

Canoga Transportation Corridor

Draft Environmental Impact Report

SCH No. 2007071056

Appendix A

Scoping Outreach Report, Including NOP and Responses to NOP



Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Contact Person:

Walter Davis

March 3, 2008



LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY (METRO)

ORIGINAL FILED

Notice of Preparation of Environmental Impact Report

JUL 13 2007

TO: Agencies, organizations, and interested parties

LOS ANGELES, COUNTY CLERK

SUBJECT: Notice of Preparation of an Environmental Impact Report (EIR)

PROJECT TITLE: **Canoga Transportation Corridor**, Metro Orange Line Extension (North)

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The project is an approximately 4-mile extension of transit service from the current terminus of the Metro Orange Line (MOL) at the existing Canoga Station, north to the Chatsworth Metrolink Station (there are three potential alignment corridors extending north from the Canoga Station to the Chatsworth Metrolink Station: Topanga Canyon, Canoga and De Soto), with a possible 2-mile extension further north (along De Soto or Topanga Canyon) to a new park-and-ride facility at the SR-118 freeway. The Canoga alignment includes an approximately 100-foot right-of-way owned by Metro. There are approximately 95 leases/sign board contracts and licenses/easements within that right-of-way. The project may also extend south to the Warner Center transit hub. The three alternate potential alignment corridors contain a mixture of commercial, industrial and residential (multi- and single-family) uses, with more residentially zoned land along the Topanga Canyon and De Soto routes. Several mobile home parks are located adjacent to the Metro right-of-way.

PROJECT DESCRIPTION: The Los Angeles County Metropolitan Transportation Authority (Metro) proposes to extend transit service from the existing Metro Orange Line terminus at Canoga near Vanowen, north to the Chatsworth Metrolink Station. Seven potential build alternatives have been identified: 1) Mixed Flow Rapid Bus on Canoga, 2) Dedicated Lane Rapid Bus on Canoga, 3) Canoga Avenue Busway – MOL rail right-of-way Extension, 4) Mixed Flow Rapid Bus on De Soto, 5) Dedicated Lane Rapid Bus on De Soto, 6) Mixed Flow Rapid on Topanga Canyon, and 7) Dedicated Lane Rapid Bus on Topanga Canyon. During preparation of the EIR, a screening analysis will be undertaken to identify the most feasible/desirable alternatives to be discussed at an equal project level throughout the EIR. The screening analysis will take into account environmental, socio-economic, economic, logistical and other factors in evaluating the alternatives. It is anticipated that, in accordance with the California Environmental Quality Act (CEQA), less feasible/desirable alternatives will be analyzed at a lesser level of detail appropriate to CEQA alternatives. The EIR will also consider the feasibility of the extension of transit service from the Chatsworth Metrolink Station, north to a new park-and-ride facility at the SR-118 freeway. Two potential routes for this further extension will be evaluated: Topanga Canyon and De Soto. In addition the EIR will consider a Transportation System Management Alternative (TSM), which will include the addition of bus service on Canoga and improvements to bus service along existing routes. The EIR will also consider the No Project Alternative. Modifications to the Division 8 bus maintenance facility on Canoga at Nordhoff, or a new maintenance or bus parking facility may also be evaluated in the EIR.

PROBABLE ENVIRONMENTAL EFFECTS: The following topics have been preliminarily identified to be studied in the EIR: Traffic, Circulation and Parking, Land Use and Development and Community and Neighborhood Impacts, Displacement and Relocation of Uses, Visual and Aesthetic Impacts, Air Quality, Noise and Vibration, Biological Resources, Geotechnical/ Sub-surface/Seismic and Hazardous Materials and Wastes, Water Resources, Energy, Historic, Archeological and Paleontological Impacts, Parklands and Other Community Facilities, Safety and Security, Construction Impacts, and Growth Inducing Impacts.

SCOPING MEETING: Three scoping meetings will be held for the project: One meeting for agencies will be held July 24, 2007 from 2 p.m. to 4 p.m. at Metro offices (Gateway Room, One Gateway Plaza, Los Angeles, CA 90012). Two public scoping meetings will be held: Thursday, July 26, 2007, 7:00 p.m. to 9:00 p.m., Chatsworth High School, Chancellor Hall, 10027 Lurline Avenue, Chatsworth, CA 91311; and Monday, July 30, 2007, 7:00 p.m. to 9:00 p.m. NEW Academy of Canoga Park, Multi-Purpose Room 21425 Cohasset Street, Canoga Park, CA 91303. The public scoping meetings will begin as an open house with Metro staff providing information on the project. A presentation will be made from 7:30 p.m. to 8:00 p.m. Formal public testimony on the scope of the EIR will be received by court reporters throughout the event. Verbal comments made during the 8:00 p.m. to 9:00 p.m. portion of the scoping meetings will be recorded and incorporated into the Draft EIR public record. Written comments received at the address below by Monday, August 13, 5:00 p.m. will also be incorporated.

AGENCY RESPONSE TO THIS NOP: Metro requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the project. Your agency may need to use the EIR when considering any permit or other approval that your agency must issue for the project. Written responses and comments will be accepted between July 13, 2007 and August 13, 2007. Please send written comments to Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012. Your comments may also be sent by e-mail to Daviswa@metro.net.

Canoga Transportation Corridor Project



Summary of Outreach Activities and Public Comments
from July 2007 Environmental Scoping Meetings

January 11, 2008



Metro

metro.net

I. INTRODUCTION

This report summarizes the outreach activities that took place from May to August 2007 in support of the Environmental Impact Report (EIR) for the proposed Canoga Transportation Corridor Project. The Canoga Transportation Corridor project is a proposed four mile extension of the Metro Orange Line that would connect the Canoga Station to the Chatsworth Metrolink Station, with a possible extension to State Route (SR)-118.

Metro places a high priority on public feedback and outreach. This is consistent with State requirements and is necessary in ensuring broad public knowledge regarding the proposed project. In implementing the activities for an inclusive community outreach process, Metro in coordination with CPG managed an outreach program to support the environmental review process and documents all outreach activities.

A. Outreach Parameters

Nearly 300 community stakeholders were identified via research of key community groups, neighborhood councils and organizations, businesses, and briefings with elected officials. Close to 300 stakeholders contact information was catalogued in a project database that includes elected officials, transportation focused organizations, neighborhood councils, homeowners associations, mobile home parks, resident associations, lease-holders along the Metro right-of-way (ROW), business groups, churches and equestrian groups with specific interests along the Canoga Avenue Transportation Corridor. Additionally, Metro purchased mailing list of 44,100 residential addresses within the target area bordering SR-118 to the north; US-101 to the South; Shoup Avenue to the West and Mason Avenue to the East.

B. Scoping Meeting Notices

Approximately 60 Agency Scoping meeting notices were mailed the week of July 16, 2007 to federal, state, regional, county, and city agencies as well as offices of elected officials.

C. Newspaper Advertisements

The Notice of Preparation was placed in English and Spanish in two major publications, which were selected for their San Fernando Valley-oriented circulation and audience. The scoping meeting advertisements were published in:

- *Daily News* (July 10, 2007)
- *La Opinión* (July 10, 2007)

D. Project Hotline

A local project telephone hotline was established at (818) 276-1289, to provide stakeholders with easily accessible project information and as an interactive and more personal way for the public to leave messages, comments, and/or questions for the project team. The recorded messages directed callers to various options such as leaving a comment or question, and providing contact information to be added to the project database. Telephone messages were recorded in the four identified languages spoken along the corridor: English, Spanish, Korean and Armenian. The hotline is monitored on a daily basis and all messages forwarded to the team as soon as they are received. A direct line to the Metro Outreach Project Manager was provided as an option for callers who required immediate attention. A phone log is maintained to document all calls received and entered in the project database. The hotline number is printed on all project information materials, newspaper advertisements, and e-mails.

E. E-Newsletter Network

An E-newsletter network was created so that information regarding public scoping meeting dates could be effectively and quickly disseminated to the public via existing communication channels. The network included posting project information and announcing scoping meetings on existing community newsletters, chamber of commerce e-mail distributions, elected officials' e-newsletters, neighborhood councils' e-mail blasts, and equestrian groups and business organizations newsletters. Several of the

organizations receiving the newsletter information placed scoping meeting dates and corridor maps on their websites, in e-newsletters and in mass e-mails to their memberships. The following organizations were contacted:

- Pierce College
- Save Chatsworth, Inc.
- Canoga Park Improvement Association
- Chatsworth Neighborhood Council
- Canoga Park Improvement Association
- Northridge West Neighborhood Council
- Winnetka Neighborhood Council
- Chatsworth Neighborhood Council
- West Hills Neighborhood Council
- Woodland Hills-Warner Center Neighborhood Council
- Valley Alliance of Neighborhood Councils
- Reseda Neighborhood Council
- Canoga Park Improvement Association
- VICA Transportation Committee
- San Fernando Economic Alliance
- Canoga Park/West Hills Chamber of Commerce
- Warner Center Neighborhood Council
- Canoga Park Neighborhood Council
- Topanga Messenger
- San Fernando Sun
- Kiwanis Club
- ETI Corral
- Valley of the Stars
- Valley Home Owners Association
- CRA
- Friends of the Los Angeles River
- California State University Northridge
- Woodland Hills Chamber of Commerce
- Friends of the Los Angeles River
- New Armenian Daily

F. Blogs

Key blogs were identified that could serve as information conduits. The identified blogs were located in the San Fernando Valley, as well as transportation blogs that serve the Los Angeles area. Information regarding the Canoga

Transportation Corridor and scoping meeting announcements was posted the week of July 9th on the following blogs:

- Along for the Ride
- Curbed LA
- Green LA Girl
- LA Bus Girl
- LA Times Bottleneck Blog
- Metro Rider LA
- The LA Metro Mole

II. STAKEHOLDER ENGAGEMENT

A. Stakeholder Briefings

Preparation for one agency and two public scoping meetings consisted of two phases of outreach that was initiated in June 2007. The first phase of outreach targeted the elected officials who represent the Canoga Avenue Corridor area. Decision-makers and their staff members were introduced to the project and their feedback and involvement was solicited. A total of 6 briefings were held with elected officials representing the corridor.

Date	Elected Officials / Staff
June 13, 2007	Office of Los Angeles County Supervisor Michael Antonovich
June 19, 2007	Office of Los Angeles County Supervisor Zev Yaroslavsky
June 20, 2007	Office of Mayor Antonio Villaraigosa Deputy Mayor
June 20, 2007	Office of Los Angeles City Councilman Greig Smith
June 26, 2007	Office of Los Angeles City Councilman Dennis Zine
June 27, 2007	Division 8 (Chatsworth Facility) Staff, Congressman Brad Sherman Assemblywoman Julia Brownley Senator Alex Padilla Senator George Runner Assemblyman Lloyd Levine

C. Announcements to Neighborhood Councils and Community Organizations

The second phase of the outreach program was conducted in an effort to reach a larger audience of the corridor-area stakeholders. Public scoping meeting announcements and information materials were distributed to 16 key community organizations to encourage participation in the scoping process:

Date	Organization
July 10, 2007	Northridge West Neighborhood Council
July 10, 2007	Winnetka Neighborhood Council
July 11, 2007	Chatsworth Neighborhood Council
July 11, 2007	West Hills Neighborhood Council
July 11, 2007	Woodland Hills-Warner Center Neighborhood Council
July 12, 2007	Valley Alliance of Neighborhood Councils
July 16, 2007	Reseda Neighborhood Council
July 16, 2007	Canoga Park Improvement Association
July 17, 2007	San Fernando Valley Economic Alliance
July 18, 2007	Valley Industry and Commerce Association (VICA) Transportation Committee
July 18, 2007	Kiwanis Club of Woodland Hills
July 18, 2007	Rotary Club of Woodland Hills
July 19, 2007	Canoga Park/West Hills Chamber of Commerce
July 19, 2007	Warner Center Neighborhood Council
July 25, 2007	Canoga Park Neighborhood Council
July 27, 2007	Woodland Hills Chamber of Commerce

IV. SCOPING MEETINGS

A total of three EIR required scoping meetings were held – one for agencies and two for the general public. The two public meetings were held at each end of the Canoga Transportation Corridor: Chatsworth High School at the north-end and NEW Academy of Canoga Park at the south-end. The Agency scoping meeting was held at Metro Headquarters in downtown Los Angeles. The meetings provided public

agencies and the public with an opportunity to learn more about the project, ask the project team questions, and officially provide feedback for the formal public record. The total number of scoping meeting participants was 168.

A. Media Coverage

Metro provided "Metro Briefs" to the following publications during the weeks of July 9 and 16, 2007:

- *Burbank Leader*
- *Daily News*
- *Encino Sun*
- *Glendale News Press*
- *LA Valley BEAT*
- *San Fernando Valley Sun*
- *Sherman Oaks Sun*
- *Studio City Sun*
- *Tolucan Times*
- *Valley News Group*

Information regarding the scoping meetings appeared in the following publications:

- *San Fernando Valley Business Journal* (July 17, 2007 and July 24, 2007)
- *The Transit Coalition Weekly Transit eNewsletter*, Volume 3, Issue 29 (July 17, 2007)
- *The Transit Coalition Weekly Transit eNewsletter*, Volume 3, Issue 30 (July 23, 2007)

B. Public Scoping Meeting Format

A government agency scoping meeting was held at Metro headquarters in downtown Los Angeles and two public scoping meetings were held in Chatsworth and Canoga Park. A total of 168 participants attended the meetings. 96 participants attended the public scoping meeting at Chatsworth High School on July 26, 2007. 69 participants attended the public scoping meeting at NEW Academy of Canoga Park on July 30, 2007.

The format for the meetings consisted of an Open House followed by a PowerPoint presentation and public comment period. The open house format provided stakeholders the opportunity to view current project information and provide feedback as well as have direct contact with the project team. The open house format utilizes information stations staffed by project team members and encourages personal

interaction, and allows for the open exchange of information and ideas. Additionally, this format provides the public with immediate responses to issues, concerns and comments, thereby reducing misinformation and rumor.

The open house featured display boards that served to better illustrate the project description, environmental review process, corridor-area map, and the various alternatives under consideration. Technical team members were available to speak directly with scoping meeting attendees and to answer questions.

The open house session was followed by a PowerPoint presentation provided by Metro Project Manager. The presentation was followed by a "formal" public comment session at which time meeting attendees were invited to express their thoughts about the project for inclusion in the scoping section of the Draft EIR. For those individuals not choosing to provide verbal testimony, forms were provided for submitting written formal comments.

Participants were instructed to provide verbal testimony by completing a speaker card. Participants choosing to comment were called in the order their cards were received and were allowed two minutes to complete their formal comment. All verbal comments were captured by a certified court reporter for inclusion in the scoping section of the Draft EIR. In addition to the court reporter, a videographer recorded both public scoping meetings.

Interpreters were available at both scoping meetings to provide simultaneous Spanish speaking translation. Participants wishing to listen to the proceedings in Spanish were provided with audio headsets.

C. Scoping Meeting Information Materials

Upon arrival to the Scoping Meeting, each attendee signed-in and was provided with information materials. The materials included:

- Welcome Sheet – explaining the purpose and format of the scoping meeting
- Metro Project Map – showing study area and alignment alternatives

- Metro Orange Line Pamphlet – providing detailed information on the Metro existing Orange Line route, stations and features
- Alternatives Packet – maps describing each alternative under consideration for the Canoga Transportation Corridor
- Speaker Card – for individuals choosing to provide verbal testimony
- Comment Sheet – for individuals choosing to provide written comments

D. Project Boards

Bilingual (English/Spanish) project display boards were presented at all scoping meetings. In order to convey the project in a simple and straightforward manner, it was important to create a visual display that effectively disseminated key information and at the same time attracted the attention of the casual viewer. The following display boards were created to convey fundamental information about the project:

Project Boards
<i>Welcome</i>
<i>Project Goals</i>
<i>EIR Contents</i>
<i>EIR Process Overview</i>
<i>Types of Bus Service</i>
<i>Metro Orange Line photos</i>
<i>Existing Land-Use Map</i>
<i>Aerial Photos of Project Area (available at Metro Library)</i>
<i>Corridor Area Map- including a possible extension to the SR-118</i>
<i>Alternative 1- No Build</i>
<i>Alternative 2- Transportation System Management (TSM)</i>
<i>Alternative 3- Mixed Flow Metro Rapid on Canoga Avenue</i>
<i>Alternative 4- Canoga Avenue Dedicated Lane Metro Rapid</i>
<i>Alternative 5- Canoga Avenue Busway - Metro Orange Line Extension</i>
<i>Alternative 6- Mixed Flow Metro Rapid on De Soto</i>

<i>Alternative 7- De Soto Dedicated Lane Metro Rapid</i>
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<i>Alternative 8- Topanga Canyon Mixed Flow Rapid</i>

<i>Alternative 9- Topanga Canyon Dedicated Lane BRT</i>

E. Stakeholder Feedback

Comment Sheets were made available to all Scoping meeting participants permitting those who wished to make written comments to do so in either English or Spanish. Meeting participants had the option of providing a formal comment during the public comment segment of the meeting, or through mailings or e-mailing. The deadline for comment was August 13, 2007.

The following are the questions listed on the Comment Sheet:

We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)
3. Additional Comments

A total of 36 comments were received at the first public scoping meeting held at Chatsworth High School. The subject matter of most issues consisted of support for an alignment on the Metro-owned right-of-way (ROW) and concerns for an on-street extension of the Orange Line further north from the Chatsworth Metrolink Station to State Route (SR)-118.

The following is a summary of comments received:

Those voicing support for Alternative 5 (Canoga Avenue Busway) expressed that it would:

- Enhance the physical surroundings on and along the ROW
- Provide the least impact to the community
- Create dedicated bicycle and pedestrian paths
- Ensure the most cost-effective and logical use of existing land

- Benefit high school students attending nearby educational institutions
- Reduce traffic

Those voicing concern for the proposed extension to SR-118 expressed concern that it would impact:

- Scenic corridor and rocks
- Biking and hiking trails
- Zoning and land use
- Cultural landmarks and existing petroglyphs
- Open space

Instead of the SR-118 extension, several stakeholders suggested the use of an existing park and ride in Porter Ranch.

Other comments submitted included:

- Recommendation for usage of native plants for landscaping
- Support for a bus stop at Parthenia Street
- Need for ridership projections to justify project
- Concerns for property acquisition
- Consideration of disabled residents who use Access Paratransit
- Concerns for the loss of businesses who lease land on the Metro-owned ROW

A total of 29 comments were received at the second public scoping meeting held at the NEW Academy of Canoga Park. Metro has a higher concentration of lease agreements on the southern portion of its ROW and several of those tenants attended this meeting to voice their concerns. For the public comment session, comments were split approximately in half between those voicing opposition or support for the alternative that had the busway on the Metro-owned ROW (referred as Alternative 5 during scoping).

Those voicing support for Alternative 5 (Canoga Avenue Busway) stated that this option would:

- Benefit the entire San Fernando Valley
- Be most cost-effective

- Ensure speed and capacity goals
- Maintain best use of land
- Benefit older residents/non-drivers from nearby Mobile Home Parks
- Keep buses off existing streets
- Increase pedestrian pathways
- Create bicycle pathways

Those voicing concern for Alternative 5 (Canoga Avenue Busway) feared:

- Negative impacts on businesses that would be relocated
- Uncertainty of where businesses would be relocated
- Noise impacts from buses

Other comments included:

- Requests for a soundwall for residents living adjacent to the ROW
- Support for a bus stop at Parthenia Street
- Consider light rail as a possibility for the eventual replacement of the busway
- Operational issues/suggestions, including the need for Metro to better maintain its property
- Concerns regarding the park-and-ride option at SR-118
- New color for the north-south portion of line (in lieu of "Orange")
- Analyzing the impact two large malls in area will have on the proposed project

Five e-mails from community members indicating support for Alternative 5 were received and four letters of support for Alternative 5 were received from the following organizations:

- United Chambers of Commerce of the San Fernando Valley
- Woodland Hills-Tarzana Chamber of Commerce
- Pierce College
- Transit Coalition

V. CONCLUSION

Comments received from both public scoping meetings generally indicated support for Alternative 5. However, general concerns were expressed pertaining to the impact the project would have to existing businesses along the Metro-owned ROW. There were a number of people who expressed concern pertaining to the possible extension of the project to the SR-118 Freeway impacting parkland, equestrian areas and cultural landmarks.

This report summarizes the outreach activities in support of the Environmental Impact Report for the proposed Canoga Transportation Corridor Project. The entire scoping report with the accompanying appendices, are available through the Project Management Office at (213) 922-7456.

**Chatsworth Equine Cultural Heritage Organization
P. O. Box 3932
Chatsworth, CA 91313-3932**

July 26, 2007

MTA
c/o CPG
626 Wilshire Bl
Suite 1000
Los Angeles, CA 90017

Re: Canoga Transportation Corridor

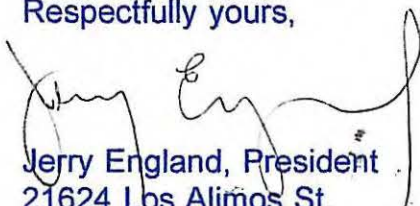
Dear Scoping Committee Members,

I would like to advise you that Canoga Avenue would not be a good route to tie into the 118 freeway for several reasons. First of all, Canoga feeds two schools just off Rinaldi. Also, Canoga Avenue is the major equestrian access to open space and parks north of the 118. Then too, you should be aware that a 375-home subdivision has been approved just north of the 118 at Canoga with projected additional traffic in the range of 4000 trips per day.

I believe De Soto would be a better alternative and might not be too costly to improve because of existing freeway ramps. In addition there is a parcel of land north of the termination point where De Soto ends and Browns Canyon begins that might make an ideal "park & ride" site. A secondary benefit to the community for this site could be the dedication of a park in the canyon below. The canyon has been problematic for years with all sorts of illegal activity.

I hope this information helps.

Respectfully yours,



Jerry England, President
21624 Los Alimos St.
Chatsworth, CA 91311
(818) 701-0141

CARL OLSON
The Motorist's Best Friend
P.O. Box 564
Woodland Hills, California 91365
818-223-8080

Comments on EIR for Proposed Chatsworth Extension
Of L. A. C. M. T. A. Orange Line Busway
Submitted July 26, 2007

1. The prospective construction and operating costs of over \$200 million for the proposed Chatsworth Orange Line Busway extension would better be spent on much more beneficial projects for motorists and busriders. Motorists are 95+% of the public. Bus riders have suffered because of the diversion of extra money into the Orange Line.

2. There is no significant demonstrable transportation need for the extension. No bus line exists on Canoga Avenue currently. This indicates the extremely low demand for bus riders from the Victory Boulevard to the Chatsworth train and bus station. There's no reason to invest hundreds of millions for an unwanted service.

3. The Orange Line itself has a mediocre ridership. The 23,000 weekday boardings indicates that only 11,500 persons are using it on weekdays. That amounts to very few beneficiaries for the \$500 million costs of the busway, plus the ongoing operating deficit in the millions of dollars. There is no indication that the Orange Line is performing any better than a Rapid Bus service would be along Victory Boulevard to the North Hollywood Red Line station. The 11,500 is only a small fraction of 1% of Valley residents.

4. The Orange Line takes about 45 minutes from the Canoga Avenue station to North Hollywood, inasmuch as it stops at all intersections with red lights. The trip from Chatsworth to North Hollywood would be an hour. This is not very attractive.

5. Getting any significant bus riders from the train riders at the Chatsworth station is truly remote, and vice versa. There are hardly any train riders to start with. And why would a train rider want to pay more, wait longer for the bus, and arrive at the destination later?

6. An Orange Line extension along Canoga Avenue would destroy numerous prospering businesses. The city is in need of commercial and industrial space and should not destroy it. Some of the business buildings have been recently built. The property should instead be sold, and the proceeds devoted to the taxpayers.

7. There is no need to build a separate busway along Canoga Avenue. An Orange Line bus could very easily go north and south on Canoga Avenue at virtually the same speed as along a parallel busway route about 50 feet to the east. Canoga Avenue is a truly speedy street right now. If such a service were adopted, it is important that only one out of, perhaps, four Orange Line buses go on the extension to Chatsworth, due to the extremely low ridership expected. There's no need to waste millions of dollars of operating expenses to run nearly empty buses.

8. Almost nobody has relocated to live along the Orange Line and the other rail lines in order to take advantage of the system regularly in preference to using a car. The attached Los Angeles Times article of June 30, 2007, correctly reports that people do not want to restrict themselves only to collective transit corridors, which cover less than 1% of Southern California. The other 99% of the city are best accessed quickly by car.

9. There is definitely no need to extend a busway from the Chatsworth station to the 118 freeway. There is already a bus service from Simi Valley to the Chatsworth station. The engineering challenge for a busway that would have to climb steep slopes to get to the 118 freeway would be astronomical, let alone finding any economical flat land for a station.

10. The taxpayers of Los Angeles do not exist merely to benefit the construction and bus operator trades. They deserve to get worthwhile and economical services out of any MTA project. The Orange Line extension has all the earmarks of a boondoggle.

Near the rails but on the road

Billions have been spent on transit-friendly housing, but it appears people aren't leaving their cars behind.

By SHARON BERNSTEIN and FRANCISCO VARA-ORTA
Times Staff Writers

TV cameras in tow and champagne at the ready, a dozen of the county's most powerful civic leaders — including the mayor of Los Angeles, L.A. City Council members and county supervisors — touted the latest and glitziest new development in Hollywood: the planned W Hotel and apartments at the storied corner of Hollywood and Vine.

This project, they pledged at the groundbreaking earlier this year, would restore a sagging neighborhood while also minimizing traffic — an important promise in increasingly gridlocked Hollywood.

"People could live here and never use their cars," declared MTA Chief Executive Roger Snoble at the February event.

It's a vision expressed frequently by local government officials, who see building large mixed-use developments next to mass transit lines as a key solution for not just the region's traffic congestion but also its spread-out geography and reputation for being unfriendly to pedestrians.

In Los Angeles alone, billions of public and private dollars have been lavished on transit-oriented projects such as Hollywood & Vine, with more than 20,000 residential units approved within a quarter mile of transit stations between 2001 and 2005.

But there is little research to back up the rosy predictions. Among the few academic studies of the subject, one that looked at buildings in the Los Angeles area

[See *Transit*, Page A18]

Transit's lack of convenience cited

[*Transit*, from Page A1]

showed that transit-based development successfully weaned relatively few residents from their cars. It also found that, over time, no more people in the buildings studied were taking transit 10 years after a project opened than when it was first built.

Los Angeles, with its huge geographic footprint and its limited public transportation system, can't offer residents of these developments the kinds of sophisticated transit networks available in cities like Washington, D.C. — or even smaller ones like Portland — where transit-oriented projects are believed by many to be working.

The Times decided to examine driving habits at four apartment and condominium complexes that have already been built at or near transit stations in South Pasadena, North Hollywood, Pasadena and Hollywood.

Reporters spent two months interviewing residents, counting cars going out of and into the buildings and counting pedestrians walking from the projects to the nearby train stations.

The reporting showed that only a small fraction of residents shunned their cars during morning rush hour. Most people said that even though they lived close to transit stations, the trains weren't convenient enough, taking too long to arrive at destinations and lacking stops near their workplaces. Many complained that they didn't feel comfortable riding the MTA's crowded, often slow-moving buses from transit terminals to their jobs.

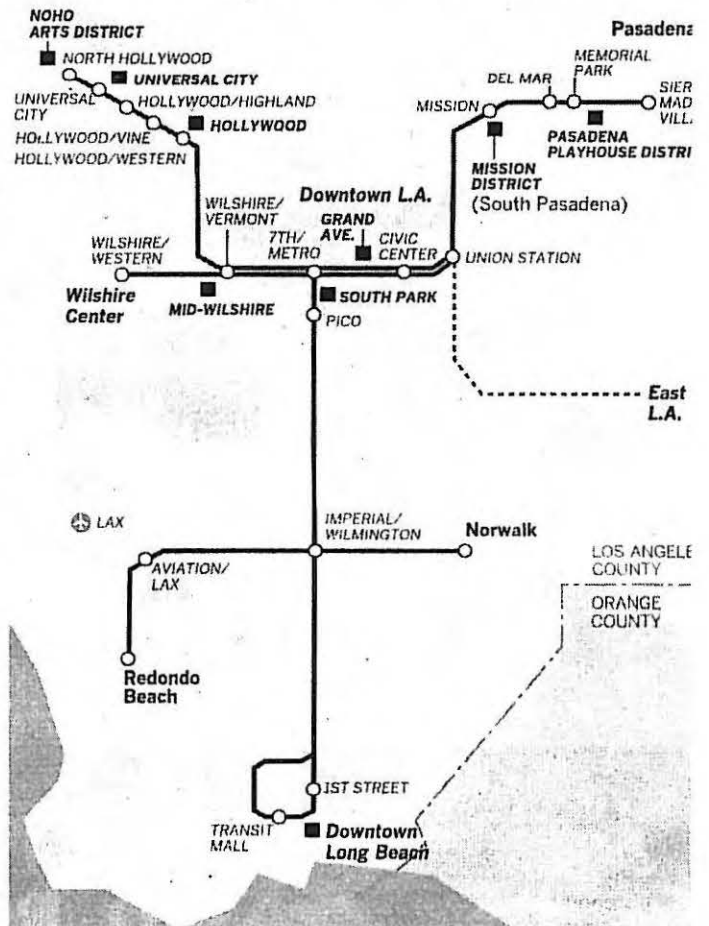
Moreover, the attraction of shops and cafes that are often built into developments at transit stations can actually draw more cars to neighborhoods, putting an additional traffic burden on areas that had been promised relief.

Harry Cosmatos, a Kaiser Permanente radiation oncologist, is exactly the type of educated, upscale commuter that planners and transportation experts want to draw via transit-oriented developments.

Trains and automobiles

In the hope of luring commuters from their cars, officials are counting on large transit-oriented complexes with residential units near rail stations.

- Some areas of existing or planned transit-oriented projects
- Light-rail lines and stops
- Gold Line extension



Note: Drawing is schematic

Source: Metropolitan Transportation Authority, Times reporting

MARK HAPER Los Angeles Times

In 2005, he purchased a townhouse in a project built partly atop the Mission Meridian Gold Line station in South Pasadena.

He works at Kaiser Sunset, which is at a Red Line stop in Hollywood.

He loves his new home, with its craftsman touches and picturesque South Pasadena set-

ting, in arguably the best signed transit-oriented development in the region.

Cosmatos also likes the Line — it reminds him of the large train near where he works at his medical school on Long Island.

But the 36-year-old physician nevertheless drives to work.

The train? "It's not, for me," he

"Maybe for other people, but not for me."

It takes two trains and at least 45 minutes to get to work on the Gold and Red lines, Cosmatos said.

Driving is 15 minutes faster, he said, and more convenient.

The problem — reluctantly recognized by some of transit-based development's most influential boosters — is that public transportation in Southern California is simply not convenient enough: Either it takes too long to get places or, more important, doesn't take people where they want to go.

The region's transit system is limited, experts say, because it was built on two assumptions that have since proved untrue: that most traffic was generated by commuting trips and that most people worked downtown.

Nowadays, people nationwide are driving so much to take their children to school, run errands and engage in other activities that these trips far outstrip commuting, according to federal transportation statistics.

To make matters worse, almost all of the transit-oriented construction that has so far been approved in the L.A. area is for housing rather than job centers or the village-style shopping areas that planners had originally envisioned.

Barring significant changes, this could mean that tens of thousands of residents will be clustered near train stations they only occasionally use. For most shopping, schools and jobs, they'll still get in their cars.

Film student Isaiah Eller is a good example of the quandary.

The 21-year-old left two cars behind in Michigan, figuring he wouldn't need them when he moved to the Mark apartment building in Hollywood last year.

Just two blocks away from the Hollywood and Vine Red Line station in a neighborhood with plenty of restaurants and shops, Eller considered the vintage building of 101 units a perfect place to live without a car.

But after just a few months, he says he's so frustrated trying to get around Los Angeles on public transportation that he's thinking of bringing both vehicles out from the Midwest.

Using the system here took too long, didn't go where he needed and was unpleasant, he said.

"I've only ridden the bus three times, and that was enough," Eller said.

He's not alone. Although several residents of his building said

[See Transit, Page A19]

The train is 'not for me. Maybe for other people, but not for me.

HARRY COSMATOS,
who lives and works by
rail stops but drives to his job

[Transit, from Page A18]

they had given up their cars, about 30 of the 54 cars in the garage pulled out during morning rush hour.

But such realities haven't stopped or even slowed the wave of projects planned or under construction.

Huge developments in the pipeline include the L.A. Live and Grand Avenue projects downtown and hundreds of units around Metro stations in Hollywood, North Hollywood and the Mid-Wilshire areas.

Countywide, massive apartment and condominium complexes have been developed in Pasadena, South Pasadena, Long Beach and elsewhere.

Backers — who include planners, elected officials and builders — say such development is the best way to avoid a traffic meltdown as 6.3 million anticipated new residents crowd Los Angeles, Orange, Riverside, San Bernardino and Ventura counties over the next 30 years.

Moreover, the developments are appealing to young people and empty nesters because they have a neighborhood feel that traditional sprawling subdivisions often lack, said Gail Goldberg, planning director for the city of Los Angeles.

"You're seeing in California a whole trend toward moving into more urban settings," she said. "People like to walk around and go to a coffee shop, go to the movies. That is a very desirable way to live."

But does that mean people will stop using their cars?

Two related studies, both conducted by UC Berkeley and Cal Poly Pomona, show that people who live near transit tend to use it more than people who

don't. But the number is still minuscule compared with the number who drive.

Residents were more likely to use transit only if it took less time than driving, if they could walk to their destinations from the transit stop when they arrived, if they had flexible work hours and if they had limited access to a car.

Otherwise, researchers said, most people tend to drive — particularly if they get free parking at their workplaces.

At the Pacific Court and Bellamar apartments in Long Beach, researchers found, just 6.3% of residents said they used the Metro Blue Line to go to work in 2003. More than 78% of the residents of the transit-based projects said they never used the line.

"The dilemma we have is the destinations," said Robert Cervero, a UC Berkeley urban planning professor who is coauthor of the two studies of transit-oriented developments.

Even though more people are living near transit stations, he said, in Southern California work and school sites are not necessarily near train and bus stops.

That's different from the older East Coast cities, where the urban grid is closely connected to the local transit system.

"That to me is the big difference as to why transit-oriented housing works a lot better in other parts of the world," Cervero said.

In other words, he and others said, in Southern California, the new, denser transit-based housing projects could actually lead to more congestion rather than less.

Take the development where Cosmatos, the cancer doctor, lives.

Before the 67-unit project was built, the land on which it stands held two bungalows, according to South Pasadena officials. If each household had two cars, that would mean a maximum of four cars going in and out each day.

But on the four days The Times counted cars entering and leaving the complex, the picture was quite different. From 6 to 9 a.m. on four weekdays earlier this year, 50 to 60 cars left the

residents' parking lot. An additional 75 pulled into the street around the development on e of the mornings so their driv could patronize the coffee s that is built into the project. more vehicles — about 50 l a.m. — pulled into a parking at the development for peo who drive there to use the nee Gold Line station.

There is another issue fa transit-oriented developm. Regional statistics gathered the Southern California Assn

Governments show that job c ters are moving away from t sit lines rather than tow them.

That's exactly what r pened for construction indu worker Eric Johnson, who mo to South Pasadena's Mist Meridian project with the in tion of taking the Gold Lin his job downtown.

But a few months ago, company moved to Sun Valle far from a transit line. So i Johnson drives.

The Times found similar sults at the other locations s veved.

At Academy Village in No Hollywood, which sits about third of a mile from the No Hollywood transit station, abt 120 cars left the building e morning, while fewer than ha dozen residents set off on foot

In Pasadena, a 350-unit bul ing sits directly over the Del N Gold Line station; it was tv thirds leased when The Tin did its survey. Of 225 people w

got off the train on a recent e ning, just one, Cheanell Hend son, headed toward the apa ment complex.

She loves the convenience taking the Gold Line. But sh not so sure about her fellow t ants. "I save a lot of money on expenses," Henderson said. "I I haven't met any neighbors the train yet."

sharon.bernstein@latimes.com
francisco.varaorta@
latimes.com



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Debbie Nate

Affiliation (i.e. organization, resident, business name) Resident

Address 21042 Hemmingway St Canoga PK

Phone # 818 341-5180 E-mail Address _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I'm completely in favor of alternative #5. I've often wondered why a line linking the North and South had not been established. It makes sense to use land that is available already. A bike path along Canoga - that is safe would be a wonderful addition to our community.

This alternative would have a very limited impact on current traffic patterns while it is developed. A Metrolink station with elevated access would be an outstanding alternative to accessing the station. Canoga ave is currently under utilized. Topanga and Desoto would back up terribly if dedicated lanes for busing were used. Mixed flow on Canoga makes no sense at all.

Adding more buses on Topanga & or Desoto makes no sense.

They are already crowded. Buses from extra buses may also impact residents. Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Even with daily towing of cars parked along Desoto and Topanga, there are always those who continue to park their cars - thus backing up traffic daily along Desoto Ave. This would be a problem affecting the rapid



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Stan & Connie Miller

Affiliation (i.e. organization, resident, business name) Home Owner

Address 22116 Hiawatha St

Phone # 818 882 3985 E-mail Address _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

like Alternative 5.

Desoto Already Has Busses?

Buss On Canoga would Make Traffic
Very Conjested.

Alt. 5 would Be Cost Wise,



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Lance Lundberg
Affiliation (i.e. organization, resident, business name) resident
Address 20741 Tribune St. Chatsworth, CA 91311
Phone # 818-882-2527 E-mail Address lance.lundberg@hotmail.com

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

As most are already painfully aware, business rush-hour traffic on De Soto from the 118 and Roscoe is extremely congested (esp 7³⁰-8³⁰ am and 4³⁰-6 pm)

Drivers are beginning to choose residential street alternatives such as Mason Ave & Leuline to avoid congestion, raising danger to pedestrian traffic & children at play.

We cannot fathom the consideration of dedicating one existing lane for metro line, as this would bring De Soto to a crawl at rush-hour.

An alternative such as Canoga, with less traffic today, would seem more logical for consideration.

Thank you,
Lance Lundberg



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Sanjé Ratnavale, Associate Head of School.
Affiliation (i.e. organization, resident, business name) Sierra Canyon School.
Address 11047 De Soto and 11052 Independence Avenue
Phone # 818-882-8121 E-mail Address ~~sr~~ sratnavale@sierracanyon
school.org

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

There are 2 schools just south of the 118 who own property there. The schools own property that has been used to educate kids for 30 years +. We do not want any eminent domain actions on our land for any proposed park + ride stations by the 118. The schools are Chatsworth Hills Academy and Sierra Canyon School. These schools serve over 1500 students ~~and are over~~

SANJE RATNAVALÉ
Associate Head of School
818-882-8121
Sierra Canyon School



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name HARVEY SKLAR
Affiliation (i.e. organization, resident, business name) Resident & Ace Auto & Truck
Address 21250 Nordhoff & 19184 Lignott N/R Storage
Phone # 818 9936622 E-mail Address _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I think Canoga Corridor should be used because
you have most of the vacant land

Harvey Sklar

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Marty Woll
Affiliation (i.e. organization, resident, business name) Save Chatsworth, Inc.
Address 21301 Candico Pl., Chatsworth, CA 91311
Phone # (818) 773 9655 E-mail Address n6vi@earthlink.net

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

1) The dedicated-busway alternative that uses existing MTA right-of-way along the east side of Canoga Avenue will be far less disruptive to other traffic than will on-street alternatives and will provide the fastest service.

2) Park-and-ride at either Topanga Cyn Blvd or De Soto Ave. at SR-118 is problematic on several fronts:

- a) Topographically challenging
 - b) Adjacent to live creek and other ecologically sensitive areas
 - c) Disruptive to adjacent residents.
 - d) "F" intersections already
- MTA already has a park-and-ride at Porter Ranch Drive, just 1 mile east of De Soto Ave. and right off EB NB exits off SR-118. No homes are affected; shuttles can take Rinaldi west to De Soto, then south to Denshire.

3) Park + Ride or other SR-118 connections should not be pursued until Orange Line extension ridership AND SOURCES THEREOF are observed and studied.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
 EIR Scoping Meeting
 Chatsworth High School - July 26, 2007 – 7 p.m.

Name Vivian Aubrey
 Affiliation (i.e. organization, resident, business name) Resident
 Address 10439 Nevada Ave
 Phone # (818) 701-6456 E-mail Address _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I found that Alternative 5
(Canoga Ave) is the most
 appealing because:

- 1) It is close to Jopanga Cyn make it convenient for me.
- 2) It would eliminate a lot of traffic congestion on Jopanga Cyn
- 3) Buses are already on the lots
- 4) The corridor would run parallel to Canoga & thus cost less to put into operation (except for the devoted access). I like the fact that it would be a "closed" ^{or dedicated} entity as versus Alternative 4.

3) I'd like to have a bike path alongside.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Am not in favor of going up to 118 freeway.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Melinda Rose
Affiliation (i.e. organization, resident, business name) Resident, Home Owners Association
Address 10826 Willowbrae Ave., Chatsworth
Phone # 818-773-8895 E-mail Address mrose@trust4u.com

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

- ① I am completely opposed to the extension of service from Metrolink station to 118 - People can drive their cars to the existing parking lot at Chatsworth Metrolink. Once people are already in their cars from Simi, they can drive another 2 miles.
- ② - Buses will adversely affect equestrian area
- ③ at Rinaldi & Portu Ranch drive, a park & ride already exists!! Extension to 118 will ruin the area for bikers, horse riders, etc.
- ④ If orange line is extended on Canoga, would definitely want a bike path added to enhance area, encourage smog-free bicycle ridership, and beautify neighborhood.
- ⑤ Alternate Plan ^{2^{or}5} might be O.K., but without the extension option to 118 - We want to preserve our scenic corridor north of the 118,
Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Jack McKinnon
Affiliation (i.e. organization, resident, business name) resident
Address 14639 Burbank Blvd #108 Van Nuys, CA 91411
Phone # 818-631-6778 E-mail Address jm@jmcck.com

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

1. I believe that further fossil-fueled transportation development is wrong. I would only support the old rail corridor option, and only if the project was built for future conversion to electrically powered rail or bus.

2. Claims of "popularity" of the Orange Line busway are stretching the truth. "Crowded" does not equate to "popular". The line is crowded because it is not operated intelligently, with extra buses and short-turns east of Sepulveda Blvd. Metro has been unresponsive to even admitting that there are problems. An extension will only make matters worse.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet - Canoga Transportation Corridor
EIR Scoping Meeting

Chatsworth High School - July 26, 2007 - 7 p.m.

Name Valene Renslow

Affiliation (i.e. organization, resident, business name) Resident, bicycle and metro commuter teacher

Address 9848 Farralone Avenue, West Hills, CA

Phone # (818) 340-0251 E-mail Address msrenslow@sbcglobal.net

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Alternative 5, as designed, with
bike path to have trees
between cars and bus line

On the existing orange line
trees would be great too -

I love the bike paths and
orange line, but the trees
are essential for beauty,
shade, breathing, reducing
carbon emissions I have
to breathe while riding my
bike, and creating a physical
boundary between me and
vehicles which outweigh me greatly!

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

I'm wondering why none of the speakers believe that traffic would be reduced with public transport - if all leave their cars at home and all take public transport, traffic will be halved.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name BOB JACOB.
Affiliation (i.e. organization, resident, business name) JACOBI BLDG MAT
Address 21341 VANDOWEN ST CANOGA PARK
Phone # 818 346-0760 E-mail Address JACOBI699@AOL.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

THE TOPANGA SELECTION SEEMS MORE FEASIBLE
BECAUSE:

(1) THE GOAL IS TO GET PEOPLE OUT OF CARS
AND INTO A BUS. POPULATION ON TOPANGA IS GREATER THAN
THE OTHER ALTERNATIVES. STEP OUT OF YOUR CAR, WALK INTO
THE BUS W/O HAVING TO DRIVE TO IT.

(2) AFTER WESTFIELD FINISHES THEIR MEGA MALL
TOPANGA IS ITS WESTERN LIMIT - ON TOPANGA. FROM SIMI THE
TOPANGA OFF RAMP. PARK @ METRO LOT ON MARILCA &
GET ON BUS

(3) TOPANGA HAS WIDEST STREET W/ BUILT IN
LEFT HAND TURN LANE @ ALL MAJOR CROSS STREETS

(4) EASY CONTINUATION TO EXISTING ORANGE LINE

(5) NO POTENTIAL COLLATERAL LOCAL BUSINESS IMPACT.

(6) CHEAPER!

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name LINDA A. STONE
Affiliation (i.e. organization, resident, business name) RESIDENT, Santa Susana Mtn Park Assn.
Address 11416 CREE TRAIL, Twin Lakes above Chatsworth
Phone # (818) 998-1735 E-mail Address warrenstone@SBCGLOBAL.NET

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

If you want to stop traffic from coming down Topanga or De Soto and adding to congestion, it makes sense to have them stop and park above the 118 in Porter Ranch. It would keep anyone who comes on the 118, from either direction, from coming on down in to the Valley. The bus could come on Rinaldi to Mason. Mason does not have the enormous traffic problem the streets exiting the 118 have.

Those buses could come in to the Chatsworth train station.

CARL OLSON
The Motorist's Best Friend
P.O. Box 564
Woodland Hills, California 91365
818-223-8080

Comments on EIR for Proposed Chatsworth Extension
Of L. A. C. M. T. A. Orange Line Busway
Submitted July 30, 2007

1. There has yet to be any demonstrated need for spending \$150+ million of taxpayers funds for an Orange Line extension from the Canoga Avenue station to the Chatsworth train station. In order to establish a realistic demand for such bus service, the most logical thing would be to start up a regular bus line on Canoga Avenue that goes along Canoga Avenue. MTA can do this right away. No need to wait years. It should be the starting point for any other action in the EIR. I suggest that this bus line will demonstrate minimal actual usage, and indicate that no major construction project should be undertaken.

2. Alternative 5 would be the worst of all possible alternatives. It would plow under dozens of prospering businesses along the east side of Canoga Avenue. These long-established businesses involve hundreds of employees and thousands of customers. These businesses would find it next to impossible to find comparable relocation sites that would be easy for their employees and customers to reach. The Valley has too little commercial and industrial properties as it is. MTA should not be in the business of destroying them.

3. As for these existing businesses, you may know that the MTA has them all on month-to-month leases. This provides almost no security. It also has allowed MTA to impose unconscionable rent increases, such as doubling. During at least this two-year EIR process, the MTA should allow long-term leases on these properties. This will also assure the customers and employees that the business will continue in place. It will also stop any potential rent gouging by MTA.

4. Eventually, this old MTA right-of-way along Canoga Avenue should be sold and left zoned for commercial and industrial properties, as it currently is. The current business tenants should be given the right of first refusal. The millions of dollars that are raised from the land sales should go into projects that really help improve transportation. Such as expanding the 101 and other projects to speed up traffic in the Valley. We all know the gigantic bottleneck that Caltrans and the MTA have created on the 101 at Topanga Canyon where five lanes shrink to only four. Let's put the \$150 million into this instead.



Metro

metro.net

Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: RAY D. LOPEZ

Affiliation (i.e. organization, resident, business): _____

Address: 19727 W. WELBY ST. WINNETKA, CALIF. 91306

Phone #: (818) 884-5195 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I WOULD LIKE TO SEE THAT THE NORTH-SOUTH RIGHT-OF-WAY RAILROAD LINE IS TO BE CONVERTED INTO A BUS-ONLY TRANSITWAY - EXCEPT THAT I WOULD LIKE TO CALL THIS ROUTE THE INDIGO LINE, SINCE IT WOULD BEGIN FROM THE OWENSMOUTH STREET'S TRANSIT HUB THAT GOES NORTH, TURNS EAST ON ERWIN STREET, COMES SOUTH ON CANOGA STREET, TURNS EAST ON OXNARD STREET, COMES NORTH ON VARIEL STREET, AND APPROACHES VICTORY AVENUE'S WESTBOUND CURVE UNTIL IT REACHES THE NORTHBOUND SIDE OF CANOGA STREET, AND VICE VERSA. THAT WOULD MAKE TWO BUSWAY ROUTES OF TWO DIFFERENT COLORS IN ONE CORNER TO REACH THE CHATSWORTH METROLINK STATION THAT IS JUST AROUND THE CORNER OF THE DEVONSHIRE TOWNCENTER PLAZA.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

IN ADDITION, I WOULD ALSO LIKE TO SEE THAT THE NORTH-SOUTH CANOGA STREET SITE GET A BRAND NEW LINE 246 BUS THAT WOULD RUN 6 DAYS A WEEK FROM MONDAY THROUGH SATURDAY TO BE LINKED TO THE SOON-TO-BE-BUILT INDI60 LINE TRANSITWAY SO THAT FIRST-TIME RIDERS WHO LIVE CLOSE TO, OR COME FAR FROM, CANOGA STREET CAN START USING LINE 246 AS A PERFECT ALTERNATE CHOICE - ESPECIALLY JUNIOR AND SENIOR HIGH SCHOOL STUDENTS AND COLLEGE STUDENTS WHO FEEL LIKE THEY NEED TO USE CANOGA'S NEW NORTH-SOUTH INDI60 LINE BUSWAY AS WELL AS USE THE METRO LOCAL LINE 246 BUS. THAT WILL GIVE THEM ATTITUDE AND CONFIDENCE TO GET ON THE TWO CHOICES OF CANOGA STREET'S CORNER!



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Doug Demers

Affiliation (i.e. organization, resident, business): 30 year resident

Address: 21030 Keswick Canoga Park

Phone #: _____ Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

- 1. Canoga Transportation Corridor Alternatives (see handout)
- 2. Issues you would like addressed in the Environmental Impact Report (please be specific)

1. Alternative 5 keep the big buses off the road

2. Cost and number of businesses needing relocation
Expected pedestrian & bicycle usage.

Having the old ^{closed} railroad line improved would sure be nice

1st Choice Alternative 5
 2nd Choice would be Alternative 4
 3rd Choice alternative 3 } keeps big buses off Topanga and DeSoto which have too much traffic already.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: BARRY SEYBERT

WEST HILLS N.C., BAC-CD3, COCHAIR COUNCILWOMEN CHICKS ORIGINAL
Affiliation (i.e. organization, resident, business): STUDY OF ORANGE LINE

Address: 18653 VENTURA BL #295 TARZANA CA 91356

Phone #: 818 340-0283 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

1- LONGER OPERATING HOURS CLOSER TO 24/7 OF ALL
LINES TO USE THE LIGHT RAIL, BUSWAY, TRAIN SYSTEM
TO GET AROUND TOWN ON WEEKENDS & AFTER HOURS

2- DIRECT ACCESS FROM ORANGE LINE TO RED LINE
WITH ESCALATOR & ELEVATOR AT ORANGE LINE WITHOUT
HAVING TO CROSS THE STREET.

3- ANY EXTENSIONS OF ORANGE LINE CONTAIN BIKEWAY
WITH BULLDOZ

4- EVENTUALLY REPLACE BUSWAY ~~AND~~ WITH LIGHT RAIL
AS INTENDED WHEN FEASIBLE TO DO. CAN THEN
MOVE MORE PEOPLE & PROVIDE A SMOOTH RIDE FINALLY.

5- INCREASE SPEED OF ORANGE LINE WITH BETTER SIGNAL
CONTROL. ADD RR CROSSING GATES IF NEEDED FOR
SAFETY

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: ROBERT KUNZ

Affiliation (i.e. organization, resident, business): WOODLAND HILLS CC

Address: 7120 CARLSON CIRCLE #291 CANOGA PARK 91307

Phone #: (818) 620-8474 Email Address: ROBERT.KUNZ@WILBER.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

- 1. Canoga Transportation Corridor Alternatives (see handout)
- 2. Issues you would like addressed in the Environmental Impact Report (please be specific)

USE CANOGA AV ONLY!

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Melodye Carroll

Affiliation (i.e. organization, resident, business): _____

Address: 8801 Etow Ave #27 CP 91304

Phone #: 818-998-0656 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

my mobile home bedroom is about 20 feet from
the RR tracks on Canoga - I must insist on
a sound wall - the buses will be too loud - ~~our~~ ^{our}
(ALL 270 mobile homes) property values will drop -
our lives will be greatly affected -
Sound wall is a must

Thank you

Melodye Carroll

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Holly & Gil Getlin

Affiliation (i.e. organization, resident, business): Canoga Mobile Estates

Address: 8811 Canoga Ave. - Office

Phone #: 818-341-3600 Email Address: -

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

We are in favor of Alternative 5 - Canoga Ave. Busway - Metro Orange Line Extension. There is already heavy traffic on Canoga Ave. so using the railroad right of way makes perfect sense. There is a lot of housing on Canoga Ave. & adjacent streets - our 199 space mobilehome park (Canoga/Parthenia) & many apt. houses & residential homes no. & so. of Canoga & Parthenia. We would look forward to a Canoga & Parthenia bus stop. Canoga Mobile Estates is housing for older persons & a significant # of these people do not drive anymore. Many residents also have daily caregivers & it would make it so convenient to be able to take the bus to & from the mobilehome park. There are also 3 other mobilehome parks on Eton & Parthenia. They, too, are housing for older persons.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name SEAN MCCARTHY
Affiliation (i.e. organization, resident, business name) Woodland Hills/Tarzana Chamber
Warner Center and United Chambers of
Address 23701 GERRAD WAY WEST HILLS, The San Fernando Valley,
Phone # 818-389-1876 E-mail Address ajacsmcc@earthlink.net

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

① We want the MTA/Southern Pacific Right of way used for the Orange line extension to the metro link-Chatsworth station.

② Please use the elevated Access option as it will avoid incursion into traffic and street delays. Also - you will ultimately build this save \$ by building now!
This is an important project as it will link the growing projects west of the West Valley with the red line via the Orange line and DTLA via ~~the~~ Metro link. The New Orange line connection will benefit the entire Valley by providing connections between the various east west blocks.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
 EIR Scoping Meeting
 NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: GARTH CARLSON
 Affiliation (i.e. organization, resident, business): Reseda Neighborhood Council
 Address: 18323 BASSETT ST Reseda
 Phone #: 818-343-0690 Email Address: GCARLSON@ResedaCouncil.org

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Alternative #5 is the Best of the Alternatives
I think that a north-south corridor between
Santa Clarita & LAX is a much more
important corridor to be addressing in the
near future. Although a carpool lane is
on the books for the northbound lanes, it is
merely a bandaid. The southbound carpool
lane has just added to the gridlock,
A dedicated busway from Canyon Country
to LAX would probably get 50,000
riders in a short time a

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Jonathan Hui

Affiliation (i.e. organization, resident, business): @ LADOT

Address: 1250 91 St

Phone #: 213-972-4978 Email Address: jonathanhui@baety.org

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

- 1. Canoga Transportation Corridor Alternatives (see handout)
- 2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Any alternative that changes the configuration
of the street should also include a bike
way, & this includes putting bike lanes in an
alternative 9, 7.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: VERNON ESPIRITU

Affiliation (i.e. organization, resident, business): RESIDENT HOMEOWNER

Address: 7848 FAIRCHILD AVE, WINNETKA 94066

Phone #: 818-885-7903 Email Address: vspirit2@hotmail.com

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I favor alternative 5
Next step is Metro Orange line
It's the route least obstructive
to vehicle traffic

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: DONNA D. CASEY

Affiliation (i.e. organization, resident, business): — resident

Address: 8207 Mason Ave #D, Winnetka, CA 91306

Phone #: 818-700-8949 Email Address: —

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I have been considering all of the proposals. I do not see a viable means of getting people back & forth between the 2 malls on Topanga (except for the Topanga Bus Alternative #9). I would like to see more "Dash" lines in this area of the valley. The elderly and people with small children are very well served by this mode of transportation. I can even imagine a Dash line that runs from Warner center to the Chatsworth Station during commuter periods of the day (non-stop) for the sake of people working in Woodland Hills the East side of the valley and downtown L.A.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Less expensive. Flexibility with regard to setting schedules designed to meet need.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: MICHAEL CORTEZ

Affiliation (i.e. organization, resident, business): CRA-LA

Address: 21500 WYANDOTTE ST. SUITE 117, CANOGA PARK, CA 91303

Phone #: (818) 593-5490 Email Address: mcortez@cra.lacity.org

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

- 1. Canoga Transportation Corridor Alternatives (see handout)
- 2. Issues you would like addressed in the Environmental Impact Report (please be specific)

THE CRA-LA WEST VALLEY REGION IS ATTENDING
TONIGHT'S MEETING TO LEARN MORE ABOUT THE PROJECT
AS IT RELATES TO THE CANOGA PARK PROJECT AREA WHICH
IS IN THE WEST VALLEY REGION. WE ARE ALSO HERE TO
COMMENT ON THE CLEAN-UP OF THE EXISTING LEASED OR
VACANT PROPERTY. THE CRA/LA FEELS IT IS IMPORTANT THAT
THE MTA TAKE CARE OF ITS PROPERTY, THE CRA/LA HAS
HEARD MANY CONCERNS / COMMENTS FROM BUSINESS
COMMUNITY, AND ORGANIZATIONS IN CANOGA PARK. THE
CRA/LA HAS INVESTED OVER 20 MILLION DOLLARS TO
REVITALIZE AND REDEVELOP CANOGA PARK. THAT IS WHY OUR
CONCERN IS GREAT. WE LOOK FORWARD TO WORKING AND COLLABORATING
WITH MTA TO ADDRESS THIS ISSUE OF CONCERN. AND TO SEE

MICHAEL CORTEZ
COMMUNITY RELATIONS
WEST VALLEY REGION

THE EXTENSION OF
ORANGE LINE.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Chatsworth Hills Academy
The school at the top of the hill

Dear Mr. Walt Davis,

We write on behalf of Chatsworth Hills Academy, located at 21523 Rinaldi St., in Chatsworth, California, regarding the proposed extension of the Orange Line. Chatsworth Hills Academy is a college preparatory school established in the liberal arts tradition enrolling students from Early Childhood (ages 2 ½ - 5) through Grade 8. Approximately 175 families with over 250 students at CHA will be affected by the MTA's decisions regarding the Orange Line.

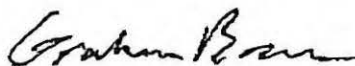
Chatsworth Hills Academy believes that mass transit is an integral part of an environmentally and socially responsible community. Alternative 5, a Dedicated Lane Rapid Bus on De Soto Avenue, is a welcome expansion that should alleviate current and future traffic problems, having a positive impact on the community. CHA supports Alternative 5 with a final stop at the Metrolink station in Chatsworth, and is opposed to any extension north of Devonshire. Not only would it be disruptive to both the residential and equestrian community, but also it seems it would not draw sufficient traffic from State Route 118 to justify such an investment.

In particular, we strongly oppose any reconsideration of an extension up Canoga to SR 118 or further consideration of the extension up De Soto to SR 118. We oppose such extensions because they would severely harm access to our school, impair our students' safety and security, and compound the already looming traffic problems from the expansion of Sierra Canyon School and the development of the Deer Lake Ranch residential development project.

For additional background information about our school, please visit our website at www.chaschool.org. Please be sure to include CHA on all future mailings of public information or noticing public meetings concerning the expansion.

We truly appreciate you taking the time to hear our opinion and hope you will not hesitate to contact us with any questions.

Sincerely,



Graham Brown
Head of School
Chatsworth Hills Academy
818.998.4037



Victor Cosentino
Board of Trustees, President
Chatsworth Hills Academy

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3747
FAX (213) 897-1337



*Flex your power!
Be energy efficient!*

August 13, 2007

Mr. Walt Davis
Metropolitan Transportation Authority (Metro)
One Gateway Plaza
MS 99-17-2
Los Angeles, CA 90012

Re: *Canoga Transportation Corridor*
Notice of Preparation of a Draft EIR
IGR/CEQA No. 070729/EA
SCH No. 2007071056, Vic. LA-27-PM

Dear Mr. Davis:

Thank you for including the California Department of Transportation in the environmental review process for the proposed Canoga Transportation Corridor. The project proposes to extend transit service from the terminus of the existing Metro Orange Line at the Canoga Station, north to the Chatsworth Metrolink Station and a possible 2-mile extension further north to a new park-and-ride facility at the State Route 118 freeway. Based on review of the information received, we have the following comments:

We note that one of the routes being considered for the proposed extension is along Topanga Canyon Boulevard. Among the alternatives to be analyzed, is the inclusion of a Mixed Flow Rapid bus route or a dedicated Lane Rapid bus lane on Topanga Canyon Boulevard. Also, the possible extension to a new park-and-ride lot near SR-118 is proposed along Topanga Canyon Boulevard. We remind you that Topanga Canyon Boulevard is State Route 27 and any modifications to it would need coordination and approval from this Department. If one of these alternatives is chosen, the City of Los Angeles may need to take possession of the route under the State's relinquishment process. Currently, minor modifications like signal improvements may be done through the State's relinquishment process and more complex improvements would need to go through the formal project initiation process.

If you have any questions, please contact me at (213) 897 – 3747 or project coordinator Elmer Alvarez at (213) 897-6696 and please refer to our internal record number 070729/EA.

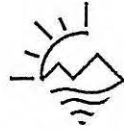
Sincerely,

A handwritten signature in cursive script that reads "Cheryl Powell".

CHERYL J. POWELL
IGR/CEQA Program Manager
Caltrans, District 7



Linda S Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maureen F Gorsen, Director
1011 North Grandview Avenue
Glendale, California 91201



Arnold Schwarzenegger
Governor

August 13, 2007

Mr. Walt Davis
Project Manager
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

CANOGA TRANSPORTATION CORRIDOR/ORANGELINE EXPANSION – DTSC COMMENTS

Dear Mr. Davis:


The Department of Toxic Substances Control (DTSC) was notified of the preparation of the draft Environmental Impact Report (EIR) for the above mentioned Project during the Scoping Meeting held on July 26, 2007.

Based on the information provided at the Scoping Meeting, the following are DTSC's comments:

- 1) The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
- 2) The draft EIR needs to identify any known or potentially contaminated properties within the proposed Project area. For all identified properties, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) If it is determined that contaminated soil exists, the draft EIR should identify appropriate Health and Safety procedures (i.e., dust suppression, air monitoring) that will protect construction workers and neighboring residents. If during the construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented.

If you would like to discuss this matter further please contact Jessy Fierro, Project Manager, at (818) 551-2174 or me at (818) 551-2980

Sincerely,


for Juli Osborne
Unit Chief

Southern California Cleanup Operations - Glendale Office



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

July 13, 2007

Mr. Walt Davis
Project Manager
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Davis

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Canoga Transportation Corridor, Metro Orange Line Extension (North)

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.

Program Supervisor, CEQA Section

Planning, Rule Development and Area Sources

SS:CB:LI

LAC070711-02AK

Control Number



STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

July 13, 2007

To: Reviewing Agencies

Re: Canoga Transportation Corridor
SCH# 2007071056

Attached for your review and comment is the Notice of Preparation (NOP) for the Canoga Transportation Corridor draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Walt Davis
Metropolitan Transportation Authority (Metro)
One Gateway Plaza
MS 99-17-2
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments

cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007071056
Project Title Canoga Transportation Corridor
Lead Agency Metropolitan Transportation Authority

Type NOP Notice of Preparation

Description The Los Angeles County Metropolitan Transportation Authority (Metro) proposes to extend bus service from the existing Metro Orange Line terminus at Canoga near Vanowen, north to the Chatsworth Metrolink Station. Seven potential build alternatives have been identified: 1) Mixed Flow Rapid Bus on Canoga, 2) Dedicated Lane Rapid Bus on Canoga, 3) Canoga Avenue Busway - MOL rail right-of-way Extension, 4) Mixed Flow Rapid Bus on De Soto, 5) Dedicated Lane Rapid Bus on De Soto, 6) Mixed Flow Rapid on Topanga Canyon, and 7) Dedicated Lane Rapid Bus on Topanga Canyon. The EIR will also consider the feasibility of the extension of transit service from the Chatsworth Metrolink Station, north to a new park-and-ride facility at the SR-118 freeway. Two potential routes for this further extension will be evaluated: Topanga Canyon and De Soto. In addition the EIR will consider a Transportation System Management Alternative (TSM), which will include the addition of bus service on Canoga and improvements to bus service along existing routes. The EIR will also consider the No Project Alternative. Modifications to the Division 8 bus maintenance facility on Canoga at Nordhoff, or a new maintenance or bus parking facility may also be evaluated in the EIR.

Lead Agency Contact

Name Walt Davis
Agency Metropolitan Transportation Authority (Metro)
Phone (213) 922-3079 **Fax**
email
Address One Gateway Plaza
 MS 99-17-2
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City
Region

Cross Streets Numerous

Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways 101, 118, 27

Airports

Railways Metrolink

Waterways LA River

Schools several

Land Use Bus service is proposed along City streets. The Canoga alignment includes an approximately 100-foot right-of-way owned by Metro. There are 94 leases/sign board contracts and licenses/easements within that right-of-way mostly for commercial and industrial uses.

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Quality; Wetland/Riparian; Wildlife; Growth Inducing; Landuse

Reviewing Agencies Department of Boating and Waterways; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Integrated Waste

**Document Details Report
State Clearinghouse Data Base**

Management Board; Regional Water Quality Control Board, Region 4; Resources Agency

Date Received 07/12/2007 *Start of Review* 07/12/2007 *End of Review* 08/10/2007

Resources Agency

- Resources Agency
Nadell Gayou
- Dept. of Boating & Waterways
David Johnson
- California Coastal
Commission
Elizabeth A. Fuchs
- Colorado River Board
Gerald R. Zimmerman
- Dept. of Conservation
Sharon Howell
- California Energy
Commission
Paul Richins
- Cal Fire
Allen Robertson
- Office of Historic
Preservation
Wayne Donaldson
- Dept of Parks & Recreation
Environmental Stewardship
Section
- Reclamation Board
DeeDee Jones
- S.F. Bay Conservation &
Dev't. Comm.
Steve McAdam
- Dept. of Water Resources
Resources Agency
Nadell Gayou

Fish and Game

- Depart. of Fish & Game
Scott Flint
Environmental Services Division
- Fish & Game Region 1
Donald Koch
- Fish & Game Region 1E
Laurie Hamsberger

- Fish & Game Region 2
Banky Curtis
- Fish & Game Region 3
Robert Floerke
- Fish & Game Region 4
Julie Vance
- Fish & Game Region 5
Don Chadwick
Habitat Conservation Program
- Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program
- Fish & Game Region 6 I/M
Gabrina Gatchel
Inyo/Mono, Habitat Conservation
Program
- Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

- Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture
- Depart. of General Services
Public School Construction
- Dept. of General Services
Robert Sleppy
Environmental Services Section
- Dept. of Health Services
Veronica Malloy
Dept. of Health/Drinking Water

Independent

Commissions, Boards

- Delta Protection Commission
Debby Eddy
- Office of Emergency Services
Dennis Castrillo
- Governor's Office of Planning
& Research
State Clearinghouse
- Native American Heritage
Comm.
Debbie Treadway

- Public Utilities Commission
Ken Lewis
- Santa Monica Bay Restoration
Guangyu Wang
- State Lands Commission
Jean Sarino
- Tahoe Regional Planning
Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

- Caltrans - Division of
Aeronautics
Sandy Hesnard
- Caltrans - Planning
Terri Pencovic
- California Highway Patrol
Shirley Kelly
Office of Special Projects
- Housing & Community
Development
Lisa Nichols
Housing Policy Division

Dept. of Transportation

- Caltrans, District 1
Rex Jackman
- Caltrans, District 2
Marcelino Gonzalez
- Caltrans, District 3
Jeff Pulverman
- Caltrans, District 4
Tim Sable
- Caltrans, District 5
David Murray
- Caltrans, District 6
Marc Birnbaum
- Caltrans, District 7
Cheryl J. Powell

- Caltrans, District 8
Dan Kopulsky
- Caltrans, District 9
Gayle Rosander
- Caltrans, District 10
Tom Dumas
- Caltrans, District 11
Mario Orso
- Caltrans, District 12
Bob Joseph

Cal EPA

Air Resources Board

- Airport Projects
Jim Lerner
- Transportation Projects
Ravi Ramalingam
- Industrial Projects
Mike Tollstrup

- California Integrated Waste
Management Board
Sue O'Leary

- State Water Resources Control
Board
Regional Programs Unit
Division of Financial Assistance

- State Water Resources Control
Board
Student Intern, 401 Water Quality
Certification Unit
Division of Water Quality

- State Water Resources Control Board
Steven Herrera
Division of Water Rights

- Dept. of Toxic Substances Control
CEQA Tracking Center

- Department of Pesticide Regulation

Regional Water Quality Control
Board (RWQCB)

- RWQCB 1
Cathleen Hudson
North Coast Region (1)
- RWQCB 2
Environmental Document
Coordinator
San Francisco Bay Region (2)
- RWQCB 3
Central Coast Region (3)
- RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- RWQCB 5S
Central Valley Region (5)
- RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- RWQCB 6
Lahontan Region (6)
- RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- RWQCB 7
Colorado River Basin Region (7)
- RWQCB 8
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)

Other _____

United Chambers of Commerce of the San Fernando Valley

The Voice of Valley Business

5121 Van Nuys Blvd., Suite 208 * Sherman Oaks, CA 91403 * Tel: (818) 981-4491 * Fax: (818) 981-4256
www.unitedchambers.org * E-mail: DebiSchultze@UnitedChambers.org

July 24, 2007

THE VOICE OF
VALLEY BUSINESS
SFV & Region

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Valley Economic Development Center
California Chamber of Commerce

Canoga Transportation Corridor Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

Dear Project Manager:

United Chambers of Commerce of the San Fernando Valley & Region **SUPPORTS the Northern expansion of the Orange Line** busway that would connect the Metro Orange Line Canoga Station with the Chatsworth Metrolink Station **using the existing Metro Canoga Rail Right-of-Way.**

Our organization is a coalition of 29 business organizations, including 22 Chambers of Commerce and together we represent over 20,400 employers who provide over 384,000 jobs in the San Fernando Valley and Region.

The project proposes a four-mile extension of transit service that would link to the Chatsworth Metrolink Station and would expand transit options between the San Fernando Valley and Ventura County areas.

We believe using the existing rail right-of-way is the right alternative and the least intrusive on businesses in the area.

This project will help to address the traffic congestion in the San Fernando Valley and make the Valley more competitive for business. The Metro Orange Line is truly an asset to the San Fernando Valley and we strongly support the success of the Orange Line and encourage the growth of public transit in the greater San Fernando Valley region.

Thank you for your consideration and we look forward to working with you to improve transportation and increase business opportunities in the Valley.

Sincerely,

Sean McCarthy
Chair, Government Affairs

Cc: Pam O'Conner, Chair, LACMTA
Carol Inge, Chief Planning Officer, LACMTA

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Woodland Hills - Tarzana Chamber of Commerce

Canoga Transportation Corridor Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

Dear Project Manager:

The Woodland Hills-Tarzana Chamber of Commerce **SUPPORTS the Northern expansion of the Orange Line** busway that would connect the Metro Orange Line Canoga Station with the Chatsworth Metrolink Station **using the existing Metro Canoga Rail Right-of-Way.**

The project proposes a four-mile extension of transit service that would link to the Chatsworth Metrolink Station and would expand transit options between the San Fernando Valley and Ventura County areas.

We believe using the existing rail right-of-way is the right alternative and the least intrusive on businesses in the area.

This project will help to address the traffic congestion in the San Fernando Valley and make the Valley more competitive for business. The Metro Orange Line is truly an asset to the San Fernando Valley and we strongly support the success of the Orange Line and encourage the growth of public transit in the greater San Fernando Valley region.

Thank you for your consideration and we look forward to working with you to improve transportation and increase business opportunities in the Valley.

Sincerely,

Sean McCarthy
Chair, Government Affairs

Cc: Pam O'Conner, Chair, LACMTA
Carol Inge, Chief Planning Officer, LACMTA

PIERCE COLLEGE

OFFICE OF THE PRESIDENT

July 24, 2007

Walt Davis, Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

RE: Draft EIR, Metro Orange Line extension

Dear Mr. Davis:

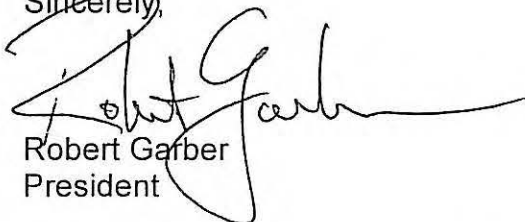
Thank you for the opportunity to comment on the Draft Environmental Impact Report for the proposed northern extension of the Metro Orange Line.

Every one of Pierce College's 18,000+ students commutes to our campus, and the existing Orange Line serves many of these students. The Orange Line's regular, quick, and dependable service is very popular, but only those students residing east of our college are able to avail themselves of this transportation. A very large percentage of our student population lives north of our Woodland Hills location, and would greatly benefit from extending the Orange Line to their communities. A 2005-2006 census of Pierce students revealed that 7,384 resided in the 91303, 91304, 91306, 91311, and 91326 zip codes, the neighborhoods most proximate to the proposed extension.

I fully support the proposal to extend the Orange Line north to Chatsworth. I urge you to utilize the existing "off street" alternative route (i.e., the former railroad right of way) as this provides the same advantage that the current Orange Line enjoys: the avoidance of on-street congestion ensuring a rapid and safe commute.

I appreciate Metro's interest in extending the Orange Line and hope that this proposal will be implemented in the very near future.

Sincerely,



Robert Garber
President

ROBERT GARBER, PRESIDENT

6201 Winnetka Avenue / Woodland Hills / California / 91371 / 818-719-6408

Los Angeles Community College District



Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR

July 20, 2007

Walt Davis, Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

Dear Walt:

Enclosed is a letter dated July 18, 2007 from the Equestrian Trails, Inc., Corral 54, expressing their concerns regarding the proposed northern extension of the Metro Orange Line. Please insure that these comments are included as part of the public record in preparation for the scope of the Environmental Impact Report.

Thank you.

Sincerely,

A handwritten signature in black ink that reads "Mike Antonovich".

MICHAEL D. ANTONOVICH
Supervisor

MDA:mjj:dwp

Enclosure

c: Mary Kaufman, President, ETI Corral 54
Michael Cano, 5th District Transportation Deputy



Equestrian Trails, Inc.

ORGANIZED 1944
A NON-PROFIT ORGANIZATION

*Dedicated to Equine Legislation and the Acquisition
and Preservation of Riding and Hiking Trails*

Chatsworth Rocky Hill Riders
Corral No. 54

Mary Kaufman, President
818-222-6279
Diane Brewer, Vice President
805-581-0560
Karen Avance, Treasurer
818-704-8173
Charlotte Brodie, Trail Coordinator
818-892-3862
Board Members:
Lynn Leonard
Marilyn Ruzicka
Wendy Soltys
Cindy Straus

July 18, 2007

MTA
c/o Supervisor Mike Antonovich
5th District Office
21943 Plummer
Chatsworth, CA 91311

RE: Orange Line Extension to the I18 Freeway

Dear Sirs:

We are very concerned about the extension of the Orange Line north of the Chatsworth Depot. There are three possible locations for a park and ride by the I18 Freeway. Only one makes sense to us.

One, if the Orange Line should go up Canoga Avenue it would create a problem for the community and equestrians alike. There are two schools at Canoga and Rinaldi. One to the east and one to the west of this intersection. The main equestrian trail to the hills follows Canoga north from Chatsworth Street. If off ramps and a park and ride were built at the Canoga location the community would lose parkland on both the north and south sides of the freeway.

Two, having the Orange Line go up Topanga Canyon would not make sense either. It is already a very congested road. There are no open areas for a park and ride at the freeway, except parkland that is not very accessible. The nearest open area with easy access at this moment is on the north/west corner of Topanga and Santa Susana Pass Rd. However, there has been some grading there recently and that land may already be in the works for development.

The third and best scenario for the community as a whole, would be by using DeSoto Avenue. A park and ride could be built at the north end of Desoto on the Charles Smith property. He owns the hill between the end of the street and the Public Works debris basin. He has been interested in selling his property for some time. A park and ride in this location would be out of the way and have easy access to and from the freeway with far less congestion problems.

Please consider option three for the safety and well being of the entire Chatsworth Community.

Sincerely,

Charlotte Brodie
ETI Corral 54, Trail Coordinator
15043 Tuba Street
Mission Hills, CA 91345

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net



July 24, 2007

Mr. Walt Davis

Metropolitan Transportation Authority (Metro)

One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012

Re: SCH# 2007071056; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for Canoga Transportation Corridor Project; Metropolitan Transportation Authority; Los Angeles County, California

Dear Mr. Davis:

Thank you for the opportunity to comment on the above-referenced document. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- √ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
 - If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- √ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- √ Contact the Native American Heritage Commission (NAHC) for:
 - * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact.
- √ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this

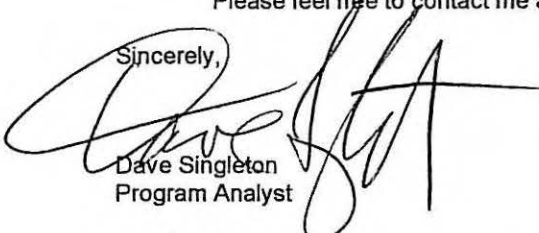
Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3747
FAX (213) 897-1337



*Flex your power!
Be energy efficient!*

August 13, 2007

Mr. Walt Davis
Metropolitan Transportation Authority (Metro)
One Gateway Plaza
MS 99-17-2
Los Angeles, CA 90012

Re: *Canoga Transportation Corridor*
Notice of Preparation of a Draft EIR
IGR/CEQA No. 070729/EA
SCH No. 2007071056, Vic. LA-27-PM

Dear Mr. Davis:

Thank you for including the California Department of Transportation in the environmental review process for the proposed Canoga Transportation Corridor. The project proposes to extend transit service from the terminus of the existing Metro Orange Line at the Canoga Station, north to the Chatsworth Metrolink Station and a possible 2-mile extension further north to a new park-and-ride facility at the State Route 118 freeway. Based on review of the information received, we have the following comments:

We note that one of the routes being considered for the proposed extension is along Topanga Canyon Boulevard. Among the alternatives to be analyzed, is the inclusion of a Mixed Flow Rapid bus route or a dedicated Lane Rapid bus lane on Topanga Canyon Boulevard. Also, the possible extension to a new park-and-ride lot near SR-118 is proposed along Topanga Canyon Boulevard. We remind you that Topanga Canyon Boulevard is State Route 27 and any modifications to it would need coordination and approval from this Department. If one of these alternatives is chosen, the City of Los Angeles may need to take possession of the route under the State's relinquishment process. Currently, minor modifications like signal improvements may be done through the State's relinquishment process and more complex improvements would need to go through the formal project initiation process.

If you have any questions, please contact me at (213) 897 - 3747 or project coordinator Elmer Alvarez at (213) 897-6696 and please refer to our internal record number 070729/EA.

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Powell".

CHERYL J. POWELL
IGR/CEQA Program Manager
Caltrans, District 7

JMBM | Jeffer Mangels
Butler & Marmaro LLP

Timothy Martin
Direct: (310) 712-6824
Fax: (310) 712-3330
TMartin@jmbm.com

1900 Avenue of the Stars, 7th Floor
Los Angeles, California 90067-4308
(310) 203-8080 (310) 203-0567 Fax
JMBM.com

Ref: 61317-0001

August 8, 2007

VIA FACSIMILE (213-922-6358) AND U.S. MAIL

Walt Davis, Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

Re: Proposed Northern Extension of Metro Orange Line - Public Scoping for
Draft Environmental Impact Report

Dear Mr. Davis:

This office represents National Ready Mixed Concrete Company ("National") in connection with the Draft Environmental Impact Report ("DEIR"), which we understand is being prepared as a prerequisite to Metro's proposed expansion of the Orange Line (the "Project"). National owns a concrete manufacturing and sales business (the "Business") which has operated at 6969 Decring Ave., Canoga Park 91303 (the "Canoga Park Site") for decades. The Business is situated along the eastern side of Canoga Avenue, just north of Vanowen Street and the Los Angeles River.

Currently, the Business produces and sells approximately 150,000 cubic yards of concrete annually, virtually all of which is used for construction, remodeling and street work in the San Fernando Valley. The Business generates approximately \$15 million in sales annually, more than \$1 million in sales tax annually and employs at least the equivalent of 19 full-time workers. The Business has been a mainstay of the economic growth and prosperity of the San Fernando Valley for many years.

The purpose of this letter is to communicate to Metro, National's concerns regarding the Project, and to ensure that the DEIR fully addresses the Project's potentially significant impacts on the Business, as well as on similarly situated businesses. By necessity, this letter cannot constitute a complete statement of all of our client's objections and concerns relating to the Project, since there is much information about the Project which has not been provided to our client or to the public generally. As a result, our client reserves all of its rights to provide additional comments regarding the appropriate scope of the DEIR, as well as comments regarding the DEIR's substantive discussions and evaluations of pertinent issues of concern.

Based on the limited Project information that Metro has publicly provided, it appears that at least three (3) Project alternatives contemplate the heavy utilization of Canoga Avenue,

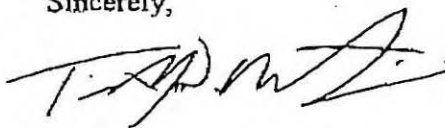
Mr. Davis
August 8, 2007
Page 2

including the portion of the Avenue passing directly by the Canoga Park Site and the Business: Alternative 3 (Mixed Flow Metro Rapid on Canoga Avenue); Alternative 4 (Canoga Dedicated Lane Metro Rapid); and Alternative 5 (Canoga Ave Busway – Metro Orange Line Extension). Depending on the specific scope of each alternative, National is concerned that significant disruptions to the Business could result from both construction and operational aspects of the Project.

In particular, it appears that Alternative 4 and Alternative 5 contemplate the widening of Canoga Avenue to create a dedicated Metro right-of-way. Such a widening of Canoga Avenue would likely require use of all or a portion of the Canoga Park Site, which in turn would inevitably result in the closing of the Business and the attendant loss of the aforementioned sales tax revenues, jobs and regional economic benefits. In this regard, National urges Metro to carefully consider and analyze these potential impacts, and structure the Project in a manner that avoids any significant disruption to the Business. Particular attention should be paid to Alternative 6 through 9, which appear to contemplate utilizing north-south routes other than Canoga Avenue.

We appreciate Metro's attention to these issues and concerns. Please do not hesitate to contact us with any questions.

Sincerely,

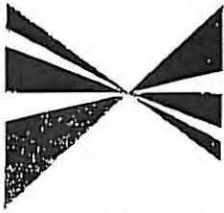


TIMOTHY MARTIN for
Jeffer, Mangels, Butler & Marmaro LLP

TDM:tdm

cc: Dave Ollis, National Ready Mix Concrete Company
William F. Capps, Esq.

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

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Los Angeles, California

90017-3435

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www.scag.ca.gov

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Orange County: Chris Norig, Orange County • Christine Barnes, La Habra • John Bowman, Orea • Lou Bone, Justin • Debbie Cook, Huntington Beach • Leslie Dingle, Newport Beach • Richard Olean, Lake Forest • Tony Edgar, Los Alamitos • Paul Glantz, Laguna Hills • Robert Hernandez, Anaheim • Sharon Dulik, Fullerton

Riverside County: Jeff Stone, Riverside County • Thomas Purkley, Lake Elsinore • Bonnie Pickinger, Moreno Valley • Stan Liveridge, Riverside • Greg Davis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Overt, San Bernardino County • Lawrence Dale, Bristow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Jim Hipps, Town of Apple Valley • Larry McCallion, Highland • Deborah Robertson, Rialto • Alan Wagner, Ontario

Tribal Government Representative: Andrew Mavel Sr., Pechanga Band of Luiseño Indians

Ventura County: Linda Pines, Ventura County • Glen Becerra, Simi Valley • Carl Marchione, San Dionisio • Tom Young, Post Humone

Orange County Transportation Authority: Art Brown, Brea Park

Riverside County Transportation Commission: Robin Lutz, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

July 27, 2007

Mr. Walt Davis, Project Manager
Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, Ca 90012

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Canoga Transportation Corridor – Orange Line Extension (North) - SCAG No. I20070421

Dear Mr. Davis,

Thank you for submitting a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Canoga Transportation Corridor – Orange Line Extension (North) - SCAG No. I20070421, to the Southern California Association of Governments (SCAG) for review and comment. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The project calls for the extension of the existing Metro Orange Line from the Canoga Terminus north to the Chatsworth Metrolink Station. There are seven potential build alternatives that have been identified. Additionally two potential routes to extend this line will be evaluated.

CEQA requires that EIR's discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies, and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies. Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. Also, for ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format (attached). The RCPG, RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>

Please provide a minimum of 45 days for SCAG to review the DEIR when this document is available. If you have any questions regarding the attached comments, please contact James R Tebbetts at (213) 236-1915. Thank you.

Sincerely,

Jacob Lieb
Manager, Environmental Division

DOCS# 1384440v1

27 July 2007
 Mr. Walt Davis
 Page 2

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL
 IMPACT REPORT FOR CANOGA TRANSPORTATION CORRIDOR – ORANGE
 LINE EXTENSION (NORTH) PROJECT, SCAG NO. I 20070414**

PROJECT DESCRIPTION

The project calls for the extension of the existing Metro Orange Line from the Canoga Terminus north to the Chatsworth Metrolink Station. There are seven potential build alternatives that have been identified: 1) Mixed Flow Rapid Bus on Canoga Avenue; 2) Dedicated Lane Rapid Bus on Canoga Avenue; 3) Canoga Avenue Busway -- MOL Extension 4) Mixed Flow Rapid Bus on De Soto Avenue; 5) Dedicated Lane Rapid Bus on De Soto Avenue; 6) Mixed Flow Rapid on Topanga Canyon Boulevard; and 7) Dedicated Lane Rapid Bus on Topanga Canyon Boulevard. Additionally two potential routes to extend this line will be evaluated. The lines to be along/to Topanga Canyon Boulevard and De Soto Avenue. A Transportation System Management Alternative which includes additional bus service on Canoga Avenue and improvements to existing bus routes will also be considered. Modifications to the District 8 bus maintenance facility or the construction of a new maintenance/bus parking facility, may also be evaluated.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the DEIR for the HCG Irvine Project.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The DEIR should reflect the most current, adopted SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The adopted forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted Los Angeles Sub Region Forecasts

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	4,176,079	4,237,887	4,298,891	4,357,359	4,413,425
Households	1,393,635	1,460,680	1,528,771	1,596,055	1,663,002
Employment	2,031,342	2,095,758	2,157,226	2,213,427	2,265,209

Adopted City of Los Angeles Forecasts

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	4,090,125	4,147,285	4,203,702	4,257,771	4,309,625
Households	1,372,873	1,438,731	1,505,615	1,571,712	1,637,475
Employment	1,994,358	2,057,435	2,117,623	2,172,642	2,223,338

The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

27 July 2007
Mr. Walt Davis
Page 3

3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17 *Support and encourage settlement patterns, which contain a range of urban densities.*
- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

27 July 2007
 Mr. Walt Davis
 Page 4

AIR QUALITY CHAPTER

The Air Quality Chapter core actions related to the proposed project include:

- 5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.

REGIONAL TRANSPORTATION PLAN

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals

- RTP G1 Maximize mobility and accessibility for all people and goods in the region.
- RTP G2 Ensure travel safety and reliability for all people and goods in the region.
- RTP G3 Preserve and ensure a sustainable regional transportation system.
- RTP G4 Maximize the productivity of our transportation system.
- RTP G5 Protect the environment, improve air quality and promote energy efficiency.
- RTP G6 Encourage land use and growth patterns that complement our transportation investments.

Regional Transportation Plan Policies

- RTP P1 Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:

<u>Performance Indicator</u>	<u>Performance Measures</u>	<u>Definition</u>	<u>Performance Outcome</u>
Mobility	Average Daily Speed	Speed-experienced by travelers regardless of mode.	10% Improvement
	Average Daily Delay	Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	40% Improvement
Accessibility	Percent PM peak work trips within 45 minutes of home		Auto 90% Transit 37%
	Distribution of work trip travel times		Auto 8% Improvement Transit 8% Improvement
Reliability	Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% Improvement
Cost Effectiveness	Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	\$3.08

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 Mr. Walt Davis
 Page 5

<u>Performance Indicator</u>	<u>Performance Measures</u>	<u>Definition</u>	<u>Performance Outcome</u>
Productivity	Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided. Roadway Capacity - vehicles per hour per lane by type of facility. Transit Capacity – seating capacity utilized by mode.	20% Improvement at known bottlenecks N/A
Sustainability	Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition Preservation measure is a sub-set of sustainability.	\$20 per capita, primarily in preservation costs
Preservation	Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
Environmental	Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	Expenditures by quintile and ethnicity Benefit vs. burden by quintiles	Proportionate share of expenditures in the 2004 RTP by each quintile. Proportionate share of benefits to each quintile ethnicity. Proportionate share of additional airport noise by ethnic group.	No disproportionate impact to any group or quintile

RTP P2 Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.

RTP P3 RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.

GROWTH VISIONING

The Canoga Transportation Corridor – Orange Line Extension (North) is located in a Compass Blueprint 2% Strategy Area, where development is intended to balance employment, housing, and services to reduce vehicle trips and emissions, enhance livability, expand prosperity, and increase sustainability. The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region’s mobility, livability and prosperity. The following “Regional Growth Principles” are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal. Please demonstrate how the Canoga Transportation Corridor – Orange Line Extension (North) does or does not support these principles. More information can be found at: <http://www.compassblueprint.org/>.

Principle 1: Improve mobility for all residents

GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.

GV P1.2 Locate new housing near existing jobs and new jobs near existing housing.

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- GV P1.3 *Encourage transit-oriented development.*
- GV P1.4 *Promote a variety of travel choices*

Principle 2: Foster livability in all communities

- GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2 *Promote developments, which provide a mix of uses.*
- GV P2.3 *Promote "people scaled," walkable communities.*
- GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

Principle 3: Enable prosperity for all people

- GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2 *Support educational opportunities that promote balanced growth.*
- GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
- GV P3.5 *Encourage civic engagement.*

Principle 4: Promote sustainability for future generations

- GV P4.1 *Preserve rural, agricultural, recreational and environmentally sensitive areas.*
- GV P4.2 *Focus development in urban centers and existing cities.*
- GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4 *Utilize "green" development techniques*

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a) (2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

DOCS# 138444v1

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 Mr. Walt Davis
 Page 8

Suggested Side by Side Format - Comparison Table of SCAG Policies

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggest format is as follows:

SCAG RCPG (RTP and/or CGV) Policies

Growth Management Chapter

Policy Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
3.01	<i>The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	<i>In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	<i>The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.

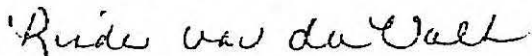
CHATSWORTH COMMUNITY COORDINATING COUNCIL
P.O. BOX 3393
CHATSWORTH, CA. 91313

The Executive Board of The Chatsworth Community Coordinating Council would like to go on record that we oppose the Orange Line going anywhere north of the Chatsworth Train Depot.

Chatsworth is a unique community with our equestrian community north of Devonshire Street. We don't believe that buses and horses mix. We feel that the traffic on Topanga and DeSoto would not be helped by taking the Orange Line up either one of those streets. Taking the Orange Line up Canoga Ave. along the right of way for the railroad would be met with a tremendous opposition from the community. There are homes and horse properties there that can never be replaced. We fight very hard in our community to preserve the horse properties which are slowly becoming the last ones in the Valley.

It has yet to be proven that there is even a need for the Orange Line to be extended into Chatsworth and disrupt so many homes and businesses. Let us not make matters worse by going north of The Train Depot.

Sincerely,



Linda van der Valk
Co-President

8/12/07

**COMMITTEE ON
FOREIGN AFFAIRS**
SUBCOMMITTEES:
**CHAIRMAN,
INTERNATIONAL TERRORISM,
NONPROLIFERATION AND TRADE**

THE MIDDLE EAST
AND SOUTH ASIA

Brad Sherman
Congress of the United States
27th District, California

SERVING THE SAN FERNANDO VALLEY

July 10, 2007

**COMMITTEE ON
FINANCIAL SERVICES**
SUBCOMMITTEES:
CAPITAL MARKETS AND INSURANCE
FINANCIAL INSTITUTIONS
MONETARY POLICY

**COMMITTEE ON THE
JUDICIARY**

SUBCOMMITTEE ON INTELLECTUAL
PROPERTY AND THE INTERNET

Mr. Walt Davis
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Metro Orange Line Extension

Dear Mr. Davis:

As you begin to prepare the draft environmental document and preliminary engineering for the Metro Orange Line extension north to Chatsworth along the Canoga Avenue right-of-way, I would like to express my strong support for this important transit project in the San Fernando Valley and offer some comments.

The Metro Orange Line has set ridership records that dramatically exceed estimates by transit planners. This summer Metro marked its 10 millionth rider on the Orange Line and over 24,000 passengers a day boarded buses at stops along the 14-mile route between North Hollywood and Warner Center. The Canoga Extension will provide commuters from the North San Fernando Valley and Ventura County, as well as residents along the route with a reliable public transit alternative to major employment and government centers, residential communities and regional recreational destinations in the San Fernando Valley.

As you know, the City of Los Angeles is working to revitalize 32 miles of the Los Angeles River from Canoga Park to Downtown Los Angeles. In coordination with Los Angeles County, the City is proposing to construct a bicycle and pedestrian path along the river from Owensmouth Avenue to Mason Avenue. I encourage Metro to coordinate with Los Angeles City and Los Angeles County officials on the construction of the busway bridge over the Los Angeles River to provide access for bicycles and pedestrians along the proposed path.

I also strongly support construction of a Class I bike path connecting the existing bike path north to Chatsworth. This amenity will greatly contribute to the project's support within the community. Furthermore, I encourage Metro to begin a dialogue with the community on the proposed noise and safety impacts of the project to the communities lying adjacent to the busway.

WASHINGTON, DC OFFICE

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Metro Orange Line Extension
July 10, 2007
Page 2

With the cooperation and support of other local elected officials, neighborhood councils and business and community organizations, the Metro Orange Line extension will foster revitalization of our neighborhoods along the route while improving mobility for motorists and offering reliable transit alternatives for countless residents of the San Fernando Valley.

Please do not hesitate to contact my Policy Deputy, Michael Tou, in our San Fernando Valley District Office if we can be of any assistance. I look forward to reviewing the draft EIR early next year and offering supplemental comments. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Sherman", with a long horizontal flourish extending to the right.

BRAD SHERMAN
Member of Congress

cc: Supervisor Zev Yaroslavsky
Mayor Antonio Villaraigosa
Councilmember Greig Smith
Councilmember Dennis Zine
Councilmember Wendy Greuel

WARNER CENTER SPECIFIC PLAN CITIZEN'S ADVISORY COMMITTEE

21550 OXNARD STREET • SUITE 780 • WOODLAND HILLS, CA 91367 • TEL 818-716-2689 • FAX 818-593-6184

July 30, 2007

Walt Davis, Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

Via Email: daviswa@metro.net

Dear Mr. Davis,


As you may know, the Warner Center Specific Plan is undergoing a re-study by the Los Angeles City Department of Planning. Our group, the Warner Center Specific Plan Citizen's Advisory Committee (WCSP CAC) was formed in 2005 by Los Angeles City Council action to advise the Departments of Planning and Transportation as they conduct the re-study of the Specific Plan.

In our recent meeting, the WCSP CAC adopted a position supporting the concept of extending the Orange Line from the Canoga Avenue station to the Chatsworth Metrolink station as a positive way of reducing traffic within Warner Center and the surrounding communities. We encourage you and your office to use the WCSP CAC as a resource as you continue to study the various alternatives and pursue the community outreach component of your study.

Additionally, we strongly support ground level pedestrian accessibility and walkability near each Metro station and would encourage you to work with adjacent property owners and the City of Los Angeles to provide direct pedestrian access from the Canoga Avenue station to the 1,250 planned residences directly to the northeast.

Thank you for this opportunity to comment. We look forward to working with you to make this exciting transit project a reality.

Sincerely,



Michael Klein

CHAIR, WCSP CAC

Cc: Mayor Villaraigosa
Councilman Zine
Bud Ovrum
Gail Goldberg

Marina Perez

From: Monks, David [MONKSD@metro.net]
Sent: Monday, August 13, 2007 9:14 AM
To: Marina Perez
Subject: FW: Comments on the Orange Line Expansion

From: Jeffrey Swanson [mailto:tuttizoot@hotmail.com]
Sent: Saturday, August 11, 2007 12:54 PM
To: Davis, Walter
Subject: Comments on the Orange Line Expansion

Mr Davis,

I was @ the meeting held in Chatsworth last month & found it very informative. Thank you.

I favor these Alternatives in this order:

#5 - Canoga Av Busway-Metro Orange Line Extension. Yes, it's the most expensive of the options but it'll cost much less now than if we wait til sometime in the future. And the future is really what this is all about

#3 - Mixed flow Metro Rapid on Canoga Av. A much less expensive alternative. Could also be used as an interim route while implementing my first choice.

#2 - Transportation system Management. By far the easiest to implement. It might even get more use since it'll be more like a regular bus route and could conceivably attract more riders.

None of the other options really seems feasible. I also don't think that extending the line to the 118 does much good either. There's just too much clutter already in the way.

Again, I appreciate being able to have some input in this project. Keep up the good work.

Jeffrey Swanson
20929 Lassen St # 208
Chatsworth, CA 91311
818-773-9064

Find a local pizza place, movie theater, and more....then map the best route! [Find it!](#)

Marina Perez

From: Monks, David [MONKSD@metro.net]
Sent: Monday, August 13, 2007 9:14 AM
To: Marina Perez
Subject: FW: Comment Sheet -- Canoga Trans. Corridor

-----Original Message-----

From: LARRY LEE [mailto:larry_91311@yahoo.com]
Sent: Saturday, August 11, 2007 7:33 AM
To: Davis, Walter
Subject: Comment Sheet -- Canoga Trans. Corridor

My Name: Laurence Lee
Affiliation: Resident
Address: 10800 Andora Ave, Chatsworth, Ca
Phone: 818 349 1622
e-mail: larry_91311@yahoo.com (note underscore)

1. I recommend Alternative 5 on Canoga Ave.
2. Issues I would like address in environmental impact Report:

I believe the most important environmental impact mitigation measures that can be taken over the long run would be to design and provide a transportation system system that efficiently and cost effectively meets the needs of the greatest number of people in the near future and over the long run.

I trust the final decision makers will clearly take into account during the environmental scoping process, and during the environmental report writing process, not just unavoidable minor environmental impacts, but will focus on the big picture major positive environmental impacts of providing effective low air shed impacting public transportation that meets the transpiration needs of a growing population.

Also, in scoping the environmental impacts, please give strong emphasis to the positive transportaion and air shed improvement opportunities city wide and region wide for connecting to the I18.

You may even want to not rule out the possibility of extending the line further north on Canoga Ave, if this is reasonable from an engineering and feasibility standpoint.

Yahoo! oneSearch: Finally, mobile search that gives answers, not web links.
<http://mobile.yahoo.com/mobileweb/onesearch?refer=1ONXIC>

Marina Perez

From: Monks, David [MONKSD@metro.net]
Sent: Monday, August 13, 2007 3:20 PM
To: Marina Perez
Subject: FW: Canoga Transportation Corridor EIR Scoping Meeting Comments
Attachments: CanogaTransitCorridor.doc

From: Davis, Walter
Sent: Monday, August 13, 2007 3:16 PM
To: Monks, David
Subject: FW: Canoga Transportation Corridor EIR Scoping Meeting Comments

From: Ronald Kulberg [mailto:ronaldtheboy@gmail.com]
Sent: Monday, August 13, 2007 2:40 PM
To: Davis, Walter
Subject: Canoga Transportation Corridor EIR Scoping Meeting Comments

Here are my comments that I am submitting that I would like the EIR to address.

Comments regarding topic #1 - Canoga Transportation Corridor Alternatives

The ROW along Canoga Avenue should be used for this.

Because this is a dedicated corridor. The fastest route for a public transit is a dedicated route and not having to share the road with other traffic and to have the priority over cross traffic.

It is the closest route to the Chatsworth Transit Station and the dedicated terminus of the Orange Line.

As with the Orange Line, there would be a multitude of feeder Bus Routes.

Seemed unfair to not have included a drawn-up underpass option for the Northern Part since you have one for an overpass and one for a surface route. At this point in the planning timeline there seems that you are unfairly limiting the options for a grade separation at this location. Any grade separation would speed up the travel times, and isn't this one of the objectives for this corridor, so that it encourages ridership? I welcome any responses to these concerns of mine.

Comments regarding topic #2 - Issues to Address in The EIR.

If any separated grade crossings are necessary. Need to use the requirements as if it was a Light Rail System. The is what the Orange Line is suppose to imitate. And because there is no grade separation on the current route when otherwise there would have been. The cross traffic at times is being delayed at the expense of the Orange Line. Although the Orange Line does utilize the planned semi-priority system, the line still does not meet the travel times that were promised. So at minimum it seems common sense that there should be grade separations at Sherman Way and Roscoe Boulevard. There intersections cannot take anymore inhibitors!

A dedicated Bikeway needs to be built along the whole entire ROW route. Not like with the Eastern part of the Orange Line Bikeway. Compromising may be needed to so that a complete dedicated Bikeway can be built.

Other Comments

It is a wonder why an option is not to build a Light Rail System since the ridership of the Orange Line already met ridership that was not estimated to happen for another 12 years or so? And since the Orange Line was built to incorporate a possible further Light Rail System, which now seems will be needed sooner that originally planned. (It would be interesting to see the grade separation plans for that?) It also seems that it would be better have one built-out instead of two that the current Orange Lines requires. And since we already have built a transit system where the passenger cars do not connect to one another, have a line that is part Bus and part Light Rail, would fit right into the current system. And since such a Light Rail extension would eventually become a clean connection to the rest of the Orange Line when it eventually would become a Light Rail System. In this respect, this right would be superior.

Conclusion

Thank you for your time. I look forward the responses to my concerns and comments as they are addressed in the future EIR. At any time I welcome any comments before then, so any concerns that

I may have that are that can be resolved so that the productive time can better be spent on other ideals and concerns that may be more advantageous to the project.

Thank You.

Marina Perez

From: Monks, David [MONKSD@metro.net]
Sent: Monday, August 13, 2007 3:19 PM
To: Marina Perez
Subject: FW: comment

-----Original Message-----

From: Mary Paterson [mailto:mpaterson@canogaparkcal.com]
Sent: Monday, August 13, 2007 3:05 PM
To: Davis, Walter
Subject: RE: need information today please Canoga Corridor Study/WScoping Meetings

Mr. Walt Davis,

*** I would say that I am most in favor of option #5 - but personally, I would like to see if there would be a way to bypass Jacobi Building Materials and while we are at it - since they are neighbors, and if possible, the Green Scene.

*** Some of the reasons for this are: the amount of time they have been there, the difficulty in finding a suitable alternate location within a reasonable distance (for their customer base) - the search has been on for some time with no success, the type of business, etc.

The rest of the businesses, as far as I know, have not been there quite as long and should be able to find suitable alternatives.

Since Jacobi is almost on the corner, the bus should either be able to bypass the business or go along side it.

If Green Scene is a problem, perhaps they can go along side line as well

-
and be moved behind Jacobi.

We have not had a full vote by the board so these opinions are mine.

I am a resident of Canoga Park and am the Executive Director of the Canoga Park Improvement Association.

I have heard that three other board members have a preference for #5 and am waiting for more to weigh in. So far not enough response for an official organizational opinion but wanted to make sure to weigh in.

If I hear more, I will send another note.

Thank you for your time.

Mary Paterson

Davis, Walter

From: Glen [glenw@dslextreme.com]
Sent: Saturday, August 04, 2007 8:48 PM
To: Davis, Walter
Subject: Canoga Transportation Corridor Aug.2007 Comments on EIR

Canoga Transportation Corridor – Comments
 EIR Scoping Meeting
 Chatsworth High School – July 26, 2007 – 7 p.m.

To: Walt Davis, Project Manager, METRO
daviswa@metro.net

From: Glen Wilson- Dated Aug.4, 2007
 Affiliations: member of Valley Vote and stakeholder in Northridge West Neighborhood Council (was on the board for NWNC) Also, was on MTA land up to Nov.2003 on Deering Ave. in Canoga Park next to the former R/R right-of -way
 18925 Citronia St. Northridge, CA 91324
 Phone: 818-886-3534 E-mail: glenw@dslextreme.com

- 1) My ideas about Canoga Transportation Corridor Alternatives are
- A) I like the Alternative 1 (no build) the best!
 - B) I may like #6 and #8 with some parking on the street but do not like that METRO did not put on all the streets on map(hide the streets locations).
 - C) No for #2 bus stops, #3 bus stops, #4 bus lane and bus stops, #7 and #9 bus line with no parking and bus stops.
 - D) No #5 Metro Orange Line Extension (off-street METRO-owned right-of-way) and loss businesses on right-of-way.

- 2) Issues I like to addressed in the Environmental Impact Report are
- A) Alternative # 1 is no build and than little or no EIR.
 - B) #6 and #8 may have problems with parking because of the bus stops.
 - C) #2 and # 3 where to put the bus stops, may loss some businesses because bus stops and hold up traffic.
 - #4 where to put the bus lines, bus stops and may loss some businesses because of bus lines and bus stops.
 - # 7 and 9 bus lines will take the parking for houses and businesses on De Soto and Topanga Canyon.

D) #5 Metro Orange Line Extension (off-street METRO-owned right-of-way) will loss about 40 businesses on R/R right-of-way or next to it because of the WIDE Bus Way Line with Bike Lanes, Pedestrian Path and need new bridges. At this time most of old R/R right-of-way owned by METRO is leased out to Auto Sales, parking for Auto Repair Shops, Roll Off Bins, Rock stores, Concrete Companies and extra spots for parking cars and trucks, etc.! Also, METRO needs to notice all renters on METRO want it will do with land in future like about year or more ahead if METRO is going to use the land and not at the last minute. Canoga Park is in a gang area (they use CPA for their letters) that is why it is not to walk between walls on Sherman Way between Canoga Ave and Deering Ave.! This will cost the most to clean up and take longest to get the renters out.

Thank You
Glen Wilson

Davis, Walter

From: Bob Novak [drbob5@hotmail.com]

Sent: Thursday, July 19, 2007 3:27 AM

To: Davis, Walter

Subject: orangeline extension to chatsworth

I ride from westwood to the metrolink station in chatsworth 2-3 times weekly, just using the orange line has knocked 1 hour off my travel time in each direction. the concept of limited stop express busses is great, but, the purchase of all these new busses is ludicrous. It's an abomination to the budget, use the existing buses, use what you have, we don't need the newest system in the world, just a responsive system. You members of the board, public and appointed, ride in your chauffeured cars. probably never had the pleasure of standing in the rain waiting for a bus, or in hundred degree weather waiting for the air-conditioning of a bus, any bus, just to cool off a little.

And stop lying to the public about all the things these buses will do, they don't do them yet, but you continuously misinform the public, the press and the voting public. Sincerely yours. Bob Novak

8/8/2007

Davis, Walter

From: Don Rubin [dirphoenix@socal.rr.com]
Sent: Wednesday, August 01, 2007 3:09 PM
To: Davis, Walter
Subject: Comments, Canoga Transportation Corridor

Thanks for the presentation of the other evening.

For me the choice of No. 5 is simple as the right of way is there ready to be used. More buses on Canoga or DeSoto only means more traffic on local streets. I realize that it is a long time in coming but I feel it will benefit the vast majority of residents in the area around the corridor. There will be a need of shuttle buses to feed into the various stations. I am familiar with the results of the Orange Line as I live in Encino and have used the bus several times. The only comment about that is that the traffic lights seem to slow down the traffic along Oxnard. The landscaping was a bit overdone in my estimation. I also feel that the MTA should help pay for the moving of some 40 tenants that are on leases.

So "go for it" .

Don Rubin
The Phoenix Company

Davis, Walter

From: Justin Walker [jwalker64@gmail.com]
Sent: Thursday, August 02, 2007 12:09 PM
To: Davis, Walter
Subject: Canoga Transit Corridor

Dear Mr. Davis:

My name is Justin Walker and at the first scoping meeting, I was present representing the Transit Coalition, a nonprofit volunteer organization dedicated to improving transportation in the Los Angeles area. Alternative 5 (the Canoga Ave. Off-Street Busway) is the most suitable option for a north-south corridor in the West Valley. Like the existing Orange Line, it would be faster than on-street buses. Topanga Canyon Blvd., Canoga Ave., and De Soto Ave. have enough traffic and on-street buses would contribute to congestion and dedicated bus lanes would take away badly need parking and travel lanes. Metro already owns the Canoga right-of-way and it would be a shame to never put it to use. In addition, to optimize the speeds and travel times on this corridor, an elevated busway segment should be built over the Metrolink tracks between Lassen and Plummer as an unnecessary on-street segment would greatly limit the travel times on this busway. This infrastructure improvement is crucial to the project and must not be skipped.

Metro has been considering implementing a San Fernando Valley North/South Transit Corridor for many years. Staff comments from the recent Canoga scoping meeting as well as the findings of the 2003 San Fernando Valley North/South Transit Corridor Study verify that Canoga is a low-density and a low-demand corridor for transportation, especially compared to potential corridors along Van Nuys Blvd., Sepulveda Blvd., Lankershim Blvd., and Reseda Blvd. Under current conditions, a Canoga transit corridor will be unsuccessful. There is little market for passengers from Chatsworth to Warner Center and even less of a market for the Orange Line from Chatsworth to Downtown Los Angeles as a substitute for Metrolink service.

This corridor can be a great success, however, if this extension is viewed by West Valley residents as a feeder north toward Chatsworth, where people could connect to Metrolink service. Unfortunately, Metrolink service to Chatsworth is currently very limited with no mid-day, late-night, or weekend service. The quality and frequency of Metrolink service from Chatsworth to Los Angeles will make or break the Canoga transit corridor. I urge you to make the importance of improved Metrolink service to this project clear to the Metro Board of Directors and the public in the Draft EIR. Don't get me wrong; I fully support the Canoga transit corridor project, but increased Metrolink service would make this corridor truly valuable to West Valley residents.

On a similar note, when planning this corridor, I urge you to make sure the corridor becomes a true intermodal and integrated asset to the community. Another reason why Alternative 5 is the preferred alternative is because it would provide a dedicated bike path and pedestrian corridor as well as a transitway. The existing Orange Line bikeway was a phenomenal improvement to the region and helped integrate different modes of transportation. To further promote intermodalism, I also encourage you to put Park-and-Ride lots along the Orange Line extension wherever possible, as the Canoga Park-and-Ride lot was another great improvement of the mobility in the region.

Finally, as part of this plan of integrating the West Valley, I urge you to take the steps necessary to connect with improvements in Warner Center regarding the construction of a third mall between Westfield Topanga and Westfield Promenade. A peplemover system has been proposed to connect the three malls and when the Canoga station is redesigned to allow for an Orange Line extension, plan to make such a peplemover system connect easily with the Canoga station. A map of the proposed peplemover system, as presented to several city councilperson's offices, is available [here at this link](#).

8/8/2007

Please consider these ideas when preparing the draft EIR.

Sincerely,
Justin Walker, Transit Coalition Representative
23301 Sandalwood St.
West Hills, CA 91307
818-704-6066

Davis, Walter

From: yamastoker3-email@yahoo.com
Sent: Tuesday, August 07, 2007 7:47 AM
To: Davis, Walter
Subject: Metro Orange Line extension

Dear Walt Davis:

I am in favor of alternative 5 with the Canoga Avenue busway - Metro Orange line extension. I really like to have the bike lanes/ped path on Canoga Avenue. My husband and I have ridden the bike path off the current orange line between the Sepulveda dam area to De Soto. We like having a separate area off the street to ride our bike. It would be a welcome addition to extend the bike path up to Chatsworth as we live in Chatsworth. In addition, it would be nice to improve the appearance of Canoga Avenue. Right now Canoga Avenue looks pretty run down and ugly.

My husband and I live in a townhome complex right on Topanga Canyon Boulevard. I do not think adding a park and ride lot off the 118 freeway for the Orange line would help ease congestion. Right now traffic is really bad during rush hour. Sometimes I see traffic backed up on Topanga Canyon Boulevard between Lassen and the 118 freeway. By adding additional buses between 118 freeway and the Chatsworth station would only make it worse. In addition, I don't want to be hearing the buses go by our complex at all hours of the day and evening.

Also at the present time, I have been taking Metrolink from the Chatsworth station to Union Station and then hopping on the gold line to Pasadena about once a week to work. It would be really nice to have an alternative to get to and from work when the trains are not running or on the weekend. There have been a few times where I have to take the train on the weekend to get to work. The only problem is that on the weekend I have to take Amtrak train and there are not many early morning times when Amtrak travels between Chatsworth and Union Station. I've looked at taking the bus but I have to transfer many times to get to my destination. Each time I have to transfer, it adds time to my commute.

Thank you,

Janice Kuwahara
21926 Hiawatha Street
Chatsworth, CA 91311

8/8/2007

Davis, Walter

From: edward watson [ewatson321@earthlink.net]
Sent: Tuesday, July 31, 2007 4:24 AM
To: Davis, Walter
Subject: Canoga Transportation Corridor

I'm aware that this is outside the scope or the current project and perhaps ridiculous at this time, so I decided not to mention this in the meeting. I wonder if there is a realistic feasibility, in the future, of replacing the proposed north-south portion of the Orange Line with a light rail system extending into Santa Monica. This crossing is underserved by the freeway system and the only public transportation alternatives from the Orange Line are taking the Red Line to the Purple Line or The Metro Rapid Line that takes a detour around UCLA. Both of these routes amount to going out of the way. I would like to see the Orange Line extension designed in such a way to facilitate a possible conversion to light rail.

Having gotten that said, I would like to submit an option for the current project that is likely not particularly viable, but might be a source of inspiration for devising a better plan. The concept is to have the buses switch sides in order to enable a hybrid of the northbound busway and dedicated lane proposals on Canoga Av. The buses would be able to have a dedicated busway where most convenient and utilize the east lanes of Canoga Av where it's inconvenient to stick with the old railroad right of way. As the buses have doors on the right-hand side, the passengers would have to board and exit between the opposing lanes, requiring a substantial separation at each affected station. Of course, Canoga Av is advantageous for any dedicated lane configuration, as there are fewer driveways to present potential accidents.

Another issue that I thought of, after getting back home, is fare evasion.

On the existing Orange Line, people wait for the bus in an area set-aside for ticket holders only. Unlike for ordinary buses, passengers routinely utilize the rear doors for boarding. If they're in the boarding area, it's assumed they have paid the fare.

On the street, it's different. The bus stops would be at a public sidewalk, so there could reasonably be people legitimately present who have not purchased a ticket. Being used to entering through the rear doors, passengers would likely continue to board that way, making it much more tempting for others to simply sneak on without paying.

Would the sidewalks at each bus stop be closed to persons not holding tickets? I don't see where there is enough room to build a public sidewalk around a waiting area without infringing on the businesses at those locations. Sure, some have nice, big parking lots, but not all of them. Just something else to consider.

Davis, Walter

From: Nicholas Matonak [nickmatonak@yahoo.com]
Sent: Monday, July 30, 2007 9:10 PM
To: Davis, Walter
Subject: Comments on Orange Line Extension

Mr Davis

I attended tonight's meeting and was very impressed about the efforts that Metro is doing to solicit public input.

Of the alternatives presented, I'm in favor of Alternative 5. A dedicated busway makes the most sense, especially the fact that a proposed station at Roscoe/Canoga would be most convenient for me to get to my home to the Chatsworth Metrolink station.

Sincerely

Nicholas Matonak

8/8/2007

Davis, Walter

From: Jayantha Peiris [jayantha10peiris@yahoo.com]

Sent: Sunday, July 22, 2007 11:13 AM

To: Davis, Walter

Subject: Extention Orange line

I propose to extend orange line along with Topanga Cyn. Blvd.As I know a lot of student go to West Valley Occupational Center,Pierce College & Valley college from this area.But It is hard to get into the bus in the morning, IT is better If the orange line bus could stop in all the bus stops only along with Topanga Cyn.It will be helpful to stop traffic jam in ths time.I also Go To WVOC every day in the morning.I am student of WvOC

Dushmanthi

Be a better Heartthrob. [Get better relationship answers](#) from someone who knows.
Yahoo! Answers - Check it out.

Davis, Walter

From: Jones, Millie [MJJones@lacobos.org]
Sent: Thursday, July 19, 2007 3:04 PM
To: Berlin, Renee
Cc: Davis, Walter
Subject: RE: Community Comment on Orange Line

Thanks, Renee.

Equestrian Trails Inc. Corral 54 recommends using DeSoto Avenue north of the train depot for the safety of the Chatsworth community. They even suggest acquiring the Charles Smith property at the north end of DeSoto for a park & ride lot. Letter to follow to Walt by US mail. I have his contact info.

Millie

From: Berlin, Renee [mailto:BerlinR@metro.net]
Sent: Thursday, July 19, 2007 2:35 PM
To: Jones, Millie
Cc: Davis, Walter
Subject: RE: Community Comment on Orange Line

Send them to Walt Davis, I think you have his card. Are they positive, negative or what? I will see you next thursday

From: Jones, Millie [mailto:MJJones@lacobos.org]
Sent: Thursday, July 19, 2007 1:36 PM
To: Berlin, Renee
Subject: Community Comment on Orange Line

Hi Renee,

Supervisor Antonovich received a letter with comments re the proposed Orange Line extension. Who should I forward this to in the MTA to insure these comments are incorporated into public record? Not sure if it is you, Walt or? Thanks very much,
Millie

Millie J. Jones, Sr. Deputy
L. A. County Supervisor Michael D. Antonovich
Chatsworth Field Office
21943 Plummer Street
Chatsworth, CA 91311
Telephone: 818-993-5170 Fax: 818-993-5764
mjjones@lacobos.org

8/8/2007

Davis, Walter

From: Eric Agar [eagar45@ucla.edu]
Sent: Thursday, July 19, 2007 3:10 AM
To: Davis, Walter
Subject: Metro Orange Line Canoga Extension - Draft EIR Scoping Comments

To Whom It May Concern:

I am writing to support the proposed extension of the Metro Orange Line from the Canoga Station to the Chatsworth Metrolink Station. This will help link Ventura County Metrolink Riders to the western San Fernando Valley via the Orange Line.

In order for this to be successful, the expansion must run either on Canoga Avenue or along Canoga Avenue on the Canoga Rail Right-of-Way. There is simply no other choice. This is the most direct route. Running it up De Soto would be a good second choice, but there are two possible problems with this one. First, it would split the Orange Line at De Soto Station. I think this is the wrong place as I envision this expansion to link Ventura County/Chatsworth to southern San Fernando Valley (Warner Center, Canoga Avenue, Ventura Boulevard). By running the line through Canoga Station, you can have a direct bus from Chatsworth to Warner Center. In this scenario, one branch of the Orange Line will run from Chatsworth to Warner Center via Canoga Station, while the second branch will run from Canoga Station to North Hollywood. This could be changed to have both busses running to Chatsworth or Warner Center, depending on the results of the DEIR. I will explain more why the line should be split in the next paragraph, but this demonstrates why De Soto should not be the route for the line. Passengers traveling to Warner Center will be forced to take a longer route and potentially have to transfer busses, killing ridership. Furthermore, De Soto is more residential than Canoga Avenue, thus also limiting Metrolink ridership. Topanga Canyon is an interesting route and I am surprised it is even listed. I think this would be hard to engineer given the lack of available space along Topanga Canyon. Again, this would also extend the length and time of the route, decreasing potential ridership. It serves almost the identical area as Canoga Avenue, and since Canoga Avenue is the direct route and already has an existing ROW, Metro should just build it along Canoga and forget Topanga Canyon.

Anyway, now to focus on Canoga. Before I comment on whether it should be built on the street vs. the ROW, I would like to comment on why the line should be split into two at this station. If there is a split (in effect, creating a "T-shaped" pattern), this would be the best way to serve what I see is three destinations: Warner Center, Chatsworth Metrolink, and the rest of the Orange Line. The way it is right now, buses coming from North Hollywood would be forced either to turn left to Chatsworth, or right to Warner Center. Since Orange Line busses come often enough, if I am traveling Chatsworth <--> North Hollywood or Warner Center <--> North Hollywood, this is not a problem. The problem comes if I want to travel Chatsworth to Warner Center or vice versa. I would have to connect at Canoga Station. Yes, to travel six miles, I would have to take two busses. Sounds silly, doesn't it? Of course, not to mention the wait time at Canoga station adding to the frustration. On the other hand, people may say that if I wanted to travel from Warner Center to North Hollywood or Chatsworth to North Hollywood, I would have to make a connection, unlike the current situation. This is true, but either way, someone will have to make a connection! Should Chatsworth - Warner Center people make connections, or Warner Center/Chatsworth - North Hollywood people make connections? I say traveling to/from North Hollywood, yes, you will have to make a connection. Why? I envision this Canoga extension to serve Chatsworth/Ventura County passengers wanting to work in West San Fernando Valley, better known as Warner Center and Ventura Boulevard. And what better place to drop them off at than Warner Center Station, where they can either walk to work or get on the Rapid 750 to Ventura Boulevard. I doubt many of these passengers will travel east towards North Hollywood. Heading east, the next major destination is not until Reseda Boulevard (you may say Pierce College, but I don't see the ridership coming from Ventura County. They attend Moorpark College. A few students may come from Chatsworth, but they can connect at Canoga.) Well, Reseda Boulevard has a new Rapid line that connects perfectly with the Northridge Metrolink Station. Heading further east, Van Nuys Boulevard is the next major stop, and again, they have both a Rapid line and a Metrolink station! This is primarily why ridership is so poor on the western part of the current Orange Line. The destinations stop at Reseda Boulevard heading west. And this shows why the north-south Orange Line between Chatsworth and Warner Center will do better than sending both services to North Hollywood.

8/8/2007

Finally, I would like to say that the Orange Line should be built on Canoga Avenue until Plummer Street, and then it can join the Canoga Right-of-Way. It pains me to suggest this because I fully believe in separate and exclusive right-of-way for the Orange Line such as it is now. But if you have ever travelled on the Orange Line, it is so frustrating to hit red light after red light after red light. This is partially the fault of poor signal timing, but it is also the fault of the layout of the line. It was built parallel to Victory and Oxnard. So instead of traveling east-west with the flow of traffic, the Orange Line has to stop in order to let right and left turns process through. This is also why the Rapid 750 on Ventura can beat the Orange Line in not-so-heavy traffic because the Rapid 750 flows with traffic along Ventura Boulevard, as opposed to the Orange Line, which almost flows perpendicular to traffic (also why there were so many accidents in the beginning). In addition, the Rapid 750 can blow through intersections at 35-45 MPH, as opposed to the Orange Line, which has this silly 25 MPH intersection speed limit (how frustrating is that!), again because of this awkward perpendicular setup of the Orange Line. If Metro can guarantee that building the Orange Line in the existing Rail ROW next to Canoga will not slow it down and it will be guaranteed signal preemption and drivers can flow through the intersection at greater than 35 MPH, then build it on the ROW. Otherwise, build it on Canoga (in a separate ROW so traffic does not slow it down).

For final comments, I also support extending the line to SR-118 with the Park and Ride Lot. I think this may add some additional commuters and since it is only two miles, it is not too much to ask for. One other thing I would like to ask for is for someone to consider converting this Orange Line to light-rail transit (LRT). Please. The Orange Line currently is nearing capacity and bringing in 65 or 80 foot busses really isn't solving the problem. It is only going to add incremental capacity to a very popular line. Furthermore, the problems I mentioned above with speed and transit times can be solved by light-rail because of the guaranteed signal preemption and crossing arms. A study was published recently that showed had the Orange Line been light-rail, it could cut 14 minutes of travel time between Warner Center and North Hollywood. Not to mention a better quality-of-ride and more capacity. At the very least, I hope the DEIR considers adding crossing gates to the Canoga extension if BRT will be used.

Sincerely,
Eric Agar

Davis, Walter

From: Don Malvin [malvin123@earthlink.net]
Sent: Monday, July 16, 2007 6:23 PM
To: Davis, Walter
Subject: Northern extension of the Metro Orange Line

Dear Mr. Davis,

I appreciate your notification regarding the northern extension of the Metro Orange Line. I have been quite delighted with the recently completed Orange Line extending from Woodland Hills to North Hollywood. Since its installation, I have often bicycled from my home in Canoga Park to Balboa Park and Van Nuys. The northern extension should follow the same general plan: a dedicated bus route with a parallel biking/walking trail.

Of the several routes offered, the off-street alternative will, no doubt, be the most expensive. The advantages, however, are embodied in the success of the present system with its large number of commuters. As you know, a dedicated bus route attracts riders because it minimizes street congestion and lessens transit time. A biking/walking trail would provide sorely needed recreation facilities and safety for those of the Northwest San Fernando Valley who realize the pleasure, freedom, and health benefits of self-propelled transit. As overall transportation and air quality is improved by removing automobiles from our highways, perhaps at long last, our Valley communities will become know as bicycle safe and people friendly.

My best wishes,

Don Malvin
7946 Vassar Ave.
Canoga Park, CA 91304-4872
818 887 0824



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

Chatsworth High School - July 26, 2007 – 7 p.m.

Name Valene Renslow

Affiliation (i.e. organization, resident, business name) Resident, bicycle and

Address metro commuter teacher,
9848 Farralone Avenue, West Hills,

Phone # (818) 340-0251 E-mail Address msrenslow@sbc CA

9/30/07
global.net

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Alternative 5, as designed, with
bike path to have trees
between ^(road) cars and bus line

On the existing orange line
trees would be great too —
I love the bike paths and
orange line, but the trees
are essential for beauty,
shade, breathing, reducing
carbon & emissions I have
to breathe while riding my
bike, and creating a physical
boundary between me and
vehicles which outweigh me greatly!

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

I'm wondering why none of the speakers believe that
traffic would be reduced with public transport — if all
leave their cars at home & all take public transport traffic will be
reduced!



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name ANDRE VAN DER VALK + LINDA VAN DER VALK
Affiliation (i.e. organization, resident, business name) CHATSWORTH HISTORICAL SOCIETY, DESIGN REVIEW BOARD
RESIDENTS OWN COMMERCIAL PROPERTIES ON DEVONSHIRE
CHATSWORTH NEIGHBORHOOD COUNCIL, CHATSWORTH LOCAL COUNCIL
Address 10524 ETON AVENUE CHATSWORTH CA 91311
Phone # (818) 882-3661 E-mail Address JALIOAT@AOL.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

- 1. Canoga Transportation Corridor Alternatives (see handout)
- 2. Issues you would like addressed in the Environmental Impact Report (please be specific)

ALTERNATIVE #5 SEEMS A REASONABLE PLAN FOR THE FUTURE.

AND WIDELY ACCEPTED BY THE COMMUNITY. WHAT I

HEAR CLEARLY, HOWEVER IS THAT ANYTHING NORTH

OF THE CHATSWORTH DEPOT IN TERMS OF A TURNAROUND

FOR THE BUSES OR A PARK N RIDE ALONG TODANGA CYN

OR DEBOTO WILL BE STRONGLY REJECTED AND ULTIMATELY

MIGHT DELAY THE PROJECT AS ORIGINALLY PRESENTED.

FINALLY, I WOULD LIKE TO REMIND YOU THAT TODANGA + MARILLA ^(YOUR LOT)

AND THE CHATSWORTH DEPOT ARE IN THE DEVONSHIRE / TODANGA

SPECIFIC PLAN AND NEED TO ADDRESS THE REQUIREMENTS

OF THE PLAN.

Thank you,

Andre van der Valk

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: BARRY SEYBERT
WEST HILLS N.C., BAC-CO3, COCHAIR COUNCILWOMEN CHIKS ORIGINAL
Affiliation (i.e. organization, resident, business): STUDY OF ORANGE LINE
Address: 18653 VENTURA BL #295 TARZANA CA 91356
Phone #: 818 340-0283 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

- 1- LONGER OPERATING HOURS CLOSER TO 24/7 OF ALL LINES TO USE THE LIGHT RAIL, BUSWAY, TRAIN SYSTEM TO GET AROUND TOWN ON WEEKENDS & AFTER HOURS
- 2- DIRECT ACCESS FROM ORANGE LINE TO RED LINE WITH ESCALATOR & ELEVATOR AT ORANGE LINE WITHOUT HAVING TO CROSS THE STREET.
- 3- ANY EXTENSIONS OF ORANGE LINE CONTAIN BIKEWAY WITH BULLDOZ
- 4- EVENTUALLY REPLACE BUSWAY ~~WITH~~ WITH LIGHT RAIL AS INTENDED WHEN FEASIBLE TO DO. CAN THEN MOVE MORE PEOPLE & PROVIDE A SMOOTH RIDE FINALLY.
- 5- INCREASE SPEED OF ORANGE LINE WITH BETTER SIGNAL CONTROL. ADD RR CROSSING GATES IF NEEDED FOR SAFETY

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: DONNA D. CASEY

Affiliation (i.e. organization, resident, business): — resident

Address: 8207 Mason Ave. #D, Winnetka, CA 91306

Phone #: 818-700-8949 Email Address: —

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I have been considering all of the proposals. I do not see a viable means of getting people back & forth between the 2 malls in Topanga (except for the Topanga Bus Alternative #9). I would like to see more "Dash" lines in this area of the valley. The elderly and people with small children are very well served by this mode of transportation. I can ever imagine a Dash line that runs from Warner center to the Chatsworth Station during commuter periods of the day (non-stop) for the sake of people working in Woodland Hills the East side of the valley and downtown LA.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

Less expensive. Flexibility with regard to setting schedules designed to meet need.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Jonathan Hui

Affiliation (i.e. organization, resident, business): @ LADOT

Address: 1250 9th St

Phone #: 213-972-4978 Email Address: jonathanhui@lacity.org

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Any alternative that changes the configuration
of the street should also include a bike
way. This includes putting bike lanes in an
alternative 9, 7.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: VERNON ESPIRITU

Affiliation (i.e. organization, resident, business): RESIDENT HOMEOWNER

Address: 7848 FAIRCHILD AVE, WINNETKA 91306

Phone #: 818-885-7903 Email Address: vspirit2@hotmail.com

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I favor alternative 5
Extension of Metro Orange line
It's the route least obstructive
to vehicle traffic

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Garth Carlson

Affiliation (i.e. organization, resident, business): Reseda Neighborhood Council

Address: 18323 Bassett St Reseda

Phone #: 818-343-0690 Email Address: GCarlson@ResedaCouncil.org

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Alternative #5 is the Best of the Alternatives
I think that a North-South Corridor between
Santa Clarita & LAX is a much more
important corridor to be addressing in the
near future. Although a carpool lane is
on the books for the northbound lanes, it is
merely a bandaid. The southbound carpool
lane has just added to the gridlock,
added, catal Busway from Canyon Country
to LAX would probably get 50,000
riders in a short time a

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Holly & Gil Getlin

Affiliation (i.e. organization, resident, business): Canoga Mobile Estates

Address: 8811 Canoga Ave. - Office

Phone #: 818-341-3600 Email Address: -

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

We are in favor of Alternative 5 - Canoga Ave. Busway -
Metro Orange Line Extension. There is already heavy traffic
on Canoga Ave. so using the railroad right of way makes
perfect sense. There is a lot of housing on Canoga Ave.
& adjacent streets - our 199 space mobile home park
(Canoga / Parthenia) & many apt. houses & residential homes
no. & so. of Canoga & Parthenia. We would look forward
to a Canoga & Parthenia bus stop. Canoga Mobile Estates
is housing for older persons & a significant # of these
people do not drive anymore. Many residents also have
daily caregivers & it would make it so convenient to
be able to take the bus to & from the mobile home
park. There are also 3 other mobile home parks on
Eton & Parthenia. They, too, are housing for older
persons.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



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Metro

Comment Sheet – Canoga Transportation Corridor

EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: RAY D. LOPEZ

Affiliation (i.e. organization, resident, business): _____

Address: 19727 W. WELBY ST. WINNETKA, CALIF. 91306

Phone #: (818) 884-5195 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

- 1. Canoga Transportation Corridor Alternatives (see handout)
- 2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I WOULD LIKE TO SEE THAT THE NORTH-SOUTH RIGHT-OF-WAY RAILROAD LINE IS TO BE CONVERTED INTO A BUS-ONLY TRANSITWAY - EXCEPT THAT I WOULD LIKE TO CALL THIS ROUTE THE INDIGO LINE, SINCE IT WOULD BEGIN FROM THE OWENSMOUTH STREET'S TRANSIT HUB THAT GOES NORTH, TURNS EAST ON ERWIN STREET, COMES SOUTH ON CANOGA STREET, TURNS EAST ON OXNARD STREET, COMES NORTH ON VARIEL STREET, AND APPROACHES VICTORY AVENUE'S WESTBOUND CURVE UNTIL IT REACHES THE NORTHBOUND SIDE OF CANOGA STREET, AND VICE VERSA. THAT WOULD MAKE TWO BUSWAY ROUTES OF TWO DIFFERENT COLORS IN ONE CORNER TO REACH THE CHATSWORTH METROLINK STATION THAT IS JUST AROUND THE CORNER OF THE DEVONSHIRE TOWNCENTER PLAZA.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

IN ADDITION, I WOULD ALSO LIKE TO SEE THAT THE NORTH-SOUTH CANOGA STREET SITE GET A BRAND NEW LINE 246 BUS THAT WOULD RUN 6 DAYS A WEEK FROM MONDAY THROUGH SATURDAY TO BE LINKED TO THE SOON-TO-BE-BUILT INDIGO LINE TRANSITWAY SO THAT FIRST-TIME RIDERS WHO LIVE CLOSE TO, OR COME FAR FROM, CANOGA STREET CAN START USING LINE 246 AS A PERFECT ALTERNATE CHOICE - ESPECIALLY JUNIOR AND SENIOR HIGH SCHOOL STUDENTS AND COLLEGE STUDENTS WHO FEEL LIKE THEY NEED TO USE CANOGA'S NEW NORTH-SOUTH INDIGO LINE BUSWAY AS WELL AS USE THE METRO LOCAL LINE 246 BUS. THAT WILL GIVE THEM ATTITUDE AND CONFIDENCE TO GET ON THE TWO CHOICES OF CANOGA STREET'S CORNER!



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting

NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: ROBERT KUNZ

Affiliation (i.e. organization, resident, business): WOODLAND HILLS CC

Address: 7120 CARLSON CIRCLE #291 CANOGA PARK 91307

Phone #: (818) 620-8474 Email Address: ROBERT.KUNZ@DICKSEEK.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

USE CANOGA AVE ONLY!

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Melodye Carroll

Affiliation (i.e. organization, resident, business): _____

Address: 8801 Eton Ave #27 CP 91304

Phone #: 818-998-0656 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

my mobile home bedroom is about 20 feet from
the RR tracks on Canoga - I must insist on
a sound wall - the buses will be too loud - ^{our} ~~the~~
(ALL 270 Mobile Homes) property values will drop -
our lives will be greatly affected -
Sound wall is A must

Thank you

Melodye Carroll

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

CARL OLSON
The Motorist's Best Friend
P.O. Box 564
Woodland Hills, California 91365
818-223-8080

Comments on EIR for Proposed Chatsworth Extension
Of L. A. C. M. T. A. Orange Line Busway
Submitted July 30, 2007

1. There has yet to be any demonstrated need for spending \$150+ million of taxpayers funds for an Orange Line extension from the Canoga Avenue station to the Chatsworth train station. In order to establish a realistic demand for such bus service, the most logical thing would be to start up a regular bus line on Canoga Avenue that goes along Canoga Avenue. MTA can do this right away. No need to wait years. It should be the starting point for any other action in the EIR. I suggest that this bus line will demonstrate minimal actual usage, and indicate that no major construction project should be undertaken.

2. Alternative 5 would be the worst of all possible alternatives. It would plow under dozens of prospering businesses along the east side of Canoga Avenue. These long-established businesses involve hundreds of employees and thousands of customers. These businesses would find it next to impossible to find comparable relocation sites that would be easy for their employees and customers to reach. The Valley has too little commercial and industrial properties as it is. MTA should not be in the business of destroying them.

3. As for these existing businesses, you may know that the MTA has them all on month-to-month leases. This provides almost no security. It also has allowed MTA to impose unconscionable rent increases, such as doubling. During at least this two-year EIR process, the MTA should allow long-term leases on these properties. This will also assure the customers and employees that the business will continue in place. It will also stop any potential rent gouging by MTA.

4. Eventually, this old MTA right-of-way along Canoga Avenue should be sold and left zoned for commercial and industrial properties, as it currently is. The current business tenants should be given the right of first refusal. The millions of dollars that are raised from the land sales should go into projects that really help improve transportation. Such as expanding the 101 and other projects to speed up traffic in the Valley. We all know the gigantic bottleneck that Caltrans and the MTA have created on the 101 at Topanga Canyon where five lanes shrink to only four. Let's put the \$150 million into this instead.



Comment Sheet - Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 - 7 p.m.

Name: DAVID GAUTHER

Affiliation (i.e. organization, resident, business): _____

Address: 7901 VARIEL AVE CANOGA PARK

Phone #: 818 426 8580 Email Address: DGAUTHER@BIGPLANET.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

- 1. Canoga Transportation Corridor Alternatives (see handout)
- 2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I SUPPORT ALTERNATIVE 5.

David Gauther

7-30-07

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: LINDA SOLAR
Affiliation (i.e. organization, resident, business): RESIDENT
Address: 21048 ARMINTA ST., CP, CA 91304
Phone #: 818 341-7907 Email Address: LSOLAR@SOCAL-RT.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

I support using Alternative 5, using the Metro-owned-right of way.

I believe all 3 streets are too congested to have a dedicated bus-only lane. Also, having to share lanes with a bus will cause more traffic delay, as cars try to maneuver around the buses. Having a dedicated lane also means that we lose a lane north & south. Making a right turn in front of a stopped bus is hazardous.

Getting the bus off-road is the only alternative. This will also clear up the blight along Canoga Avenue from Vanowen to Roscoe.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
Chatsworth High School - July 26, 2007 – 7 p.m.

Name Theodore Dent
Affiliation (i.e. organization, resident, business name) resident
Address 10359 Milwood Avenue Chatsworth CA 91311-2843
Phone # 818-882-4664 E-mail Address tdent@earthlink.net

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Alternative #5 (using the Metro-owned R.O.W.) is the logical choice to lessen traffic on parallel streets and to provide a quicker alternative to driving. However, as completion of the Busway will take years, the needs of travelers will best be met by instituting the new local route 246 (Canoga Ave. & Warner Center to Chatsworth) immediately to lessen travel time to the existing Orange Line. Finally, Alternative 5 will not be as successful as it could be unless the Elevated Access Option to/from Metrolink Chatsworth Station is built. It will eliminate costly street modifications, shorten the running time, and will increase safety for riders. This infrastructure will be seen as a marked improvement over the existing Orange Line's grade crossing conflicts.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

August 4, 2007

6755 Rhodes Ave #131
No. Hollywood, CA
91606-1388

(818) 982-1617

Mr. WALT DAVIS, Project Manager
Metro, One Gateway Plaza
Los Angeles, CA 90012

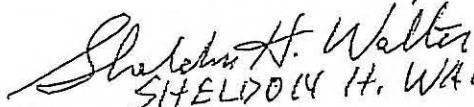
RE: Lanoga Transportation Corridor
My Comment Sheet - last week

Dear Mr. Davis:

You may be interested to know I presented my comments (recently sent to you) to the Los Angeles City Council meeting Friday, August 4, 2007 at Van Nuys City Hall. Further input to your scoping process was encouraged.

Hopefully this helps develop an excellent transit corridor for public use.

Sincerely,


SHELDON H. WALTER



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: SHELDON H. WALTER
Affiliation (i.e. organization, resident, business): Retired Professional 91606-1388
Address: 6755 Rhodes Avenue #131, North Hollywood, CA
Phone #: (818) 982-1617 Email Address: _____

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

Supplementing comments at July 30, 2007 EIR SCOPING MEETING
Canoga Transportation Corridor suggest Alternative 3 as
immediate implementation Mixed Flow Metro Rapid on
Canoga Avenue, this will show patronage levels on buses.
Suggest avoid Alternative 5 as dozens of businesses
would be displaced with the Busway. Also, with the
proximity to Canoga Avenue and at-grade crossings with
heavily travelled East-West arterials (Van Owen, Sherman Way,
Saticoy, Roscoe, Parthenia, Nordhoff) would be difficult
intersections, for both existing traffic and buses on the
Busway to navigate without accident prospects.
Present Orange line buses are restricted to up to 10MPH
to cross intersections to reduce collisions with cross traffic,
Busways like the Orange Line could be excellent for
Pacific coast line where buses would encounter few intersections
and little traffic at crossings.

Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

(Over)

Busways is mass transit, rarely exceed 50 MPH, and surprisingly Orange Line 14 mile system has about 25,000 patrons per week day. Popular for scenic travel. Rapid rail transit, like Red Line and MetroLink is rapid mass transit from 50 to 80 MPH on totally exclusive right-of-way with grade separation or gates at crossings. Elevate the transit along Canoga Corridor like Metro Blue line or Green line and there would be no conflict with vehicular or pedestrian traffic. [Like New York City, Chicago, Miami and other cities]. Of course this costs more and longer to construct, but would become a high quality superior transit system and cost effective. Riding Metro buses and rails is encouraged to help reduce "greenhouse gases" and traffic congestion and gridlock that contributes to global warming.



Comment Sheet – Canoga Transportation Corridor
EIR Scoping Meeting
NEW Academy of Canoga Park - July 30, 2007 – 7 p.m.

Name: Bob Jacobi

Affiliation (i.e. organization, resident, business): JACOBI BLDG MAT INC

Address: 21341 VANOWEN ST. CANOGA PARK, CA. 91303

Phone #: 818-746-0760 Email Address: RACOBI699 @ AOL.COM

Thank you for attending this Metro meeting. We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)

PLEASE REVIEW THE 2 ADDITIONAL PAGES WITH
THIS FAX

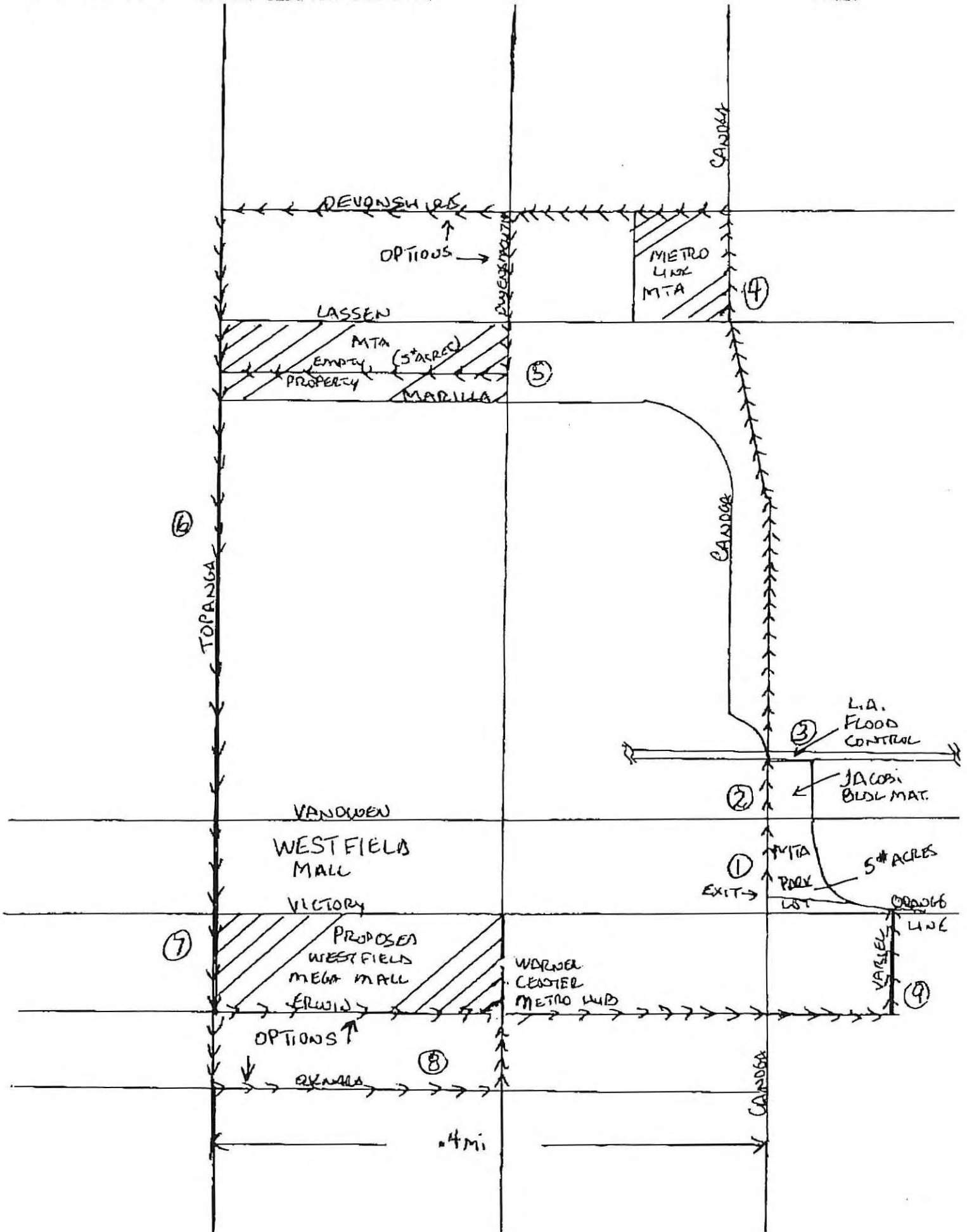
Please use the reverse side for additional comments. Comments may also be mailed to: Walt Davis, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012 or emailed to daviswa@metro.net or faxed to 213-922-6358. All comments are due by 5 p.m. on Monday, August 13, 2007.

ORANGE LINE PROPOSAL - WEST VALLEY LOOP

Following is 8 advantages to the proposed Orange Line Extension through the West Valley. This proposal as compared to the 9 others being investigated is the only plan that will encompass the entire community of the West Valley. This loop will allow the MTA to utilize the advantages of all the other proposals. It should take less time to complete and save millions of dollars and at the same time not put the burden of sacrifice on any one group.

Advantages:

1. Using Canoga Avenue instead of the park and ride keeps the parking spaces intact and saves money by not having to reconfigure this parking lot. Also saves project construction time.
2. Staying on Canoga Avenue saves 2 prosperous businesses that jointly employs 90+ local residents. Jacobi Building Materials an institution in the community with 1000's of customers Greenscene Landscape a top ranked designer and builder. This corner is the best-landscaped corner in Canoga Park. Also creates income to the MTA to the order of \$120,000.00 per year. Again saves money and construction time for the MTA.
3. Using Canoga Ave. in its existing state would alleviate the millions of dollars needed to build a bridge over the flood control to handle these buses. Also the construction time to build this bridge.
4. Diverting the line after the flood control to the right of way, now puts the bus on the wider portion of the right of way. More room and construction can move Ahead without normal street traffic interference. This route can be taken all the way to the Metro Link in Chatsworth
5. Continuing out of the Metro Link parking lot, picking up passengers can continue west on Devonshire to south on Owensmouth. From there the line can enter the MTA's vacant property, which can be turned into a park and ride alleviating the need to create a parking lot in contested areas nearby.
6. Traveling south on Topanga (a 3 lane blvd.) this line would be available for riders from a heavily populated section of the community.
7. This route will allow commuters to arrive at Westfield's Mega Mall, which in the near future, claims to one day be the largest in the nation.
8. Finally, the Orange Line will come full cycle and meld with the existing Metro hub at Warner Center. 2 options available at this point.



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CANOGA TRANSPORTATION CORRIDOR MEETING
METRO ORANGE LINE CANOGA STATION
EIR PUBLIC SCOPING MEETING

VERBATIM TRANSCRIPT OF
CANOGA TRANSPORTATION CORRIDOR MEETING
THURSDAY, JULY 26, 2007 7:30 P.M.

Reported by
Michele Urbina
CSR No. 9635

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CANOGA TRANSPORTATION CORRIDOR MEETING
METRO ORANGE LINE CANOGA STATION
EIR PUBLIC SCOPING MEETING

EIR Public Scoping Meeting on behalf of
Consensus Planning Group, Inc., at 10027
Lurline Avenue, Chatsworth, California, 7:30
P.M., Thursday, July 26, 2007, before Michele
Urbina, CSR No. 9635 with the County of Los
Angeles, State of California.

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APPEARANCES: .

DAVID MONKS

WALT DAVIS, METRO PROJECT MANAGER

ABRAHAM MERCADO

DIANA OROZCO, INTERPRETER

1 THURSDAY, JULY 26, 2007, 7:30 P.M.
2 CHATSWORTH, CALIFORNIA
3

4 MR. DAVIS: We're ready to start if you want to
5 take your seats.

6 I want to thank you all for coming to this.
7 This is the first public scoping meeting we have with the
8 Canoga Transportation Corridor project. This project is
9 our first meeting in the process. I want to let everyone
10 know that we're very early on in the process.

11 A lot of questions I had in the background. A
12 lot of people thought that we had an alignment already.
13 We don't already have an alignment. Actually, we have
14 seven alternatives, and this is the first step in trying
15 to choose the alternative.

16 What we were instructed to do by our board
17 approximately six months ago was look at an alignment
18 that connects the Canoga Park and Ride lot to the
19 Chatsworth Metrolink station, and that's what we're here
20 for today to talk about.

21 I'm going to try to limit my presentation to
22 about 25 minutes; tell you a little bit about the project
23 and the process we will be going through. Because what
24 we want in this meeting is to give you the opportunity to
25 talk to us; tell us if you like the project, if you don't

1 like the project, or if there is something about the
2 project you think we need to study in depth before we
3 initiate the actual study. That's what we're looking for
4 for today, to give you the opportunity to talk to us.

5 And we have a microphone up there for public
6 comment. We can record your comments. We have a court
7 reporter here to document your comments. Or, if you are
8 stage fright or stage shy, you can write your comments on
9 the comment cards over here, or on the scoping document
10 that we have mailed to you. My e-mail address is there,
11 and my mailing address is there.

12 We will take comments up to August 13th at
13 5:00 p.m., so if you want to go home and kind of
14 formulate your thoughts before you write us, you are more
15 than welcome to do so. You don't have to do it at this
16 meeting. We have a large turnout, so you may not want to
17 stay until it's your turn to talk. So you will still
18 have the opportunity to respond.

19 Okay.

20 MR. MONKS: Folks, my name is Dave Monks. I
21 work with Metro along with Walt. I am the project
22 manager for outreach on this project, and I want to thank
23 you all for coming out tonight. It is a very impressive
24 turnout, and we really want to hear from you. And as
25 Walt explained, there are several ways to do it.

1 And I want to thank the organizations who are
2 represented here tonight, and among them, the Chatsworth
3 Historical Society, Chatsworth Neighborhood Council, Save
4 Chatsworth, Inc., Chatsworth ECHO, West Hills
5 Neighborhood Council, Transit Coalition, Woodland Hills
6 Chamber of Commerce, Woodland Hills Neighborhood Council
7 and Valley Vote, just among the folks that are here
8 tonight.

9 I also want to recognize representatives from
10 our elected offices. Millie Jones, from -- a supervisor
11 in town, she is also here in the back.

12 Thank you, Millie, for coming.

13 Matthew Dabonet from Representative Sherman's
14 office was here earlier. Handsome guy with the red tie
15 back there. Thank you.

16 And Hannah Lee from Councilmember Smith's office
17 is here as well. Thank you for that.

18 So we're excited about the project. We want to
19 hear from you. As Walt said, it is for everybody to
20 weigh in on, and before the environmental impact report
21 process is started, we need to hear from you. And I just
22 want to go over a little bit about housekeeping before
23 Walt's presentation.

24 One is the speaker card. If you would like to
25 speak tonight, we need to have you fill out a speaker

1 card. Speakers will be given two minutes to speak. You
2 will be speaking at that microphone, and your remarks
3 will be recorded by a court reporter. So if you need a
4 speaker's card, please, go to the table in the back.

5 In addition, for future information on this
6 process and this project, you received an agenda tonight
7 with a project map on the back, and we will -- we have a
8 hotline number which is on there, you can see at the
9 bottom, and also we will be creating a web page in Metro.
10 It will be part of our website, metro.net. So that
11 should be up and running by the end of August, and that
12 will keep you apprised of where things are at, as well as
13 documents and important information on that web page. So
14 thank you.

15 I would like to introduce Walt Davis with Metro
16 planning. He's our project manager. He'll be giving a
17 presentation tonight, and be able to clarify and answer
18 any questions at the end. And at the end, we will begin
19 our public comments. Thanks.

20 Walt.

21 MR. DAVIS: Thank you, Mr. Davis. I know you
22 are interested in the project, but before I move forward,
23 I do want to introduce a few more people. If you don't
24 want to come up for the presentation, if you want to talk
25 to us, there is a few people in this room that know a lot

1 about this project, and you might want to direct your
2 questions to them.

3 First off, I am the project manager on the Metro
4 side. The project manager on the consultant side is
5 Michael Myers in the back. And those project (inaudible)
6 direct questions you might have to him. Make a public
7 comment and ask Michael to come up here and join me.

8 Also on the environmental side, we have Wendy
9 Lockwood, who is going to be doing -- is going to be
10 fundamental in this process (inaudible).

11 For the engineering component, we have
12 (inaudible) in the back with Metro. I'm not an engineer,
13 (inaudible) subsequent engineering, employment
14 engineering, schematic drawings, get to that level of
15 detail, he's the person who is going to be in charge of
16 overseeing that component of the project.

17 And we have Elaine Chabonay. I don't see her in
18 the background. There's Elaine. Elaine is with Bruin.
19 She's in charge of the transportation enhancement. She's
20 going ensure whatever project we do is integrated with
21 (inaudible). She's going to make sure that there's
22 landscaping, there's artwork, (inaudible) is researched,
23 and whatever we do is going to be attractive and
24 integrated with the community. We're not going to
25 (inaudible) no matter what we do. It is going to be

1 something (inaudible) we take the community into
2 consideration.

3 Some of the things I want to (inaudible) today,
4 (inaudible) with history. My first line is going to be
5 history of the project; why we're here today, the study
6 area.

7 The next thing I'll talk about real quickly is
8 the purpose and objectives of this meeting.

9 The third thing, I know you guys aren't
10 (inaudible). There is a state process for environmental
11 clearing the project, and this is the first step, and
12 that leads up to a major tap lane (inaudible) project,
13 environmental clearance, and I will go over the steps
14 that we have to go through that will lead to the
15 completion of the DEIR, FDIR, that allows us to move
16 (inaudible); that allows us to construct the project.
17 I'll show you the project and go over the process.

18 Then I'll go over the summary proposed
19 alternatives. I know a lot of you are looking at them.
20 Right now we have seven built alternatives and no built
21 alternatives, and the traffic system management
22 alternatives, and I'll go over those real quickly. And I
23 think by looking at the boards, you can visualize them
24 better than I can verbally describe them, so I'll go over
25 them quickly.

1 The next thing I'll go over is how do we choose
2 the best alternative? We have nine of them. I'll let
3 you know what we're going to do in order to narrow that
4 down to one (inaudible).

5 And then something that interests a lot of
6 people in the back of the room, the possibility of the
7 extension of this project from Chatsworth Metrolink
8 station to the State Route 118 Freeway.

9 I'll let you know that we're looking at it right
10 now. It is not definitely a component to the project,
11 because a lot of people are concerned about it, and I
12 will go over the possibility and show you a map, and then
13 we'll go on to questions and clarification. I'm going to
14 try to ask that not a lot of questions, but we'll let you
15 come up and make public comment and recording them.

16 So first slide.

17 This map -- the reason I'm showing this map is
18 in the bonus section to the left, that is the Canoga
19 element of the project. Basically it's from DeSoto to
20 the east to Topanga Canyon to the west, (inaudible) look
21 at.

22 The reason I want to show you this map is our
23 board instructs us in addition to doing this project for
24 us to make money (inaudible) the DOT, so they can look at
25 other projects in the area; namely Lankershim, Van Nuys,

1 Sepulveda and Reseda Boulevard. The densities we have
2 over there are a little bit greater. They don't want us
3 to forget (inaudible) western (inaudible) San Fernando
4 Valley, so wanted to let you know (inaudible) the center
5 project to this project. LA DOT is taking the lead on
6 that project; we will be taking the lead on the Canoga
7 project.

8 Why does this project exist?

9 On the bottom, on the green line on the bottom,
10 that is the Metro Orange Line. When we opened up the
11 Metro Orange Line in October of 2005, about two and a
12 half years ago, I think a lot of people at Metro were
13 collectively holding their breaths because it was the
14 first system like it in the United States. There is no
15 other system where you have a dedicated busway through a
16 congested corridor that is exclusively for buses.

17 You have (inaudible), but there you have both
18 cars and buses. So we didn't know how many people would
19 be attracted to it. We did do a modeling exercise
20 (inaudible) and we estimated that it would carry 23,000
21 riders a day by the year 2025. We are two and a half
22 years into (inaudible), and during the month of June, we
23 carried 25,000 riders a day. So we are far exceeding the
24 ridership participation we have for Orange Lines. So our
25 board, and I think the (inaudible) on their part, wanted

1 to expand upon that success and look at extending it.

2 So they instructed us back in September of 2006
3 to look at the extension from the western parameters of
4 the Orange Line, which is at Canoga Park ride line, north
5 approximately four miles to the Chatsworth Metrolink
6 station. And at the Chatsworth Metrolink station, you
7 have local bus service going there, you have limited bus
8 service going in there, you have Metrolink trains, and if
9 you extend the Orange Line in there, you have Metro Rapid
10 bus. So you have the making of a really nice (inaudible)
11 station center (inaudible) where people can come together
12 and transfer to whatever mode of transportation they need
13 to get to their final destination point. So that's the
14 idea behind the project; to building upon their success.
15 (inaudible) as fast as possible.

16 So we are going to work with a very busy
17 schedule, and later on in the presentation, I'll let you
18 know what our schedule is. But just to let you know, the
19 (inaudible) area for MTA is basically from Canoga Park
20 (inaudible) to Chatsworth Metrolink station, and how do
21 we get there.

22 On this map, we do have highlighted Canoga Road
23 and (inaudible). The reason that one is highlighted is
24 because back in 2003 when we completed this study, that
25 was the alignment that our consultant recommended. But

1 today we're doing an alternative analysis, and that is
2 one of seven alternatives that we're considering.
3 Okay. The reason for this meeting. The reason
4 for this meeting is to provide to the public the
5 opportunity to learn about the project and express your
6 opinions; give you the opinion to voice your opinions
7 that pertain to environmental (inaudible). The
8 alternative alignments are on the board to your right of
9 the room, and to how we, if we build this project, what
10 mitigation measures do we need to take into
11 consideration. We don't want our buses to be obnoxiously
12 allowed to have too great an adverse impact on traffic
13 congestion. We want to take the (inaudible) into the
14 consideration, so we'll do an environmental analysis,
15 take all these things into consideration, and you're
16 welcome to make comments pertaining to that.

17 An overview of the EIR process. The first step
18 of the EIR process is the notice of preparation. And
19 that's basically notifying the community that the process
20 is getting underway.

21 Back on July 11th, the story or article was
22 presented in the Daily News notifying the public of our
23 intent to look at the possibility of constructing an
24 extension of the Metro Orange Line. In addition, I think
25 everybody in this room got this flier, that is why we're

1 here today, 44,800 of these fliers were sent out to
2 canvass all of the San Fernando Valley that would be
3 impacted to let you know that we're considering this
4 project, and to invite you here to voice your opinions.

5 The notice is also sent to the state
6 clearinghouse which is attributed to the state and local
7 officials just to let you know we're taking the steps
8 necessary that you have to take before you initiate a
9 major capital investment project.

10 The next step in the environmental process is
11 the scoping meetings. This is the first public scoping
12 meeting, so that's where we're at. We're here today.

13 There will be a second scoping meeting on
14 Monday, July 30th, and that one is going to be at the New
15 Academy in Canoga Park. So if you don't get an
16 opportunity to speak, (inaudible) you are more than
17 welcome.

18 The next step, we do an alternative analysis.
19 Our alternatives we're getting the department to
20 (inaudible) Chatsworth Metrolink station. There are
21 seven built alternatives right over there. We cannot
22 analyze all seven of those. We have to make the project
23 more manageable.

24 So after these meetings, and during the month of
25 August, we will be looking at all the alternatives, we'll

1 be taking all your comments into consideration, we'll be
2 talking to the elective officials and doing an analysis
3 trying to bring those seven built alternatives to two
4 built alternatives, which two are the most promising to
5 be meritorious enough to undergo a full-blown
6 environmental analysis. So during the month of
7 September, that's what we will be doing.

8 At the end of this slide presentation, I will
9 give you a hotline number and a web page. The web page
10 will be up in about three weeks.

11 Is that right, David?

12 MR. MONKS: Yes.

13 MR. DAVIS: So if you want to follow the
14 progress of this project and you want to see what
15 happened in this screening process, and what the built
16 alternatives we're considering are, you are welcome to
17 follow the project, and if you want to call us, you're
18 welcome to call the hotline and express your opinions.
19 Or if you have any questions, we'll try to address those
20 questions via the hotline. That is your way of
21 contacting us and staying on top of the project.

22 But again, during the month of August and early
23 September, we will be screening the seven alternatives
24 down to two built alternatives. And in an environmental
25 process, you have to take into consideration the no built

1 alternative and what's called the traffic system
2 management alternative, so those two will be addressed as
3 well as. The traffic system management is just
4 improvements for the signalization for the number of
5 buses (inaudible) no cost (inaudible) to do a major
6 capital investment project.

7 The next step is the draft EIR preparation.
8 You can see that that's already started. The reason that
9 is already started is (inaudible) the notice of
10 preparation went out. Basically, we're going to draft
11 the EIR preparation. We are doing an analysis of the two
12 screen alternatives. We're looking at traffic impact;
13 noise and vibration; energy; land use.

14 There's a board back there that gives you
15 approximately 50 different disciplines of the EIR process
16 that actually (inaudible) back and forth to determine
17 what the impact of the project will be to you and the
18 community, if it's constructed, and can that impact be
19 mitigated. What will we have to do to mitigate the
20 impact on you. For example, do we need to build more
21 sound walls to ensure that the people who live in close
22 proximity to (inaudible) wherever the line goes won't be
23 adversely impacted by the project.

24 Do we need to update our traffic signals and put
25 more traffic signals in there to get the vehicle traffic

1 to coexist with the bus traffic better.

2 So we will do that analysis between
3 approximately June starting up until February of 2008, so
4 for approximately six months.

5 In February 2008, we have asked our consultants
6 to go to our board and present the DEIR, and we are, at
7 that time, will try to narrow our alternatives down to
8 one locally preferred alternative.

9 After the DEIR process, we have a circulation.
10 The DEIR will draft environmental impact report, will be
11 in all public libraries, it will be in elected offices,
12 or it will be on the internet, metro.net. If you want to
13 go to our website, you will be able to download it, read
14 it, see if -- it is going to go to the communities, and
15 you will have an opportunity to comment on it.

16 You will have 45 days to comment on it, whatever
17 comments you may have on it, and after that 45-day public
18 review period, we close it off, and for the next three or
19 four months, we will respond to those comments, we are
20 seeing what, if any, modifications we need to make to the
21 project to make the project work and make it acceptable
22 to the community.

23 Also during that process, the engineering
24 begins. We start doing our preliminary engineering to
25 show what the project will look like, make sure there is

1 enough room for the project and whatever right-of-way
2 size is the best alternative.

3 That takes us -- we've done response to the
4 comments. We published the final EIR that is going to be
5 published in August 2008, and then in September or
6 October of 2008, we hope to go to the state to try to
7 secure funds for the actual construction of this project.
8 That is if the no built project is not looking for
9 (inaudible) alternative.

10 If that happens and there is no major hurdles to
11 this project, we could theoretically release a
12 design/build contract for the actual construction of the
13 project in early 2009, conceivably. But there's a lot of
14 hurdles that we have to overcome between now and then,
15 and this is the first one. Just come out here and see if
16 you, the community, likes this project, wants it to
17 happen, what concerns you have about it, what
18 modifications needs to be made, or what needs attention
19 before you even consider a project like this.

20 Next slide. What are the alternatives? I'm
21 going to go over these slides kind of fast because,
22 again, they are visually displayed here on the side of
23 the room, and you can look at them and get a much better
24 idea of what the alternatives are than I can describe.

25 But like I said, there's seven of them, so you

1 can break them down to just three streets, and those are
2 De Soto Avenue, Canoga Avenue and Topanga Canyon.

3 On Topanga Canyon, we're going to consider the
4 possibility of a dedicated ride around Topanga Canyon, or
5 Metro Rapid bus on the Topanga Canyon.

6 We're going to look at the same for Canoga
7 Avenue, have to get a right-of-way for Metro Rapid bus
8 and the same thing for De Soto. So Canoga, DeSoto and
9 Topanga are the three alternatives we're considering
10 right now.

11 If somebody wants to get up and say you
12 recommend we also look at, say, Owensmouth, you're
13 welcome to do that, and tell us why. Maybe there is an
14 alternative that we have not considered. In addition to
15 (inaudible) Canoga Avenue, as many of you know at the
16 back of the room, we also own the railroad right-of-way
17 between the Canoga and the Chatsworth Metrolink station.
18 So the seven built alternatives will be to look at
19 building a dedicated right-of-way, operating just like
20 the Metro Orange Line currently operates on the road
21 right-of-way that divides Canoga Park and the Chatsworth
22 Metrolink station.

23 In addition to seven built alternatives at the
24 top of the slide, again, as part of the environmental
25 process, we have to look at the no built alternatives,

1 and we have to consider the traffic system management
2 alternatives, which are two low-cost alternatives to a
3 capital improvement project.

4 Okay. These are some of the alternatives. The
5 first slide is the no built alternative, which is
6 basically the bus system in place. Very simple slide.

7 The next one.

8 The next one is the Canoga alternative with
9 Metro Rapid bus. To the right you have the current
10 street configuration, the Redondo configuration is the
11 one on top with a parking lane on the west side of the
12 street. You will see that we have a bus, and in front of
13 the bus we have a car. The reason we have that is to
14 show the configuration; the buses share the lanes with
15 the car.

16 Underneath it we show you the right-of-way or
17 the widening a little bit. We still have a left-hand
18 turn in the middle. The curve line is taken for the
19 buses, and the on-street parking would be eliminated with
20 this configuration.

21 Next slide.

22 This is the De Soto alternative. The De Soto
23 alternative six and eight. The top alternative is Metro
24 Rapid bus; the lower alternative is for dedicated bus
25 lane on the street. Again, it shares the lane with the

1 car traffic, and the parking is saved with the dedicated
2 lanes. The parking -- on-street parking is taken and it
3 is used for the dedicated busway.

4 Next slide.

5 And the eighth and ninth alternative is on
6 Topanga Canyon. Basically, the configuration, and again,
7 I can't describe them as well as you can visualize them
8 over here. I have all kinds of experts in this room.
9 There is 20 people from the (inaudible) by this board to
10 answers any questions in more depth than I can do it up
11 here. And because I want to limit my presentation to
12 about 20 minutes, I want to move on.

13 Okay. How do we best choose the best
14 alternatives? We're not going to have to look for an
15 alternative until February, but we cannot review all nine
16 of these alternatives between now and February, so we
17 want to narrow our focus down to two built alternatives
18 and a no built (inaudible) alternative.

19 So what we're going to do is we're going to take
20 your comments, and get the comments of the elected
21 officials in the area, and we're going to go to community
22 meetings and talk to the community. We're going to find
23 out what you think the best no built alternative is.
24 We're also going to look at things (inaudible) support
25 mobility. The transportation network that we currently

1 have there is a complement of the transportation network
2 that is out there. Does it serve major activity centers
3 and for the future forecast. If we built it on the
4 alternative, what will ridership be. Does one alignment
5 show (inaudible) ridership than the other alignment.
6 Does it support land use and development. Is it
7 consistent with community plans and regional plans.
8 Our consultants told us there is something like
9 eighteen or nineteen community plans out there that this
10 line would go through. So we need to review all the
11 community plans to see if they are amenable to mass
12 transit. What do they say. Does it recommend
13 (inaudible) the roadway and talk to the community and
14 review those community plans.
15 Would it support land use development. It
16 doesn't make a lot of sense to build a major busway like
17 this if it doesn't support land use development, it
18 doesn't encourage some type of development around
19 stations, whether it be a greater concentration of homes
20 or businesses. So that would be taken into
21 consideration. It won't be the deciding factor, but it
22 will be one of the facts we take into consideration.
23 Corridor enhancements. We have already got a
24 bunch of (inaudible) and e-mails telling us that the
25 Orange Line people really enjoy the bike path that is

1 adjacent to the Orange Line. So one of the factors that
2 we'll take into consideration is as the complement to the
3 project, can we build a bike trail with it, and coexist
4 with the bike path, and is there enough right-of-way to
5 allow a bikeway and a busway to coexist.

6 Maximize community input. We're doing that
7 right now by talking to you; giving you an opportunity to
8 speak, and I'll quit talking here shortly and give you
9 the opportunity to speak. And again, we've already been
10 out to a number of the elected offices and (inaudible)
11 three other offices we're here today.

12 Minimize community impacts. If this has too big
13 of an impact as relates to noise, vibration, traffic,
14 soil contamination, pollution, whatever, the impact is so
15 great we can't overcome it, that would be a factor that
16 might eliminate one of the alternatives in consideration.

17 And then cost effectiveness. We're going to
18 forecast ridership. We'll look at what these things will
19 cost and does it make sense from a cost standpoint to
20 build the alternative.

21 Some of the alternatives would generate better
22 ridership than others, (inaudible), so we got to take it
23 from a cost analysis as well.

24 State Route 118 extension. We have a lot of
25 questions on this in the back of the room. When our

1 board instructed us to do this project, they told us to
2 look at an extension from the Canoga Park parking lot to
3 the Chatsworth Metrolink station. (Inaudible), wait a
4 second, the Chatsworth Metrolink station is just two
5 miles south of the State Route 118 Freeway. Does it make
6 sense to go up to the State Route 118 Freeway?

7 We didn't know the answer to that question, so
8 we're going to look into it. I will let you know that it
9 is not definitely a component of this project.

10 And I will also let you know that if we do an
11 extension to the State Route 118 Freeway, we've already
12 decided that we will definitely be on streets. We are
13 not looking at the possibility of plowing straight
14 through on Canoga Avenue and building a new on and off
15 ramp onto the State Route 118 Freeway. That would make
16 the project cost prohibitive, and way too much disruption
17 on the neighborhood, so that's not even being considered.
18 We're considering Canoga Avenue and De Soto, and if we do
19 this alignment, we're trying to intercept some of the
20 traffic off of State Route 118. People who might want to
21 get off the 118 Freeway, park their car and take the bus
22 down to Warner Center, or all the way to the North
23 Hollywood station, or one of the stops in between.

24 So that would be looked into. I know a lot of
25 you have concerns, so I welcome you to step up and

1 (inaudible) comments if you are for or against it, or if
2 you have (inaudible). But I will let you know, that it's
3 not definitely (inaudible) project, it is just something
4 that is being considered. We'll have to see what type of
5 ridership it will generate, what type of impact it would
6 have to on-street operations before deciding whether or
7 not to do it, and we'll take that to our board in
8 February 2008.

9 The next slide.

10 You might want to write down our project hotline
11 and our web page. Again, the web page is not up and
12 running right now, but it will be up and running within
13 three or four weeks. But if you (inaudible) and you have
14 a hot question you have to have answered, the hotline is
15 operating right now, and you are welcome to call us. I
16 don't think (inaudible) answer, so leave a voicemail and
17 we'll get back with you. We have somebody go through
18 them all and determine who is best suited to answer the
19 question and divvy them out to the appropriate staff to
20 answer your questions.

21 This slide opens it up to comments and
22 clarifications, so if you have any comments, I'd rather
23 open it up to you to start making your statements. If
24 you don't want to make a statement, if you just want to
25 ask me a question, I guess you are welcome to do so.

1 Otherwise, we've asked you to fill out comment cards and
2 people want to come up and start making comments. For
3 those of you who want to get up and (inaudible) our
4 board, we have a lot of staff back there, and we can
5 answer the questions and provide one-on-one clarification
6 for you. Whatever is the will of the group. But now I'm
7 going to ask Michael Myer (inaudible) and Wendy Lockwood
8 to join me up here and getting back.
9 The meeting is now yours.
10 David, do we have comment cards?
11 MR. MONKS: We're going to call names by the
12 order that the comment cards were submitted, so I'm going
13 to call three names, so if you could just, you know, be
14 on deck, that will be helpful. Maybe if you want
15 chairs -- it is always nice to talk to somebody, so if
16 you can talk to all of us.
17 Please, speak reasonably and in a reasonable
18 tempo for our court reporter, it is very helpful.
19 The first person is Jeannie Plumb, followed
20 by -- excuse me, Jelena was Jelena --
21 MS. GAMY: Gamy.
22 MR. MONKS: Okay. Thank you. And Diana
23 Dixon-Davis. Thank you.
24 Okay. And just to clarify, we're just -- you're
25 commenting to us. We're not answering your questions.

1 We can have discussions after public comments with you
2 individually. And there is a timer, and where is it.
3 Two minutes. Right here.

4 MR. DAVIS: And your comments will be in the
5 DEIR in the public scoping section of the DEIR and it
6 will be part of the public document.

7 MS. PLUMB: Do you want me to state my address
8 and all?

9 MR. DAVIS: If you can say your name and your
10 affiliation, if you're a resident or a part of a
11 community group.

12 MS. PLUMB: Hello.

13 (Inaudible discussion.)

14 MS. PLUMB: Jeannie Plumb, property owner, horse
15 ranch owner on De Soto Avenue between Chatsworth Street
16 and the 118.

17 I would like to make mention that in the late
18 '60s, the State of California took a swath of 60 feet by
19 100 by eminent domain from my property, for which none of
20 us on De Soto were compensated. So if you have the right
21 of eminent domain, I would like you to take into account
22 any widening of these streets and how they will affect
23 our property rights since we are all zoned agricultural,
24 and our animal-keeping rights are dependant upon the
25 square footage of our property. So you will definitely

1 affect our zoning.

2 Next, I would like to mention that if you choose
3 De Soto Avenue, you might know that there is an existing
4 park and ride at Porter Ranch Drive and the 118, which is
5 not fully used and is in place and could be effective for
6 a park and ride.

7 Also, if that isn't available, then there is
8 some land along De Soto the 118 that is zoned for some
9 commercial that has not been activated yet, if you need a
10 property there.

11 I'd also like to mention that the environmental
12 concerns on De Soto are reflected in the recent Porter
13 Ranch Development Company, in which their recently laid
14 utility lines were not put in for the heavy traffic on
15 De Soto and if your buses add to that amount of traffic
16 on the street, the Porter Ranch Company may have to come
17 in and redo the streets given the weight of that, because
18 the storm drains and sewers that were put in were not
19 designed to take that kind of traffic from the 118 south
20 to Chatsworth Street.

21 And lastly, I would like to mention that all of
22 us that have had properties taken by the State, do not
23 wish to have that happen again.

24 Thank you.

25 MS. GAMY: Good evening. My name is Jelena

1 Gamy, and I'm (inaudible) and property owner. I live
2 north of Chatsworth Street on Topanga Canyon.

3 And I'm fully aware of the traffic that is on
4 Topanga Canyon. In the morning, I can't get out of my
5 house, and in the afternoon, I can't get home. And any
6 additional traffic would be absolutely making the life
7 for us living north of Devonshire absolutely impossible.

8 The only alternative I kind of support is the
9 alternative of the right-of-way that you have next to the
10 railroad. That would impact all the communities along
11 the way the least amount, and the service needs to stop
12 at the train depot.

13 I don't see the point of getting to 118. No
14 matter how big of a park and ride (inaudible) how big of
15 a park and ride can you make that can impact the traffic
16 on 118, which is -- you know, if you make a park and ride
17 for 100 cars, it is only 100 cars. How big of a park and
18 ride can you make to impact the 118? You can't make it
19 big enough. And to load the streets going from the depot
20 to the 118, and if the buses continuing on the 118, you
21 are stuck in the traffic on 118. I mean, it is just not
22 logical, and I hope that the planners have a little bit
23 of logic in them.

24 Thank you very much.

25 MR. MONKS: Diana Dixon, followed by Warren

1 Stone, followed by Sean McCarthy, followed by Jason
2 Hartman.

3 MS. DIXON-DAVIS: Good evening. My name is
4 Diane Dixon-Davis. I am (inaudible) 27-year resident,
5 homeowner, member of the Neighborhood Council, and also
6 member of the PTA council and for the high school.

7 In looking at the alternatives, alternative
8 five, which uses the existing right-of-way, seems the
9 best alternative to use. It basically will -- the mix of
10 truck -- buses and cars will not work and slow the Orange
11 Line down, and South Powell, the concept of the Orange
12 Line was developed was always the single-use occupancy
13 for the lanes only for buses, not for cars and other
14 traffic going across.

15 To make it really efficient, it is almost like a
16 subway. You need to keep the cars away from it. The
17 traffic already on Topanga and Mason and De Soto.
18 Actually, Topanga (inaudible) and De Soto are almost at
19 capacity. Mason has a little bit of capacity
20 (inaudible). So those roads are, I think, poor
21 alternatives and really should use the right-of-way. The
22 only problem is the intersection of North Marilla and
23 Canoga, there's a fire station just a few blocks to the
24 west, and there needs to be accommodations made for them
25 to (inaudible).

1 In addition, I want to mention it is very
2 advantageous from the high school students coming in this
3 high school can easily get down to Pierce College to the
4 occupational center and take classes. We encourage this
5 with our students, and this would be a big advantage to
6 the community.

7 I, myself, would like it because taking the
8 Metrolink downtown in the morning (inaudible), but during
9 the middle of the day it only runs every couple of hours.
10 This will mean there will be an alternative to get
11 downtown during the middle of the day to meetings at the
12 county or sanitation or school board.

13 I also want to mention the earthquake fault
14 lines is a major thrust block underneath Chatsworth that
15 has not been on the maps. Also (inaudible) the waterline
16 feeds north valley comes down the avenue. There are also
17 major gas lines that run under this high school. So
18 these types of infrastructures need to be made in your
19 EIR.

20 Thank you.

21 MR. STONE: My name is Warren Stone. I live
22 north of the 118 Freeway at Topanga. I'm representing
23 myself and my neighborhood and Save Chatsworth, Inc.

24 The project is needed. We don't need bus on
25 Topanga or De Soto. Topanga in the morning is a stopped

1 street. It is plugged. It is every intersection all the
2 way down to Marilla. It is a failed F. 100 percent. I
3 don't drive De Soto that often, but I hear it is that
4 bad.

5 If we bring the people to the Metrolink station,
6 we have vacant north of the parking lot and south of the
7 parking lot to expand the lot. People going there will
8 be able to park their cars. They can take the bus line
9 downtown; they can take the Metrolink all the way
10 downtown, plus the normal buses that come around.

11 Do we need -- if we were to use buses on De Soto
12 go up Rinaldi into the Porter Ranch area where it is open
13 land up there, there is also some open land around
14 Rinaldi and De Soto come together.

15 Thank you.

16 MR. McCARTHY: My name is Sean McCarthy. I'm
17 here representing the Woodland Hills-Tarzana Chamber of
18 Commerce and the United Chamber of Commerce of San
19 Fernando Valley.

20 We support alternative number five as it goes to
21 the Metrolink station. We believe that you should use
22 the property you already own. It will cause the least
23 amount of disruption in terms of construction. I've seen
24 what happens with the Metrolink -- or Metro rail
25 construction in Hollywood. By keeping us off the

1 streets, you will disrupt the least amount of traffic. I
2 think that's important to do that.

3 Also, because it's alignment is direct to the
4 Vanowen and Canoga station that you already have, it will
5 again give us direct activity without going on to surface
6 streets, without delaying the buses going north and
7 south.

8 I think it is important for this project to be
9 built because in the next few years, we're looking at
10 something called The Village, which many of you have been
11 reading about in the paper in the last couple of days, we
12 will have the largest shopping center in the
13 United States, larger than the Mall of America, opening
14 up in Warner Center in the next couple of years. It is
15 being studied now. So it is very important we have this.

16 The one thing that I do want to really stress,
17 however, is that you do the best job you possibly can for
18 mitigation. It is important you do what needs to be done
19 to route traffic and have people out there to actively
20 work to solve the traffic problems as they arise with
21 broken utilities, and that you move utilities and do
22 things in a way that will allow the public to know what
23 you're doing. We want to see this project built.

24 As far as going beyond the station, I'm not
25 allowed to or not authorized to make any recommendations

1 beyond that, but we definitely want you to use the
2 right-of-way we already have.

3 Thank you.

4 MR. HARTMAN: Hello. My name is Jason Hartman.
5 I just recently moved into the community about two months
6 ago; bought a home. And I kind of want to get rid of my
7 vehicle and just use the Metro, you know, to kind of go
8 to work.

9 The only problem is I live right off Parthenia,
10 and most of the alternatives I'm seeing there is really
11 no set bus stop on Parthenia. Are you going to have to
12 go up or down? (Inaudible), that would be great. That's
13 all.

14 MR. MONKS: Steve Columbus, followed by Anna
15 Cox, followed by Andre --

16 MR. VAN DEL VALK: Van Der Valk.

17 MR. MONKS: Thank you.

18 MR. COLUMBUS: My name is Steve Columbus. I'm a
19 member of the Chatsworth Neighborhood Council board. I'm
20 a member of the transportation and public safety
21 committee, and I'm a chairman of the equestrian
22 committee.

23 Some of the speakers have mentioned alternative
24 five, because you already have existing right-of-way.
25 Those seem to make the most sense, especially if you

1 maybe clean up Canoga near Vanowen, which is now down to
2 one lane, I believe, going south, or one of the
3 directions.

4 I am pleased to see your alternatives do not
5 include Canoga above the train depot. Representing the
6 equestrian community, that was a great concern of ours
7 when I first heard of it at one of the councils here in
8 Coldwater.

9 I hope that plans don't change afterwards and
10 after the fact, so to speak. But that is, it would be a
11 great issue with our community. If you have one of your
12 members of -- whoever does the studies, go on the
13 118/Canoga underpass, you will see, say, on a Monday
14 morning, all the horses that are going back and forth
15 underneath that during the weekend. That is our main
16 north/south access to the trails.

17 There are other accesses, but that is by far the
18 most usable, and that would be a real detriment to our
19 community having kind of a system running on that
20 particular road.

21 Unfortunately, we live in an age where we need
22 public transportation. Los Angeles is way behind the
23 eight ball compared to other large cities, and it is a
24 reality we do need to have additional ways to get to
25 different areas of our community.

1 Thank you very much.

2 MS. COX: Good evening. I'm Anna Cox. I'm a
3 board member of the Chatsworth Neighborhood Council. I'm
4 also a member of the City of Chatsworth, and I live north
5 of 118 at Canoga.

6 I want to thank you, first of all, for putting
7 such an organized presentation together for our
8 community. We reach appreciate it. I think there has
9 been a lot of work, obviously, put into this, but I think
10 there is a lot more that needs to be done.

11 I have a great many concerns about this, and
12 especially with going above the -- I think it makes sense
13 to bring the bus to the Metro station; to our train
14 station. That makes a lot of sense to me. You know,
15 let's add parking there. Let's put it where it is and
16 utilize the trains and the buses there.

17 Above that, Chatsworth cannot, in any way
18 whatsoever, sustain you going above the train station.
19 It is impossible. Not only will you ruin a very nice
20 neighborhood, you will ruin rocks and our petroglyphs and
21 open space parks that we have worked very hard to save
22 along the 118. And I imagine that those will be the
23 things that you would look at as parking.

24 So I would encourage you to completely take that
25 off the books, out of your mind, because this community

1 won't put up with it.

2 Another thing is you did a good job of
3 communicating to the community about this meeting, but as
4 I mentioned to you, Mike (inaudible), the communities
5 above the 118 are not connected. And that's -- Millie
6 Jones is here to represent that community, where the
7 county side of Chatsworth. But, you know, you have
8 people up there that love the trails. And we can't see
9 things ruined for our horse riders, our hikers, our
10 bikers, our rock climbers. And the community up there
11 really has a lot to say about this.

12 So I would suggest that, you know, you try to
13 get things through Millie Jones to address that are
14 beyond the freeway.

15 And again, thank you for your time.

16 MR. VAN DER VALK: Good evening, ladies and
17 gentlemen. Andre Van Der Valk is my name. I guess I'm
18 the only Andre here. I'm involved with the Chatsworth
19 Neighborhood Council to the extent that my wife is on it
20 now. I have been on it, and I'm also with the Historical
21 Society in Chatsworth.

22 Speaking on behalf of myself, however, I say
23 welcome to rural Chatsworth, and that's the way we would
24 like it to stay. Realizing that the realities of
25 everything else, I think alternative five is what we hear

1 is the best alternative. However, we ask that it stops
2 right at the station.

3 And the reasons being, we have seven -- and we
4 are the only city, by the way, in the City of
5 Los Angeles, if I can call the city, we're over a hundred
6 years old, one of the first ones. I think the reason why
7 we went to the city status is because of the water
8 situation and the effect that it had on the City of
9 Chatsworth.

10 But we have seven cultural monuments here.
11 We're very protective of that and the lifestyle we have.
12 You see the rocks around us. All I ask you to do is to
13 drive in the morning or drive in the afternoon. Drive
14 De Soto or drive Topanga and look at what is there; a lot
15 of traffic. Buses have never displaced that traffic.

16 And so I ask on behalf of the Chatsworth
17 Historical Society, we don't get involved in politics and
18 everything else, just consider that rural aspect and
19 every aspect about that.

20 As far as the Chatsworth specific plans, I chair
21 the design review board on behalf of the community, the
22 Chatsworth DRB is what it's called, specific plan, I
23 don't think too many of your members were aware of it
24 tonight, but I ask if you do any kind of buildings that
25 has nothing do with transportation whatsoever, or any

1 buildings whatsoever along the Topanga from Marilla
2 Street down to Devonshire down to Mason, you are going to
3 have to adhere to those standards.

4 And it has been there since 1993. I ask you to
5 consider those, if you do have the buildings going up or
6 anything that would change any of the properties that you
7 own along those sites there.

8 Thank you very much.

9 MR. MONKS: Cheryl High, followed by Marty Woll,
10 followed by Linda Van Der Valk.

11 MS. HIGH: My name is Cheryl High. I'm a
12 26-year Chatsworth resident, and I would like to express
13 my deep-seated opposition to Topanga Canyon Boulevard
14 being considered as any viable bus alternative. Topanga
15 Canyon (inaudible) De Soto and their surrounding streets
16 were designed to support a mostly rural environment.
17 Housing was spread out. Feeder traffic on and off
18 Topanga was minor. Housing has exploded. Many thousands
19 of single family and multi-family units have been built.

20 In addition, manufacturing and our famous film
21 industry have been successful and have expanded.
22 Consequently, they attract tens of thousands of daily
23 commuters in addition to our residents.

24 Topanga Canyon is currently over-burdened.
25 Traffic is staggering. Our parallel streets are designed

1 to provide access to housing tracks; they are now
2 congested with the spill of the traffic (inaudible).

3 Our City Department of Transportation has
4 recognized that traffic is a very real problem along
5 Topanga Canyon. It has yet to be able to develop a
6 solution. Designating Topanga Canyon Boulevard as a
7 measured route (inaudible). I urge you to choose another
8 alternative, and I support alternative plans.

9 Thank you.

10 MR. WOLL: Good evening. Marty Woll with Save
11 Chatsworth, and I'm a resident here at Canoga and 118.

12 I compliment you on your preparation for
13 tonight's meeting. It is informative and clearly we have
14 a good turnout, and I appreciate everybody being here.

15 The dedicated bus way of alternative five, I
16 think, is the only one that really makes sense. The
17 other streets are already impacted heavily with traffic.
18 Prior traffic studies in connection with development
19 proposals show that pretty much from the 118 down to
20 Devonshire, they are F intersections, and they are
21 considerably impacted, even south of Devonshire. So
22 routing anything additional on either Topanga Canyon
23 Boulevard or De Soto, I think, would be very adverse to
24 existing traffic.

25 The park and ride situation, it has been

1 mentioned that you have an option that you had not
2 considered over at Porter Ranch Drive, which further
3 south beyond the gated community is when that -- about
4 one mile east of De Soto, as a possible location for a
5 park and ride. However, you would still, even coming
6 down past Mason along Rinaldi, you would still end up on
7 De Soto and impacting that area.

8 I think it is important that if you are going to
9 develop this project up to the depot, you need to see
10 what the ridership's going to be and where the ridership
11 is coming from. And the only possible means of rationale
12 for having any kind of park and ride to the 118 is if you
13 have a substantial number of cars are already using it
14 that you are going to take off the road. And I don't
15 think you are in a position to do that right now. So I
16 think until this thing is built and tried, you should
17 take the park and ride off the table.

18 Thank you.

19 MS. VAN DER VALK: I am Linda Van Der Valk. I
20 am the chairman of the land use committee for Chatsworth
21 Neighborhood Counsel.

22 At this time, the Neighborhood Council hasn't
23 taken any position on this because this is the first time
24 we have heard the project, so I'm representing myself
25 right now.

1 We -- I would like to see the buses come along
2 on the alternative five up Canoga and south of the
3 Metrolink station.

4 If you needed a park and ride, there is a south
5 side of the Metrolink station where you could place a
6 park and ride facility for that.

7 Anything north of the freeway is considered a
8 scenic corridor, and as you have heard, this is very
9 important to Chatsworth. Our (inaudible), our scenic
10 corridor, our history of the movie filming, and it would
11 be -- you have not shown any justification to go up to
12 the 118 yet on your ridership.

13 You would have a sustained disruption of the
14 community in the scenic corridor. You go by -- if you're
15 going up Topanga, you go by Stoney Point, which is one of
16 our cultural landmarks. We are finally getting the
17 parking off the street in front of there by City
18 purchasing Stoney Point Riding Stable and going to put
19 some parking there.

20 So we would like to preserve our cultural
21 landmarks and not have buses go by them and not disrupt
22 our scenic corridor.

23 Thank you.

24 MR. MONKS: Carl Olson, followed by Clara Woll,
25 followed by Judith Daniels.

1 MR. OLSON: Good evening. My name is Carl
2 Olson. I have several comments here.

3 First one is there is no significant possible
4 transportation need for the Orange Line extension. No
5 bus line exists on Canoga Avenue currently. This
6 indicates to be extremely low when you ask the bus
7 drivers from Victory Boulevard to the Chatsworth train
8 and bus station or anyplace else. There is no reason to
9 invest hundreds of millions of dollars in an unwanted
10 service.

11 Secondly, the Orange Line itself has a remedial
12 ridership. The 23,000 weekday (inaudible) indicates that
13 only 11,500 persons are using it on weekdays, that
14 amounts to very (inaudible) for the \$500 million cost of
15 the busway, plus the ongoing operating deficits in the
16 millions of dollars. This 11,500 is only a small
17 fraction of 1 percent of valley residents, because the
18 Orange Line doesn't go where 99-plus percent want to go.

19 Number three. Any (inaudible) bus rider from
20 the train ride at the Chatsworth station is truly remote
21 and vice versa. There are hardly any train riders to
22 start with. And why would a train rider want to pay
23 more, wait longer for a bus, and arrive at their
24 destination later.

25 Number four. An Orange Line station along

1 Canoga Avenue will destroy numerous prospering
2 businesses. The city needs more commercial and
3 industrial (inaudible) and should not destroy it. Some
4 of the buildings (inaudible) are recently built. The
5 property along that street should be sold and the
6 proceeds devoted to the taxpayers.

7 Number five. The Orange Line takes about
8 45 minutes from the Canoga Avenue station to North
9 Hollywood inasmuch as it stops at all the intersections
10 with the red lights. The trip from Chatsworth to North
11 Hollywood would be an hour; not very attractive.

12 Let's see. Number six, yes. There's no need to
13 build a separate busway along Canoga. My suggestion is
14 just put a bus in there and it will go very fast because
15 Canoga goes very fast on the average.

16 Thank you very much.

17 MS. WOLL: Hello. My name is Clara Woll, and
18 I'm a resident of Chatsworth. I live off Canoga Avenue
19 between Rinaldi and the 118 Freeway.

20 And my concern, and the reason I'm here tonight,
21 is that our community has worked very hard to establish
22 two open space parks in the vicinity of Canoga and the
23 118 Freeway. We have the new Chatsworth Trail Park,
24 which is on the northeast corner of the 118 and Canoga,
25 and we have the annex to Stoney Point, which is on the

1 south side of the 118, the southwest corner there, and I
2 wanted to bring to your attention, and also to our
3 Chatsworth residents' attention, that there is a
4 petroglyph in the Chatsworth -- the Stoney Point Annex
5 Park, which is on, as I said, on the southwest corner of
6 118 and Canoga Avenue, and I want to be sure that you are
7 aware of this.

8 And I'm fearful that you may be considering
9 these park areas as potential park and rides, and I want
10 you to know that these are sensitive areas and are
11 frequently used by our joggers and hikers and
12 equestrians.

13 So, please, preserve these parks.

14 MS. DANIELS: My name is Judith Daniels. I'm
15 the president of the Chatsworth Neighborhood Council. I
16 hope we have a lot of people here tonight who found out
17 about this meeting not only because of your fliers, but
18 we also sent out 1500 postcards to people who we thought
19 were going to be greatly impacted -- potentially greatly
20 impacted.

21 You mentioned several times in your presentation
22 the words "community preference," and I think that's a
23 very important phrase to remember. What you're hearing
24 here tonight seems to be number five -- if we're going to
25 have an Orange Line from Warner Center up here, number

1 five seems to be the only thing that anybody supported.

2 If you are planning to go from the train depot
3 to 118 Freeway, the only reason that you would be doing
4 that is for other people from outside Chatsworth to be
5 able to come into our community.

6 I think you find their community preference
7 would be that we don't want to disrupt Topanga, Canoga or
8 De Soto so that people from outside, from Simi Valley,
9 from Santa Clarita, or from other areas outside of
10 Chatsworth, would be able to come in and use the Orange
11 Line. If you have them drive into the Orange Line
12 station, that, I think, people could accept.

13 There is a lot of open space around the depot to
14 the north and south of the depot that Metro already owns,
15 and I agree with the other people who have commented that
16 that would make more sense.

17 The Neighborhood Council will keep this on the
18 agenda. I hope that Metro keeps the Neighborhood Council
19 attuned to what's going on, and our website is
20 chatsworthcouncil.org, and we will have whatever
21 information we get from you on our website, and we will
22 also take comments that we will try to share with you.

23 MR. MONKS: All right. We have three names
24 left. If there is anyone else, please, quickly fill out
25 the comment card and we'll get it up here.

1 And the last three, Teena Takata, Mary Lou
2 Baracco and Glenn Bailey.

3 MS. TAKATA: Good evening. Teena Takata. I'm
4 the vice president of the Chatsworth Neighborhood
5 Council. I have lived in this community for several
6 years.

7 I wanted to speak in support of A-5, but at the
8 same time, I also wanted to emphasize that there is a
9 very difficult intersection at Owensmouth and Lassen
10 Street, and you're very fuzzy in your presentations about
11 how the route in that area would be.

12 And my support of A-5 in part is predicated on
13 the concept of using your rail overpass and the alignment
14 along the railway in order to avoid use of that very
15 narrow intersection we choose constricted by existing
16 development and the streets are narrow, and I can't see
17 the buses making that corner well, and (inaudible) all F
18 intersections in that area.

19 I would like to ask the landscaping on the
20 project be -- utilize native plants. I think the
21 original Orange Line was planned in that manner and then
22 you backed out of it (inaudible), and the use of oaks and
23 other natives would be really consistent with the type of
24 feeling we are trying to have in the Chatsworth area.

25 Many of your alternatives talk about giving up

1 on Topanga or De Soto, what is shown as a parking lane.
2 Recognize that those of us in the community on a daily
3 basis can't get around on these streets during rush hour
4 traffic. We see those as lanes that will eventually be
5 converted to traffic routes and provide us three lanes in
6 each direction, and if we put a bus in those parking
7 lanes, we're going to lose that. Meanwhile, those
8 intersections are F intersections throughout our
9 community. The traffic is terrible.

10 I don't like any of the mixed use alternatives.
11 I think you are setting up conflicts between cars and
12 buses and pedestrians, and the way the Orange Line is
13 constructed is a much better use.

14 If for any reason you go north of the Metrolink,
15 or ever plan on it, I'd ask that you have a full public
16 disclosure on that. It isn't something that you should
17 just slide through, and many of us have (inaudible)
18 community. (Inaudible) the Orange Line does not go to
19 the Ventura Freeway on the south side.

20 So I think we have some precedence in terms of
21 how the Orange Line is constructed on the south of the
22 valley to ask if on the north of the valley you use it as
23 constructive parking.

24 Thank you very much.

25 MS. BARACCO: My name is Mary Lou Baracco, and

1 I'm a resident and a homeowner in Chatsworth, and I live
2 on Canoga Avenue.

3 I would like to say that this -- the Orange Line
4 and the MTA have been my life line of independence since
5 I do not drive. But going down Canoga Avenue would be
6 the worst possible thing for me since you have stated
7 that Canoga Avenue would not have any cars or parking
8 there.

9 You see, I use Access Paratransit, as well as
10 the regular bus service. Now, MTA knows -- you people at
11 MTA know what that is. The paratransit service, for
12 anybody who doesn't know, is for people who need it for
13 medical appointments who are disabled and for other
14 needs.

15 If you use Canoga Avenue, that means I would be
16 alienated and not be able to use the paratransit service.
17 So you need to keep in mind and consider the strengths
18 that you will use for homeowners and residents you don't
19 believe are disabled and use the paratransit service will
20 be alienated and will not be able to use the paratransit
21 service in the area of Chatsworth where the streets are.

22 Now, there are other alternatives that you can
23 use that will stay off of Canoga Avenue which would be
24 very, very suitable for you. Like I said, I will be
25 using the service, and I can't wait for this to happen,

1 but please consider what the impact will be for disabled
2 riders who are homeowners and residents of these areas.

3 Thank you.

4 MR. BAILEY: My name is Glenn Bailey, and I
5 would support the right-of-way alternatives along Canoga,
6 but I need to tell you -- and also I had heard rumors
7 that there was discussion about not including the bicycle
8 path and pedestrian path alike, as is along 14 miles of
9 the existing Orange Line. I think that would be a big
10 mistake. I think it should be at the same standards as
11 the rest of the line.

12 It is very popular. I happen to live along the
13 Orange Line, five houses away, and it is very, very
14 popular with the neighborhood folks and for people
15 walking and bicycling much more than I think anyone
16 expected.

17 However, I also have experience with the impact
18 that the Orange Line has had on our residential -- I
19 mean, on our collector and secondary streets. With all
20 the multiple intersections with restricting left-hand
21 turns and that sort of thing, it has slowed up the
22 traffic flow on the adjacent streets and cross streets.
23 I think that needs to be studied.

24 Canoga Avenue is not the same Topanga or De Soto
25 in terms of being a major north/south connection with

1 both ends of the freeway, but you need to look at what
2 that impact is. Because, frankly, I used to be able to
3 bicycle (inaudible) a lot faster than I do now on the
4 path because of having to wait for all those signals and
5 cross traffic.

6 You really need to look at, realistically, can
7 you get a 60-foot plus bus up that very steep grade of
8 Topanga Canyon Boulevard for the freeway. You are
9 considering that. And wouldn't it make more sense for
10 people coming from Simi Valley to park at the park and
11 ride at the Simi Valley station, take the Metrolink in,
12 or, if that is not conveniently scheduled, have
13 Simi Valley do small shuttle buses, and it's not going to
14 be that many people, have them come into the Chatsworth
15 station, so that you are not having a lot of vehicles up
16 there for relatively small number of people.

17 I share the concern regarding the impact to the
18 parkland Stoney Point and north. It is a very important
19 area environmentally, and I don't see that there's enough
20 room to put the size of a park and ride that you are
21 thinking about to justify this.

22 MR. MONKS: Jeff Swanson, followed by Jenny
23 Jacobi, followed by Stephen Naczinski.

24 MR. SWANSON: My name is Jeff Swanson. Unlike
25 most of the people here, I am a regular bus rider, and I

1 want to make sure that we get our two cents put in on
2 this.

3 I am so grateful that this is happening, and I
4 really am amazed at the amount of work you put in for the
5 option here. Having more opportunities for people like
6 to and there are lots of us, and it gets to be more and
7 more every day. In the seven years I have been riding
8 the buses, I see the buses get more and more crowded.
9 And I hope that all my fellow residents will keep in mind
10 that there are people like me who don't own cars, who
11 rely on the transportation, and really need these extra
12 opportunities and will think about everybody in the
13 community, and not just what affects them.

14 Thank you.

15 MS. JACOBI: Hi. My name's Jane Jacobi, part of
16 a family-owned business, Jacobi Building Materials, which
17 will be destroyed by the bus route number five.
18 Everybody seems to like that one, and on paper it looks
19 good. But what they don't realize is there are 40-some
20 businesses that will be wiped out if you build the huge
21 one with the bike path and the whole bit.

22 If you just use part of it, that can work, or
23 better yet, just put a Rapid Bus right along Canoga
24 Avenue. There is no problem there.

25 But the whole big make it like the Orange Line,

1 it destroyed 120 businesses; they've got 40 more to go on
2 Canoga Avenue. I just want to remind everybody, we're
3 losing jobs and employment.

4 Thank you.

5 MS. NACZINSKI: Hi. I'm Steve Naczinski. I'm
6 the vice chair of the Woodland Hills (inaudible), and
7 actually speaking on my own behalf. And I want to just
8 mention that there were a lot of insightful and actually
9 pretty interesting pros and cons voiced here.

10 The one thing that I would like to address that
11 I haven't heard yet is the issue of how people get to the
12 bus line, and how they get off the bus line and get to
13 their destinations.

14 There is some studies basically saying that the
15 reason people don't use mass transit is because it
16 doesn't connect to where they are actually going. So
17 with the development of new technologies, like bicycles,
18 like Segues and other battery-operated technologies that
19 appear as though they are going to evolve as an extension
20 of our development, people are going to be able to get to
21 the train station. How do they then either secure these
22 vehicles, or put them -- attach them to the buses so they
23 can then take them when they get there.

24 I know there are a number of people that I have
25 spoken to that said this is an issue just with bikes.

1 And so I think as your plan you should have a real strong
2 emphasis on how we're going to facilitate this because I
3 think it will make them much more effective.

4 Thank you.

5 MR. MONKS: Final speaker card is Glenn Wilson.

6 MR. WILSON: I'm Glenn Wilson from 18925
7 Citronia Street, Northridge. I used to be on MTA land,
8 which is right on that area.

9 And there's lots of evidence (inaudible) in
10 there that, I will paraphrase, to use the MTA property
11 right where it is going to put the old railroad car for
12 parking they use now, and we'll lose it if it goes
13 through there.

14 And then there is also auto sales places that
15 are also using the same place for their backup car stops
16 right along on the old railroad line, too.

17 And then make sure you notify the ones that are
18 on the MTA line. Give them far enough advanced notice so
19 they don't freak out at the last minute. That's it.

20 MR. MONKS: All right. I'm just going to stand
21 here.

22 I want to thank everybody for coming here
23 tonight and your many thoughtful comments. You are now
24 officially part of the record, and we appreciate that.

25 I also want to mention we have another scoping

1 meeting coming up on Monday night at New Academy in
2 Canoga Park. It is an elementary school on Canoga; 7:00
3 to 9:00, the same format. If you have neighbors,
4 colleagues, associates, please, invite them to come.
5 In addition, if you have anybody in your group
6 that needs assistance with further outreach, please, see
7 me.
8 I also want to point out Marina Perez. Marina
9 is one of our consultants, and Catherine Padilla.
10 Catherine, thank you, for your help.
11 So thank you for coming out tonight.
12 (Scoping meeting concluded at 8:46 p.m.)
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I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that any witnesses in the foregoing proceedings, prior to testifying, were placed under oath; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney of any of the parties.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: August 8, 2007

MICHELE URBINA, CSR No. 9635

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CANOGA TRANSPORTATION CORRIDOR
ENVIRONMENTAL IMPACT REPORT SCOPING MEETING

VERBATIM TRANSCRIPT OF
EIR SCOPING MEETING
MONDAY, JULY 30, 2007, 7:00 P.M.

Reported by:
Ricki Q. Melton
CSR No. 9400

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CANOGA TRANSPORTATION CORRIDOR
ENVIRONMENTAL IMPACT REPORT SCOPING MEETING

EIR SCOPING MEETING taken at 21425 Cohasset Street,
Canoga Park, California, commencing at 7:30 P.M.,
Monday, July 30, 2007, before Ricki Q.
Melton, CSR 9400, RPR 45429.

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1 APPEARANCES:
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3 METRO:
4 WALT DAVIS
5 DAVID MONKS

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SPEAKERS:

MELODY CARROLL
PAUL SHIVELY
SHELDON WALTER
BARRY SEYBERT
JUDITH DANIELS
CARL OLSON
RAY D. LOPEZ
SCOTT COHEN
HARRY TISCHLER
MARGUERITE BOGOSIAN
LIZ LEE
FRANCINE OSCHIN
STEVE BRANDT
MICHAEL CORTEZ

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1 CANOGA PARK, CALIFORNIA, MONDAY, JULY 30, 2007
2 7:30 P.M.
3 -o0o-
4

5 MR. MONKS: All right. We're going to start
6 right now.

7 My name is Dave Monks, and I'm a project
8 manager with Metro and Outreach, and it's very nice
9 to have all of you here tonight.

10 This is our second scoping meeting. We had
11 one on Thursday night. The turnout was very good,
12 and it's very good here again tonight, and we really
13 appreciate all the organizations within this
14 community, the residents, business folks coming out
15 and hearing more about the Canoga transportation
16 corridor.

17 I wanted to just mention a few of the
18 organizations that are here tonight because it's
19 helpful to know.

20 We have excellent neighborhood council
21 representation -- Canoga Park, Reseda, Chatsworth,
22 the Winnetka Chamber of Commerce, the Canoga Park
23 Business Improvement District, West Hills
24 Neighborhood Council, the Canoga Mobile Estates
25 Mobile Home Park. We like to hear from those folks

4

1 because the alternatives will be close to them, a
2 couple of them, and the Canoga Park/Woodland Hills
3 Chamber of Commerce.

4 So thank you for coming this evening. I
5 want to just go over a couple of matters so that --
6 you know, you were given a comment sheet this
7 evening. We really appreciate your comments. You
8 can fill this out tonight. We have a table over
9 here. You can take it home with you. There's
10 instructions for faxing it, e-mailing it. The

11 deadline is August 13th, Monday, at 5:00 P.M. for
12 submitting your comments.

13 And in addition, tonight we're going to be
14 taking public testimony. We have a court reporter
15 here. You will have two minutes to speak, and your
16 comments will go on the record and be part of our
17 scoping process for putting together the
18 Environmental Impact Report.

19 In addition, to keep informed on the
20 project, we have -- on the agenda that you were given
21 tonight, at the bottom, there's a hotline number
22 which you will be able to call and get information
23 about the project or get access to staff if you need
24 them, and as well, we -- our Metro website is
25 www.metro.net, and by the end of August, we will have

5

1 a web page on this project up and running which will
2 keep you abreast of what's going on and have the
3 project documents and other information that you may
4 be interested in.

5 So without further ado, I'm going to turn
6 this over to Walt Davis, our technical project
7 manager with Metro. He is the guy in charge, and he
8 will be giving a PowerPoint presentation, and once
9 again, thanks for coming this evening.

10 MR. DAVIS: I would like to echo David's
11 sentiments. Thank you for coming out. I know
12 there's better things to do on a Monday night at
13 7:30 P.M. This type of turnout -- we were guessing
14 20 to 30 people. This indicates there is a lot of
15 interest in this project, and thank you for coming
16 and thank you for sharing your opinions.

17 Before jumping in to my presentation, there
18 are a couple of people I would like to introduce just
19 so you know who the people are working on this
20 project, so that if you see us in the room, come up
21 and introduce yourselves and ask any questions, and
22 you will know who to talk to.

23 I'm Walt Davis. I'm the project manager.
24 The person you just left is David Monks. He is our
25 community relations person. He will be the one out

6

1 there pounding the pavement and making sure that the
2 different community groups, homeowners groups are
3 aware of this project, knows the progress, knows what
4 is going on.

5 We will try to be up front with you guys and
6 let you know exactly what is going on so there's no
7 surprises with this project. We're not going to do
8 this in the back rooms or anything like that.

9 And working with David Monks will be Lorena
10 Perez. She is with planning. And Lisa Padilla over
11 here. Between the three of them, I'm sure that they
12 will be doing a great job with keeping you guys
13 familiar with the project.

14 MR. MONKS: I'm just going to step in here
15 for a second.

16 I do want to recognize some representatives
17 from our elected offices this evening who came, and
18 thank you.

19 First is Megan Cateer (phonetic) from
20 Council Member Smith's office. Did I pronounce your
21 last name correctly?

22 MS. CATEER: "Cateer."

23 MR. MONKS: Okay. Thank you. Thank you for
24 coming.

25 Laura Davidson from Council Member Wendy

7

1 Greuel's office is here. Thank you, Laura.

2 And Matthew Dodson from State Senator Jack
3 Scott's office. Thank you, Matthew, for coming.

4 I just want to remind also everybody if you
5 would like to speak tonight, fill out a speaker's
6 card and turn it in at the back table, and speakers
7 will be speaking in the order that the cards are
8 received.

9 Thanks.

10 MR. DAVIS: Thank you.

11 Just a couple of names, and I'll try to move
12 fast.

13 Michael Meyers is our project manager on the
14 consultant side, and also with us we have Elaine
15 Cabray. Elaine.

16 She will be doing the transportation
17 enhancement. She will make sure that, whatever we
18 do, we don't do an engineering solution or a sea of
19 concrete. She will make sure that whatever project
20 we do, if we do a built project, that it's integrated
21 in the community and compliments the community rather
22 than being an eyesore for the community. So a very
23 important part of the project.

24 Okay. If I can jump into my presentation
25 now.

8

1 Okay.

2 MR. MONKS: From Senator Alex Padilla's
3 office, Angel Paranuevo.

4 Is Angel here? Back there.

5 Thank you for coming, Angel.

6 And Hannah Lee from Council Member Greg
7 Smith's office. Thank you, Hannah.

8 MR. DAVIS: Okay. My first slide is the
9 welcome and introduction. I think I have already
10 achieved that.

11 I'm going to keep our presentation to 25
12 minutes because the purpose of this meeting is to
13 give you the opportunity to give us feedback and tell
14 us what you like about the project and what you don't
15 like. So I apologize if I move fast.

16 The project history and the project study,
17 why we're here today, what is the scope of our
18 project -- I'll go over that. The purpose of this
19 meeting and our objectives -- I think I have already
20 done that, but I will do it again.

21 I will tell you I know people in here aren't
22 EIR experts. What is the process of EIR?
23 Environmentally clearing the project for a major
24 capital investment project.

25 We have seven built alternatives in the back
9
1 of the room that most of you saw. I will go over the
2 area and narrow the scope of this project down to two
3 built alternatives and a local alternative and what
4 will be the process of determining what our
5 alternatives are.

6 How to achieve the best alternatives --
7 talks about that.

8 The possibility of an extension to State
9 Route 118 Freeway. I think that's probably more
10 interest for the Chatsworth area for the community.
11 Some of you may be interested in that. I will let
12 you know, if we do that extension, where it will go.
13 Just let you know it will definitely be on the street
14 if we do that extension. It will not be the
15 dedicated right-of-way which we are considering for
16 this project.

17 And then it says "questions and
18 clarifications," but actually what I want to do,
19 going back in the room and talk to me or all the
20 different professionals I introduced to you. I want
21 to, on that slide, open up to you to come up and make
22 your comments. It will be recorded and will be part
23 of the scoping session of the EIR, or if you don't
24 like to talk to the public, you have the opportunity
25 to write out your comments or on the scoping document

10
1 that was sent out to you, notification, my e-mail
2 address is on there. So you are welcome to e-mail up
3 to August 13th or my mailing address is on there.
4 You can send me a letter, and if I get that before
5 August 13th, it will be in the scoping section of the
6 DEIR, which will be published in February of 2008,
7 about six months from now.

8 Let's go to the first slide. The project
9 history and the study area. Why are we doing this
10 project?

11 I think simply stated you can look at the
12 Metro Orange Line. When we built the Metro Orange
13 Line from North Hollywood to the Canoga Park ride lot
14 and doing the Warner Center loop, we, I think, at
15 that time were collectively holding our breath
16 because we didn't have any idea what ridership would
17 be. There isn't any type of a line like the Metro
18 Orange Line anywhere in the United States that's
19 dedicated just for buses off the right-of-way
20 completely.

21 You may find them in foreign countries but
22 not here in the United States. So we didn't know
23 what ridership would be.

24 We did some forecasts, and we weren't really
25 sure. Our forecasts indicated that we would have

1 23,000 boardings a day by the year 2025, so about 18
2 years from now.

3 It opened October of 2005. It's been open
4 for about two and a half years, and during the month
5 of June, we averaged 25,000 boardings a day. So I
6 think by anybody's assessment, it's been a huge
7 success, and we want to build upon that success.

8 So our board back in September of 2006 asked
9 us to initiate an environmental clearance which is
10 the first step towards capital investment project of
11 this size to see if there's a need and what the
12 impacts will be. So that's what we're here for
13 today.

14 They instructed us to look at a four-mile
15 extension of the Orange Line from its current western
16 terminus, which is the Canoga Park Red Lot north to
17 the Chatsworth Metrolink Station, and at the
18 Chatsworth Metrolink Station you have local bus
19 routes coming in, you have limited buses coming in,
20 Metrolink service, and Metro Orange Line. You have
21 the making for a pretty good transportation hub where
22 people connect and they get on their source of
23 transportation and get to their final destination.
24 So you have an opportunity there, and I just wanted
25 to identify the Chatsworth Metrolink Station.

1 This study is -- the square highlighted
2 right here -- the reason -- we'll say that four areas
3 of this map we do have illustrated the Canoga
4 right-of-way.

5 The reason for that is because we completed
6 a study in 2001, and in that study, they indicated
7 that that was a good linkage between the Chatsworth
8 Metrolink Station and Canoga Park Red Lot, but in
9 addition, they said that densities in the western San
10 Fernando Valley weren't as great as they were eastern
11 San Fernando Valley.

12 So the study in 2001 indicated there were
13 wonderful opportunities on Lankershim, on Van Nuys,
14 on Sepulveda, and Reseda for significant
15 improvements.

16 It's difficult to implement those
17 improvements right now. So we're going to study them
18 some more.

19 The reason I'm showing you this slide is to
20 let you know that, in addition to doing this project
21 right now that we're looking into and that we're here
22 for today, the sister project, we're making money
23 available to LADOT so they can assess the need and
24 what opportunities there are on Reseda, Sepulveda,
25 and Van Nuys, and Lankershim, and we've asked them to

1 come back to our board in August of 2008 to tell us
2 what they can do.

3 So the sister project then also includes
4 other north/south improvements in the San Fernando

5 Valley.

6 Next slide, please.

7 The purpose of this meeting. The purpose of
8 the meeting is basically to give you the opportunity
9 to learn about the project and ask questions and also
10 give you the opportunity to voice your opinions
11 pertaining to the environmental issues, mitigation
12 measures, or the environmental process itself, and
13 that's what we're here for today.

14 Next slide.

15 What is the EIR process? The EIR process
16 stands for Environmental Impact Report, and it's a
17 state-required exercise we do before we initiate a
18 design-build contract, and there are steps we have to
19 follow.

20 The first step is the notice of preparation.
21 For notice of preparation, you put a story in the
22 newspaper. It appeared July 12th, 2006, letting the
23 public know that -- of our intentions of looking at
24 this project and possibly moving forward with it and
25 soliciting your input.

14

1 In addition, we sent notice of preparation
2 to the county clearinghouse, and they circulated
3 among all state and local agencies.

4 After that, we sent -- I think everybody got
5 this, since you are here -- the notification of our
6 intention and welcome to the scoping meetings.

7 We sent out 44,700 of these notifications.
8 We did our best to really canvass the area to let as
9 many people know about this project and have the
10 opportunity to voice their opinions before we really
11 initiate it.

12 We have done some groundwork of identifying
13 some alternatives so we have something to talk about
14 at this meeting, but we're at the very beginning of
15 the process.

16 The next step is the scoping meetings. This
17 is the second one, and that's the step we're at right
18 now is the scoping meetings to give you the
19 opportunity to voice your opinions.

20 The next step is the screening of
21 alternatives. We're presenting to you guys seven
22 alternatives in the back of the room: two on DeSoto,
23 two on Topanga, and three on or near Canoga Avenue.

24 We can't study all seven of those
25 alternatives to the level of assessment that's

15

1 required in the EIR document. So after these scoping
2 meetings, during the month of September, we will be
3 narrowing the project down to two built alternatives,
4 the seven in the back down to two for a full-blown
5 environmental assessment, and I will go over the
6 assessments we will do on the alternatives later on
7 in the meeting.

8 After that, the draft EIR preparation, we
9 began that when we sent out the notice of

10 preparation, sent these out and started developing
11 alternatives. So that's well under way, and that
12 will go until February of 2008 when we hope to have
13 the DEIR completed, and we hope to go to the Board
14 with that assessment with hopefully the local
15 alternative, the one alternative we will be moving
16 forward with on the project.

17 After the completion of the draft DEIR,
18 there's the draft circulation period. That's a
19 45-day period where we circulate it to every library
20 in the area. It's shown on mta.net where you come to
21 the MTA and purchase it. It's a voluminous document.
22 We don't just hand them out. We make them available
23 where people can get to them or just download it from
24 the Internet and print it out, the specific areas
25 that concern you. It's a huge document. I don't

16

1 think you would want one. And you have 45 days to
2 review it and provide comments to us.

3 After that 45-day review period and until
4 August of 2008, we're going to be responding to all
5 the comments received during preliminary engineering
6 and the final assessment of the project leading up to
7 August 2008 when it goes final and it is certified by
8 our board of directors at the MTA.

9 After that, if everything goes without any
10 major hurdles, we go to the California Transportation
11 Commission, show them the project, and secure the
12 rest of the funds for the actual construction of
13 wherever the project may be or as part of our
14 assessment, we assess the possibility of no project
15 whatsoever, and if that turns out to be the best
16 project, obviously won't go to the CTC to solicit
17 funds.

18 Jumped ahead of myself and right to the
19 final action. So if I can move on to the next slide.

20 What are the alternatives? The first two
21 alternatives that you have to assess in the
22 environmental process is alternative 1, no project,
23 and that is what it sounds like. If you don't build
24 this project, what will the ramifications be? So if
25 you look at alternative 1 board, that shows you the

17

1 bus system currently in place, and that system would
2 stay in place without any project.

3 The second alternative you have to look at
4 is a low cost alternative. It's called a
5 transportation systems management. That's basically
6 where you do a number of improvements to
7 intersections, you lower the headways of the buses,
8 put more frequent buses out there, try to improve the
9 system you have with the existing infrastructure. So
10 it's a low cost alternative.

11 After that, our seven built alternatives.
12 Okay. You guys moved ahead of me.

13 That's seven built alternatives as I
14 mentioned: two on DeSoto, two on Topanga, and three

15 on or near Canoga Avenue. Here is the transportation
16 systems management which shows civilization
17 improvements, some more bus serve, more express
18 service, and what we could do to improve bus services
19 without a major capital investment project.

20 The next slide.

21 The three on Canoga Avenue include Metro
22 rapid bus service, which would have the buses sharing
23 a lane with the cars. So this slide shows the buses
24 are in the lane.

25 As you know, buses get bogged down with

18

1 automobile traffic. So that one, the buses would
2 achieve the least greatest bus speed improvements,
3 but it will be a low-cost alternative.

4 The second alternative would be a dedicated
5 lane on the Canoga right-of-way. That would entail
6 eliminating on-street parking but doing a bus lane on
7 both sides so we could achieve good bus speeds, but
8 it would have impact, and they would -- for example,
9 cars -- when cars take a right-hand turn, they would
10 turn in front of buses. So there is some conflict
11 there. So there are some merits and some negatives
12 to that option.

13 And then the third option on Canoga is the
14 railroad right-of-way, which I'm sure a lot of you
15 are familiar with and others have approached me
16 earlier, talking about that right-of-way.

17 We do own the railroad right-of-way between
18 Canoga Park and Chatsworth Metrolink Station. So we
19 could possibly do something like the Metro Orange
20 Line on that right-of-way, but as you know, there's a
21 number of businesses that are on that right-of-way as
22 well.

23 So that is the one alternative that would
24 achieve the greatest bus speed improvements but would
25 have the greatest impact on the community. So a

19

1 careful assessment would have to be done.

2 Next slide.

3 Metro rapid buses on DeSoto Avenue or
4 dedicated bus service on DeSoto, and again, with
5 Metro rapid, it shares the right-of-way with cars and
6 buses. With a dedicated lane, we eliminate the
7 on-street parking for a dedicated bus lane.

8 The next slide. Those are my seven
9 alternatives -- oh, I have nine alternatives.

10 Topanga Canyon, Metro rapid service or a dedicated
11 lane, same configurations.

12 The next slide.

13 How are we going to break this project down
14 into two alternatives?

15 After this meeting, we're going to take your
16 comments into consideration, and we're going do a
17 careful assessment based on: Does it support
18 mobility? What is the ridership potential? Does it
19 serve sensitive areas?

20 I'm not from this area, but the West Hills
21 mall -- I have heard a lot about it. Does it serve
22 the major activity centers like that, and does it
23 complement our network of bus systems that we
24 currently have in place? Does it support land use?

25 For that, we will look at community plans,
20

1 the homeowner groups, the plans you have for that
2 area and which projects best complements the idea of
3 what the future of this community is going to be.

4 Also joint development opportunities.
5 Whenever we have a capital investment project like
6 this, it will include stations, Metro stations,
7 incurs joint development with commercial and
8 residential. We like people living in close
9 proximity to our major transportation stations so
10 people use mass transit more. We're trying to
11 attract better ridership.

12 Corridor enhancement. I have a lot people
13 saying they love the bike trail and the pedestrian
14 trail adjacent to the Metro Orange Line, a lot of
15 e-mail saying can't you do something similar for this
16 extension, so enhancements like that and other
17 enhancements.

18 Maximize community input. We're here today
19 to get your input. I'm going to stop talking here in
20 about ten minutes and give you the opportunity to
21 take the microphone or write out your comments.

22 And also we have been out there hitting the
23 pavement, and we met a lot of elected officials, and
24 we're going to continue to do that and getting
25 feedback from them.

21
1 Minimize community impacts. It is a so loud
2 that it would hugely impact a community or there's
3 spotted owls or something unforeseen, underwater
4 ground sources and stuff like that that we haven't
5 assessed yet that might be a project killer. So we
6 will do our environmental assessment and evaluate
7 what impact the project would have.

8 We're going to look at archeological,
9 paleontological, traffic, noise, vibrations, smog,
10 everything you can think of and see if there's any
11 project killers that would make the project too big a
12 disruption on the community to be considered.

13 And then cost effectiveness. Ridership
14 forecasts. Then we're going to see what this project
15 will cost, and if it doesn't make sense from a cost
16 analysis standpoint, we'll probably have to choose a
17 lower cost alternative.

18 The next slide.

19 Back in September when our board told us to
20 look at this extension from Canoga Park to Chatsworth
21 Metrolink Station, one of the board members stood up
22 and said, "You know, Chatsworth is only two miles
23 south of the State Route 118 Freeway. Wouldn't it
24 make sense to extend it two additional miles?"

25 So we said, "Well, we'll look into it."

22

1 I want you to know -- because there's been a
2 lot of concern in the Chatsworth communities about
3 the horse trails up here and the parks -- that if we
4 do an extension to the SR 118, we are not going to
5 flow through Canoga Avenue and build a new
6 on-ramp/off-ramp on the State Route 118 Freeway. We
7 will either use Topanga Canyon or DeSoto which
8 currently have on- and off-ramps. We will be on
9 street, and we will do our best to limit the amount
10 of impact it will have on the traffic congestion in
11 these areas.

12 I got an earful last Thursday night from
13 those communities about traffic congestion on those
14 streets. So we're going to be sensitive to that and
15 look into it and see if it makes sense, but I will
16 let you know the actual project is from the Canoga
17 Park Red Lot to Chatsworth Metrolink Station, but
18 this is something that is possible and that we are
19 just looking into it.

20 My next slide is question and answers.
21 Again, I have a lot of professionals in the back.
22 Those of you who do have questions that you would
23 like answered, please feel free to talk to one of the
24 professionals in the back.

25 I would like to open this up to the people.

23

1 Step up to the microphone and talk to me, and I'm
2 going to ask my project managers Michael Meyers,
3 David Monks, Wendy Lockwood --

4 Did I introduce you, Wendy?

5 Wendy Lockwood is our lead for the
6 environmental assessment of the project. I'm sorry.
7 When I went around introducing people, I somehow
8 overlooked Wendy. I apologize, but very important
9 person on this project, especially this component of
10 the project.

11 So as you make your comments, I would like
12 to have my teammate project managers for this part
13 listening and taking notes with me.

14 And, David, do we have people who have
15 filled out --

16 MR. MONKS: Okay. You are going to be
17 speaking into this microphone. The court reporter
18 will be taking your comments, and you can direct them
19 to Walt and Wendy and Michael. So the comments will
20 be done in the order received.

21 Melodye Carroll, John Parker, followed by
22 Paul Shively.

23 MR. DAVIS: And I want to repeat that this
24 part of the meeting is for you guys to state your
25 comments. It's not for back and forth. We won't be

24

1 answering the questions. You tell us what your
2 opinion is.

3 If you want the questions answered, go back

4 to the room and talk to one of our professionals
5 because we want to give everybody the opportunity to
6 talk.

7 MR. MONKS: And can you see the timer right
8 here?

9 MELODY CARROLL: My questions are about the
10 alternative 5 -- No. 5. I live in the --

11 Can you hear me now?

12 I live in the Riviera Mobile Home Park at
13 8801 Eaton Avenue, and my mobile home backs up to
14 Canoga Avenue. So if you use this alternate 5 and
15 use those railroad tracks, I'm going to have buses
16 running about 30 feet from my master bedroom, which
17 is something I don't want.

18 If this is used, I beg of you to please put
19 a buffer wall or sound wall up. There's 270 units
20 that are on that route, and we're all seniors, and it
21 just will ruin our property value.

22 I don't know how -- what else I'm supposed
23 to say other than, please, if you use this one, put
24 up a barrier. Please help protect us.

25 And I guess that's all I have to say. Thank
25

1 you.

2 MR. MONKS: John Parker.

3 MR. DAVIS: Can you address her questions.
4 Go talk to Vegan (phonetic).

5 JOHN PARKER: Good evening. My name is John
6 Parker. I'm the president of the Canoga Park/West
7 Hills Chamber of Commerce. I'm also the immediate
8 past president of the Canoga Park Improvement
9 Association.

10 Our preference, generally speaking, would be
11 for alternative 5. We recognize there's a number of
12 tenants that will have to be relocated to make way
13 for this. We would be concerned with where they
14 would be relocated and to help them, and we do think
15 this is the best use of the land in that it's a
16 public right-of-way. It's safer because we have seen
17 all the problems that we have on the other side. We
18 think if it's on its own dedicated road, it would be
19 safer. It's, as we say, best use.

20 What really concerned us in the Improvement
21 Association in Canoga Park is that MTA is the worst
22 landlord in the area. If you drive along Canoga
23 Avenue, the properties are deplorable. They are kept
24 in a deplorable state by so many different people,
25 and that's one of the reasons that we would be

26

1 supportive of using that just to see that area used
2 in a much better way and kept in a better way for
3 this community.

4 Thank you.

5 MR. DAVIS: Thank you.

6 PAUL SHIVELY: Paul Shively. I'm a member
7 of the Canoga Park Neighborhood Council.

8 John pretty much said pretty much what I had

9 in my notes because it's so apparent each time you
10 drive up and down Canoga Avenue that the worst
11 landlord we have, the worst blight is that created by
12 MTA tenants up and down Canoga Avenue.

13 People from outside of the community seem to
14 think that that's Canoga Park's border, it's our east
15 boarder, that where the blight starts is where you
16 enter Canoga Park.

17 So the most positive impact would be to
18 change that image.

19 The next most positive enhancement would be
20 to utilize it in a positive manner with
21 transportation north-south utilizing the existing
22 park-and-ride connections and at the same time having
23 the bike paths, maybe a farmers' market area,
24 something that would really enhance the community,
25 use that as a drawing point.

27

1 Canoga Park -- really Canoga Avenue is our
2 namesake. Canoga Park or Canoga Avenue, like I say,
3 is the worst street we have.

4 So to enhance that with positive
5 transportation in a greenbelt with all these
6 amenities would do nothing but have a positive impact
7 on the community.

8 And I keep hearing all this positive impact,
9 and that's where we want to go, and at the same time,
10 each one of these tenants that has to be relocated
11 should be done fairly, relocation funds, whether it's
12 CRA money -- Michael, I'm going to spend your money
13 for you there -- CRA money or other money used would
14 be beneficial.

15 My vote is alternative 5. Thank you.

16 MR. MONKS: Sheldon Walter, followed by
17 Barry Seybert, followed by Judith Daniels.

18 SHELDON WALTER: Good evening. My name is
19 Sheldon Walter.

20 I've been on the Mayor Bradley's and Yorty's
21 advisory committees on transportation. Very involved
22 with the rapid transport in Los Angeles.

23 I think that this system is -- I think you
24 can work this very nicely along the coastline. They
25 don't have so many intersections there.

28

1 You run these buses along an intersection
2 with Vanowen and Sherman Way and Roscoe and Saticoy,
3 you are going to have horrendous traffic.

4 We don't have any grade separation at all,
5 not like if you might have a rail transit or a --
6 like in other parts of the city, like in New York,
7 Chicago, other places, you need a rail rapid transit
8 to really get the people around better than a busway.

9 So this is a nice idea and nice thinking and
10 so on, but eventually we're going to have much better
11 mobility.

12 This Southern California association of
13 government has rated the Los Angeles region an F in

14 mobility. That's failure. Not just this last year
15 but last couple of years, two or three years, and we
16 certainly need to have mobility, move our people
17 around better and improve our situation where we have
18 all this gas -- you know, greenhouse gases helping to
19 create a global warming. We need to have more rapid
20 rail transit here.

21 And that concludes my remarks. I'll send
22 some written comments later. You all have a nice
23 evening.

24 MR. DAVIS: Thank you.

25 BARRY SEYBERT: I'm Barry Seybert. I'm West
29

1 Hills Neighborhood Council Streets and Transportation
2 Committee. I also represent Dennis Zine, Council
3 District 3, for the Mayor's bicycle advisory
4 committee.

5 I also chaired Laura Chick's feasibility
6 study many years ago on this corridor. Back then it
7 was called the Burbank/Chandler corridor, and back
8 then it was supposed to go from North Hollywood to
9 Warner Center.

10 It was our report that said it should go up
11 to the Chatsworth station. So I am definitely in
12 favor of alternative 5 with the bikeway along with
13 the busway. I hope to see that happen.

14 I do know that every business that is along
15 that corridor, part of their lease says that this
16 property belongs to the MTA right-of-way and that it
17 could be developed in the future and that those
18 businesses will have to vacate, and they signed to
19 that when they signed their leases.

20 Thank you.

21 MR. DAVIS: Thank you.

22 JUDITH DANIELS: I'm Judith Daniels. I'm
23 the president of the Chatsworth Neighborhood Council.

24 I realize that most of the people here are
25 not concerned about the northern end and the

30

1 possibility of a park-and-ride at the 118 Freeway.

2 Two quick comments. One of them is that I
3 think if you look carefully at how many people would
4 come in to Chatsworth on the 118 Freeway and want to
5 be getting down to either Warner Center or possibly
6 to downtown Los Angeles, I think the reality is that
7 the only people who are likely to use the 118 Freeway
8 to get to the south part of the Valley or downtown
9 are people coming in from the eastern edge of
10 Simi Valley.

11 If you have people who are in the city of
12 Ventura, the city of Moorpark, or even on the western
13 edge of Simi Valley, they are much more likely to
14 take the 23 Freeway south, go across the Ventura
15 Freeway, the 101, and come in from the southern end
16 as opposed to coming along the 118 Freeway having to
17 take surface streets, surface transportation south to
18 Warner Center.

19 Second thing is if you are talking or
20 considering the possibility that you are going to
21 have a significant number of people coming in through
22 Chatsworth and a park-and-ride at the 118 who are
23 going to be shopping at the new mall in Warner
24 Center, I think you are going to have to be really
25 careful about whether these people are going to ride

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1 a bus to go to a mall where they will make
2 significant purchases, have to carry those back on
3 the bus, go back to a park-and-ride lot, which by the
4 way, depending on where it's planted up at the 118
5 Freeway, would be serviced -- all of the security
6 would be serviced by the Malibu Sheriff's Station
7 because that's the policing agency that is outside of
8 the city limits, anything north of the freeway, and
9 if people are concerned about security from Malibu,
10 that's an issue.

11 MR. DAVIS: Thank you, Judith.

12 MR. MONKS: Carl Olson, followed by Ray
13 Lopez, followed by Scott Cohen.

14 CARL OLSON: My name is Carl Olson. I live
15 in Woodland Hills. I have four short points.

16 No. 1, there's yet to be any established
17 need for spending \$150 million of taxpayers' funds on
18 an Orange Line extension from Canoga Avenue Station
19 to the Chatsworth train station.

20 In order to establish a realistic demand for
21 such bus service, the most logical thing will be --

22 MR. MONKS: Sir, you are going to have to
23 slow down to read a statement, okay, because the
24 court reporter has to follow you.

25 Okay?

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1 CARL OLSON: Okay.

2 MR. MONKS. Thank you.

3 CARL OLSON: I'm also on the clock.

4 MR. MONKS: That's fine.

5 CARL OLSON: In order to establish a
6 realistic demand for such bus service, the most
7 logical thing would be to start up a regular bus line
8 on Canoga Avenue that goes to the Chatsworth train
9 station.

10 MTA can do this right away. No need to wait
11 years. It should be a starting point for any other
12 action in the EIR. I suggest this bus line will
13 demonstrate minimal actual usage and indicate that no
14 major construction project should be undertaken.

15 No. 2, alternative No. 5 would be the worst
16 of all possible alternatives. It would plow under
17 dozens of prospering businesses along the east side
18 of Canoga Avenue. The long-established businesses
19 involve hundreds of employees and thousands of
20 customers.

21 These businesses would find it next to
22 impossible to find comparable relocation sites that
23 would be easy for their employees and customers to

24 reach.

25 The Valley has too little

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1 commercial/industrial properties as it is. MTA
2 should not be in the business of destroying them.

3 No. 3, as for these existing businesses, you
4 should know the MTA has them all on month-to-month
5 leases. This provides almost no security and no
6 incentive to actually improve a lot of things. It
7 also allows MTA sizable rent increases, such as
8 doubling.

9 During this two-year process you are going
10 through, the MTA should allow long-term leases on
11 these properties.

12 And, 4, MTA right-of-way along Canoga should
13 be sold and not zoned for commercial and industrial
14 properties as it currently is. The current business
15 tenant should be given the right of first refusal.
16 The millions of dollars that are raised from the
17 sales should go into projects that really help
18 improve transportation, such as expanding the 101 and
19 other projects to help traffic in the Valley.

20 You know the gigantic bottleneck that
21 Caltrans and MTA created on the 101 at Topanga Canyon
22 where five lanes shrink to four let's into put the
23 150 million into this instead.

24 Thank you very much.

25 MR. DAVIS: Thank you, Carl.

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1 MR. MONKS: Ray Lopez, followed by Scott,
2 and then followed by Harry Tischler.

3 RAY LOPEZ: Good evening. My name is Ray D.
4 Lopez. I have two possible alternatives.

5 One, the Canoga Street busway would have to
6 be built on that former Metro railroad right-of-way
7 route that would start all the way from Owensmouth
8 Street, Warner Center transit and would start from
9 Variel Street northbound and will continue until it
10 makes a left turn on Victory Avenue's curve to get to
11 the northbound Canoga Street busway route and back
12 and forth, after it stops at the Chatsworth Metrolink
13 Station as its last destination. So just to let you
14 know.

15 But I would give it a new color for the
16 north-south portion. It would have to be called the
17 indigo line so that you can't have two sides of the
18 Orange line. The east-west Metro Orange Line would
19 be available in the Warner Center transit hub and the
20 northern side indigo would start from the transit hub
21 until it gets to the Metro Chatsworth transit --
22 yeah, Metrolink transit station. That's one of them.

23 No. 2, I would like to inform you we would
24 like to get a new Canoga Street bus -- local busway
25 that would start from the Metro Warner Center transit

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1 hub all the way until it gets to the Chatsworth
2 Metrolink Station. That would be 246.

3 Give it two different sides of the busway to
4 use for those who like to start using them on a daily
5 basis so especially those junior and high school
6 students who want to use them badly and the residents
7 of the Canoga mobile house estates.

8 I thank you very much. Please have a good
9 night and a great summer. Thank you.

10 MR. DAVIS: Thank you.

11 MR. MONKS: Scott Cohen.

12 SCOTT COHEN: Hi there. I'm Scott Cohen. I
13 own the Green Scene. I'm on the corner of Canoga and
14 Vanowen.

15 And my business is anything but a blight to
16 Canoga Avenue. I have a waterfall and a pond on the
17 corner, beautiful plants and flowers and trees, roses
18 and beds, and I run a landscaping company.

19 I work together with Jacoby Construction
20 right next door, and we work together in creating
21 stones and plants and trees to make Canoga very nice.

22 I heard Canoga Park people here say is that
23 MTA is a lousy landlord and a slumlord and all these
24 businesses along the street are looking bad and a
25 blight on the community. Well, that's not the

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1 businesses' fault. That's the MTA. The MTA is
2 setting the guidelines and restrictions that we use
3 to maintain our property. So let's not give the MTA
4 more responsibility on Canoga Avenue. If you are not
5 happy with what you see now, why would you make them
6 in charge of any better improvement?

7 Before we build another project and spend
8 millions of dollars displacing businesses that are
9 doing a good job on Canoga Avenue, why don't we try a
10 little bus line going up and down Canoga first. Put
11 a couple of benches out there. They are not that
12 expensive. I can build them for you cheap, and as
13 long as I can put a little advertising on them, I
14 would be happy with that, but let's try some buses up
15 and down the street first and see if there's a
16 ridership, see if there's really a need for all these
17 extra things going up and down Canoga.

18 I don't disagree that the MTA should do a
19 better job with the property and their leases and the
20 arrangements that they have with the properties up
21 and down Canoga, but that's an easy thing to do to
22 fix that and keep those properties looking nice.

23 We don't need to put a bus and more concrete
24 and more hardscape and make it hotter. You want a
25 bike path? I think that's nice. You should have a

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1 bike path, but we don't need a bus going up and down
2 the street.

3 Is there anybody that can tell me how many
4 buses they are planning to have going up and down
5 Canoga on a regular basis? Once a week?

6 In any case, I would like to see MTA to do a
7 test run and see if it's needed to go any further.

8 That's all.
9 MR. DAVIS: Thank you, Scott.
10 MR. MONKS: Harry Tischler, followed by
11 Marguerite Bogosian and Liz Lee.
12 HARRY TISCHLER: I'm Harry Tischler. I live
13 in Eaton Mobile Home Park, which is right next to the
14 right-of-way.
15 The first question I really have of
16 everybody, particularly the ones that have spoken,
17 how many people ride the bus or how many just drive
18 cars? Ride the bus for transportation?
19 Good God. Two people. Oh, sorry. Didn't
20 see you down there.
21 The question I have, though, is I understand
22 that, in around 2011, there is some law that comes
23 into play that all of the transportation has to
24 become pretty much electric or at least more
25 nonpolluting than they are, which sort of brings up a

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1 train or something with tracks, and we are going to
2 need a right-of-way for that if that's true, and for
3 those who don't know it, there is some word about the
4 two big malls merging into one world's biggest mall.
5 So that's going to have some effect on us all too.

6 Give these things some thought.
7 MR. DAVIS: Thank you, Harry.
8 MR. MONKS: Marguerite, followed by Liz Lee,
9 and the last one is Francine Oschin.
10 If there are any more, please get your cards
11 up to me now. Thank you.

12 MARGUERITE BOGOSIAN: Okay. I'm just a
13 homeowner, and I live in Warner Center, and I know
14 that the Orange Line is a wonderful bus; however, it
15 has ruined Erwin in the mixed-flow-type concept. So
16 I think that you should look at alternative 7 and
17 alternative -- I wrote it here -- the one on Topanga,
18 alternative 9, because they are more commercial.
19 There's more strip malls. So as Scott was saying,
20 there are more businesses on the store fronts on
21 Canoga that, if you had buses going there and a
22 dedicated lane, it would put like Rocky Roadster or
23 all those little stores out of business because
24 there's nowhere to park.

25 So if you take a street like DeSoto or

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1 Topanga Canyon that's already pretty commercial,
2 there's at least three lanes, you could dedicated one
3 lane and it wouldn't matter if there was parking or
4 not on the street side because you have strip malls
5 that have parking. So it wouldn't affect the
6 traffic, and it would be a dedicated bus you could
7 hop on. It wouldn't affect traffic. Nobody would
8 get hurt because basically it's a dedicated bus line.

9 So I would go for the dedicated one on
10 Topanga Canyon and the dedicated one on DeSoto, and
11 then you could have one little bus, a DASH or
12 something, that would connect it over to the other --

13 the Orange Line, and that's the way I see it.

14 And I'm not an analyst, but I'm just
15 thinking of homeowners and business people, and you
16 don't want to put business people out because you
17 will have a bus and where are they going? Nowhere.

18 So I would go for DeSoto, Topanga Canyon and
19 have a dedicated bus line. That's my idea.

20 MR. DAVIS: Thank you.

21 LIZ LEE: First of all, I want to clear up a
22 misconception about people who live in Simi Valley
23 and how they get to other places. Nobody goes by the
24 23.

25 Have you even noticed what they are doing to
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1 the 23? We would always -- and, in fact, I spent a
2 year commuting from the western side of Simi Valley
3 via Metrolink downtown every day. Sometimes I would
4 drive to the Chatsworth station because I was going
5 to go somewhere in the Valley after work. So I park
6 my car there.

7 So I want to tell you that rapid transit is
8 number one as far as me taking a job. Right now I work
9 in Calabasas, and I got to tell you that north/south
10 route is not fun. I had a temp who came into my
11 office yesterday complaining like crazy because he
12 couldn't find a good way to get to our office.

13 Now, north/south driving in the West Valley
14 is terrible. It's been terrible for years. I would
15 never touch Topanga Canyon Boulevard in the daytime.
16 At night it's even worse than going.

17 I appreciate Steve Cohen's beautiful
18 landscaping around his building, but I got to tell
19 you he's impeding progress, and if we keep looking at
20 all of those business owners -- it's true your people
21 have your livelihood along Canoga Avenue, but you
22 know what? There's a whole lot of people.

23 I love the Orange Line. I have driven from
24 Chatsworth down to Warner Center and caught the
25 Orange Line to go downtown, and I love it because I

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1 always rode the red line, and I would take that -- no
2 way could I get downtown and back with \$3. I mean a
3 gallon of gas is \$3 now, and there's no way my car
4 would make it down there.

5 As far as I know, CNG is nonpolluting. I'm
6 not an expert, not a chemist, but compressed natural
7 gas -- I have ridden on those buses. I have to tell
8 you they are wonderful.

9 So I am in favor of alternative 5. Thank
10 you.

11 MR. DAVIS: Thank you.

12 FRANCINE OSCHIN: Hello. I'm Francine
13 Oschin, and I'm in favor of alternative 5, which is
14 the northern extension of the existing Orange Line
15 going north to the Chatsworth Metrolink.

16 In the early 1990's, when I was deputy chief
17 of staff at Councilman Hal Bernstein, the predecessor

18 of Metro was going to sell that right-of-way. They
19 saw no reason to keep it.

20 Through a council motion and through Hal's
21 actions, the right-of-way was preserved on Canoga
22 Avenue and with a very good reason. We didn't even
23 know Metrolink was coming at that time.

24 Many years later when Metrolink did come, it
25 was a success. Chatsworth was the first station in

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1 the Valley we opened, and there were so many people
2 who were getting off at Chatsworth, and that was
3 before Metrolink went out to Montalvo and all the
4 other areas it went to, that we got money from
5 projects to have dedicated taxis sitting and waiting
6 for people when they got off the Metrolink and they
7 would get into them, shared taxis, and it would whisk
8 them to their jobs in Warner Center.

9 Warner Center is a hub of commercial and
10 retail. It is a place that people come to from all
11 over. The way they get there is by that Metrolink.
12 That Metrolink is heavily used. Anyone that pretends
13 nobody uses mass transit has not been on mass
14 transit.

15 I don't ride it every day. I'm a
16 discretionary rider. I ride ten miles to the
17 Universal City station. I get on the Red Line. I
18 have gotten on the Orange Line. I may not use it
19 every day, but I will use it enough that your drive
20 every day isn't as bad as if I was on that freeway
21 all the time.

22 The Canoga right-of-way offers you a
23 dedicated area off street. There is no other place
24 you can look at as an alternative that will guarantee
25 it is off street. So you have the speed and the

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1 capacity. That's why people will use it. Maybe they
2 won't stop all the way along the way, but that
3 Chatsworth Metro is a hub. It is a place where
4 people get off. It's also got the facilities that
5 would allow you to have a park-and-ride over there.

6 Is my time up? Okay.

7 Anyway, you can see I'm very passionate
8 about this almost 20 years after Hal Bernstein helped
9 preserve that piece of property. We really believe
10 it is the best alternative.

11 MR. DAVIS: Thank you, Francine.

12 MR. MONKS: Steve Brandt -- I believe that's
13 the name -- followed by Michael Cortez.

14 This is the last speaker card. So if
15 anybody else wants to speak, fill it out, pass it up.
16 Thank you.

17 STEVE BRANDT: Hi. My name is Steve Brandt.
18 I have a business on Canoga and Roscoe called the Car
19 Corner. I have had a lease with MTA for 25 years.

20 I think the big thing to decide in a
21 four-mile stretch of land that you are going to have
22 these buses on is if you are going to have the

23 ridership.
24 I think you owe it to the businesses and
25 communities. As Jacoby said last week, last

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1 Thursday, there's 40 businesses that will be
2 affected. Some of them don't know where they are
3 going to go, and I think you ought to do a study to
4 find out if it's really feasible and makes sense.

5 That's it.

6 MR. DAVIS: Thank you, Steve.

7 MR. MONKS: Okay. Last call. Anyone else?

8 Michael Cortez, last speaker.

9 MICHAEL CORTEZ: Good evening. My name is
10 Michael Cortez. I am with the Community
11 Redevelopment Agency for the City of Los Angeles, and
12 we look forward to working collaboratively with the
13 MTA to come up with a proper alternative.

14 Our major concern is the area that the MTA
15 owns that is a little bit blight or there's little
16 bit problems there. We would definitely love to work
17 with the MTA so that the property is clean.

18 We have heard many concerns from community
19 organizations and businesses from -- adjacent to that
20 area. The CRA in particular spent over \$20 million
21 in revitalization and redevelopment in the Canoga
22 Park area, and so we definitely would love to
23 highlight the work that has already been done in that
24 area. Thank you.

25 MR. DAVIS: Thank you, Michael.

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1 We're not going to go away. That's the last
2 of the comments, but if you want to come up and talk
3 to me or Michael or Wendy or talk about the
4 transportation enhancements or lanes or to somebody
5 about community relations, David, please feel free.

6 Our boards are in the back that has all the
7 alternatives. We're here to listen to you guys.

8 MR. MONKS: Thank you. Thank you for
9 coming.

10 (Whereupon, at 8:22 P.M. the
11 proceedings were adjourned.)
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I, RICKI Q. MELTON, Certified Shorthand Reporter No. 9400, certify:

That the foregoing proceedings were held before me at the time and place therein set forth;

That all proceedings held were recorded stenographically by me and were thereafter transcribed;

That the foregoing transcript comprises a true record of all proceedings held at the time of the proceedings;

That I am in no way related to the parties in this action, nor interested in the outcome thereof.

IN WITNESS, I have subscribed my name this 6th day of August, 2007.

RICKI Q. MELTON, CSR No. 9400

I. INTRODUCTION

This report summarizes the outreach activities that took place from May to August 2007 in support of the Environmental Impact Report (EIR) for the proposed Canoga Transportation Corridor Project. The Canoga Transportation Corridor project is a proposed four mile extension of the Metro Orange Line that would connect the Canoga Station to the Chatsworth Metrolink Station, with a possible extension to State Route (SR)-118.

Metro places a high priority on public feedback and outreach. This is consistent with State requirements and is necessary in ensuring broad public knowledge regarding the proposed project. In implementing the activities for an inclusive community outreach process, Metro in coordination with CPG managed an outreach program to support the environmental review process and documents all outreach activities.

A. Outreach Parameters

Nearly 300 community stakeholders were identified via research of key community groups, neighborhood councils and organizations, businesses, and briefings with elected officials. Close to 300 stakeholders contact information was catalogued in a project database that includes elected officials, transportation focused organizations, neighborhood councils, homeowners associations, mobile home parks, resident associations, lease-holders along the Metro right-of-way (ROW), business groups, churches and equestrian groups with specific interests along the Canoga Avenue Transportation Corridor. Additionally, Metro purchased mailing list of 44,100 residential addresses within the target area bordering SR-118 to the north; US-101 to the South; Shoup Avenue to the West and Mason Avenue to the East.

B. Scoping Meeting Notices

Approximately 60 Agency Scoping meeting notices were mailed the week of July 16, 2007 to federal, state, regional, county, and city agencies as well as offices of elected officials.

C. Newspaper Advertisements

The Notice of Preparation was placed in English and Spanish in two major publications, which were selected for their San Fernando Valley-oriented circulation and audience. The scoping meeting advertisements were published in:

- *Daily News* (July 10, 2007)
- *La Opinión* (July 10, 2007)

D. Project Hotline

A local project telephone hotline was established at (818) 276-1289, to provide stakeholders with easily accessible project information and as an interactive and more personal way for the public to leave messages, comments, and/or questions for the project team. The recorded messages directed callers to various options such as leaving a comment or question, and providing contact information to be added to the project database. Telephone messages were recorded in the four identified languages spoken along the corridor: English, Spanish, Korean and Armenian. The hotline is monitored on a daily basis and all messages forwarded to the team as soon as they are received. A direct line to the Metro Outreach Project Manager was provided as an option for callers who required immediate attention. A phone log is maintained to document all calls received and entered in the project database. The hotline number is printed on all project information materials, newspaper advertisements, and e-mails.

E. E-Newsletter Network

An E-newsletter network was created so that information regarding public scoping meeting dates could be effectively and quickly disseminated to the public via existing communication channels. The network included posting project information and announcing scoping meetings on existing community newsletters, chamber of commerce e-mail distributions, elected officials' e-newsletters, neighborhood councils' e-mail blasts, and equestrian groups and business organizations newsletters. Several of the

organizations receiving the newsletter information placed scoping meeting dates and corridor maps on their websites, in e-newsletters and in mass e-mails to their memberships. The following organizations were contacted:

- Pierce College
- Save Chatsworth, Inc.
- Canoga Park Improvement Association
- Chatsworth Neighborhood Council
- Canoga Park Improvement Association
- Northridge West Neighborhood Council
- Winnetka Neighborhood Council
- Chatsworth Neighborhood Council
- West Hills Neighborhood Council
- Woodland Hills-Warner Center Neighborhood Council
- Valley Alliance of Neighborhood Councils
- Reseda Neighborhood Council
- Canoga Park Improvement Association
- VICA Transportation Committee
- San Fernando Economic Alliance
- Canoga Park/West Hills Chamber of Commerce
- Warner Center Neighborhood Council
- Canoga Park Neighborhood Council
- Topanga Messenger
- San Fernando Sun
- Kiwanis Club
- ETI Corral
- Valley of the Stars
- Valley Home Owners Association
- CRA
- Friends of the Los Angeles River
- California State University Northridge
- Woodland Hills Chamber of Commerce
- Friends of the Los Angeles River
- New Armenian Daily

F. Blogs

Key blogs were identified that could serve as information conduits. The identified blogs were located in the San Fernando Valley, as well as transportation blogs that serve the Los Angeles area. Information regarding the Canoga

Transportation Corridor and scoping meeting announcements was posted the week of July 9th on the following blogs:

- Along for the Ride
- Curbed LA
- Green LA Girl
- LA Bus Girl
- LA Times Bottleneck Blog
- Metro Rider LA
- The LA Metro Mole

II. STAKEHOLDER ENGAGEMENT

A. Stakeholder Briefings

Preparation for one agency and two public scoping meetings consisted of two phases of outreach that was initiated in June 2007. The first phase of outreach targeted the elected officials who represent the Canoga Avenue Corridor area. Decision-makers and their staff members were introduced to the project and their feedback and involvement was solicited. A total of 6 briefings were held with elected officials representing the corridor.

Date	Elected Officials / Staff
June 13, 2007	Office of Los Angeles County Supervisor Michael Antonovich
June 19, 2007	Office of Los Angeles County Supervisor Zev Yaroslavsky
June 20, 2007	Office of Mayor Antonio Villaraigosa Deputy Mayor
June 20, 2007	Office of Los Angeles City Councilman Greig Smith
June 26, 2007	Office of Los Angeles City Councilman Dennis Zine
June 27, 2007	Division 8 (Chatsworth Facility) Staff, Congressman Brad Sherman Assemblywoman Julia Brownley Senator Alex Padilla Senator George Runner Assemblyman Lloyd Levine

C. Announcements to Neighborhood Councils and Community Organizations

The second phase of the outreach program was conducted in an effort to reach a larger audience of the corridor-area stakeholders. Public scoping meeting announcements and information materials were distributed to 16 key community organizations to encourage participation in the scoping process:

Date	Organization
July 10, 2007	Northridge West Neighborhood Council
July 10, 2007	Winnetka Neighborhood Council
July 11, 2007	Chatsworth Neighborhood Council
July 11, 2007	West Hills Neighborhood Council
July 11, 2007	Woodland Hills-Warner Center Neighborhood Council
July 12, 2007	Valley Alliance of Neighborhood Councils
July 16, 2007	Reseda Neighborhood Council
July 16, 2007	Canoga Park Improvement Association
July 17, 2007	San Fernando Valley Economic Alliance
July 18, 2007	Valley Industry and Commerce Association (VICA) Transportation Committee
July 18, 2007	Kiwanis Club of Woodland Hills
July 18, 2007	Rotary Club of Woodland Hills
July 19, 2007	Canoga Park/West Hills Chamber of Commerce
July 19, 2007	Warner Center Neighborhood Council
July 25, 2007	Canoga Park Neighborhood Council
July 27, 2007	Woodland Hills Chamber of Commerce

IV. SCOPING MEETINGS

A total of three EIR required scoping meetings were held – one for agencies and two for the general public. The two public meetings were held at each end of the Canoga Transportation Corridor: Chatsworth High School at the north-end and NEW Academy of Canoga Park at the south-end. The Agency scoping meeting was held at Metro Headquarters in downtown Los Angeles. The meetings provided public

agencies and the public with an opportunity to learn more about the project, ask the project team questions, and officially provide feedback for the formal public record. The total number of scoping meeting participants was 168.

A. Media Coverage

Metro provided "Metro Briefs" to the following publications during the weeks of July 9 and 16, 2007:

- *Burbank Leader*
- *Daily News*
- *Encino Sun*
- *Glendale News Press*
- *LA Valley BEAT*
- *San Fernando Valley Sun*
- *Sherman Oaks Sun*
- *Studio City Sun*
- *Tolucan Times*
- *Valley News Group*

Information regarding the scoping meetings appeared in the following publications:

- *San Fernando Valley Business Journal* (July 17, 2007 and July 24, 2007)
- *The Transit Coalition Weekly Transit eNewsletter*, Volume 3, Issue 29 (July 17, 2007)
- *The Transit Coalition Weekly Transit eNewsletter*, Volume 3, Issue 30 (July 23, 2007)

B. Public Scoping Meeting Format

A government agency scoping meeting was held at Metro headquarters in downtown Los Angeles and two public scoping meetings were held in Chatsworth and Canoga Park. A total of 168 participants attended the meetings. 96 participants attended the public scoping meeting at Chatsworth High School on July 26, 2007. 69 participants attended the public scoping meeting at NEW Academy of Canoga Park on July 30, 2007.

The format for the meetings consisted of an Open House followed by a PowerPoint presentation and public comment period. The open house format provided stakeholders the opportunity to view current project information and provide feedback as well as have direct contact with the project team. The open house format utilizes information stations staffed by project team members and encourages personal

interaction, and allows for the open exchange of information and ideas. Additionally, this format provides the public with immediate responses to issues, concerns and comments, thereby reducing misinformation and rumor.

The open house featured display boards that served to better illustrate the project description, environmental review process, corridor-area map, and the various alternatives under consideration. Technical team members were available to speak directly with scoping meeting attendees and to answer questions.

The open house session was followed by a PowerPoint presentation provided by Metro Project Manager. The presentation was followed by a "formal" public comment session at which time meeting attendees were invited to express their thoughts about the project for inclusion in the scoping section of the Draft EIR. For those individuals not choosing to provide verbal testimony, forms were provided for submitting written formal comments.

Participants were instructed to provide verbal testimony by completing a speaker card. Participants choosing to comment were called in the order their cards were received and were allowed two minutes to complete their formal comment. All verbal comments were captured by a certified court reporter for inclusion in the scoping section of the Draft EIR. In addition to the court reporter, a videographer recorded both public scoping meetings.

Interpreters were available at both scoping meetings to provide simultaneous Spanish speaking translation. Participants wishing to listen to the proceedings in Spanish were provided with audio headsets.

C. Scoping Meeting Information Materials

Upon arrival to the Scoping Meeting, each attendee signed-in and was provided with information materials. The materials included:

- Welcome Sheet – explaining the purpose and format of the scoping meeting
- Metro Project Map – showing study area and alignment alternatives

- Metro Orange Line Pamphlet – providing detailed information on the Metro existing Orange Line route, stations and features
- Alternatives Packet – maps describing each alternative under consideration for the Canoga Transportation Corridor
- Speaker Card – for individuals choosing to provide verbal testimony
- Comment Sheet – for individuals choosing to provide written comments

D. Project Boards

Bilingual (English/Spanish) project display boards were presented at all scoping meetings. In order to convey the project in a simple and straightforward manner, it was important to create a visual display that effectively disseminated key information and at the same time attracted the attention of the casual viewer. The following display boards were created to convey fundamental information about the project:

Project Boards
<i>Welcome</i>
<i>Project Goals</i>
<i>EIR Contents</i>
<i>EIR Process Overview</i>
<i>Types of Bus Service</i>
<i>Metro Orange Line photos</i>
<i>Existing Land-Use Map</i>
<i>Aerial Photos of Project Area (available at Metro Library)</i>
<i>Corridor Area Map- including a possible extension to the SR-118</i>
<i>Alternative 1- No Build</i>
<i>Alternative 2- Transportation System Management (TSM)</i>
<i>Alternative 3- Mixed Flow Metro Rapid on Canoga Avenue</i>
<i>Alternative 4- Canoga Avenue Dedicated Lane Metro Rapid</i>
<i>Alternative 5- Canoga Avenue Busway – Metro Orange Line Extension</i>
<i>Alternative 6- Mixed Flow Metro Rapid on De Soto</i>

<i>Alternative 7- De Soto Dedicated Lane Metro Rapid</i>
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<i>Alternative 8- Topanga Canyon Mixed Flow Rapid</i>

<i>Alternative 9- Topanga Canyon Dedicated Lane BRT</i>

E. Stakeholder Feedback

Comment Sheets were made available to all Scoping meeting participants permitting those who wished to make written comments to do so in either English or Spanish. Meeting participants had the option of providing a formal comment during the public comment segment of the meeting, or through mailings or e-mailing. The deadline for comment was August 13, 2007.

The following are the questions listed on the Comment Sheet:

We welcome your comments on the following topics:

1. Canoga Transportation Corridor Alternatives (see handout)
2. Issues you would like addressed in the Environmental Impact Report (please be specific)
3. Additional Comments

A total of 36 comments were received at the first public scoping meeting held at Chatsworth High School. The subject matter of most issues consisted of support for an alignment on the Metro-owned right-of-way (ROW) and concerns for an on-street extension of the Orange Line further north from the Chatsworth Metrolink Station to State Route (SR)-118.

The following is a summary of comments received:

Those voicing support for Alternative 5 (Canoga Avenue Busway) expressed that it would:

- Enhance the physical surroundings on and along the ROW
- Provide the least impact to the community
- Create dedicated bicycle and pedestrian paths
- Ensure the most cost-effective and logical use of existing land

- Benefit high school students attending nearby educational institutions
- Reduce traffic

Those voicing concern for the proposed extension to SR-118 expressed concern that it would impact:

- Scenic corridor and rocks
- Biking and hiking trails
- Zoning and land use
- Cultural landmarks and existing petroglyphs
- Open space

Instead of the SR-118 extension, several stakeholders suggested the use of an existing park and ride in Porter Ranch.

Other comments submitted included:

- Recommendation for usage of native plants for landscaping
- Support for a bus stop at Parthenia Street
- Need for ridership projections to justify project
- Concerns for property acquisition
- Consideration of disabled residents who use Access Paratransit
- Concerns for the loss of businesses who lease land on the Metro-owned ROW

A total of 29 comments were received at the second public scoping meeting held at the NEW Academy of Canoga Park. Metro has a higher concentration of lease agreements on the southern portion of its ROW and several of those tenants attended this meeting to voice their concerns. For the public comment session, comments were split approximately in half between those voicing opposition or support for the alternative that had the busway on the Metro-owned ROW (referred as Alternative 5 during scoping).

Those voicing support for Alternative 5 (Canoga Avenue Busway) stated that this option would:

- Benefit the entire San Fernando Valley
- Be most cost-effective

- Ensure speed and capacity goals
- Maintain best use of land
- Benefit older residents/non-drivers from nearby Mobile Home Parks
- Keep buses off existing streets
- Increase pedestrian pathways
- Create bicycle pathways

Those voicing concern for Alternative 5 (Canoga Avenue Busway) feared:

- Negative impacts on businesses that would be relocated
- Uncertainty of where businesses would be relocated
- Noise impacts from buses

Other comments included:

- Requests for a soundwall for residents living adjacent to the ROW
- Support for a bus stop at Parthenia Street
- Consider light rail as a possibility for the eventual replacement of the busway
- Operational issues/suggestions, including the need for Metro to better maintain its property
- Concerns regarding the park-and-ride option at SR-118
- New color for the north-south portion of line (in lieu of "Orange")
- Analyzing the impact two large malls in area will have on the proposed project

Five e-mails from community members indicating support for Alternative 5 were received and four letters of support for Alternative 5 were received from the following organizations:

- United Chambers of Commerce of the San Fernando Valley
- Woodland Hills-Tarzana Chamber of Commerce
- Pierce College
- Transit Coalition

V. CONCLUSION

Comments received from both public scoping meetings generally indicated support for Alternative 5. However, general concerns were expressed pertaining to the impact the project would have to existing businesses along the Metro-owned ROW. There were a number of people who expressed concern pertaining to the possible extension of the project to the SR-118 Freeway impacting parkland, equestrian areas and cultural landmarks.

This report summarizes the outreach activities in support of the Environmental Impact Report for the proposed Canoga Transportation Corridor Project. The entire scoping report with the accompanying appendices, are available through the Project Management Office at (213) 922-7456.