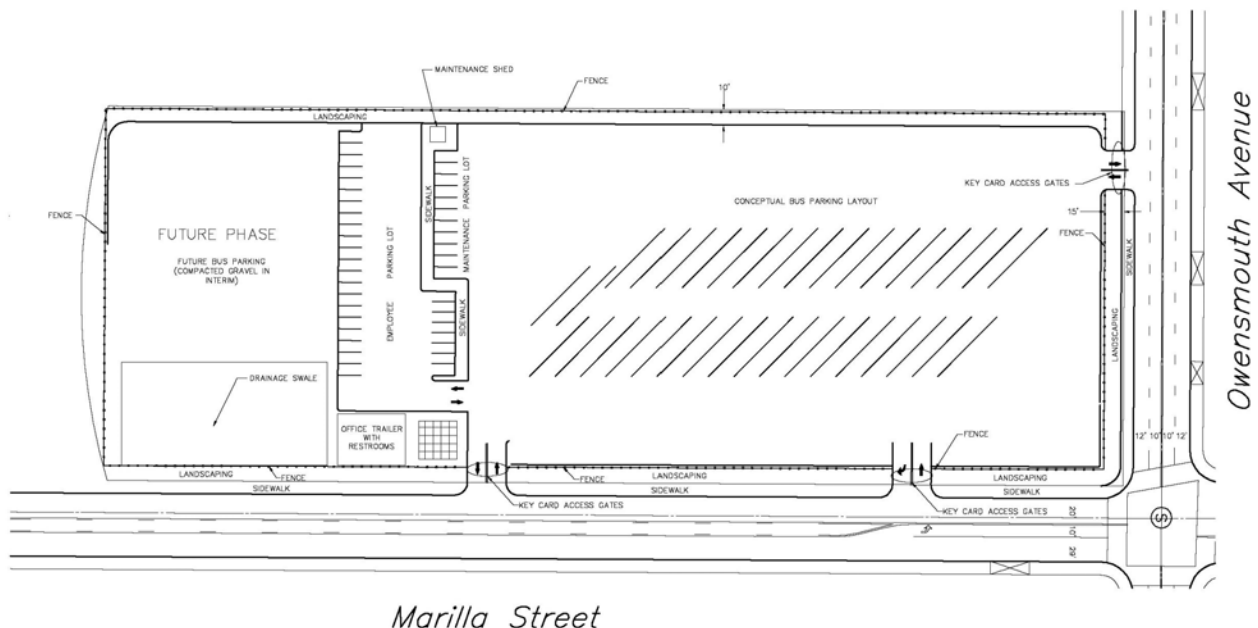
Page 3-53, last paragraph before Table 3-3, revised as follows:

Metro Bus Division 8 is the logical location for housing and maintaining the Corridor's buses. Division 8 is located in Chatsworth at the intersection of Nordhoff Street and Canoga Avenue. Access to Metro's Division 8 maintenance facility, will be provided by connecting the "T" intersection of Prairie Street and Canoga Avenue with the Busway. This connection will constitute the east leg of the existing intersection. Buses will exit the Busway and continue west on Prairie Street to access the maintenance facility. Buses will exit the maintenance facility through Prairie Street and then enter the Busway on the eastbound approach of the intersection, or in a southbound left-turn lane if returning from the Marilla parking lot.

The need for expansion of bus maintenance facilities is based on the number and size of new buses required by an alternative. Table 3-3 lists the number of new buses required for each alternative.

Page 3-54, add the following sentence and graphic at the end the second paragraph:

The "Marilla" parking lot is conceptually illustrated below:



Page 3-54, bullet point at the bottom of the page, is revised as follows:

- Busway Operation Option 1: Integration with the existing MOL service, allowing both direct trips Chatsworth – North Hollywood and ~~Chatsworth and Chatsworth~~ – Warner Center.

Page 3-62, after the section entitled Drainage Facilities but before the section entitled Compaction of Subgrade, insert the following paragraph:

Fiber Optic Line. The trenching and installation of a duct bank for fiber optic communication conduits should be done before final compaction of subgrade.

Page 3-64, second to last sentence, is revised as follows:

This sixth step in the construction process would require an estimated ~~8-12-12-18~~ 8-12 months for the Canoga On-Street Dedicated Lanes Alternative or ~~12-18~~ 8-12 months for the Canoga Busway Alternative, and would result in a finished roadway surface over the entire length of the corridor, including locations where the busway would cross city streets.

Page 3-65, last sentence of the section entitled Place Portland Cement Concrete or Asphalt, is revised as follows:

It would likely occur in intermittent paving for several days in a row in various sections of the corridor and would likely occur several times in each segment as multiple layers of asphalt pavement are applied.

Page 3-67, after the City of Los Angeles Bureau of Engineering listing; add a new agency as follows:

City of Los Angeles Bureau of Street Lighting – Approval of street lighting plans.

Page 3-17, third paragraph, last sentence is revised as follows:

Artwork ~~could~~ would occur in the station environment at locations identified later by Metro Art.

Page 3-39, last paragraph, first sentence is revised as follows:

Information and identity features would include map cases, and ~~ground~~ grand pylon station signage.

Land Use and Development

Page 4.1-35, the first sentence of the third paragraph is revised as follows:

The dedicated bus lanes ~~and bike lanes~~ would terminate at Marilla Street.....Chatsworth Metrolink Station. The multi-use path for this Option would either terminate at Plummer Street or continue up the railroad ROW to Lassen Street.

Page 4.1-35, the second sentence of the sixth paragraph is revised as follows:

The ~~bike~~ multi-use path.....

Page 4.1-36, the following sentence is added to the end of the first paragraph under the subheading “Alternative 4. Canoga Busway”:

The multi—use path in this Option would extend north of Lassen Street directly to the west of the railroad tracks and cross Lassen Street at a signalized intersection to connect to the busway terminus on the west side of the tracks.

Page 4.1-36, the fifth sentence of the third paragraph is revised as follows:

..... as well as landscaping to buffer the multi-family residential uses to the ~~east~~ west.

Page 4.1-38, the first sentence of the fourth paragraph is revised as follows:

The busway and multi-use path would be.....”

Page 4.1-39, the following sentence is added to the end of the fifth paragraph:

The multi-use path in this Option would extend north to Lassen Street directly to the west of the railroad tracks and cross Lassen Street at a signalized intersection to connect to the busway terminus on the west side of the tracks. A pedestrian grade-separation to cross the tracks would be provided.

Page 4.1-40, the first sentence of the fourth paragraph is revised as follows:

The Busway ~~and a multiuse path~~.....Station.” The multi-use path would remain at-grade adjacent to the west side of the tracks and end at Lassen Street.”

Page 4.1-41, the following sentence is added after the first sentence of the first paragraph:

The multi-use path would remain at-grade adjacent to the west side of the tracks and end at Lassen Street.”

Page 4.1-48, the second sentence of the first paragraph is revised as follows:

Opportunity Area, and ~~on~~ an area in which.....

Page 4.1-55, the second sentence of the third paragraph is revised as follows:

However, additional Mitigation Measures **MM 4.1-67** and **4.1-78** have been provided for coordination.....”

Population, Housing And Environmental Justice

Page 4.3-1, the following sentence is added to the second paragraph:

The Draft 2008 Regional Transportation Plan Baseline Growth Forecast for 2035 is presented in Table 4.3-2.

Table 4.3-2 below is added after Table 4.3-1, and the numbering and references to the two tables following this new table are revised accordingly (i.e. Table 4.3-2: Canoga Transportation Corridor Data (2000) is now Table 4.3-3, and Table 4.3-3: 2007 HHS Poverty Guidelines for Los Angeles County is now Table 4.3-4):

Table 4.3-2 2008 Regional Transportation Plan Baseline Growth Forecast for 2035			
2035 Forecast	Population	Households	Employees
City of Los Angeles	4,415,773	1,616,578	1,994,134
County of Los Angeles	12,338,620	4,003,501	5,041,172
SCAG Region	24,057,292	7,710,000	10,287,000
SOURCE: SCAG, Final 2008 Regional Transportation Plan, May, 2008.			

Parklands and Other Community Facilities

Page 4.4-11, the last sentence of the 1st paragraph is revised as follows;

Per section 65995 of the Government Code, Level 2 residential developer fees have been imposed at a rate of ~~\$3.60~~\$4.18 per square foot of new residential construction, ~~\$0.34~~\$0.42 per square foot of commercial construction, and \$0.09 per square foot of parking structure construction within the boundaries of the LAUSD.¹

Page 4.4-20, Mitigation Measure 4.4-9 is revised as shown in changes for the summary section above on p. 6-1 of this document (change to p. 2-15 of the DEIR, mitigation measure 4.4-9).

Page 4.4-20, add the following mitigation measure after Mitigation Measure 4.4-9.

MM 4.4-10: Metro shall coordinate with the administration at the New Academy School such that intense construction activity (e.g., grading or paving) near the school occurs during time periods that reduce student exposure to air pollution.

Historic, Archaeological, and Paleontological Resources

Page 4.5-16, Mitigation Measure 4.5-5 is revised as shown in changes for the summary section above on p. 6-1 of this document (change to p. 2-17 of the DEIR, mitigation 4.5-5).

Visual and Aesthetics

Page 4.6-30, MM 4.6-3 is revised as shown in changes to the summary section above on p. 6-2 of this document (change to pp. 2-18 and 2-19 of the DEIR, mitigation measure 4.6-3).

¹~~*Ibid*~~ LAUSD Developer Fee Office October 22, 2008.

Page 4.6-32 and Page 2-20 in the Summary, the fifth sentence of the third paragraph of MM 4.6-6 is revised as follows:

Specimen trees shall be replaced at a minimum of 1:1 ratio with 36 inch box trees.

Page 4.6-38, the second sentence of the third paragraph is revised as follows:

~~Construction areas would be fenced off from views, where feasible.~~

Page 4.6-39 and Page 2-21 in the Summary the end of MM 4.6-10 is revised as follows:

..... adjacent to residential uses to day time hours depending on the Option selected north of Plummer Street.

Page 4.6-39, the fifth sentence of the third paragraph is revised as follows:

...unless required by the City of Los Angeles, Union Pacific Railroad, Amtrak or Metrolink.

Traffic, Circulation & Parking

Page 4.7-10, next to last paragraph, second sentence, is revised as follows:

As seen on **Table 4.7-6** utilization of the MOL Canoga park-and-ride lot does not exceed ~~22%~~ 24% during a normal weekday.

Page 4.7-15, Table 4.7-10, MOL weekday peak headway, is modified as follows:

~~5-6~~ 4

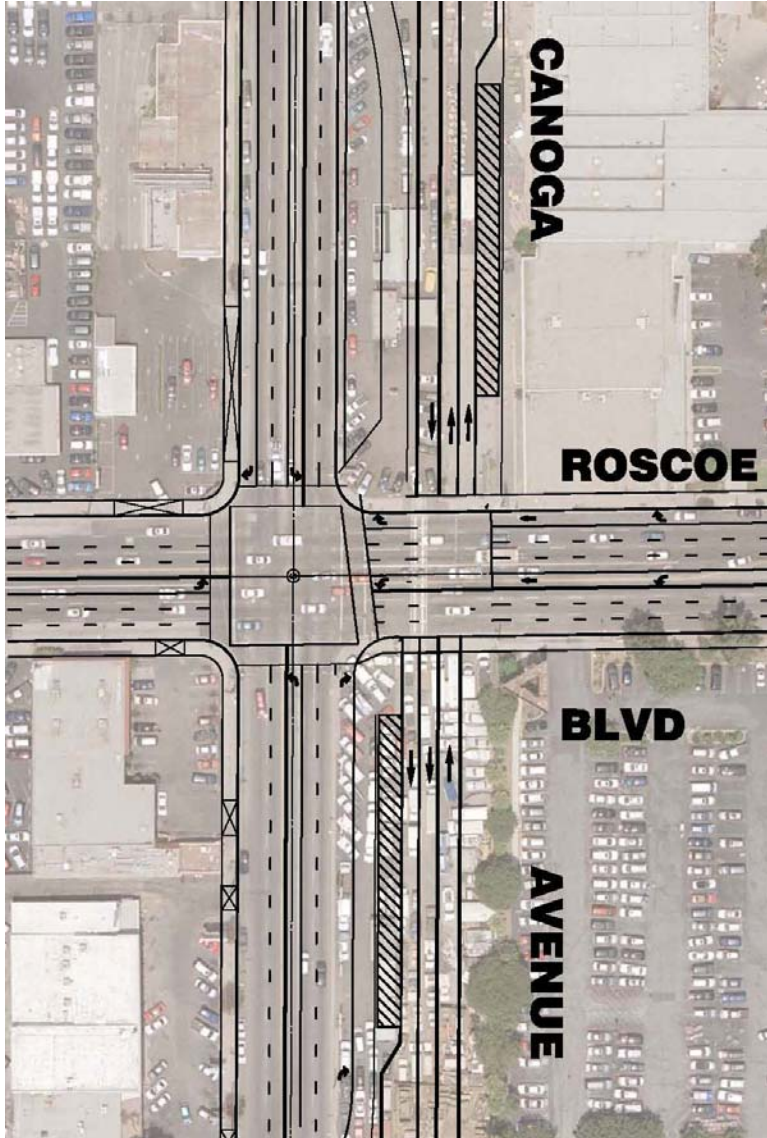
Page 4.7-49, Figure 4.7-16, is revised as shown on the next page.

Page 4.7-25, fourth paragraph, first sentence, is modified as follows:

The above ~~process~~ methodology was employed because the projected 2030 vehicle trips produced directly by the ~~highway assignment module of the Metro~~ Travel Demand Model do not explicitly include ~~neither the transit vehicles themselves nor~~ the auto portion of transit-access (park-and-ride or kiss-and-ride) trips.

Page 4.7-31, first paragraph, is modified as follows:

Impact 4.7.1 The proposed project would have a beneficial impact on Valley-wide mobility indicators. Bus boardings, daily transit trips and boardings, and the overall transit mode share would increase; passenger car vehicle miles traveled (VMT) and passenger car daily vehicle trips would be reduced.



Revised Figure 4.7-16

Page 4.7-31, first three rows in Table 4.7-14, insert a new row between the second and third rows and modify text as follows:

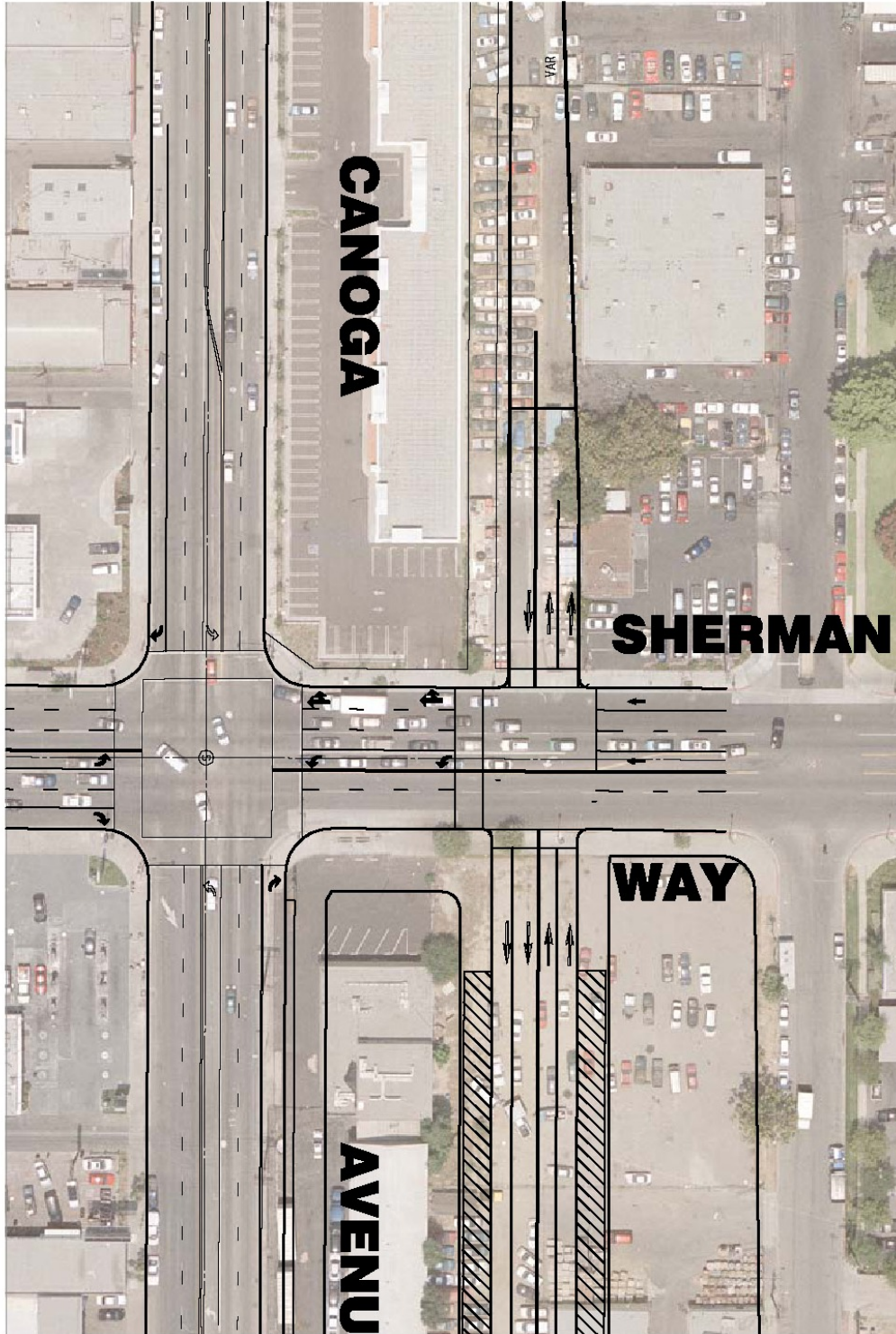
Table 4.7-14 Comparison of Valley-Wide Transportation Indicators (RSA 12 and 13)					
Statistics	Base 2000	2030 No Project Compared to 2000 Base	TSM Compared to No Project	Canoga On-Street Dedicated Bus Lanes Compared to No Project	Canoga Busway Compared to No Project
Daily Person Trips	58,986,071	77,301,301	77,301,301	77,301,301	77,301,301
<u>Difference</u>		<u>18,315,230</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>% Difference</u>		<u>18,315,230-31%</u>	<u>0%</u>	0%	0%

Page 4.7-33, Table 4.7-15, is modified as follows:

Table 4.7-15 Statistics for Study Area					
Valley Statistics	2006	2030 No Project Compared to 2006	Alternative 2 Compared to No Project	Alternative 3 Compared to No Project	Alternative 4 compared to No Project
Daily Auto VMT	1,208,663	1,460,757	1,460,099	1,456,426	1,456,715
Difference		252,094	-658	-4,331	-4,042
% Difference		21%	-0.05%	-0.30%	-0.28%
Daily Auto VHT	35,938	47,746	47,727	47,529	47,586
Difference		11,808	-19	-217	-160
% Difference		33%	-0.04%	-0.45%	-0.34%
Daily Average Speed	34	31	31	31	31
Difference		-3	0	<u>0-3</u>	<u>0-3</u>
% Difference		-9%	<u>0-9%</u>	<u>0-9%</u>	<u>0-9%</u>

Page 4.7-45, mitigation measures 4.7-4 and 4.7-7 through 4.7-10 are revised as shown on p. 6-4 of this document for changes to pp. 2-22 and 2-23 of the DEIR (mitigation measures 4.7-4 and 4.7-7 through 4.7-10).

Page 4.7-51, Figure 4.7-18 is revised as shown on the next page.



Revised Figure 4.7-18

Page 4.7-52, Table 4.7-23, the fourth row from the bottom is modified as follows:

28. Sherman Way & Canoga Ave	AM	60.2	E	103.2	F	43.0	Yes	61.2 <u>63.8</u> 89.7	E	1.0 <u>3.2</u> -24.4	No
	PM	114.1	F	97.6	F	-16.5	No	90.2	F	-23.9	No

Page 4.7-55, first paragraph, second sentence is revised as follows:

The Canoga Busway Alternative proposes three (3) park-and-ride lots (one new one) located at the following stations: MOL Canoga Station (608 existing spaces decreased to about 280 ~~235-290~~ spaces), Chatsworth Metrolink Station (604 ~~480~~ spaces) and Sherman Way (255 ~~204~~ spaces).

Page 4.7-55, Table 4.7-25 is revised as follows:

Table 4.7-25 Canoga Busway Alternative Ridership and Mode of Access Analysis												
Station Name	Ridership			MOL Mode of Access (Peak Period)				Park-and-Ride Lots				
	Daily	Peak Period	Off-Peak Period	Transit/Walk	Auto	Park-and-Ride	Kiss-and-Ride	Capacity*	Other Demand	Off-Peak Demand	Total Demand	U
Canoga	3,211	2,447	764	2,202	245	171	73	235 <u>280</u>	0	53	224	<u>95</u> 80 %
Sherman Way	2,407	1,425	982	1,283	143	100	43	255 <u>204</u>	0	69	169	<u>66</u> 83 %
Roscoe	2,933	1,841	1,092	1,767	74	0	74	0	0	0	0	-
Nordhoff	613	489	124	469	20	0	20	0	0	0	0	-
Chatsworth	2,247	1,687	560	1,518	169	118	51	480 <u>604</u>	<u>299</u> 350	39	<u>456</u> 507	<u>95</u> 76 %
Totals	11,411	7,889	3,522	7,239	651	389	261	<u>970</u> 1,088	<u>299</u> 350	161	<u>849</u> 900	<u>88</u> 83 %

*The final parking capacities at each lot may vary based on the final design of the project, but so long as the total supply exceeds 1,050 at the combination of the three lots, the lots would not be expected to be more than 85% full in 2030 and no parking impact would be expected.

Page 4.7-55, second paragraph is modified as follows:

There are about 180 parking spaces available at the existing Chatsworth Metrolink Station on a typical weekday.² The extension of the MOL would increase the year 2030 parking demand at the station by approximately 157 spaces, and increase the number of parking spaces to 604. This would bring the station parking lots to about 76 ~~95~~% full. This would not be considered a significant impact, but it would likely accelerate the need to expand the parking at the station sooner than if the MOL were not extended and only the growth in Metrolink patronage was affecting the parking demand in the future. There is Metro-owned vacant land available at the north end of the station area to accommodate additional surface parking when it is needed.

Page 4.7-56, MM 4.7-12, is modified as follows:

The northern parking lot at the Chatsworth Metrolink Station shall be expanded ~~either vertically or horizontally~~ to replace, at a minimum on a one-for-one basis, the spaces displaced by the bus turn-around on the south parking lot.

² Based on parking counts done in the fall of 2007. Ridership has increased since and the number of available parking spaces on a typical day varies from 80-130. In addition, a portion of the park-and-ride lot at the Northridge Metrolink station was closed for construction for a few months in 2008, causing some of the demand to spill over to the Chatsworth station.

Page 4.7-57, second to last paragraph, last sentence, is modified as follows:

It should be acknowledged that these spaces would not be as convenient for customers of businesses on the west side of the street, since they would have to cross Canoga Avenue and walk a block or two, but they could well serve the employees of the businesses by providing well-lit off-street parking areas, thereby freeing up parking spaces at the businesses that may now be occupied by ~~employees~~ customers.

Page 4.7-62, third paragraph, last sentence, is modified as follows:

The construction vehicles will enter the ROW at the arterial crossing points or at driveways off Canoga Avenue and will operate within the exclusive busway facility causing little disruption to parallel or crossing arterials.

Page 4.7-64, MM 4.7-15, second sentence, is revised as follows:

No collector or local street or alley will be completely closed, if such closure would prevent continued local vehicular or pedestrian access to residences, businesses and other establishments.

Air Quality

Page 4.8-10, second paragraph, second sentence is revised as follows:

SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin.

Page 4.8-14, Table 4.8-3, is modified to show the new federal eight-hour ozone standard of 0.075 part per million (147 micrograms per cubic meter). A revised **Table 4.8-3** is provided on the following page.

Page 4.8-9, 8th bullet point is revised as follows:

~~Sunburst~~ Chatsworth Mobile Home Park east of Canoga Avenue, between Lassen and Plummer Streets, approximately 30 to 330 ft. from the project corridor

Page 4.8-17, last paragraph, second sentence is revised as follows:

Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, ~~utilizing a wheel washing system to remove~~ ing bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

Page 4.8-20, Mitigation Measure 4.8-2 is revised as shown above for summary changes, see p. 6-5, change for p. 2-27 (mitigation measure 4.8-2).

Page 4.8-21, Paragraph 2, second sentence is revised as follows:

Impact 4.8.3. Based on the operational emission estimates, the No Project Alternative would have no regional operational impact. The TSM, Canoga On-Street Dedicated Bus Lanes, and Canoga Busway Alternatives would result in less-than-significant regional ~~construction~~operational air quality impacts ~~without mitigation~~.

TABLE 4.8-3: State and National Ambient Air Quality Standards					
Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O3)	1-hour	0.09 ppm (180 $\mu\text{g}/\text{m}^3$)	Nonattainment	--	--
	8-hour	0.070 ppm (137 $\mu\text{g}/\text{m}^3$)	n/a	0.080 0.075 ppm (157 147 $\mu\text{g}/\text{m}^3$)	Nonattainment
Respirable Particulate Matter (PM10)	24-hour	50 $\mu\text{g}/\text{m}^3$	Nonattainment	150 $\mu\text{g}/\text{m}^3$	Nonattainment
	Annual Arithmetic Mean	20 $\mu\text{g}/\text{m}^3$	Nonattainment	--	--
Fine Particulate Matter (PM2.5)	24-hour	--	--	35 $\mu\text{g}/\text{m}^3$	Nonattainment
	Annual Arithmetic Mean	12 $\mu\text{g}/\text{m}^3$	Nonattainment	15 $\mu\text{g}/\text{m}^3$	Nonattainment
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
Nitrogen Dioxide (NO2)	Annual Arithmetic Mean	0.03 ppm (56 $\mu\text{g}/\text{m}^3$)	Attainment	0.053 ppm (100 $\mu\text{g}/\text{m}^3$)	Attainment
	1-hour	0.18 ppm (338 $\mu\text{g}/\text{m}^3$)	Attainment	--	--
Sulfur Dioxide (SO2)	Annual Arithmetic Mean	--	--	0.03 ppm (80 $\mu\text{g}/\text{m}^3$)	Attainment
	24-hour	0.04 ppm (105 $\mu\text{g}/\text{m}^3$)	Attainment	0.14 ppm (365 $\mu\text{g}/\text{m}^3$)	Attainment
	3-hour	--	--	--	--
	1-hour	0.25 ppm (655 $\mu\text{g}/\text{m}^3$)	Attainment	--	--
Lead (Pb)	30-day average	1.5 $\mu\text{g}/\text{m}^3$	Attainment	--	--
	Calendar Quarter	--	--	1.50 1.5 $\mu\text{g}/\text{m}^3$	Attainment

SOURCE: CARB, *Ambient Air Quality Standards*, February 22, 2007 June 26, 2008

Noise

Page 4.9-16, Paragraph 1, first sentence is revised as follows:

Construction of the Canoga ~~Busway~~ On-Street Dedicated Bus Lanes Alternative would be required to comply with the requirements of Section 112.03 and 41.40 of the City of Los Angeles Municipal Code and any variances to the Code issued by the City.

Page 4.9-20, Paragraph 1, first sentence is revised as follows:

Construction of the Canoga ~~On-Street Dedicated Bus Lanes~~ Busway Alternative would be required to comply with the requirements of Section 112.03 and 41.40 of the City of Los Angeles Municipal Code and any variances to the Code issued by the City.

Page 4.9-22, Mitigation Measure 4.9-9 is revised as shown above for changes to the summary section; see p. 6-5 of this document for change to p. 2-31 of the DEIR (mitigation measure 4.9-9).

Page 4.9-42, the following paragraph is added after the end of Table 4.9-14 and before the first paragraph:

The Canoga Busway Alternative Option 5 has been selected as the Locally Preferred Alternative (LPA) and would include an elevated segment from Canoga Avenue to Lassen Street with an overcrossing of the railroad tracks and Lassen Street. The elevated segment would be on the west side of the Amtrak/MetroLink tracks opposite the Chatsworth Mobile Home Park. It would cross the tracks and Lassen Street on a bridge and then descend on an embankment into the Chatsworth MetroLink station. According to the California Department of Transportation (Caltrans) *Technical Noise Supplement (October 1998)*, Caltrans has never measured increases due to noise reflection off of a wall or embankment of more than 2 dBA. This increase is less than the perceptibility threshold of 3 dBA. According to Caltrans, people that do perceive increases in noise are usually made more aware of the ambient noise by some event that triggers increased awareness, such as the construction of an elevated grade separation.

Two sets of noise measurements were completed to confirm the Caltrans findings and confirm that noise from existing trains would not be reflected off of the elevated busway structure. One measurement location was east of the Amtrak/MetroLink tracks and across from a light industrial building that acted as a noise barrier. The second measurement location was east of the Amtrak/MetroLink tracks and across from vacant land (representative of no noise barrier). The results of the monitoring indicated that the difference in noise levels at the two locations was less than 3 dBA and not audibly perceptible. Noise reflection from buses off the elevated grade separation would potentially increase ambient noise levels by an inaudible 1 to 2 dBA. In order to eliminate the potential 1 to 2 dBA noise increase, it is recommended that the side of the elevated grade separation facing the Chatsworth Mobile Home Park be constructed with noise reducing material (Mitigation Measure 4.9-15 reflects this).

Page 4.9-43, Mitigation Measure 4.9-14, is revised as shown above for changes to the summary section; see p. 6-5 of this document for change to p. 2-32 of the DEIR (mitigation measure 4.9-14).

A new mitigation measure (4.9-15) is added, as shown in changes for the summary section above.

Geology, Soils and Seismicity

Page 4.10-7, Figure 4.10-2, is revised as shown on the following page.

Page 4.10-24, third line from the bottom, is revised as follows:

The geotechnical investigation noted in **MM 4.10-2** should confirm the absence of ~~expansion~~ expansive soils along improvements that may be affected by ~~expansive soils~~ expansion.

Water Resources

Page 4.12-3, second sentence is revised as follows:

This section requires the United ~~States~~ States Environmental Protection Agency (USEPA).....

Page 4.12-10, second to last paragraph is revised as follows:

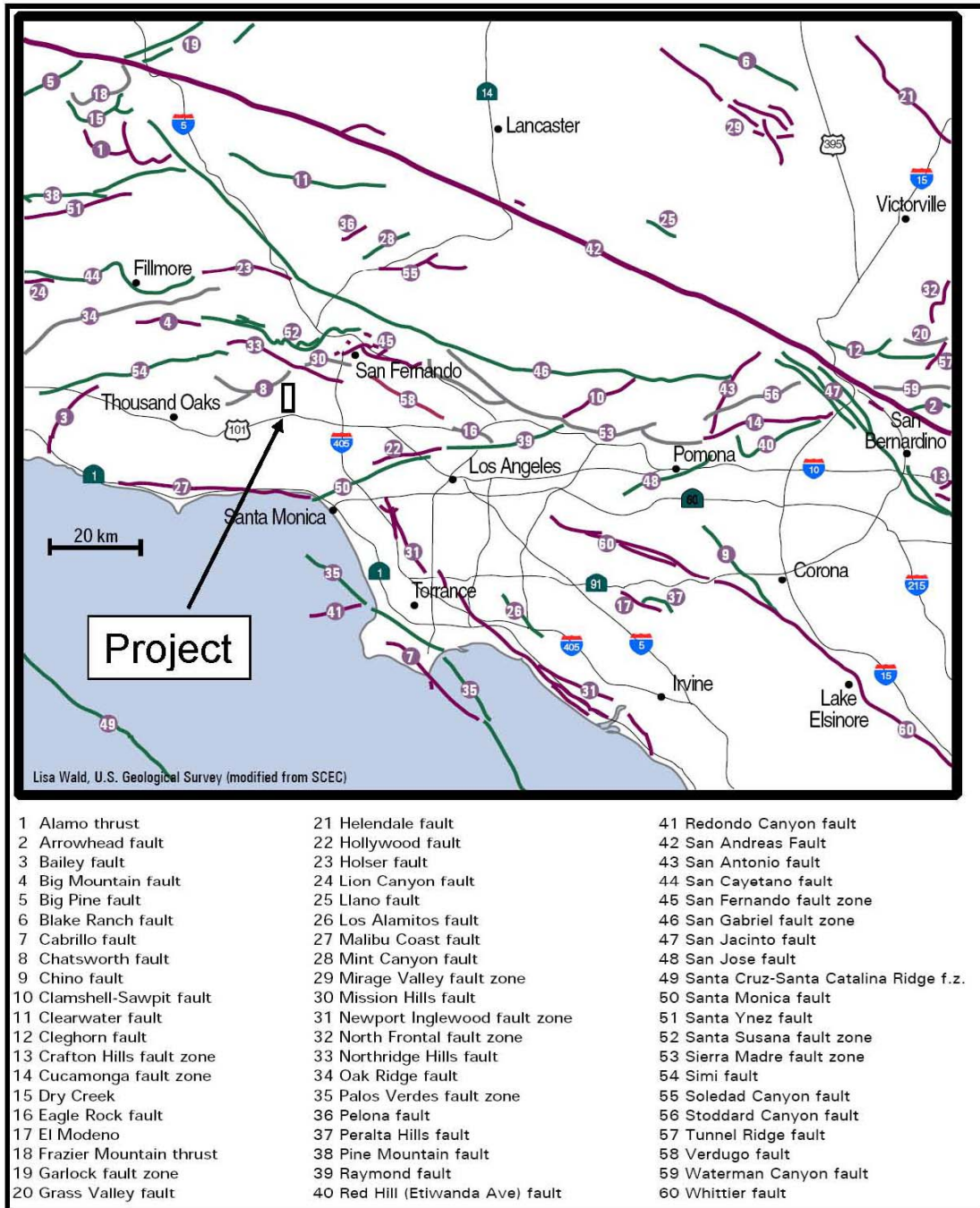
Alternative 4. Canoga Busway

Similar to Alternative ~~2~~ 3, however, the increase in impervious area would be slightly more, but the capacity of the existing system would not be exceeded.

Page 4.12-1, add the following to the last paragraph regarding 100-year flood zone:

Some studies indicate there may be additional flooding caused by excessive debris loading in the Brown's Canyon Wash. This could result in more frequent flooding than indicated on the FEMA maps. The Los Angeles County Flood Control District has indicated that there is possibly a need for a future upstream debris basin. There are no current plans to implement an upstream debris basin.

Page 4.12-6, mitigation measure MM 4.12-1 is revised as shown above in changes to the summary section, see p. 6-5 of this document for changes to p. 2-39 of the DEIR (mitigation measure 4.12-1).



Revised Figure 4.10-2

Biological Resources

Page 4.13-21, Impact 4.13.3 summary, second sentence is revised as follows:

The project would not affect common native species nor special-status species or populations in this way.

Page 4.13-23, Impact 4.13.4, Alternative 3 impact analysis is revised as follows:

The project design would result in no permanent fill of either wetlands or non-wetland waters. Bridge replacement would result in shading of an additional 6,308 square ft (0.14 acres) of concrete-bottomed, state-jurisdictional streambed (Los Angeles River and Santa Susanna Wash). This alternative may also require minor, temporary ~~discharge~~ placement of fill into two existing channels through which waters flow under Canoga Avenue, the Los Angeles River and the Santa Susana Wash. Both are confined channels with concrete bed and bank and total plant cover well below 5 percent in the project area. Thus, neither is considered jurisdictional wetlands. Permitting is anticipated to be required under Sections 404 and 401 of the federal Clean Water Act and Section 1602 of the California Fish and Game Code (Lake or Streambed Alteration Program), to address minor and/or temporary fill for bridge widening. Under those programs, both of which ~~will entail~~ formally require applicable terms and conditions supporting a policy of no net loss of functions and values, avoidance and mitigation measures will prevent any measurable loss of waterway functions and values.

Page 4.13-23, Impact 4.13.4, Alternative 4 impact analysis, paragraph 2 is revised as follows:

The project design would result in no permanent fill of either wetlands or non-wetland waters. Bridge replacement would result in shading of an additional 6308 square ft (0.14 acres) of concrete-bottomed, state-jurisdictional streambed (Los Angeles River and Santa Susanna Wash). This alternative may also require minor, temporary placement ~~discharge~~ of fill into two existing channels through which waters flow under Canoga Avenue, the Los Angeles River and the Santa Susana Wash. Both are confined channels with concrete bed and bank and total plant cover well below 5 percent in the project area. Thus, neither is considered jurisdictional wetlands. Permitting is anticipated to be required under Sections 404 and 401 of the federal Clean Water Act and Section 1602 of the California Fish and Game Code (Lake or Streambed Alteration Program), to address minor and/or temporary fill for bridge widening. Under those programs, both of which ~~will entail~~ formally require applicable terms and conditions supporting a policy of no net loss of functions and values, avoidance and mitigation measures will prevent any measurable loss of waterway functions and values.

Page 4.13-29, Mitigation Measure 4.13-1 is revised as shown above in changes to the summary section, see p. 6-6 of this document for changes to p. 2-39 of the DEIR (mitigation measure 4.13-1).

Safety and Security

Page 4.15-1, first bullet item at bottom of page, is revised as follows:

- Photo equipment installed on buses to permit ~~live-video-surveillance and~~ recording.

Page 4.15-1, second bullet item at bottom of page, is revised as follows:

- ~~Direct communication between buses, drivers, and LADP and L.A. County Sheriff's Department Transit Dispatch/Emergency Response Center.~~ Silent alarm system in the buses which sends an alert to the appropriate dispatch console for immediate action.

Page 4.15-3, first paragraph, third sentence, is revised as follows:

Security-related design features currently include emergency telephones at station platforms, public announcement systems, open sight lines, graffiti-resistant materials, crosswalks, closed circuit television surveillance cameras, and a contract for security patrol by Los Angeles County Sheriff's Department.

Also, under the Vehicular Safety subtitle, third paragraph, insert the following sentence at the end of the paragraph:

Photo enforcement cameras have been installed at major intersections to catch red light runners as an accident prevention measure.

Page 4.15-7, insert the following sentence at the end of the fifth paragraph:

Photo enforcement cameras will be installed at major intersections to catch red light runners as an accident prevention measure.

Page 4.15-9, second paragraph, second sentence, is modified as follows:

At intersections and where the proposed fencing is not installed along the ROW line, fencing along the corridor would be extended to connect with existing building walls and/or fences soundwalls of the adjacent properties to deny pedestrian access to the portion of the ROW between the busway and back yard fences of private properties.

Appendix G

Hazardous Materials, Reconnaissance Photographs, Caption for Photo 7, is revised as follows:

View south on former railroad ROW at ~~Santa Ana River~~ Los Angeles River.

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7.0 MITIGATION MONITORING AND REPORTING PLAN

Section 21086.6 of the California Public Resources Code requires that public agencies approving a project with an Environmental Impact Report adopt a mitigation monitoring or reporting program for that project. The purpose of the mitigation monitoring effort is to ensure that the Mitigation Measures identified in the EIR to mitigate the potentially significant environmental effects of the project are, in fact, properly carried out. In its findings concerning the environmental effects of a project for which an EIR was prepared, a Lead Agency must also include a finding that a mitigation monitoring or reporting program has been prepared and provides a satisfactory program that will ensure avoidance or sufficient reduction of the significant effects of the project.

The following mitigation monitoring plan contains a brief statement of all Mitigation Measures; identifies the monitoring action; indicates the party responsible for implementing the mitigation; and identifies the enforcement agency, monitoring agency, and the monitoring phase or timing.

The Los Angeles County Metropolitan Transportation Authority (Metro) shall be responsible for assuring full compliance with the provisions of this program. The Chief Executive Officer (CEO) of Metro may delegate duties and responsibilities to Metro staff, applicants, and consultants as necessary. The CEO shall also ensure that monitoring reports are filed on a timely basis and, when identified, that plan violations are corrected.

Progress toward completion of the required mitigation plan, or violations thereof, shall be reported at prescribed intervals to the CEO. The reports shall be prepared using approved forms or an acceptable format. These reports will be available for public review at any time.

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
Land Use and Development			
MM 4.1-1: Walls and/or fences, and landscaping shall be included in the Metro ROW buffering mobile homes and other residential units from the project along the Metro ROW.	Review and verify Final Design Plans	Design/Build Contractor	- Metro - Final Design and during construction/Reported once prior to construction and quarterly during construction.
Measures 4.1-2 through 4.1-4 are not applicable to the LPA			
MM 4.1-5: Due to unique conditions along Canoga Avenue, a request from the City for relief from the Secondary Highway Standards shown in the cross-sections in the City of Los Angeles Transportation Element needs to be secured. The modification would include dedicated bus lanes, the elimination of parking on the street, and a substitution for a standard City sidewalk for a multi-purpose bikeway/pedestrian path to be developed to Metro standards and landscaping adjacent to Canoga Avenue.	Verify Compliance	Metro	- Metro/LADOT - Final Design/Reported once prior to construction
MM 4.1-6: A modification of the Chatsworth - Porter Ranch Community Plan shall be made to change the text to read a high capacity urban rail or “premium bus” system when the City updates this Plan.	Verify Compliance	City of Los Angeles Department of City Planning; Metro	City of Los Angeles Department of City Planning; Metro - During the City of Los Angeles Community Plan Update process/Reported once upon completion
MM 4.1-7: Metro and the City of Los Angeles shall coordinate on any proposed transit-oriented projects or any change in land use designation or zoning change that are within ¼ mile of a station by reviewing projects and environmental assessments for potential transit linkages to the stations, the mix of uses, and other conditions that would increase transit usage and reduce potential land use impacts.	Verify Compliance	Metro; City of Los Angeles Department of City Planning	- Metro - Ongoing/Reported as projects are proposed
MM 4.1-8: Any future joint use proposal made on the Metro ROW shall provide measures to protect adjacent sensitive uses including such measures as landscaped setbacks, walls, fences, lighting that does not spill over into neighborhoods, parking management to avoid spill over parking in the neighborhoods, clearly defined pathways to the stations, varied building massing and height transition for compatibility with adjacent development, and special attention to enhance pedestrian environment.	Verify Compliance	Metro	- Metro/City of Los Angeles Department of City Planning - Ongoing/Reported as projects are proposed

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
<i>Land Acquisition, Relocation and Displacement</i>			
Measure 4.2-1 not applicable to LPA.			
MM 4.2-2: For leases without an acquisition waiver, Metro shall provide relocation assistance and compensation per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act to those who are displaced as a result of the Canoga Transportation Corridor Project.	Verify Compliance	Metro	- Metro - Prior to construction/Reported once
<i>Parklands & Other Community Facilities</i>			
MM 4.4-1: Coordination with City of Los Angeles Fire and Police Department personnel shall be conducted to provide adequate advance notice of construction activities and identify, as necessary, any special arrangements that may be needed to provide emergency services.	Verify coordination with City of Los Angeles Fire and Police Departments	Design/Build Contractor	- Metro - Prior to construction and during construction/Reported quarterly
MM 4.4-2: To minimize the effect of street and lane closures, the construction contractor shall develop a staging/detour plan prior to construction activities. The construction contractor shall provide the staging/detour plans to the City of Los Angeles Fire and Police Department personnel for review. The plans shall be developed to the satisfaction of the City of Los Angeles Fire and Police Department personnel.	Verify completion of a Staging/Detour Plan.	Design/Build Contractor	- Metro - Prior to construction/Reported once
MM 4.4-3: Emergency vehicle access on Canoga Avenue shall be included in construction specifications.	Verify inclusion of emergency vehicle access requirements into Final Design construction specifications	Design/Build Contractor	- Metro - Prior to construction/Reported once
MM 4.4-4: On Canoga Avenue, the construction contractor shall make one lane in each direction available at all times for emergency vehicle use.	Verify inclusion requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.4-5: School officials for the New Academy Canoga Park Elementary School and LAUSD shall be consulted regarding the construction process in order to develop the least intrusive construction process feasible.	Verify coordination with New Academy Canoga Park Elementary School and LAUSD.	Metro; Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.4-6: School officials for the New Academy Canoga Park Elementary School and the LAUSD schools with pedestrian routes on Canoga Avenue shall be consulted in order to ensure maintenance of safe student walk routes and access for passenger vehicles and school buses.	Verify coordination with New Academy Canoga Park Elementary School and LAUSD.	Metro; Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
MM 4.4-7: Crossing guards or flag men shall be provided at active construction sites in proximity to schools and where school pedestrian routes cross construction areas. The construction contractor shall coordinate with the New Academy Canoga Park Elementary School and LAUSD to determine the location of crossing guards or flag men.	Verify coordination with New Academy Canoga Park Elementary School and LAUSD.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.4-8: The construction contractor shall coordinate with the New Academy Canoga Park Elementary School and LAUSD to determine haul routes and when haul truck travel shall be avoided. In coordination with the New Academy Canoga Park Elementary School and LAUSD, construction scheduling and haul routes shall be sequenced, to the extent practicable, to minimize conflicts with pedestrians, school buses and vehicular traffic during arrivals and dismissals of the school day.	Verify coordination with New Academy Canoga Park Elementary School and LAUSD.	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.4-9: The construction contractor shall install fences and/or signage around the station construction sites, construction-related areas immediately adjacent to schools, staging areas, and excavation areas (unless covered with steel plates) to prohibit unauthorized entry into areas that could be hazardous to the public.	Verify Compliance	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.4-10: Metro shall coordinate with the administration at the New Academy School and notify them when intense construction activity (e.g., grading or paving) will occur near the school.	Verify coordination with New Academy Canoga Park Elementary School	Design/Build Contractor	- Metro - During construction/Reported quarterly
<i>Historic, Archeological & Paleontological Resources</i>			
MM 4.5-1; A qualified paleontologic monitor shall monitor excavation in areas identified as likely to contain paleontologic resources. These areas are defined as all areas within the proposed project area where current design plans require excavation to exceed depths of 5 ft. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his or her professional opinion, sediments being monitored are previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and	Verify retention of qualified paleontologic monitor	Metro; Design/Build Contractor	- Metro - During construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
<p>samples of sediments as they are unearthed to avoid construction delays and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Because the older Quaternary deposits yield small fossils specimens likely to go unnoticed during typical large scale paleontological monitoring, matrix samples shall be collected and processed to determine the potential for small fossils to be recovered prior to substantial excavations in those sediments. If this sampling indicates these units do possess small fossils, a matrix sample of up to 6,000 pounds shall be collected at various locations, to be specified by the paleontologist, within the construction area. These matrix samples shall also be processed for small fossils. This is standard mitigation practice that will meet the requirements of Public Resources Code Section 5097.5 which prohibits excavation or removal of any vertebrate paleontological site or any other archaeological, paleontological, or historical feature situated on public lands, except with the express permission of the public agency having jurisdiction over such lands, and Section 30244 which requires reasonable mitigation of adverse impacts on paleontological resources from development on public land.</p>			
<p>MM 4.5-2: Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments, to recover small invertebrates and vertebrates. Unidentifiable specimens shall be discarded.</p>	Verify Compliance	Metro	- Metro - During construction/Reported quarterly (if needed)
<p>MM 4.5-3: Identified specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage.</p>	Verify Compliance	Metro	- Metro - During construction/Reported quarterly (if needed)
<p>MM 4.5-4: A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to the Lead Agency, will signify completion of the program to mitigate impacts to paleontological resources.</p>	Verify Compliance	Metro	- Metro - During construction/Reported quarterly (if needed)
<p>MM 4.5-5: If buried cultural resources are uncovered during construction, all work shall be halted in the immediate vicinity of the archaeological discovery until a qualified archaeologist can</p>	Verify retention of qualified archaeologist	Design/Build Contractor	- Metro - Prior to construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
visit the site of discovery and assess the significance of the archaeological resource. If significant cultural resources are located, Metro will avoid them if possible, or mitigate impacts as specified in §15370 of the California Code of Regulations (CEQA Guidelines). If avoidance is not possible, Metro will follow all applicable laws, and treat any discovered resources through standard archaeological practices. These practices include, but are not limited to, manual or mechanical excavations, monitoring, soils testing, photography, mapping, or drawing to adequately recover the scientifically consequential information from and about the archaeological resource. All unanticipated finds shall be documented, and a report of findings prepared, and discoveries further evaluated. In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, State CEQA Guidelines 15064.5(e), and Public Resources Code 5097.98 shall be implemented.			
Visual & Aesthetic Impacts			
MM 4.6-1: To reduce visual impacts, provide trees and landscaping as described in the Project Description and similar to the MOL. Relocation of overhead utility lines on the east side of Canoga Avenue shall be coordinated with Los Angeles Department of Water and Power's program for underground utilities. If utility poles and wires must be relocated above ground, these should be placed to not obstruct or prohibit new tree plantings.	Review and verify Final Design Plans	Design/Build Contractor	- Metro/City of Los Angeles Department of Water and Power - Final Design and construction/Reported quarterly
MM 4.6-2: Walls/fences, and landscape screening shall be designed taking into consideration community input. Landscaping, where technically feasible, shall shield adjacent residencies to maintain privacy.	Review and verify Final Design Plans	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.6-3: The following Metro Art policies will be applied: Public Art and the Design Process: In 1989, the Metro Board of Directors adopted a Public Art Policy which mandates an allocation of art funds and establishes procedures for artist selection, architect collaboration, and community involvement. Metro Art will manage all artist contracts, coordination, and	Review and verify Final Design Plans	Metro; Design/Build Contractor	- Metro - Final Design and construction/Reported quarterly

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<p>interfaces. A public art budget will be established for the incorporation of public art within the Project. The budget will include: artist design fees, expense associated with fabrication and installation of artwork, and professional and contractor services required for proper fabrication, installation, and incorporation into the project. The following procedure established by Metro Art will be followed:</p> <ul style="list-style-type: none"> - The Artwork will be of high quality, be site specific, require minimum maintenance, be resistant to graffiti and vandalism and conform to Metro Art Guidelines for materials and finishes. - Metro Art will identify public art opportunity locations within the stations and corridor environment and will interface with the Planning Consultant, the Preliminary Engineering (PE) design team, and the Design/Builder at key stages in the development and construction of the Project. The PE design team and the Design/Builder will include artwork locations and appropriate details and notes in the construction documents. - In order to ensure that the artists original, approved, design intent is implemented and to ensure that all artwork is in accordance with Metro Art collection standards, Metro Art shall be involved in the review of design/build review submittals. - When implementing Joint Powers Agreement (JPA) projects, Metro Art will facilitate artist contracts with the JPA. Contract with the JPA will include design, fabrication, and delivery of the artwork to the construction Project Site ready for installation by the Design/Build Contractor. The artwork will be included in the construction documents as "furnished by Owner and installed by the Design/Build Contractor." - Metro Art will work with members of the communities impacted by the Project to research and assemble information and unique insights regarding their community. This information is made available to the artists and is intended 			

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<p>as a resource, referral, and point of departure for artists to consider when developing their artwork design. Artists will be selected through peer panels involving arts professionals and community representatives in keeping with Public Art Policy.</p> <ul style="list-style-type: none"> - The inclusion of public art at stations allows for expressive visual variations between each station and the urban areas they serve and shall be considered as elements of variability, and as determined by Metro Art, public art opportunity locations at stations shall occur at the same locations and include the same materials and finishes. - Metro Art may also select artists and identify art opportunity locations for the corridor environment in support of mitigation efforts intended to reduce impacts of walls, construction fences, visual barriers, and /or other detrimental urban conditions affecting the community. Artwork may be temporary or permanent and shall be paid for through funding sources related to mitigation, urban enhancement funds or by other means that do not include the established art budget for the Project. <p>Design Excellence: Following policy established by the FTA (Circular 9400.1A) for good design in transit projects, and to ensure that the final designs adhere to Metro Design Criteria and are consistent with Metro goals for the Project, Metro shall establish a Customer Environment and Design Committee. Representatives from Metro Departments, including Construction, Operations, Planning and Communications shall serve as a Design Review Board for the duration of the Project and provide design review comments at all stages of design review submittal.</p> <p>Signage and Graphics: Signage will be integrated into the design of stations, canopies, and station configuration and other structures or elements constructed as part of the Project. Signage integration at stations and along the Corridor will further support the notion of identity of Metro as a transit system and be considered as an element of continuity. Signage,</p>			

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wayfinding, and graphic elements will include station pylons markers, platforms identification, directional signs, map cases, parking lot/garage structure, bicycle location signs, and regulatory signage. All signage will be ADA compliant for readability and accessibility. All signage and graphics shall fully conform to the most current version of the Metro Signage Manual.			
MM 4.6-4: To reduce visual impacts for the Canoga Busway, provide landscaping adjacent to the mobile homes, and also visual barriers on the elevated viaduct or other measures that would reduce direct views from the elevated Busway onto adjacent mobile homes.	Review and verify Final Design Plans	Design/Build Contractor	- Metro - Final Design and construction/Reported quarterly
MM 4.6-5: Design guidelines for the elevated bridge structure shall consider community input before the construction phase of the project. Design guidelines shall include techniques to reduce the massing and profile of the elevated structure, and to maintain views, where possible of the Santa Susana Mountains.	Community input provided to Preliminary Engineering plans. Verify Final Design Plan coordination with community.	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.6-6: A landscape plan and guidelines shall be prepared during Preliminary Engineering stage establishing the number and pattern of tree species. Approximately 1,400 to 1,700 new and relocated trees would be provided. Wherever feasible, specimen trees within the existing ROW or sidewalk shall be preserved or relocated and incorporated into the landscape plan where space permits. Specimen trees removed shall be replaced at a minimum of 1:1 ratio with 36 inch box trees. During the Design/Build phase, the alignment of the dedicated lanes and Busway and placement of elements such as privacy walls, natural drainage, and fences as well as landscape guidelines developed during the Preliminary Engineering will be followed and the project will continue to take into account existing mature trees in the Metro ROW and avoid their removal where possible.	Landscape Concept Plan prepared in Preliminary Engineering Review and verify inclusion into Final Design Landscape Plan.	Design/Build Contractor	- Metro - Final Design and construction/Reported quarterly
MM 4.6-7: To reduce impacts from glare from bus headlights, stations, and park-and-ride lots, landscaping, fences, or walls or other measures shall be provided, designed and placed in such a way as to minimize glare and nighttime light intrusion on residences. A landscape plan, lighting plan and the design of screening features shall consider community input during final	Review and verify inclusion into Final Design Landscape Plan.	Design/Build Contractor	- Metro - Final Design and construction/Reported quarterly

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
design.			
Measure 4.6-8 is not applicable to the LPA.			
MM 4.6-9: The elevated viaduct shall be designed to minimize glare and night-time light intrusion on the mobile homes	Review and verify Final Design Plans	Design/Build Contractor	- Metro - Before Final Design and construction/Reported quarterly
MM 4.6-10: All construction lighting shall be hooded and shielded to minimize spillover effects and glare. Alternatively, screening and construction fences can be used to shield construction lighting. Lighting shall be directed towards the interior of the construction staging area and shielded so as to avoid or minimize spillover into adjacent residential areas. Construction activities directly adjacent to residential uses shall be limited to day time hours unless required by the City of Los Angeles, Union Pacific Railroad, Amtrak or Metrolink.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
Traffic, Circulation & Parking			
MM 4.7-1: Lassen Street & Owensmouth Avenue. Re-time the existing signal from a 50-second cycle during the peak periods to provide a 90-second cycle length during peak periods. In addition, change the existing permissive phasing on Lassen Street to provide protective phasing for left turns onto Owensmouth Avenue.	Review and verify Final Design Plans	LADOT; Design/Build Contractor	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-2: Lassen Street & Old Depot Plaza Road. Install a three-phase traffic signal that would provide protective left-turn phasing for buses turning left into the Chatsworth Metrolink Station.	Review and verify Final Design Plans	Design/Build Contractor; LADOT	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-3: Devonshire Street & Old Depot Plaza Road. Install a two-phase traffic signal.	Review and verify Final Design Plans	Design/Build Contractor; LADOT	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-4: Canoga Avenue & Vanowen Street. Widen the north leg of the intersection to provide an additional northbound through lane, from one left-turn lane, two through lanes and one right-turn lane to consist of one left-turn lane, three through lanes and one right-turn lane. Re-stripe the Vanowen Street eastbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane. Re-striping the eastbound approach to accommodate this number of lanes	Review and verify Final Design Plans	Design/Build Contractor; LADOT	- LADOT/Metro - Final Design and construction/Reported quarterly

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would reduce the width of the Vanowen Street westbound curb-lane. Since Metro Bus 165 stops on the northwest corner of the intersection, this reduction in curb-lane width would produce a traffic blockage every time a bus arrives at the stop (buses arrive every 6-10 minutes during the peak period and every 20 minutes during the off-peak period), but this is not considered a significant impact.			
MM 4.7-5: Canoga Avenue & Erwin Street. Change the existing permissive phasing to provide protective phasing for the northbound left turns and the eastbound left turns.	Review and verify Final Design Plans	Design/Build Contractor; LADOT	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-6: Canoga Avenue & Oxnard Street. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, two through lanes and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane.	Review and verify Final Design Plans	Design/Build Contractor	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-7: Canoga Avenue & Nordhoff Street. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and a right-turn lane.	Review and verify Final Design Plans	Design/Build Contractor	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-8: Canoga Avenue & Roscoe Boulevard. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and a right-turn lane. Additionally, re-stripe Roscoe Boulevard westbound approach from one left-turn lane, two through lanes and one shared through-right-turn lane to consist of one left-turn lane, three through lanes and one right-turn lane.	Review and verify Final Design Plans	Design/Build Contractor	- LADOT/Metro Metro/LADOT - Final Design and construction/Reported quarterly
MM 4.7-9: Canoga Avenue & Saticoy Street. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and one through/right-turn lane.	Review and verify Final Design Plans	Design/Build Contractor	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-10: Canoga Avenue & Sherman Way. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and a right-turn	Review and verify Final Design Plans	Design/Build Contractor	- LADOT/Metro - Final Design and construction/Reported quarterly

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
lane. Re-stripe the Sherman Way westbound approach to provide an additional shared through-right-turn lane, from one left-turn lane, two through lanes and one right-turn lane to consist of one left-turn lane, two through lanes and one shared through-right-turn lane. To accomplish this, the bus stop for westbound Metro Route 163, located on the northwest corner of the intersection, must be moved further west to allow the third westbound departure lane to be dropped and traffic to merge into two lanes.			
MM 4.7-11: Off-street parking adjacent to the Sherman Way station shall be provided to accommodate future park-and-ride demand, including extra demand due to the loss of any existing spaces at the re-configured MOL Canoga Station.	Review and verify Final Design Plans	Design/Build Contractor	- Metro - Final Design and construction/Reported quarterly
MM 4.7-12: The northern parking lot at the Chatsworth Metrolink Station shall be expanded to replace, at a minimum on a one-for-one basis, the spaces displaced by the bus turn-around on the south parking lot.	Review and verify Final Design Plans	Design/Build Contractor	- Metro/LADOT - Final Design and construction/Reported quarterly
Measures 4.7-13 a and b not applicable to the LPA.			
MM 4.7- 14: Before the start of construction, Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans, including identification of detour requirements, will be formulated in cooperation with the City of Los Angeles and other affected jurisdictions (County, State). The WTCPs will be based on lane requirements and other special requirements defined by the Los Angeles City Department of Transportation (LADOT) for construction within the City and from other appropriate agencies for construction in those jurisdictions. LADOT will provide the contractor with the latest copy of the Requirements of the Contractor and Signs and Legends, to be incorporated into the WTCPs.	Verify completion of Worksite Traffic Control and Traffic Circulation Plans	Design/Build Contractor	- LADOT/Metro - Prior to construction/Reported quarterly
MM 4.7-15: No designated major or secondary highway will be closed to vehicular or pedestrian traffic except at night or on weekends, unless approval is granted by LADOT. No collector or local street or alley will be completely closed if such closure would prevent continued local vehicular or pedestrian access to residences, businesses and other establishments. Comprehensive bus rerouting and detour plans will be adopted, if necessary.	Verify compliance	Design/Build Contractor	- Metro/LADOT as necessary - Prior to construction/Reported quarterly

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
<p>MM 4.7-16: Metro and the design/build contractor will develop preferred haul route plans for the removal of excavated material. The haul route plans shall prohibit the use of local residential streets, and avoid utilizing streets on which schools are located. If it is necessary for a potential haul route to pass a school, trucks shall be prohibited from hauling past the school during normal school hours. The truck haul route plan will distribute the trucks over more than one arterial street route to/from the freeways, but avoid the use of any local residential streets. Hauling operations may occur over more than one shift (not concentrated in an 8-hour period). Haul routes, which must be approved by the City of Los Angeles, will be developed in consultation with and must be approved by the LADOT and the Bureaus of Engineering and Street Services.</p> <p>Example haul routes for carrying out excavated material are summarized below.</p> <ul style="list-style-type: none"> • Canoga Avenue south to 101 Freeway • Canoga Avenue north and east to De Soto Avenue and north to SR-118 	Verify completion of a Haul Route Plan	Design/Build Contractor	- Metro/LADOT - Prior to construction/Reported quarterly
<p>MM 4.7-17: Metro will coordinate with other major construction projects within a 1-mile radius of the construction site to avoid, to the maximum extent practicable, overlapping haul routes with other public or private construction projects.</p>	Verify compliance	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
<p>MM 4.7-18: Prior to initiating construction, Metro will develop and adopt a site-specific parking plan that identifies construction worker parking restrictions and replacement parking for any substantial quantity of on-street parking lost during construction, subject to consultation with LADOT.</p>	Verify completion of a Parking Plan	Design/Build Contractor	- Metro/LADOT - Prior to construction/Reported quarterly
<p>MM 4.7-19: The City of Los Angeles will provide to the contractor the latest versions of Requirements of the Contractor and Signs and Legends, which will be incorporated into the construction contract and used in developing all WSTCPs.</p>	Verify compliance	Design/Build Contractor	- Metro/LADOT - Prior to construction/Reported quarterly
<p>MM 4.7-20: Contractors shall notify property owners, residences, and businesses of major construction activities (e.g., utility relocation/disruption and re-routing of delivery trucks).</p>	Verify compliance	Metro	- Metro/LADOT - Prior to and during construction/Reported quarterly
<p>MM 4.7-21: Contractors shall coordinate with local businesses and residents to provide advanced notification of traffic detours</p>	Verify compliance	Design/Build Contractor	- Metro - Prior to and during

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and delays, and potential utility disruptions associated with construction.			construction/Reported quarterly
MM 4.7-22: Contractors shall use temporary special signage to inform customers that merchants and other businesses directly affected by construction are open. The signage shall include closure information in advance of any future temporary closure. Signage shall also provide special access directions, if warranted.	Verify compliance	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.7-23: Contractors shall be required to have all employees park off-street or on-street at Metro-approved locations to minimize the loss of commercial parking.	Verify compliance	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.7-24: Unless required by WSTCPs, construction activities shall be sequenced to minimize the temporary removal of multiple blocks of on-street parking at one time, which would make various on-street parking spaces available in an area under construction for a period of time.	Verify compliance	Design/Build Contractor	- Metro -During construction/Reported quarterly
MM 4.7-25: Prior to initiating construction, staging/detour plans will be reviewed by emergency response personnel (i.e. Fire Department).	Verify compliance	Design/Build Contractor	- Metro/LAFD - Prior to construction/Reported once
<i>Air Quality</i>			
MM 4.8-1: Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-2: Track-out shall not extend 25 ft. or more from an active operation, and track-out shall be removed at the conclusion of each workday. To reduce track-out, the construction contractor shall remove bulk materials from tires and vehicle undercarriages before vehicles exit the project site through the use of at least one of the measures set forth in the South Coast Air Quality Management District Rule 403 Section (d)(5).	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-3: All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-4: All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly

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MM 4.8-5: Traffic speeds on unpaved roads shall be limited to 15 miles per hour.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-6: Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-7: Heavy equipment operations shall be suspended during first and second stage smog alerts.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-8: On-site stock piles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Report quarterly
MM 4.8-9: Construction contractors shall comply with SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). The requirements for demolition activities include asbestos surveying, notification, asbestos-containing material (ACM) removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-10: Construction contractors shall prepare a project-specific Lead Compliance Plan to prevent or minimize worker exposure to lead while handling material containing aurally deposited lead. The Lead Compliance Plan shall contain the elements listed in Title 8, California Code of Regulations, Section 1532.1(e)(2)(B). Before submission to the Engineer, the Lead Compliance Plan shall be approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene. The plan shall be submitted to the Engineer for review and acceptance at least 15 days prior to beginning work in areas containing aurally deposited lead.	Verify completion of a Lead Compliance Plan	Design/Build Contractor	- Metro - Prior to construction/Reported once
Noise			
MM 4.9-1: Metro will require construction contractors to equip construction equipment with the most effective locally available mufflers, along with any other suitable noise attenuation devices.	Verify inclusion of requirements into Final Design construction specifications. Metro shall establish noise emission limits for construction	Design/Build Contractor	- Metro - Prior to construction/Reported once

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	equipment.		
MM 4.9-2: In noise sensitive areas, the construction contractor shall work with Metro to select construction processes and techniques that create the lowest noise levels. These techniques include, but are not limited to, the mixing of concrete off-site instead of on-site, using hydraulic tools instead of pneumatic tools, and using quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.9-3: Metro will ensure that equipment staging areas and rock crushing operations for recycling concrete and asphalt rubble are located as far as possible from sensitive receptors along the project corridor.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.9-4: Metro will require that construction contractors limit construction activities that generate loud noise levels to daytime hours, including construction activities that generate loud noise levels for short periods of time. Example restrictions include limiting the use of jackhammers and other pneumatic impact devices and restricting construction in residential areas to daytime hours. Metro shall have the ability to require the construction contractor to enforce additional noise reduction measures to minimize construction noise levels during the evening and nighttime hours. Metro shall also have the ability to limit certain types of construction activities to the daytime hours.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.9-5: Metro will coordinate with the City of Los Angeles Department of Transportation to conduct sandblasting during the daytime hours rather than during the evening and nighttime hours.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro/LADOT - During construction/Reported quarterly
MM 4.9-6: Metro shall develop specific noise limits at noise sensitive areas to be included in the construction specifications and require that construction contractors perform noise monitoring during construction to verify compliance with the limits. Metro shall have the ability to require construction contractors to enforce noise reduction measures to ensure that noise levels at noise sensitive areas are minimized.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.9-7: Metro will require that construction contractors minimize the use of backup alarms. Potential techniques that	Verify inclusion of requirements into Final Design construction	Design/Build Contractor	- Metro - During construction/Reported quarterly

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Metro can require construction contractors to enforce include designing construction sites to minimize the need for backup alarms (subject to approval by safety regulatory agencies); use strobe lights in place of backup alarms at night (subject to approval by safety regulatory agencies); use of flagmen to keep the area behind maneuvering vehicles clear; and use self-adjusting, ambient-controlled backup alarms to adjust the alarm loudness up and down depending on ambient noise levels.	specifications.		
MM 4.9-8: Metro will require the construction contractor to establish a “noise disturbance coordinator.” The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All signs posted at the construction site shall list the telephone number for the disturbance coordinator. Metro shall have the ability to require the construction contractor to enforce additional noise reduction measures to minimize construction noise levels.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.9-9: If required to mitigate significant noise impacts as defined in the DEIR, Section 4.9.3, Metro will require the construction contractor to install temporary sound barriers (e.g., soundwall or sound blankets) between the construction site and sensitive receptors. Metro will determine the type, length, and height of the sound barriers that would be used, if required to mitigate significant noise impacts as defined in Section 4.9.3 of the DEIR, Metro will require the construction contractor to place portable sound blankets around sandblasting and jackhammering operations. The sound barriers shall break the line-of-sight between the construction equipment on the construction site and the sensitive receptors.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.9-10: New buses intended for use in the corridor shall be equipped with the most effective commercially available mufflers.	Verify compliance	Metro	- Metro - Prior to operation/Reported once
MM 4.9-11: The sound path of the speakers for the passenger information systems shall be directed downward and away from	Verify compliance	Metro	- Metro - Prior to operation/Reported once

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
sensitive receptors.			
MM 4.9-12: Sound emitted from the speakers shall not exceed the ambient sound level at the proposed stations by more than ten dBA.	Verify compliance	Metro	- Metro - Prior to operation/Reported once
Measure 4.9-13 not applicable to the LPA.			
¹ MM4.9-14: A wall with a minimum height of 8 ft. shall be constructed along the western property line of the Chatsworth Mobile Home Park. The wall shall be installed along the western perimeter of the property. To break the line-of-sight between the bus lanes on Canoga Avenue and the mobile homes at the Chatsworth Mobile Home Park, the wall shall be extended from the northernmost mobile home to the Browns Canyon Wash to the south. The installation of the wall shall be coordinated with the applicable public agencies. Metro has also agreed to provide walls along the other mobile home parks on the east side of the Metro right-of-way, south of Parthenia Street.	Review and verify Final Design Plans Complete construction of walls prior to commencement of construction on the Lassen/Railroad overcrossing	Design/Build Contractor	- Metro - Final Design and during construction/Reported once
MM 4.9-15: In order to eliminate the potential 1 to 2 dBA noise increase, it is recommended that the side of the elevated grade separation facing the Chatsworth Mobile Home Park be constructed with noise reducing material.	Review and verify Final Design Plans	Design/Build Contractor	- Metro - Final Design and during construction/Reported once
<i>Geology, Soils and Seismicity</i>			
MM 4.10-1: A geological study shall be performed during the final design of any proposed grade separation structures located within the fault study area. The results of the geotechnical studies shall be incorporated in the final design of the structure.	Verify completion of a geotechnical investigation	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.10-2: A geotechnical investigation shall be performed during final design. The investigation shall include collection of site specific soil samples, laboratory testing, engineering analyses, and recommendations for final design.	Verify completion of a geotechnical investigation	Design/Build Contractor	- Metro - Final Design/Reported once
MM4.10-3: During the investigation noted in MM 4.10-2 , the magnitude of the strong ground shaking shall be confirmed and	Review geotechnical investigation and include requirements in	Design/Build Contractor	- Metro - Final Design/Reported once

¹ This measure is not required to mitigate noise impacts for the LPA, however, Metro has agreed to construct a wall adjacent to the three mobile home parks.

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acceleration response spectra recommended for design seismic events in accordance with the latest editions of Metro, American Railway Engineering and Maintenance-of-Way Association (AREMA), Caltrans code, and California Building codes. The structural design shall then incorporate these findings in accordance with the applicable codes to maintain structural integrity during seismic events.	Final Design construction specifications, as needed		
MM 4.10-4: The geotechnical investigation noted in MM 4.10-2 shall include evaluation of site specific liquefaction potential in accordance with California Geological Survey's (CGS) Special Publication 117 for all planned structures that lie within the liquefaction zone.	Review and verify geotechnical investigation	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.10-5: For lightly loaded structures such as bus stops, canopies, and walls if MM 4.10-4 indicates that the likely effect of liquefaction is increased settlement and not collapse then incorporate geotechnical and/or structural methods to mitigate the effects of liquefaction on the foundations during final design. The geotechnical mitigation methods may range from recompaction of the upper material to provision of a mechanically stabilized earth (MSE) foundation system. The structural mitigation methods may range from planning for repairs/ maintenance after a seismic event to supporting the improvements on mat foundation or interconnected beam foundations to tolerate the anticipated seismic settlement without collapse.	Review geotechnical investigation and include requirements in Final Design construction specifications, as needed	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.10-6: For grade separation structures, if MM 4.10-4 indicates liquefaction potential, then incorporate structural design to mitigate effects of liquefaction or perform geotechnical ground improvement to mitigate liquefaction potential. The structural design will likely include pile foundations that extend below the potentially liquefiable layers. The foundation design should incorporate the effects of liquefaction induced down drag on axial pile capacity and reduced lateral resistance from liquefied soils. The ground improvement methods may range from stone columns in non-contaminated areas to compaction grouting in contaminated areas.	Review geotechnical investigation and include requirements in Final Design construction specifications, as needed	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.10-7: Perform slope stability analyses for the planned	Review and verify geotechnical	Design/Build Contractor	- Metro

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
abutment slopes at the grade separation structures at Los Angeles River and Lassen Street considering seismic ground shaking and liquefaction potential. If analyses indicate a factor-of-safety (FS) less than 1.1 for pseudo-static conditions or FS less than 1.3 for post-earthquake conditions, deformation analyses should be performed and its effects on the foundations should be evaluated. If the foundations cannot tolerate the estimated deformations, the slope inclinations will have to be revised (to be shallower) such that the minimum FS values noted above are met.	investigation included a slope stability analysis and include requirements in Final Design construction specifications, as needed		- Final Design/Reported once
MM 4.10-8: Implementing industry standard storm water pollution control Best Management Practices would reduce soil erosion to a less than significant or adverse level. Erosion control measures that shall be implemented as part of Best Management Practices would include the placement of sandbags, use of proper grading techniques, appropriate sloping, and covering or stabilizing topsoil stockpiles. Construction industry standard storm water Best Management Practices are provided in the State of California Storm Water Best Management Practice Handbook, Construction Activity.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - Final Design and during construction/Reported quarterly
MM 4.10-9: Discoveries of undocumented wells or dry holes during construction activities must be reported to the City of Los Angeles and the California Division of Oil, Gas and Geothermal Resources (DOGGR). Any wells or dry holes uncovered must be plugged and abandoned in accordance with current DOGGR regulations.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - Final Design and during construction/Reported quarterly
MM 4.10-10: Any groundwater that is encountered during foundation installation should be contained and disposed of off-site appropriately.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - Final Design and during construction/Reported quarterly
<i>Hazardous Materials</i>			
MM 4.11-1: A Phase II investigation shall be performed at proposed bus stops along Canoga Avenue at Sherman Way, Nordhoff, Roscoe, and at the Chatsworth Metrolink station. Soil borings shall be performed at locations where earthwork is planned for construction of bus stops. Soil sampling shall	Verify inclusion of requirements into Final Design construction specifications	Metro; Design/Build Contractor	- Metro - During construction/Reported quarterly

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a photoionization detector (PID). The soils shall be tested for arsenic and lead. Based on field screening, soil samples shall be analyzed for the suspected chemicals by a laboratory certified by the State of California Department of Health Services.			
MM 4.11-2: Railroad ties stored for reuse or removed during construction excavation are presumed treated with preservatives and thereby subject to Title 22 Alternative Management Standards for Treated Wood Waste (TWW).	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.11-3: On the previous Metro Orange Line project from the North Hollywood Station to the Canoga Park and Ride Station, Metro and the California Department of Toxic Substance Control (DTSC) agreed on a plan for handling soils with elevated levels of arsenic. The DTSC calculated an action level for arsenic to be 50 ppm. Soils with arsenic levels above 50 ppm were removed and disposed of off-site according to State disposal guidelines. Soils with arsenic between 11 and 50 ppm were considered as having elevated levels of arsenic and were required to be managed to prevent migration of arsenic to water supplies as well as exposure to humans. A similar agreement between Metro and DTSC establishing thresholds for removal and management of soils with elevated levels of arsenic is anticipated for this project based on the soil condition in the Project area. To evaluate the presence and extent of arsenic in the near surface soils, a Phase II investigation shall be performed where earthwork is planned.	Verify inclusion of requirements into Final Design construction specifications	Metro; Design/Build Contractor	- Metro/DTSC - Prior to construction/Reported quarterly
MM 4.11-4: Yellow thermoplastic paint markings on the pavement should be evaluated for lead and other heavy metals such as chromium before disposal.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.11-5: Excavated soils with lead above a total threshold limit concentration (TTLC) above 1,000 ppm and/or soluble threshold limit concentration (STLC) above 5 mg/l are considered hazardous. Metro plans to coordinate with DTSC to have a site specific background level for the project and a plan for handling soils with elevated levels of lead. To evaluate the presence and extent of lead in the near surface soils, a Phase II	Verify inclusion of Phase II investigation requirements into Final Design construction specifications	Design/Build Contractor	- Metro/DTSC - Prior to construction/Reported quarterly

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
investigation shall be performed where earthwork is planned.			
MM 4.11-6: Soils with petroleum hydrocarbons or hazardous constituents exceeding cleanup levels provided by California Regional Water Quality Control Board (RWQCB) and/or Department of Toxic Substances Control (DTSC) shall be remediated or disposed of offsite according to State guidelines	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro/DTSC/RWQCB - Prior to and during construction/Reported quarterly
MM 4.11-7: Metro must make allowances for future groundwater monitoring wells to be installed by Pratt & Whitney at the Canoga Park-and-Ride Station, if required.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro/DTSC - Completion of construction/Reported once
MM 4.11-8: To evaluate evidence of hazardous substances, unlabeled drums, and petroleum hydrocarbons observed during the Phase I investigation, a Phase II investigation shall be performed where earthwork is planned between 7000 and 7900 Canoga Avenue. Sufficient borings shall be preformed to estimate the lateral extent and levels of contamination. Soil sampling shall include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a photo ionization detector (PID). Based on field screening, soil samples shall be analyzed for the suspected chemicals by a laboratory certified by the State of California Department of Health Services.	Verify inclusion of Phase II investigation requirements into Final Design construction specifications	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.11-9: To evaluate for the presence of deeper soil contamination and volatile organic compounds (VOC) in groundwater at grade separation excavations, soils borings and groundwater monitoring wells shall be installed. Soil sampling shall include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a PID. Based on field screening, soil samples shall be analyzed for the suspected chemicals by a certified laboratory. Groundwater samples should be analyzed for VOC.	Incorporate into Design/Build Contract Review and verify the Phase II investigation analyzed groundwater samples for VOCs	Design/Build Contractor	- Metro - During construction of the Lassen Street/Railroad overcrossing/Reported quarterly
MM 4.11-10: Groundwater removed for construction purposes with VOC above State and Federal Maximum Contaminant Levels for drinking water shall be treated or disposed according to applicable State guidelines.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - Final Design and during construction/Reported quarterly
MM 4.11-11: Buildings that will be demolished shall have a comprehensive asbestos containing materials (ACM) inspection prior to demolition. ACM that may be identified as present in	Verify completion of a ACM inspection and inclusion of requirements into Final Design	Design/Build Contractor	- Metro - During construction /Reported quarterly

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
any building to be demolished, including the building material debris observed at the waste transfer facility between Vanowen Street and Sherman Way shall be tested and properly disposed.	construction specifications		
MM 4.11-12: At 6969 Deering Avenue, 7001 Deering Avenue, and 7101/7119 Deering Avenue, a Phase II investigation shall be performed consisting of surveying the lots to assess for potentially unknown remaining underground storage tanks.	Incorporate into Design/Build Contract Verify completion of a Phase II investigation	Design/Build Contractor	- Metro - Prior to construction/Reported quarterly
MM 4.11-13: At 21350 Sherman Way groundwater monitoring shall continue until the case is closed by RWQCB	Incorporate into Design/Build Contract Verify compliance	Design/Build Contractor	- RWQCB - Metro to coordinate quarterly with RWQCB to monitor cleanup of site during construction in the area or until the case is closed.
Water Resources			
MM 4.12-1: Runoff from parking lots (MOL Canoga Station, Sherman Way Station, and Chatsworth Metrolink Station) shall be treated, as required by Standard Urban Storm Water Mitigation Plan (SUSMP), prior to discharging into existing storm drain systems. Stormceptor® units have been installed as post-construction treatment control Best Management Practices (BMPs) at the existing MOL Canoga Station. These units shall continue to be used for the modified parking area and additional BMP treatments, per present day design options allowed by the California Regional Water Quality Control Board, will be added at the new Sherman Way Station and existing Chatsworth Metrolink Station. At the Canoga Station, the design must make accommodations for installation of groundwater monitoring wells, if wells are required to address contamination from the Pratt & Whitney site.	Incorporate into Design/Build Contract Verify compliance	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.12-2: Where sufficient area is available, runoff shall be collected in roadside vegetated swales and directed to existing curb and gutter or storm drains on Canoga Avenue. In other areas, runoff shall be collected in gutters and directed to the storm drain systems on Canoga Avenue. Swale design shall be coordinated with mitigations for potential arsenic and lead in soils.	Incorporate into Design/Build Contract Verify compliance	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.12-3: Prepare SUSMP in accordance with the Los Angeles Municipal Storm Water permit to address construction	Incorporate into Design/Build Contract	Design/Build Contractor	- Metro - Prior to construction/Reported once

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
and operational impacts. The SUSMP shall identify post-development peak runoff, conserve natural areas, minimize storm water pollutants, protect slopes and channels, and post-construction BMPs and other items as required by the permit.	Verify completion of a SUSMP		
MM 4.12-4: Develop Storm Water Pollution Prevention Plan (SWPPP) that complies with National Pollutant Discharge Elimination System (NPDES) requirements from California State Water Resources Control Board (SWQCB). Construction shall be in compliance with this permit.	Incorporate into Design/Build Contract Verify completion of a SWPPP	Design/Build Contractor	- Metro/SWQCB - Prior to construction/Reported once
MM 4.12-5: Small detention/infiltration basins shall be provided as-needed within the ROW, including in park-and-ride lots at Canoga, Sherman Way, and Chatsworth Metrolink Stations, to reduce peak flow and runoff volumes to pre-project conditions.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
Biological Resources & Ecosystems			
MM 4.13-1: Any grading or removal of native or non-native vegetation for the project shall be conducted outside the core nesting season for native birds in the project area, which is 01 March through 31 August. If such activities cannot be so restricted, a pre-construction nesting bird survey shall be conducted. The survey shall begin 30 days prior to disturbance of suitable nesting habitat and consist of weekly survey visits by a qualified biologist with experience in conducting breeding bird surveys and with the birds of the project region, to detect any nesting by protected species in or within 100 feet (300 feet for raptors) of disturbance areas, as access to adjacent areas allows. Survey visits will continue on a weekly basis with the last visit being conducted no more than 3 days prior to the initiation of relevant project disturbance. If the nest of a protected native bird is found, the project proponent will delay all potentially disturbing activities within 100 feet (300 feet for raptors) of the nest until the biologist has determined that the nest is no longer in active use by protected species. Limits of construction to avoid a nest should be established in the field in an easily observed manner, such as with flagging and stakes or construction fencing. Construction personnel will be instructed on the sensitivity of the area. The biologist will map and record	Incorporate into Design/Build Contract Verify completion of a pre-construction nesting bird survey if grading or removal of native or non-native vegetation is to occur between 01 March and 31 August.	Design/Build Contractor	-Metro -Prior to construction/ Reported quarterly until construction commences and no further surveys are needed.

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
information, including nest locations (avoiding activities which may themselves cause nest abandonment or failure, such as directly accessing or standing at the nest), species, status, and date, and report all relevant information within 48 hours to relevant project personnel and resource agency personnel. The distance of 100 feet (300 feet for raptors) is based on tolerance for project activities for native birds in an existing, urban setting, but can be increased to 500 feet for raptors (300 feet for other protected species) if appropriate to prevent conflict with existing laws in the judgment of the biologist.			
MM 4.13-2: All trees removed must be replaced in accordance with applicable guidelines.	Incorporate into Design/Build Contract Verify compliance	Design/Build Contractor	- Metro/City of Los Angeles Department of Public Works, Street Tree Division - During construction/Reported quarterly
<i>Safety & Security</i>			
MM 4.15-1: To further minimize impacts to schools, students, and active pedestrian communities, the following will be implemented: <ul style="list-style-type: none"> • Emergency services providers and school officials will be consulted regarding the construction process to reduce intrusiveness of the construction process and provide for continuing two-way communication throughout the construction period. • School officials will be consulted in order to ensure maintenance of safe student walk routes and access for passenger vehicles and school buses. • Flag men will be provided during intersection modifications in active pedestrian communities. Crossing guards or flag men will be provided at active construction sites in proximity to schools and where school pedestrian routes cross construction areas. • Construction scheduling and haul routes will be sequenced to minimize conflicts with pedestrians, school buses and vehicular traffic during arrivals and dismissals on school days. 	Incorporate into Design/Build Contract Verify compliance	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly

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