East San Fernando Valley Transit Corridor PUBLIC COMMENT SUMMARY



Contents

Page

Chapter 1 Publi	c Scoping and Initiation of DEIS/DEIR	1-1
1.1	Public Scoping Activities and Meetings	1-1
1.1.1	Summary of Scoping Comments Received	1-1
Chapter 2 Publi	c Review Period for DEIS/DEIR	2-1
2.1	Notification and Meetings for Public Review Period	2-1
Chapter 3 Sumi	mary of Comments Received During Public Review Period of DEIS/DEIR	3-1
3.1	Tally of Comments Received	3-1
3.2	Additional Themes and Issues in the Comments Received	3-3
Chapter 4 Issue	s to be Addressed	4-1

Attachment A Public Comment Summary Table

1.1 Public Scoping Activities and Meetings

Opportunities for public participation are required throughout the environmental clearance phase at key milestones. The first major milestone during the environmental review process begins with "Scoping." During the Scoping Period, stakeholders had various opportunities to provide input on the issues they felt should be addressed in the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). The Scoping Period officially started on March 1, 2013, when the Federal Transit Administration (FTA) issued a Notice of Intent (NOI) and Metro issued a Notice of Preparation (NOP). The Public Scoping Period ended on May 6, 2013.

Community outreach activities were completed during the Scoping Period to ensure that the public, stakeholders, and agencies had an opportunity to learn about the study and comment on the scope of the DEIS/DEIR. The following key activities were completed as part of the public participation program during this phase:

- Scoping Meeting Notification Activities
- Digital Engagement Activities
- Elected Officials Briefing
- Four Public Scoping Meetings
- One Interagency Scoping Meeting

1.1.1 Summary of Scoping Comments Received

To maximize the opportunities to receive public input regarding the East San Fernando Valley Transit Corridor Project, Metro collected comments in a variety of ways including:

- Comment forms at the four Public Scoping Meetings
- Verbal comments during the question and answer portion of meetings
- Email
- US Mail
- Telephone
- Facebook (using the "Scoping comments" app)
- Twitter (using #EastSFVScoping).

During this round of meetings, Metro received 258 formal comments from various stakeholders on a variety of topics relevant to the study process and the overall project. A synopsis of those comments is provided below.

- Strong support for a light rail transit (LRT) alternative.
- Support for a continuous connection with the Sepulveda Transit Corridor Project.
- Desire to accommodate bicycle lanes along the project corridor area; if not along Van Nuys Boulevard, then on other parallel streets.
- Frustration over funding available for the rail alternatives and perceived "unfair share" of funds being allocated for San Fernando Valley projects.
- Need to alleviate overcrowding on Metro Lines 761, 233 and the Metro Orange Line.
- Desire that this project bring additional local jobs to the San Fernando Valley.
- Questions regarding how the project would interface with the Metro Orange and Red Lines, Metrolink and California High Speed Rail.
- Concerns about potential impacts to businesses during construction, specifically the potential loss of revenue and jobs.
- Information on why the project did not continue south of the Metro Orange Line in dedicated lanes and desire for segment to be reconsidered.
- Better schedule/timeline for when the project could be completed.
- Suggestions that the maintenance storage facility be built in Panorama City.
- Recommendations that improved service (and connections) are provided to residents north of San Fernando Road in the communities of Pacoima and Lake View Terrace and west of the Sylmar/San Fernando Metrolink Station to Olive View Medical Center and Los Angeles Mission College.
- Inclusion of local artists to showcase artwork at the future stations.
- Support for converting the Metro Orange Line to light rail.

2.1 Notification and Meetings for Public Review Period

The DEIS/DEIR was released for public review on September 1, 2017, when the FTA and Metro issued a Notice of Availability (NOA) to notify Federal, State, Tribal, regional, and local government agencies, as well as organizations and individuals, of the completion of the DEIS/DEIR, and to request comments on the environmental document pursuant to Section 15087 of the California Environmental Quality Act (CEQA) Guidelines. The document was made available for review online at (https://www.metro.net/projects/east-sfv/, by clicking on the Draft EIS/EIR tab) and at various local libraries during the Public Review Period, which was held from September 1, 2017 to October 30, 2017.

Community outreach activities were completed during the Public Review Period in English and Spanish to ensure that the public, stakeholders, and agencies had an opportunity to learn and comment on the DEIS/DEIR, including potential impacts, benefits, and other findings related to the alternatives studied. The following key activities were completed as part of the public participation program during this phase:

- Notification of Public Review Period and upcoming meetings via print newspaper ads, e-blasts, and distribution of take-one notices along the entire corridor and on Metro bus lines serving the corridor;
- Digital engagement activities on Facebook, Twitter, and The Source;
- Elected officials briefings; and
- Project information and Public Hearing invitation drop-off material delivered to corridor neighborhood and community groups.

Metro held the following five Public Hearings during the Public Comment Period for the DEIS/DEIR:

Thursday, September 14, 2017, 6:00 – 8:00 p.m. City of San Fernando Regional Pool Facility 208 Park Ave., San Fernando, CA 91340

Monday, September 18, 2017, 8:30 – 11:00 am Zev Yaroslavsky Family Support Center 7555 Van Nuys Blvd., Van Nuys, CA 91405 **Monday, September 18, 2017**, 5:00 pm – 8:00 pm Valley Municipal Building, Council Chambers 14410 Sylvan St, 2nd Floor, Van Nuys, CA 91401

Wednesday, September 20, 2017, 9:00 am - 11:30 am Pacoima Charter Elementary School Auditorium 11016 Norris Ave, Pacoima, CA 91331

Saturday, September 23, 2017, 9 am to 12 pm St. Mark's, Episcopal Church, 14646 Sherman Way, Van Nuys, CA 91405

During the first month of the Public Review Period, Metro received a number of comments from property owners and tenants who had been notified that their property was identified for potential acquisition. In response, Metro extended the Public Review Period from October 16, 2017 to October 30, 2017 and held a focused informational meeting with these property/business owners and tenants at the following date, time, and location. To publicize this meeting, Metro notified the public via e-blast and door-to-door noticing in the three locations identified as potential maintenance and storage facilities.

October 10, 2017, 5:00 pm -8:30 pm Van Nuys State Building Auditorium, 6150 Van Nuys Boulevard, Van Nuys, CA 91401

At each Public Hearing, Metro presented an overview of the project purpose and need, project description, the alternatives analyzed in the DEIS/DEIR, a summary of impacts and mitigation measures, and next steps in the environmental process, including selection of a preferred alternative. Metro staff informed the attendees that while the DEIS/DEIR described and analyzed the four build alternatives as defined in the document, Metro could in fact select a preferred alternative that includes a combination of different components, such as an at grade LRT alternative with 14 stations (which would be a hybrid of Alternatives 3 and 4 analyzed in the DEIS/DEIR). The Public Hearings were held along different segments of the project corridor and at locations that were accessible by bus. For the convenience of those attending the Public Hearings, two nightime meetings, two daytime meetings, and one weekend meeting were held.

3.1 Tally of Comments Received

During the Public Review Period, Metro received 933 formal individual comments via US mail, email, and the project website (https://www.metro.net/projects/east-sfv/; by clicking on "Contact Us"), at the five Public Hearings and at numerous community events where Metro hosted an informational table. Additionally, Metro received a unified petition and letters containing almost 1,700 comments related to the location of a Maintenance and Storage Facility (MSF). MSF-related comments were summarized independently from all other comments because they focused solely on the location of the MSF and they would have skewed the summary of the remaining comments had they been analyzed jointly. A summary table of all of the comments received is included in Appendix A.

Professional judgment was exercised in determining comments received by type, as many comments did not indicate an affiliation. Of the comments received, study area residents and individual commenters represented the largest group of self-identified commenters (over 80 percent). Businesses, including owners and their representatives (11 percent), governmental groups and agencies (2 percent) and stakeholder groups (4 percent) collectively represented 16 percent of all comments. The comments can be summarized into the following major categories:

Preferred Travel Mode

Metro received over six hundred (600) comments related to travel mode preference Over twothirds of these comments favored light rail transit (LRT); about 30 percent preferred bus rapid transit (BRT), and about three percent favored the No-Build Alternative.



Number of Stations (LRT)

Over seventy comments received pertained to a preferred number of stations under the LRT alternative. An overwhelming majority of those comments (90 percent) expressed preference for a 14-station LRT option, while 10 percent preferred LRT with 28 stations.



At-Grade Versus 2.5-mile Subway

Over ninety comments identified at-grade LRT service or a combination of at-grade service and a 2.5-mile subway segment as preferred options. Of these comments, 56 percent preferred at-grade LRT service, while 44 percent preferred the at-grade with subway segment option.

Maintenance and Storage Facility (MSF) Location

Metro received nearly 2,000 comments (mainly from the unified petition and letters comprised of almost 1,700 business owners, employees and proprietors) that weighed in solely on the location of a Maintenance and Storage Facility (MSF) if LRT is selected as the locally preferred alternative (LPA).

Ninety-four (94) percent of these comments expressed opposition to Option A. Option B emerged as the site with the highest level of support, with five (5) percent of all MSF-related comments in support of the Option B site. This includes a letter of support for locating the MSF at the Option B site from City of Los Angeles Council District 6, which represents the area covering all three potential MSF sites. The Panorama City Neighborhood Council and the Van Nuys Neighborhood Council, which cover the areas surrounding the MSF sites, also expressed support for the MSF at the Option B site.

3.2 Additional Themes and Issues in the Comments Received

Some additional themes and issues that emerged in the public comments received consist of the following:

- Property acquisition concerns
- General safety and security concerns
- Potential connection with other Metro projects (Metro Orange Line, Sepulveda Transit Corridor)
- Loss of on-street parking
- Loss of bike lanes
- Construction-related impacts
- Unfamiliarity with new transit technology (LRT) among existing bus riders along the corridor
- Scarcity of land zoned for industrial uses in the East San Fernando Valley

Further study and coordination regarding the following issues is recommended, before finalizing project design plans for the proposed ESFVTC project:

- A Grade Crossing Safety Study at five intersections along the San Fernando rail right-of-way: Paxton, Jesse/Wolfskill, Brand, Maclay, and Hubbard should be undertaken in response to the Southern California Regional Rail Authority's (SCRRA's) Comment Letter stating a concern for expanded at-grade rail operations in that segment of the corridor and California Public Utilities Commission (CPUC) requirements for design and operating criteria.
- Additional engineering analysis and refinement should be undertaken for the segment of the ESFVTC alignment within the City of San Fernando in response to a Comment Letter from the City of San Fernando stating concerns over potential property acquisitions adjacent to the San Fernando rail right-of-way (ROW). This should include ongoing coordination with SCRRA (Metrolink) and the City of San Fernando to ensure that the ESFVTC project can allow for a future second Metrolink track on the ROW and to address the City's concerns, as they pertain to minimizing the need for ROW acquisitions.
- A Connection Study should be undertaken that would coordinate the design efforts and planning, including connections, between the ESFVTC and two related projects the Metro Orange Line Improvements and the Sepulveda Transit Corridor Project.

Attachment A: East San Fernando Valley Transit Corridor -Public Comment Period Summary Table

East San Fernando Valley Transit Corrido DEIS/R Public Comments Summary Mode DDT LRT LRT Option MCE Site Resident or Affiliate of a Businera 14-ations Prefer No Prefer No Prefer No Option C Option A Option A Option B Option C Name of Agency or Organization 28-At- At-grade with grade 2.5-mile Subway Date Name Property Type Comment (General Summary) LRT Address Scanned Comments from Hill, Farrer & Burrill LLP (on If Option A is selected, provide mitigation measures to avoid impacts Letter addressed to 1 behalf of Keyes Automotive Business 10/30/2017 on proposed Keyes Honda Superstore development Metro Group) 6 workers at this Streuly, Chris (employee on behalf of Bill's Burgers) 14738 Oxnard Street, Van Nuys, CA 91411 Commerc Oppose MSF Option A because customers from across the street would 2 Business 1 ial be gone Submitted a letter and a comment card 1 worker at this 14727 Oxnard address Oppose MSF Option A because I would lose contacts and new 3 Daoud, Mourad Street, Van Nuys, Resident 1 customers and this location is very centralized CA 91401 Submitted a letter and a comment card 2 workers at this Fleck, Volker (owner on 14731 Oxnard address behalf of Wired Art Street, Van Nuys, Industrial Oppose MSF Option A 4 Business 1 Production, DBA Optima) CA 91411 Submitted a letter and a comment card Santina, Camille della Santina, Camille della (owner on behalf of Calvet Commuting U.C.) Street 5 workers at this Commerc Oppose MSF Option A 1 Business ial address Cosmetics LLC.) Santina, Damian della 14725 Oxnard Commerc Oppose MSF Option A (owner on behalf of Calvet 6 Business 1 Street ial Cosmetics LLC.) 14733 Oxnard 2 workers at this 7 Saltzberg, Ed Street, Van Nuys, Resident 10/2/2017 Office Oppose MSF Option A 1 address CA 91411 tonotortola@yaho Tortola, Guillermo Resident I'm not going to lose business if my customer moved. Comment Card 8 o.com 13016 Aetna Current location is affordable and in close proximity to Sherman Oaks Seward, Joe Street, Van Nuys, Resident Comment Card 1 and Encino. Affordable industrial land is difficult to find. CA 91401 14717 1/2 Oxnard My job is close to home and it would be hard to find a better/closer 10 Alvarez, Francisco Street, Van Nuys, Resident Comment Card 1 job. So don't close our shop. CA 91406 14721 1/2 Oxnard I have been here since the year 2000 and cannot find another location Comment Card 11 Ebriam, Jacob Street, Van Nuys, Resident 1 to support myself and my family CA 91411

I work at Turbo Performance 2 days a week. Getting to work or having Comment Card 12 Arbitter, Carry Turbo Business to find another job would be difficult if this business moves away. Performance 14735 Oxnard St,

		Van Nuys, CA 91411				
		PO Box 218, Simi Valley, CA 93063				
13	Miller, Karl	Karl.Miller@snapo n.com	Resident	I rely on many businesses in this area for a substantial portion of my income.	Comment Card	
		818-903-1773				
14	Zavodiuker, Simon (owner on behalf of Jobsite Glass & Mirror Inc.)	14723 Oxnard Street, Van Nuys, CA 91411	Business	This is going to ruin my business for 25 years	Comment Card	
		818-989-5388				
15	Vazquez, Catalina	15236 Nordhoff Street #109, North Hills, CA 91343	Resident	Gracias por ayudar a la comunidad. Por favor quisieramos parking para los autobuses o autos. Translation: Thanks for helping the community. We would like parking	Comment Card	
		10344 Cayuga		for buses or cars.		
16	Hernandez, Silvia	Ave, Pacoima, CA 91331	Resident	Un tren subterraneo seria mejor en el area por el trafico y seguridad. Translation: a subway would be best because of traffic and safety.	Comment Card	1
		818-272-6220 14884 Cobalt		Translation, a subway would be best because of tranic and safety.		
17	Barreto, Monica P.	Street, Sylmar, CA 91342	Resident	Buses mas rapido, buses mas a tiempo.	Comment Card	1
17		, Monica P. 91342 Ro	housen	Translation: Faster and more on-time buses.	comment ouru	-

818-618-4657

DSSLimos@gmail. com

			Additio	nal Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection
							Comments
					1		
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	Public Comments Summary							Mode	BRT	LRT	LRT Options	MSF Site				Additi	ional Issues
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM	NB Curb- M running ru	edian- 28- 14- Inning stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option B Option	r No Option C Oth C	er parking	safety	bikes	se
		14884 Cobalt Street, Sylmar, CA 91342															
18	Barreto, Denia M.	818-336-8701		Resident		Fast line. Make fast way to transportation. Light train.	Comment Card	1									
19	Cobian, Maria	barretodenia@ya hoo.com 10694 El Dorado Ave #10, Pacoima, CA 91331 818-897-1573		Resident		No me gustaria por la seguridad de los ninos y ademas hay muchas escuelas alrededor de Van Nuys Blvd. Translation: I would not like it because of child safety and also there are many schools around Van Nuys Blvd.	Comment Card								1		
20	Rosales, Martin	PO Box 331436, Pacoima, CA 91333 818-714-6435		Resident		Hay pensar hacia el futuro, mi opinion es que se construya el metro bajo tierra o elevado para que no haya problemas de transito en la Va Nuys Blvd. y San Fernando Road y espacio de banquetas y tengas com hasta ahora parking lots y estacionamiento sobre la Van Nuys no importa que esperemos mas tiempo por el dinero y planeacion Translation: We have to look to the future. My opinion is to build the Metro below ground or elevated to avoid traffic problems on Van Nuy and San Fernando Road and space for sidewalks and parking lots parking along Van Nuys. It doesn't matter if we have to wait more tim to find the money and for planning.	o Comment Card rs	1			1			1			
21	Contreras, Maria	11985 Wicks Street, Sun Valley, CA 91352 818-744-6153		Resident		Oficina de Metro - necesitamos mas buses en calles mas solas y aga u Metro mas ligero para la ciudad y mas buses. Metro piensa en situacion economica, esta bien pero piensen en nuestro vienestar y no en un riesgo de visa para la comunidad piensen en sus familias Metro offices - we need more buses on emptier streets and make a lighter metro (train) for the city and more buses. Metro thinks about the economics, which is fine but also think about our wellbeing and no on risking the lives of the community and think of its families.	o Comment Card	1							1		
22	Martinez, Melba	12810 Desmond Street, Pacoima, CA 91331 818-621-6588 mmartinez@sbayc enter.com		Resident		I think that the 14 stop median running rail is the best idea as it will be the fastest option. Even though it will take longer to build it is a better investment. It aslo has the highest capacity which will help decrease car traffic. No underground parking stations are needed at each stop		1		1	1						
23	Vazquez, Eufrocina	15236 Nordhoff Street #103, North Hills, CA 91343 818-770-1314		Resident		Gracias por ayudarnos solo queria saber acerca de los parquin para lo carros. Translation: Thank you for helping us. I want to know about the parking for cars.	s Comment Card							1			
24	Fazeli, Emma C Industrial Alliance	1123 Donner Ave,, Simi Valley, CA 93065 818-684-3785 montano883@hot mail.com		Resident		Parking para la estacion? No propongan proyectos si no tienen dinero No Subway. Translation: Parking for the station? Do not propose projects without funding. No Subway. Northeast Valley is in need of transportation more than any other community in SFV that need update onpublic transit.								1			
AB	e moustrial Alliance						with packet that										
25	iutkin, Carrie on behalf of ABC-IA			Business		 Cost of acquisitons is inaccurate 300% too low. Cost of project is inaccurate 200 too low. Potential impacts to Fire Station 39 Will degrade existing visual character, air quality, and noise. Social displacement of 190 mom and pop small businesses. GHG and hazmat issues. 	with packet that includes the following: 100 letters from local businesses in the area opposing MSF Option A; 84 petitions from concerned customers and employees; 1495 electornic signatures with brief comments from customers and supporters; and 4 letters from customers and employees. xx petitions signed by business owners	ŗ				1683					

			Additional Is	sues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

East San Fernando Valley Transit Corridor DEIS/R

East	San Fernando Valley Transit Corrido DEIS/R Public Comments Summary	or		Resident or					Mode	BRT	LRT	LRT Options	MSF Site		
Comment No.	Name	Address	Name of Agency or Organization	Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Media running runni		At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C	Ot
ESFV_Pub	licComments_Part1_11	.0													
26	Koster Kati			Resident		As someone who lives in the affected area, I'm hoping metro considers Alt 3 or Alt 4. The San Fernando Valley is always considered last for subway, light rail, and trams. Such a huge ease in traffic and parking issues could be resolved if this were approved and implemented. I'd much rather park closer than the Universal City lot to use the subway to get around, and it would be great to use my car less, and use public transit in the Valley. Thank you,		1							
27	Luna Christopher			Resident		I prefer Alternative 3 and 4.Alternative 3: Low-floor Light Rail Transit (LRT)/Tram Similar to San Diego, Portland and European systems, this alternative would operate in a dedicated guideway in the center of Van Nuys Bl for 6.7 miles and 2.5 miles in mixed flow along San Fernando Rd, with 28 enhanced stations. This alternative is projected to cost \$1.3 billion. Alternative 4: LRT Similar to existing Metro LRT Lines, trains would operate for 6.7 miles underground. The trains would run for 2.5 miles on railroad right-of- way adjacent to San Fernando Rd. There would be 14 stations, three of which would be underground. This alternative is projected to cost \$2.7 billion.		1			1 1	1 1			
28	Goldstein David			Resident		I vote for OPTION 2 Median Running BRT (similar to Orange Line). I believe that more complexity (and funding) like Option 4 (underground) should only be reserved for the Sepulveda Pass SFV- WLA projectwhere the necessity is for fast, minimal stops, and connectivity to Orange Line-Purple or Expo Line.			1	1					
29	Owens Hunter			Resident		I write in strong support of the Median Running LRT, as it would provide the most accessibility to the most people for accessing the busy corridors in the east SFV and connections to the broad metro rail network.		1				1			
30	Streetz Emily			Resident		I am a resident of Van Nuys, living at Van Nuys Blvd and Valerio. I have read the East San Fernando Valley Transit Corridor Project Draft Environmental Impact Statement/Impact Report and would like to say that I would greatly prefer Alternative 4 – LRT. I would also like to stress that we as a community and growing suburb of Los Angeles need a connection to Sherman Oaks and the future rail through the Sepulveda Pass to hopefully the Expo Line or any future rail line to Los Angeles. Thank you!		1							
31	Balduff Marilyn	14807 Aetna St, Van Nuys, CA 91411		Resident		The alternative to place the rail yard in the middle of Van Nuys near Oxnard and Kester is a very bad idea. It will eliminate an entire very viable business community of light manufacturing. There is no place for these businesses to move to and most of them will just fold. The loss of jobs of approximately 500 employees will be devastating to both the employees and also to their families that these employees support. There is a much better place to locate this yard. It is near Raymer St. There is more land and great access to the railroad line right away already in place. It is also next to the metro rail station. People can ride the metro rail and them jump on the light rail to finish their journey. This train yard could be a great asset to the community. In this alternate location, the best train yard in all of Southern California could be built. Let's make this a great win for both our new light rail system and also for the Van Nuys community.							1		

			Additio	onal Issues				
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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	East San Fernando Valley Transit Corrido DEIS/R	r											
	Public Comments Summary							Mode	BRT IRT	107.0-1	MSF Site		
				Resident or				Mode	BRT LRT	LRT Options	MSF Site		
Comment	Name	Address	Name of Agency or	Affiliate of a	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14-	At- At-grade with	Prefer No Prefer No Prefer Option & Option & Option B Option C	No Option C	Other
No.	Name Friedman Alexander	Address	Organization	Affiliate of a Business?	Date	Property Type Comment (General Summary) If all a resident of nonywood, and a nequent visitor to sam remained Valley, including Van Nuys Blvd. I am very excited about the proposed San Fernando Valley transit project. Current bus system is slow and unreliable; the Orange line BRT is not much better. Here are my updated recommendations for the East SFV transit corridor. 1) The mode should be: standard LRT (Light Rail), for the following reasons: (a) Shortest commute times; (b) Fastest travel speeds; (c) Highest projected ridership; (d) Smoothest ride, with faster, smoother acceleration and deceleration; (e) Highest vehicle capacity; (f) LRT is 100% pollution-free! (g) Offers a great combination of both Express service via LRT, and Local service via buses; (h) Easiest to combine with future "I-405 / Sepulveda Corridor" transit line; (i) LRT is generally a more attractive mode to everyone, (unlike	Notes	LRT BRT TSM NB	running running stations stations	grade 2.5-mile Subway	Option A Option A Option B Option C	No Option C	Other
33	Mutia Lorenzo			Resident		 BRT). Therefore, highest ridership. 2) The line should extend further south, beyond the Orange Line ram a resoucht or holywood, allo a hequent vision to san remando Valley, including Van Nuys Blvd. I am very excited about the proposed San Fernando Valley transit project. Current bus system is slow and unreliable; the Orange line BRT is not much better. Here are my updated recommendations for the East SFV transit corridor. 1) The mode should be: standard LRT (Light Rail), for the following reasons: (a) Shortest commute times; (b) Fastest travel speeds; (c) Highest projected ridership; (d) Smoothest ride, with faster, smoother acceleration and deceleration; (e) Highest vehicle capacity; (f) LRT is 100% pollution-free! (g) Offers a great combination of both Express service via LRT, and Local service via buses; (h) Easiest to combine with future "I-405 / Sepulveda Corridor" transit line; (i) LRT is generally a more attractive mode to everyone, (unlike BRT). Therefore, highest ridership. 		1					
34	McMillan Penelope	15101 Astoria Street Sylmar, California 1342		Resident		I favor the Light Rail Transit, because of its clean energy, size and speed. I prefer the median running, stopping at 28 stations. If I understood your presentation correctly, this means longer travel time, but making more stops. My reason is that you help preserve Residenthoods this way. My concern is how you will design the end of the line at Sylmar, because the existing station is on the other side of the railroad tracks. I live on the southern side of the tracks, south of San Fernando Road, and what you do here is critical to the future of this area. I am also concerned that your presenters say the majority of riders will walk to the train. That is not true in the north SF Valley. Please be sure you have enough parking at Sylmar.		1	1	1			
35	Ortiz Dominick			Resident		Wy name is Dominick Ordz and three at 14526 1/2 that still validations is support the LRT alternative with 14 stations because it provides the most capacity and offers the shortest travel time. This project directly effects me because I am a daily public transit rider and I live within two blocks from Van Nuys & Victory. I support two out of the three proposed rail maintenance and storage facilities being proposed, which include the one located near the orange line and the one located south of the the Metrolink tracks because these areas are already industrial and are not adjacent to a large amount of housing. I strongly oppose building a maintenance and storage facility north of the Metrolink tracks because I believe that this would be too close to housing in Panorama City near Blythe Street. Although I like the underground segment of the LRT route between Roscoe and Sherman Way, given that it would nearly double the cost of the project, I think that this is not entirely necessary if the train is given signal priority throughout the entire route. Another reason I support the LRT (14 station) option is because it will preserve local bus service (233 bus) for people that need to access their destinations between the LRT stations. This is especially important for people with disabilities. I believe that there is a very strong demand for LRT in the San Fernando Valley. The communities within the study area are some of the densest areas in the valley and have the highest concentrations of transit-dependent residents. Most		1	1		1 1	1	

			Additional Is	sues				
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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East	t San Fernando Valley Transit Corri DEIS/R	lor																	
	Public Comments Summary								LRT			MSF Site					dditional Issues		
				Resident or			Mode	BKI	LKI	LRT Options						A	dditional issues		Metro Orange
Comment	Name	Address	Name of Agency or Organization	Affiliate of a	Date Property Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28	- 14-	At- At-grade with grade 2.5-mile Subway	Prefer No Ontion A Ontion A	Prefer No Prefe A Option B Option B Option		Other	parking safety	bikes	security	Property / Alternative Real Estate MSF Site	Line/Sepulveda Projects Connection
			organization	Business?	ואוז וומוויפ וא סוטעמוווו אעמוגפו מווע דוועפ ווו נוופ אוווומו מופמ. ו support נוופ			Toming Toming Stock		Brooc Tis mile submay								incur estate inisi site	Comments
					LRT alternative with 14 stations because it provides the most capacity														
					and offers the shortest travel time. Similar to neighbors within my														
					immediate community, this could benefit us by shortening the time														
					period that affects the required tasks presented throughout our														
					daily/personal lives. I support two out of the three proposed rail														
					maintenance and storage facilities being proposed, which include the														
					one located near the orange line and the one located south of the the														
					Metrolink tracks because these areas are already industrial and are not														
					adjacent to a large amount of housing. I strongly oppose building a														
20				Destals and	maintenance and storage facility north of the Metrolink tracks because														
36	Walker Giovanni			Resident	I believe that this would be too close to housing in Panorama City near		1		1		1	1	1						
					Blythe Street. Although I like the underground segment of the LRT														
					route between Roscoe and Sherman Way, given that it would nearly														
					double the cost of the project, I think that this is not entirely necessary														
					if the train is given signal priority throughout the entire route. Another														
					reason I support the LRT (14 station) option is because it will preserve														
					local bus service (233 bus) for people that need to access their														
					destinations between the LRT stations. This is especially important for														
					people with disabilities. I believe that there is a very strong demand														
					for LRT in the San Fernando Valley. The communities within the study														
					area are some of the densest areas in the valley and have the highest														
					wy name is wichaer or the and rive at 145201/2 final St, vali wys, CA														
					91401. I support the LRT alternative with 14 stations because it														
					provides the most capacity and offers the shortest travel time. The														
					Orange line is great in the valley but it gets incredibly crowded at peak														
					hours. I believe that there will be even more demand for														
					transportation with this new line so any other option other than a rail														
					would not be able to support the demand. I support two out of the														
					three proposed rail maintenance and storage facilities being proposed,														
					which include the one located near the orange line and the one located														
					south of the the Metrolink tracks because these areas are already														
					industrial and are not adjacent to a large amount of housing. I strongly														
37	Ortiz Michael			Resident	oppose building a maintenance and storage facility north of the		1		1		1	1	1						
					Metrolink tracks because I believe that this would be too close to														
					housing in Panorama City near Blythe Street. Although I like the														
					underground segment of the LRT route between Roscoe and Sherman														
					Way, given that it would nearly double the cost of the project, I think														
					that this is not entirely necessary if the train is given signal priority														
					throughout the entire route. Another reason I support the LRT (14														
					station) option is because it will preserve local bus service (233 bus) for														
					people that need to access their destinations between the LRT														
					stations. This is especially important for people with disabilities. I														
					believe that there is a very strong demand for LRT in the San Fernando														
					Mallan. The annualizing science also as an annual of the														
					Supports Alternative 4 Light Rail Transit.														
					The DEIR is flawed because it does not realistically address the ESFVTC														
					southern terminus connection to the Sepulveda Pass Corridor northern														
					terminus, and SOHA recommends that the ESFVTC DEIR must be														
					updated to address the connection and interface before proceeding														
					further.														
			Sherman Oaks		The DEIR is flawed because it does not realistically address the future														
38	Anderson Bob		Homeowners		grade separation for the Orange Line at Van Nuys Boulevard, which will		1		1										
			Association		impact the ESFVTC southern terminus location and design, and SOHA														
					recommends that the ESFVTC DEIR must be updated to address the														
					impacts.														
					The Sepulveda Pass Corridor project will pass through Sherman Oaks														
					from Mulholland Drive to the Orange Line, and SOHA recommends														
					that the entire Sepulveda Pass Corridor route be a below-grade														
					subway, including the entire portion through Sherman Oaks to the														
					connection with the East San Fernando Valley Transit Corridor.														
					I'm happy with the planned LRT running along the median. The tram														
					was too slow.														
					14 stations is enough. My concern is the first/last mile. How will I get														
					around on my bicycle after I get out of one of the stations? I realize														
		0040 01 1			that many single mode stakeholders (car dependent stakeholders) will														
		8948 Chimineas			demand curb side parking, but what about cyclists? We need access														
39	Pelaez Salvador	Avenue		Resident	between the stops. Don't forget about us. There are a lot of low		1		1	1					1	1			
		Northridge , CA			volume streets that can feed the transit corridorbut what if I live 1/2														
		91325			a mile or 2/3 of a mile along Sherman Way or Roscoe? How would														
					easily and safely ride my bicycle to meet up with the LRT on Van Nuys.														
					You will have to put bike lanes I														
					On those streets.														

	DEIS/R Public Comments Summary								Mada		DDT	IPT	LRT Options	MSF Site		
Comment No.	Name		of Agency or anization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Cur runn	b- Median- ing running	28- 14- stations stations	At- At-grade with grade 2.5-mile Subway	msr site Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C	Other
40	Weinstein Stephen			Resident		 I often notice emergency vehicles from Los Angeles Fire Station 81 get caught in traffic on Van Nuys Blvd between Arminta Street and Saticoy Street. If the number or width of lanes available to emergency vehicles is reduced to make room for a transit project, then emergency response times could get even worse. On the other hand, if bus lanes are designed to be usable by emergency vehicles (this means that they would need to be able to pass buses and that intersections would have to accommodate a fire engine's turning radius), then emergency response times could be improved. Alternatively, adding a railroad crossing for emergency vehicles (either somewhere near Living Spaces or connecting Raymer Street with Cabrito Road) would allow emergency vehicles to avoid this section of Van Nuys Blvd. I'm not sure what the best solution is, but the effect on emergency vehicles in this area should be considered in evaluating alternatives for the project. It might make sense to extend the proposed Van Nuys Blvd project slightly farther south to connect with Metro Buses on Ventura Blvd and Commuter Express Buses on the 101 Freeway. On a separate subject, consider someday extending either the Orange Line or the Red Line to the Downtown Burbank Metrolink station. 										
41	Sals, Jr. David Polin Eric	11657 Weddinton St N. Hollywood, CA 91601		Resident		Ny name is bavin Livon Sais J. and Live at 12511 be naven Avenue in Sylmar, Califonia. I support the LRT alternative with 14 stations because it provides the most capacity and offers the shortest travel time. I support two out of the three proposed rail maintenance and storage facilities being proposed, which include the one located near the orange line and the one located south of the the Metrolink tracks because these areas are already industrial and are not adjacent to a large amount of housing. I strongly oppose building a maintenance and storage facility north of the Metrolink tracks because I believe that this would be too close to housing in Panorama City near Blythe Street. Although I like the underground segment of the LRT route between Roscoe and Sherman Way, given that it would nearly double the cost of the project, I think that this is not entirely necessary if the train is given signal priority throughout the entire route. Another reason I support the LRT (14 station) option is because it will preserve local bus service (233 bus) for people that need to access their destinations between the LRT stations. This is especially important for people with disabilities. I believe that there is a very strong demand for LRT in the San Fernando Valley. The communities within the study area are some of the densest areas in the valley and have the highest concentrations of transit-dependent residents. Most of the L.A. communities within the study area will be updating their community plans in the near for the study area will be updating their community plans in the near for the denset areas in the valley and a subway option Similar to existing Metro LRT Lines, trains would operate for 6.7 miles in a median dedicated guideway on Van Nuys Bl with 2.5 miles underground. The trains would run for 2.5 miles on railroad right-of- way adjacent to San Fernando Rd. There would be 14 stations, three of which would be underground. This alternative is projected to cost \$2.7 billion.		1				1	1	1 1	1	
43	Barber Alexander	2408 S GRAND AVE APT 2 LOS ANGELES, CA 90007		Resident		I am writing in today because I will not be able to make it to either of the upcoming public meetings, but I thought it important to voice my strong support for alternative 4; that being light rail transit for the entire east San Fernando valley transit corridor. The benefits of using LRT for this project far outweigh the cost. LRT will enable this line to eventually connect with the Sepulveda pass project, andtime eventually offer passengers a one- seat ride all the way from Sylmar to LAX. This transit experience would get far more Angelenos out of their cars than any of the other three alternatives. Requiring a transfer between modes would be a deterrent to some riders as well. Please select alternative four; Light rail similar to expo for the east San Fernando valley transit corridor.		1								
44 45	Oschin Francine Rieth Bob	16027 royal oak rd encino, ca 91436		Resident Resident		I support Alternative 4 but will leave it to the Metro board and staff to determine if some of this line should be underground to allow for the free flow of traffic on the boulevard without negatively impacting the business in that area. Supports median-running BRT because its less expensive, is available cooper and excuides flowbility.		1	1		1					
46	Garcia Adan	15628 Cobalt St.		Resident		sooner, and provides flexbility. I support Alternative number 4. The valley deserves a light rail line. Not		1								
40	Garcia Aŭan	Sylmar, CA 91342		Resident		a bus but a train is what we need. Thank you		1								

			Additional Is	sues				
her	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

East San Fernando Valley Transit Corridor DEIS/R Public Comments Summary Mode y or resident or

	DEIS/R Public Comments Summary														
Comment			Name of Agency or	Resident or						Mode	BRT Curb- Median-	LRT 28- 14-	LRT Options At- At-grade with	MSF Site Prefer No Prefer No F	Prefer
No.	Name	Address	Organization	Affiliate of a Business?	Date	Property Type Comment (General Summary)		Notes	LRT	BRT TSM NB	running running	stations stations	grade 2.5-mile Subway		ption C No Option C
47	Lamb James	1726 Evergreen St. Burbank, CA 91595		Resident		If it can't be a subway extension of the Sepuly I know), it needs to be rail. But please learn fr grade crossings. Also please build in such a wa Orange busway into connected light rail. I this without subway. All metro lines should run underground. For n	rom Expo and avoid at- ay that lets you turn nk that's alternate 4 metro to become a viable		1				1		
48	Hagazy Omar	900 W Temple St Los Angeles , CA 90012		Resident		system it needs to become quick and extensi as more convenient than cars. A vital aspect o underground as possible. This line and the Ve exception. Its better to accomplish this slowly as we get end to achieve a insufficient system. Thanks for your hard work.	of that is going as ermont line are no		1				1		
49	Vasquez Luis	12520 Cometa ave San Fernando, CA 91340		Resident		I'm in total support of alternative 4 for the Ea corridor.	ast San Fernando Valley		1						
50	Casselberry, Jr. John			Resident		I am in support of Alternative 4 with the subw make mass transit as attractive as possible an travel times and more capacity. The Orange L from the beginning because now Metro has t light rail - something to avoid with this corrido the subway option will do.	nd that means faster Line should have been rail to go back and covert it to		1				1		
51	Golden Greg	6623 Tyrone Ave.Van Nuys, CA 91405		Resident		I live 1/4 mile away from Van Nuys Blvd. and house since 1987. I was asked to give my inp A Light Rail system with 14 stations would see for the ultimate users. Of course, its cost is th choices. But that's my suggestion.	out on this project. em to be the smoothest		1			1			
52	Elliott Tracy	11331 Valley Spring Lane Studio City , California 91602		Resident		I think providing a bus corridor in the center of excellent use of what is now essentially waste provide a much needed service, promote ride the road and make us less energy dependent. see safe bike lanes provided, so cyclist do not autos! Thank You	ed real estate. It would ership, help get cars off . Additionally, I'd like to			1	1				
53	Eamon Eamon	2345 Prosser Avenue Los Angeles, CA 90064		Resident		I support Alternative 4.			1						
54	Kidwell Jan	6546 Denny Avenue North Hollywood, CA 91606		Resident		Just wanted to thank the staff for putting on v this past week. I would much prefer the 14 st 3 underground stations because of the technic connectivity and trip time saving in an age wh to delay buying cars in favor of renting rides b unfortunate that the underground componen dramatically, but long term I think the east Va which has to be rail.	tation rail alternative with ology's potential for hen our youth is preferring by using Uber & Lyft. It is nt increases the cost so		1			1	1		
55	Bourne Richard			Resident		 I have a number of concerns. First I distaste for the curb running 'BRT.' Metro spidisrupted a lot of businesses to build the Wils curb running. Its a total waste. Buses are slob began. The rapids get stuck behind the locals eternity for people who chose to pay in cash. Iane, away from local buses that stop every b cashless to speed boarding times. The media some promise for it's value. I also am extremely dissatisfied with the 'low stops every block. It wont improve travel tim people to transit, it wont spur more economic BRT. It's just a massive waste of money. Final alternative. I am left asking why Metro is pro subway for several miles, completely with MA look like could contain a soccer field on the m wasteful. The Expo line, which has already at this will in 2040 was not considered for any ut thus proved to be moderately cost effective. central Van Nuys is insufficient to have the line elevated. Particularly around the Metrolink s I STRONGLY support Alternative 4. BRT is way 	I want to express extreme ent a lot of money and shire Bvld 'BRT' which is ower now than when they s. The rapids wait an A BRT needs it's own block and they need to be an running BRT shows floor' street car that tes, it will not attract ic activity than the median illy there is the light rail oposing tunneling a ASSIVE station boxes that nezzanine. This is entirely tracted more riders than inderground sections, and If traffic mitigation in he run at grade, run it station, which is largely		1						
56	Piethe Colin			Resident		and holds a similar capacity. The LRT transport option is best because it tra			1						
57	Clark James			Resident		shorter when they are done this way. The Ora been LR all along, so let's not make this mista line that is also a bus line.			1						

						Additional I	Issues				
No Option B	Prefer Option C	No Option C	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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East San Fernando Valley Transit Corridor DEIS/R

	DEIS/R Public Comments Summary												
									Mode	BRT LRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer No Op Option A Option A Option B Option C No Op	tion C
NO.	Fox Andrew		Urganization	Business? Resident		In conjunction with the construction of the East San Fernando Valley Transit Corridor Project, Metro should accelerate the Sepulveda Pass rail project. Constructing both at the same time will not only increase cost savings (crews can work on both projects simultaneously, thus leading to operation efficiencies), but also increase the utility of the East San Fernando Valley Transit Corridor Project by providing a valuable connection to the rest of the transit system.				running running stations stations	grade 23-mile Sudway	Option A Option A Option B Option C	
59	Ramos Jesse			Resident		Pacific Railroad operations yard. I applaud Metro for taking into consideration some of the concerns and complaints about the various communities north and south of the Orange Line Station. While I attended the Monday night meeting (9/18/17) in Van Nuys's Valley Municipal Building I am of the opinion that insufficient outreach was done to the people that actually make use of the transit services along the proposed route. September 23, 2017 will be the last public hearing on the Draft EIR yet I did not see any Spanish-speaking only people at Monday's meeting even though it was in the evening. Some options to consider between now and the 16th of October. Another meeting at Pacoima Charter School in the evening or at the Pacoima Neighborhood City Hall in the evening Saturday meetings at Mary Immaculate Catholic Church (Pacoima), Our Lady of Peace Catholic Church (North Hills), and St Elizabeth Catholic Church (Van Nuys). Leaving leaflets and placing posters in buses serving Metro Routes 788, 233, and DASH Routes about the East SFV Corridor project in proper Spanish. I am worried that the white/non-white retired/or		1			1		
60	Friedman Alexander			Resident		 not-retired homeowners and alike will make all attempts to kill this project with the suggestion of the subway construction along Van Nuys PWdiwth&thoSubfinctantplateUtecommenuation="hictubing-anew" more suggestion for the corridor. *First off, attached please find a revised map - including the original stations suggested by Metro, and my addition of the proposed southward extension. Here are the recommendations: The mode should be At-Grade (Street-level) LRT; I heard, a local homeowners' association suggested to build a subway for the entire segment. However, I believe that subway would be cost-prohibitive, and would make no sense - because Van Nuys Blvd is wide enough to accommodate an LRT line. Please do Not consider subway; The number of LRT stations should be 14 (not 28) - to provide much higher efficiency - and attract higher ridership; The corridor should extend further south - to reach Ventura Blvd (*see attachment); this will dramatically improve connectivity and system integration. Otherwise, this would be just another line "from somewhere to NOwhere"); The line should be planned for that the upcoming connectivity with the future I-405 / Sepulveda corridor and ultimately offer a 1-seat ride between the SF Valley and Westwood; 		1		1	1		
61	Garcia Evangelina	Haddon Ave Pacoima , CA 91331		Resident		After looking over the plans it seems that this project cost is very significant for a short run commute of 9 miles down the San Fernando Valley. Currently the issue is the homeless in that area and it appears by adding a central commute point this will attract more homelessness but still keep the traffic. San Fernando is a high populated area where even by adding an additional lane to the 5 fwy on Osborne did not help the commute. Adding a train in the middle of Van Nuys will also not help the commute. People do not want to take public transportation because of the homeless population. People do not want to take the public transportation because working schedules fluctuate. Since Van Nuys is not the safest area nobody wants to take public transportation in the middle of the night. I also find a concern for the Maintenance Storage Facility. The three proposed areas are high independent business owned sections. By occupying these areas you will affect many families. I've lived in Pacoima all my life and I've seen people lose their homes due to public transportation projects that are aiming for less congestion yet, the unlimited traffic is still in the area. I found this flier on the floor and as a resident of the area being affected by this new proposed project I have not received any news on this.							

				Additio	nal Issues				
Option C	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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Outreach concerns

	DEIS/R Public Comments Summary							Mod	10	BRT LRT	LRT Options	MSF Site	
6				Resident or				MOU	Je				
Comment No.	Name	Address	Name of Agency or Organization	Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BRT	TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Pre Option A Option A Option B Option	
						ivity name is cara conventanti i support the LRT alternative with 14							
						stations because it provides the most capacity and offers the shortest							
						travel time. I support two out of the three proposed rail maintenance and storage facilities being proposed, which include the one located							
						near the orange line and the one located south of the the Metrolink							
						tracks because these areas are already industrial and are not adjacent							
						to a large amount of housing. I strongly oppose building a							
						maintenance and storage facility north of the Metrolink tracks because							
						I believe that this would be too close to housing in Panorama City near							
						Blythe Street. Although I like the underground segment of the LRT							
62	Colwell Cara			Resident		route between Roscoe and Sherman Way, given that it would nearly double the cost of the project, I think that this is not entirely necessary		1		1		1 1	1
02	colwell cara			Resident		if the train is given signal priority throughout the entire route. Another		1		1		1 1	1
						reason I support the LRT (14 station) option is because it will preserve							
						local bus service (233 bus) for people that need to access their							
						destinations between the LRT stations. This is especially important for							
						people with disabilities. I believe that there is a very strong demand							
						for LRT in the San Fernando Valley. The communities within the study area are some of the most dense areas in the valley and have the							
						highest concentrations of transit-dependent residents. Most of the L.A.							
						communities within the study area will be updating their community							
						plans in the near future, which means that there is potential for these							
						wightamens Aligenca ouzman and isotport the transferrative with 14							
						stations because it provides the most capacity and offers the shortest							
						travel time. I support two out of the three proposed rail maintenance and storage facilities being proposed, which include the one located							
						near the orange line and the one located south of the the Metrolink							
						tracks because these areas are already industrial and are not adjacent							
						to a large amount of housing. I strongly oppose building a							
						maintenance and storage facility north of the Metrolink tracks because							
						I believe that this would be too close to housing in Panorama City near							
						Blythe Street. Although I like the underground segment of the LRT							
63	Guzman Angelica			Resident		route between Roscoe and Sherman Way, given that it would nearly double the cost of the project, I think that this is not entirely necessary		1		1		1 1	1
05	Guzinan Angeneu			Resident		if the train is given signal priority throughout the entire route. Another		-		•			-
						reason I support the LRT (14 station) option is because it will preserve							
						local bus service (233 bus) for people that need to access their							
						destinations between the LRT stations. This is especially important for							
						people with disabilities. I believe that there is a very strong demand							
						for LRT in the San Fernando Valley. The communities within the study area are some of the densest areas in the valley and have the highest							
						concentrations of transit-dependent residents. Most of the LA.							
						communities within the study area will be updating their community							
						plans in the near future, which means that there is potential for these							
						ואיזיזלאוחפיוג אפאזה אוטראופג מחלד געסטטרנימופי ארז אולפרהאניים אויז דע							
						stations because it provides the most capacity and offers the shortest							
						travel time. I support two out of the three proposed rail maintenance and storage facilities being proposed, which include the one located							
						near the orange line and the one located south of the the Metrolink							
						tracks because these areas are already industrial and are not adjacent							
						to a large amount of housing. I strongly oppose building a							
						maintenance and storage facility north of the Metrolink tracks because							
						I believe that this would be too close to housing in Panorama City near							
						Blythe Street. Although I like the underground segment of the LRT route between Roscoe and Sherman Way, given that it would nearly							
64	Morales Kevin			Resident		double the cost of the project, I think that this is not entirely necessary		1		1		1 1	1
-						if the train is given signal priority throughout the entire route. Another				-			
						reason I support the LRT (14 station) option is because it will preserve							
						local bus service (233 bus) for people that need to access their							
						destinations between the LRT stations. This is especially important for							
						people with disabilities. I believe that there is a very strong demand for LRT in the San Fernando Valley. The communities within the study							
						area are some of the densest areas in the valley and have the highest							
						and are some of the densest areas in the valley and have the highest							

area are some of the densest areas in the valley and have the highest concentrations of transit-dependent residents. Most of the L.A. communities within the study area will be updating their community plans in the near future, which means that there is potential for these

Additional Issues Metro Orange Internative Line/Sepulveda ion C Other parking safety bikes security Real Estate MSF Site Projects Connection

	Public Comments Summary								Mode	BRT	LRT	LRT Options		MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Media running runnin	n- 28- 14- g stations <mark>stations</mark>	At- At-grade with grade 2.5-mile Subway	Prefer No Option A Option	Prefer No Prefe A Option B Option B Option	
65	Castillo Roberta			Resident		stations because it provides the most capacity and offers the shortest travel time. I support two out of the three proposed rail maintenance and storage facilities being proposed, which include the one located near the orange line and the one located south of the the Metrolink tracks because these areas are already industrial and are not adjacent to a large amount of housing. I strongly oppose building a maintenance and storage facility north of the Metrolink tracks because I believe that this would be too close to housing in Panorama City near Blythe Street. Although I like the underground segment of the LRT route between Roscoe and Sherman Way, given that it would nearly double the cost of the project, I think that this is not entirely necessary if the train is given signal priority throughout the entire route. Another reason I support the LRT (14 station) option is because it will preserve local bus service (233 bus) for people that need to access their destinations between the LRT stations. This is especially important for people with disabilities. I believe that there is a very strong demand for LRT in the San Fernando Valley. The communities within the study area are some of the densest areas in the valley and have the highest concentrations of transit-dependent residents. Most of the L.A. communities within the study area will be updating their community plans in the near future, which means that there is potential for these		1			1		1	1	1
66	Graca William			Resident		Please no bus trains. The orange line is horribly crowded and uncomfortable When you transfer from the red line to the orange line there are not enough doors or seats on the bus to get a ride. One has to compete for access to a entry door and then be lucky enough for a seat. The light rails are not like this. Cars can be added during rush hours. The bus trains cannot do this. The valley is growing with more and more high density housing. We need light rail.		1							
67	Tocydlowski Michael			Resident		We moved to Van Nuys/Lake Balboa from NYC last July. The rapid bus line provides a great opportunity to connect many of the SFV residents to other areas/connections to Metro within the Valley. However, a rapid transit line (subway/tram car, etc.) would provide more economic impact for new businesses to grow and flourish within this corridor. Also, a connection to the Red Line is imperative if you want SFV residents to start using public trans more frequently. If I have a rapid transit line that connected to the Red Line to get to Hollywood/DTLA, I would definitely be inclined to use that vs driving.		1							
68	Carrera Chris			Resident		Blvd and eventually into Westwood and West Los Angeles is the 14 station LRT option with a subway near the Panorama Mall in Van Nuys being preferred as the future commerce and population in the area will only increase. Stations need to accommodate 3 train car sets the same as the Metro Expo or the Gold Lines and the Trains should be the same as the Metro Expo or the Gold Lines and the Trains should be the same as the Sylmar and Van Nuys Metrolink stations should be adjacent to the East San Fernando Transit Corridor stations nearby. This also needs to be a one seat ride from Sylmar, through the Santa Monica Mountains and into Westwood and therefore must directly connect to the project Metro has proposed under the Sepulveda Pass and the 405 Freeway. The rail yard for the East San Fernando Valley Transit Project should be near the Orange Line and it should also be able to support the Metro Project under the Sepulveda Pass as it would eventually become a single line from Sylmar to Westwood, and this one rail yard could be expanded, if need be, to support both projects and store trains from both projects. It is important that both projects have the same train sets for operation of a one seat ride and to be able to utilize the same stork		1			1	1	1		

stock.

Any cross traffic with the LRT trains should be kept to a bare minimum;

Additional Issues Metro Orange Dotion C Other parking safety bikes security Property / Alternative Line/Sepulveda Real Estate MSF Site Projects Connection Comments

East San Fernando Valley Transit Corridor DEIS/R

	DEIS/R Public Comments Summary														
										Mode	BRT	LRT	LRT Options	MSF Site	
Comment	Name	Address	Name of Agency or	Resident or Affiliate of a	Date	Property Typ	e Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Media		At- At-grade with	Prefer No Prefer No Prefer	No Option C
No.	Name Brown Mark	Address	Organization	Affiliate of a Business?	Date	Property Typ	 Fail preased with the alternatives studied and an undoubtedry convinced that a median-running light-rail project is the best alternative, by far. Reasons include: Highest ridership Shortest travel time / Greater speed Highest capacity, especially important when the line is extended to the south Compatible with an LRT extension southward in subway to the Westside (no transfer required). Critical for highest ridership: Less transfers = more riders. Separated from traffic lanes / Not in mixed traffic I do have a few issues and questions: I recommend that the subway segment along Van Nuys Blvd be extended through the Comparcial and civic center area south of Sherman Way to the Orange Line. There is a signal at almost every block with a lot of pedestrian traffic. It would not be wise for an LRT line to close off cross-Van Nuys Blvd street access in a busy pedestrian 	Notes	1	BRT TSM NB	running runnin		grade 2.5-mile Subway	Option A Option A Option B Option C	No Option C
70	Johnston Mark	4185 Van Buren St, Chino, Ca 91710		Resident			area. If the subway segment is extended to the south, is a station at Vanowen necessary? This location is only a half mile from 2 other stations. Is ridership high enough at this location to warrant a subway station if LRT is below grade here? Tour indirer said the nearing woung to copin. Timagne 'my'surprise to get there at 715pm, all doors locked- despite the signs outside pointing to conflicting doors. Asked stop people outside and they said it was over. Maybe so few of the public showed up, shut down early? Upsetting to say the least. Anyway, my comments are as follows: 1/ Light rail is fine from Sylmar to the Orange Line in Van Nuys. Don't build the northern end until you know where California HSR plans to put their station (hopefully combined with Metrolink assuming Metrolink is still running on that route. Paired street running through city of San Fernando needs to be worked out as the railway right of way is not going to have enough room for the bike path, freight trains, Metrolink & HSR. 2/ The subway portion in the center is a good idea, just make sure the connection to the Amtrak/Metrolink Van Nuys station is a easy to use transfer. May also want to consider making this stop a regional bus hub as well. 3/ I know there is lots of talk about this line and the interface to the Sepulveda/405 line. Truth of the matter, any line south of the Orange line, under the pass to the Purple, Expo and then to LAX is going to have to be full subway. Light line just won't be able to handle the ridership even with 3 car trains every 5 minutes. My mafrie is wonnch mothair and therthroff <i>Hannamide Clift Clift Sin Shipeles.</i> I an emailing you today to extend my support for the LRT alternative		1				1		
71	Roldan Monica			Resident			Tain enhaning you today to exclude my support to the Err anternative with 14 stations. It provides the most capacity and offers the shortest travel time. I support two out of the three proposed rail maintenance and storage facilities being proposed, which include the one located near the orange line and the one located south of the the Metrolink tracks because these areas are already industrial and are not adjacent to a large amount of housing. I strongly oppose building a maintenance and storage facility north of the Metrolink tracks because I believe this would be too close to housing in Panorama City near Blythe Street. Although I like the underground segment of the LRT route between Roscoe and Sherman Way, given that it would nearly double the cost of the project, I think that this is not entirely necessary if the train is given signal priority throughout the entire route. Another reason I support the LRT station. This is especially important for people with disabilities. I believe that there is a very strong demand for LRT in the San Fernando Valley. The communities within the study area are some of the		1			1		1 1	1

believe that there is a very strong demand for LRT in the San Fernando Valley. The communities within the study area are some of the densest areas in the valley and have the highest concentrations of transit-dependent residents. Most of the L.A. communities within the

Additional Issues Metro Orange tion C Other parking safety bikes security Real Estate MSF Site Projects Connection

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	DEIS/R Public Comments Summary								Mode	BRT LRT	LRT Options	MSF Site
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a	Date	Property Type	Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer No Option No Option
72	Cason Terence			Business? Resident			I reside in the Northridge area of the western valley, yet I see the vast benefits of "median running LRT" service. I was once dependent of the Metro bus and rail system; I used the 240 and former 741 nearly daily, as well as the 152, 164, and the Orange Line to commute to school, Pierce College. Buses getting caught in traffic and the lack of late night service along my corridor were my main grievances with Metro. So when options regarding what kind of transit should be on Van Nuys, I feel the LRT alternative is best. Here are the reasons why: 1.) The SFV continues to attract more and more people; The valley is becoming more and more popular, with cheaper rents (relative to central LA) and increasingly "up and coming" neighborhoods attracting new residents. LRT anticipates these population pressures. 2.) People need alternatives to increasingly clogged streets; Vally corridors like van nuys, woodman, and Sepulveda resemble larking lots during peak hours A relatively quick alternative route can be found with LRT. 3.) New rail corridors can spur community development; With more transit options, transit oriented development could be encouraged. To mitigate effects of gentrification, community based heidy. In a resideint in the valiey and in wasnit cause to attention any or the meetings. I wanted to provide a few comments on the new light rail (it		1		1	
73	Urrutia Alfred			Resident			is going to be light rail and not another goofy bus, right?) line that would run down Van Nuys Blvd. 1) Please make it light rail like the other light rail lines already running. Los Angeles needs some consistency in its mass transit. While I would prefer a subway since it doesn't have to deal with any auto traffic issues (railway crossings, pedestrians) and can travel faster, light rail tends to have a few more stops along it's routes compared to subways. Buses are terrible substitutes, they carry less people, they pollute and they are vulnerable to human drivers screwing up (accidents, heart attacks, road rage). Light rail can also go underground and above ground where there is otherwise little room for an at-grade train. 2) You need to make sure the line reaches Ventura Blvd. The proposed maps I've seen show the line ending at the south end at the Orange Line. This is getting ridiculous, mass transit is not exclusively for workers and for lightening rush hour traffic. If you've ever visited Manhattan you know that the subways go *everywhere*, it's possible to visit most/all of the iconic locations without driving or, at worst, needed a short cab ride. Their mass transit is not solely for the benefit of workers going to and from work. Ventura & Van Nuys is a tourist/fun area, there are many restaurants and stores in a very		1			
74	Wright Jerard	3695 Linden Avenue Unit 11A Long Beach, CA 90807		Resident			Support Alternative 2 and 4 to provide the ability to seamlessly connect with the Orange Line (either as current BRT or when converted to LRT) and the Sepulveda Pass Corridor. With Alternative 4, consideration should be made to make the platforms longer from 3 to 4 cars in length given the higher capacity need of connecting with the Sepulveda Pass and provide an eventual corridor that will stretch from NE SFValley, Sherman Oaks, Westwood, West LA, Culver City, Westchester, LAX, and then the South Bay using the Green Line corridor. An additional consideration should be made to look at both Alternatives 2 and 4 with an extension to serve Newhall/Santa Clarita as sthis is one of the fastest growing populations in the LA County region without frequent and adequate service. The current Metrolink service is limited due to the old 1875 single track rail tunnel		1 1	1		
75	Vaccarello Dale			Resident			Will this meeting be on line for streaming? It wasn't for real time.					
76	Bugarin Magnolo	14077 Hoyt Street Arleta, CA 91331		Resident			My name is Magnolo Bugarin and as a resident of Arleta I am writing to express my strong support for LRT along Van Nuys Blvd with 14 limited stops rather than 28. I would prefer the project start as soon as possible even if that means no underground subway service beneath Panorama City. I feel it is important to invest in LRT because when the Sepulveda corridor project along the 405 gets underway, it can connect to it and help with citywide congestion. The last thing the East San Fernando Valley area needs is BRT. BRT would do absolutely nothing. We already have busses that are overcrowded and underserve my community. I urge to please select LRT and help create greater mobility and economic vitality of neighborhoods along Van Nuys Blvd.		1	1	1	

economic vitality of neighborhoods along Van Nuys Blvd.

Additional Issues

								Metro Orange
Option C	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Line/Sepulveda Projects Connection
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	Public Comments Summary								Mada	DDT	107	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	Mode BRT TSM NB	Curb- Median- running running	28- 14- stations stations	At- At-grade with grade 2.5-mile Subway		Prefer No Option C Option C
77	Tepper Katharine	3270 Sawtelle Blvd 303 Los Angeles, CA 90066		Resident		While I am not a resident of the San Fernando Valley, area when the Sepulveda transit line will eventually pa the way to LAX. I personally believe that if the San Fern transit project is not built as the same mode as the Sep project both segments of the transit corridor will suffe Please, make the San Fernando Valley line high-floor II the only mode being evaluated that can handle the wh the Valley to LAX. Having a forced transfer to a tram on conducive to encouraging the maximum ridership thar from the Valley to the Westside. I can say personally I deterred from taking the Sepulveda line north through knew that I would have to transfer if I wanted to conti north after reaching the Orange Line.	ass through on nando Valley pulveda transit er. ight rail, as it is hole journey from r BRT will not be n a one seat ride would be n the pass if I	1						
78	Frederick Ken	236 n Louise Street Unit 302 Glendale, CA 91206		Resident		With connections to Metrolink the Orange Line and fu Pass project, this line should be LRT, for sure. A seamle with the Supulveda pass project should be included, as same mode is selected for the Sepulveda pass project, continuous line. NO BUSES!!	ess connection s well. If the	1						
79	Fox Gary			Resident		As a local resident, I am convinced that Alternative 4, r LRT, is the best and only feasible way forward for this line along this route is currently one of the busiest in L the time savings for the LRT alternative are significant the cost increase. Considering the project within the c broader region, it seems evident that this project must to the Sepulveda pass project, without need for transf mode. It seems that by artificially dividing the two proj the cost-benefit analysis pencils out in favor of a BRT o convinced however that if the two projects had instea as a single project, the cost-benefit analysis would sho clear winner. I am equally convinced that my position represents the opinion. I haven't seen a single person speak in favor think many constituents would be upset should this pr relegated to a BRT mode. Thanks for your consideration.	project. The bus A county, and enough to justify iontext of the t connect directly fer or change of jects this way, option. I am d been studied ow that LRT is the e majority of BRT, and I	1				1		
80	Graca William			Resident		Carefully looked at the map for the new line and notic waypoints for metrolink trains to transfer riders to the at the orange line. Appears this could increase the air capacity of the orange line. The orange line greatly needs an upgrade. Replacing t with rail would have the potential to increase sorely n for riders. Especially when new connections are addee line.	e new line ending eady overloaded the orange buses eeded capacity							
81	Reyes Noli			Realtor		My name is Noli Reyes. I strongly support having an Lf the SF valley to improve our public transportation. Please email me info about this project at nolireyes@r Thank you.		1						
82	Mutia Lorenzo			Resident		Hello, I commented at an earlier time but I just wanter should a median-LRT be picked up as the LPA, that the facility be built on a site that can potentially have mult displace the fewest businesses. While there were only outlined, I hope more study can be done on other pote that can accommodate such a facility. If it makes sens there can be smaller, multiple facilities along the line. note, I hope elevated sections could be given some co they are worth the money and cheaper than tunneling	e maintenance tiple uses and will y three options ential locations se fiscally, maybe On another nsideration if	1				1		

Additional Issues Metro Orange ption C Other parking safety bikes security Property / Alternative Line/Sepulveda Real Estate MSF Site Projects Connection

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	DEIS/R Public Comments Summary															
Comment	Name	Address	Name of Agency or	Resident or Affiliate of a	Date	Property Ty	pe Comment (General Summary)	Notes	LRT	Mode BRT TSM NB	BRT Curb- Median-	LRT 28- 14-	LRT Options At- At-grade with	MSF Site Prefer No Prefer No Prefer	No Option C	
No. 83	Bowman Kaja		Organization	Business?			Hello! I would like to see the 14-station light-rail option on Van Nuys Blvd. I'm very excited about the positive changes coming to my neighborhood! I also have a suggestion to improve a nearby Metro bus line during the construction period and afterward to alleviate the extra congestion and help people get from Point A to Point B. Please consider increasing service on Metro Line 158 (Devonshire-Arleta- Woodman Ave.) and possibly putting in an Express or Rapid line on the same route. Line 158 connects from the Metrolink/Orange Line Station in Chatsworth to the Rapids on Reseda Blvd, Balboa Blvd, Sepulveda Blvd, Van Nuys Blvd, and Osborne (166/364 line that goes down Nordhoff to CSUN) and then turns on Branford and goes down Woodman to Roscoe Blvd (at Kaiser Hospital), Sherman Way, Vanowen, Victory, Orange Line's Woodman Station, on down to the Ventura Blvd Rapid and ending on Van Nuys Blvd again. The awesome 158 line connects with EVERYTHING, but still has its original once-an- hour schedule. (Why? It's really too crowded out here to have service only once an hour.) During construction it could quickly get people from Van Nuys Blvd around to Sepulveda Blvd or the Orange Line Woodman Station. Possibly Line 158 could even become part of the future North Valley transit line route. It just needs more frequent service. Please consider. And put me down as a vote for light rail, 14 stations! Thank you, and best wishes with the East SF Valley project!		1		running	1	grade 2.5-mile Subway	Option A Option A Option B Option Option		
							My name is Ahmed Elhawary and I'm the owner of the business located at 14547 Arminta st unit E and D, Panorama City CA 91402.									
84	Elhawary Ahmed			Business			We are special kind of slaughter house that requires license and M zone to operate. It took us 2 years to open and another 1,5 to expand. Please add me to the email list as this matter is very important to us. Please do not hesitate to contact me by email or phone. My phone number is 3234201285									OI BU (
							Do not use half measures to solve this transit issue. BRT does not have the capacity needed for growth and the tram doesn't reduce travel									
85	Rupert			Resident			time significantly. The option of the data decare reduce date begins, the better. Prefers BRT because it is cost effective, operationally flexible, and least		1							
86	Ensla Ita		Greater Valley Glen Council	Resident			disruptive to adjoining residences and businessess; and realizeable in a timely manner.			1						
87	Viorato Castro Aurora	12656 Norris Ave. Sylmar, CA 91342		Resident			Me gustaria el tren rapido que va por enmedio de la calle con pocas paradas Curb-running BRT I would like the fast train that goes through the middle of the street with few stops Curb-running BRT		1			1				
88	Zepeda Hilario	12656 Norris Ave. Sylmar, CA 91342		Resident			Me gustaria el Proyecto del bus rapido que corre por enmedio de la calle con pocas paradas Or El tren que va por enmedio (no parte por subway) de la calle I would like the rapid bus project that runs through the middle of the street with few stops or the train that goes in the middle (not part of the subway) of the street.		1	1	1	1	1			
89	Lacson Loyce	13722 Goleta, Arleta 91331	Arleta Residenthood Council				Opinion – I prefer the light rail w/ 14 stops – must be kept clean and free of those that "camp" on the "car" – less stations – faster commute for this area. No buses – that is not a improvement. Have LRT use track on SF Rd "Raymer" storage facility.		1			1				
90	Martin Jerry			Resident			I like to support Opt 4 – LRT and would like this route to be combined with the Westside/Sepulveda Pass to LAX. I also like to suggest extending the north end of the route terminal from Sylmar Metrolink to San Fernardino Rd and Roxford. It would allow the line to access major job centers that are up to mile or two from Sylmar Metrolink.		1							
91	Hernandez Miguel	6946 Wystone Ave. Reseda, CA 91335		Resident			I support the LRT w/ 14 bstops. We need something that will keep up with the demand of the current (1 of the most rideship) population. The LRT will carry the most and have the potential to be intergrated with future projects.		1			1				
92	Pearma Donna	PO Box 44295 Panorama City, CA 91412		Resident			I do not want a light rail on Van Nuys Bl. I want it on Sepulveda Blvd. You can use it go to West Los Angeles. No Light Rail on Van Nuys – businesses will be forced out. Don't take away parking.									F
93	Gomez Daniel	14829 Aetna St., Van Nuys, CA 91411		Business			EIR requires additional analysis as to the number of businesses within an MSF site rather than the number of lots that would be required to acquire. Please provide this information prior to deciding the ideal MSF option so that it can be considered as part of the review.									
94	Pelaez Salvador	8948 Chimireas Ave.		Resident			I would like the LRT (non-tram) option. Lots of bike lockers please. Don't forget bike routes bikeways		1							
95	Slaby Jolly	20631 Lanark St., Winnetka, CA		Resident			I would like the LRT (non-tram) option. Lots of bike lockers please.		1							
55	σιαυγ συιγ	91306		nesidelli			Don't forget bike routes bikeways		1							

			Addition	al Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

OPTION C BUSINESS OWNER

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East San Fernando Valley Transit Corridor DEIS/R

	DEIS/R Public Comments Summary							Mode	BRT LRT	LRT Options	MSF Site					Addition	al Issues	
Comment	Name	Address	Name of Agency or	Resident or Affiliate of a	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14-	At- At-grade with	Prefer No Prefer	No Prefer No Optio	on C Othe	r parking	safety	bikes	security	Proper
No.			Organization	Business?					running running stations stations	grade 2.5-mile Subway	Option A Option A Option B C	ption B Option C						Real Es
						Please take into special consideration the situation of light rail trains												
96	Hanes Julian			Resident		running on Van Nuys Blvd at-grade segments. A new config. must be established to avoid the mistakes of Flower St. 3 rd St. Exposition btwn									1			
						Western-Figueroa, etc in stopping for erroneously configured traffic												
						control systems. Please consider crossing gates.												
						(1) Property owner in the Van Nuys locations que is to do with prop 13												
97	Serra Robert	14735 Oxnard St., Van Nuys, CA		Resident		we take our base prie with us for the next purchase and												1
57	Serra Robert	91411		Resident		(2) Can we take it out w/ LA County if we buy in Ventura or San Diego												1
		PO Box 44295				Another problem with LRT is prepaid for seniors & disabled without tap												
98	Pearman Donna	Panorama City,		Resident		cards have to buy a full fare tap card (\$1) but pay full fare to use. Its not an easy process for learning disabled to get a tap card. Have for		1										
		91412				senior that not old enough – have BRT												
		23851 Adamsboro Dr,				Union workers from California should be the workforce building this												
99	Castaneda Marcos	Newhall, CA		Resident		proposed project.												
		91321				The time and location of the meetings should be expanded to more												
		23851				meetings and times. Ideally they should be at 7pm at Park												
100	Castaneda Marcos	Adamsboro Dr,		Resident		Gymnasiums where there is available parking. Most of the transit												
		Newhall, CA 91321				riders that use the transit corridor work and the transit meeting hearings are too early and at peak hrs in the evenings. Add more												
		00054				meetings!												
		23851 Adamsboro Dr,				The maintenance storage facility should not be near any schools, public												
101	Castaneda Marcos	Newhall, CA		Resident		or private.												
		91321																
						1. No provisions for emergency vehicles w/ LRT options. BRT is better												
		14829 Aetna St.				at sharing lanes. 2. The aging population don't need rail												
102	Magarian Natalie	Van Nuys, CA		Resident		3. Curb running makes the most sense especially due to the		1	1									
		91411				redundancy in the system with the current buses still having to run. 4. LRT will be very invasive visually w/ fences & overhead cables.												
						4. ERT will be very invasive visually wy refices a overfield cables.												
						Lite Rail – not good for the corridor												
103	Stewart Lorraine	8352 Costello, PC, CA 91402		Resident		Buses & articulated buses are efficient & on time		1										
		CA 51402																
						This bus only goes to the orange line. So if I need to go to Venture Blvd												
104	Strawbrld Patricia			Resident		I would have to get another or wait for the 744 or the 233. Have not got my tap yet after 2-1/2 months!!												
		Progressive Art				We have chosen our studio to be near the other construction related												
		Stained Glass				businesses so we give and get jokes from of walk-in clients. We are close to our job sites, and our landlord is reasonable. Moving from that							No Opt	ion				
105	Simonian Simon	14819 ½ Oxnard St. Van Nuys, CA		Business		location would be a serious financial burden on us! Of course not to							A					
		91411				mention the huge amount requiring moving! We are not happy with this program!												
		14411 Kittridge				(Not related to Environment) For bus operations community member												
106	Strawbridge Patricia Kay			Resident		says more processing of tap cards – is important.												
		Nuys, CA 91405 9427 Natick Ave				No place to buy one in Panorama City or Northridge.												
107	Wulkan Seth	North Hills, CA		Resident		I support the Light-Rail Transit with fewer stations and faster travel times. Build and open as soon as possible, street level		1	1	1								
		91343				I support this project, very much needed for this community that walks												
108	Guerra Yamilet	NH 91343		Resident		a lot. I support LRT with fewer stops but makes travel time go faster.		1	1	1								
						Street-level is good for the project to start The MSF should be at Option C. It is the least impact on community &												
109						business						1						1
						The BRT is the best alternative. The least impact on the community the least east												
110						the least cost. The fastest to get to completed.		1										
						Please consider the Tyrone (DWP) property for the maintenance												
111						storage facility. It will not have to displace hundreds of people & business. Keep our business community intact.												

storage facility. It will not have to displace hundreds of people & business. Keep our business community intact.

				Additional Is	sues				
o Option C	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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East San Fernando Valley Transit Corridor DEIS/R

	DEIS/R Public Comments Summary								fada.	807 107	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BR	NDDE IT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Profer No Profer No Profer	o Option C
112	Klein-Hass S. Michelle	8820 Van Nuys Blvd, #2 Panorama City, CA 91402	Panorama City NC	Resident		2 to 3 years ago, PCNC took a position that the fastest light rail option, combined with a rail yard within the boundaries of PCN. You have designated this option as C. Rail yard = jobs for our community. Further, I personally would like to see expansion and buffering of the bike lanes on Woodman to compensate for the loss of Van Nuys as a backbone bike lane. The fact that deadly and maiming accidents have happened when there have been breaks in the Woodman bike lanes. The gap between Roscoe Blvd & Sherman Way must be filled.						1	
113	Clarke Philip	15232 Burton St. Van Nuys, CA 91402		Resident		To alleviate congestion between the S.F. Valley and the metropolitan areas to the south (e.g. West LA, Beverly Hills, etc) rail transportation must be provided. To be compatible with this, the Valley Transit Corridor were to consist of buses, public transportation in the S.F. Valley would eventually be even slowest and would lack the pizzazz of rail. Thus, I prefer LRT. The MSF could be located north of the UP main line, west of the Brewery, in an area now devoted to growing sod by the Van Nuys airport.		1					
114	Alexanko Monica	15006 Archwood St. Van Nuys, CA 91405		Resident		This project seems to be designed for destruction of Van Nuys. The width of the boulevard is the positive of V.N. Blvd – you will destroy that. The imposition of your storage units further identifies the focus to destroy Van Nuys. The traffic currently on V.N. Blvd is very lite – this project will destroy that traffic flow. Scrap this plan!			1				
115	Seidenglanz Eric	9265 Glenoaks Blvd Sun Valley, CA 91352		Resident		Instead of having a subway system, why not have the maintenance facility only underground. Why not purchase property in the Sun Valley area where the population isn't as dense and there is more raw land.							
116	Zavodwicer Simon	14723 Oxnard Van Nuys, CA 91411		Business		Totally opoused lots of businesses will have no were to go and people will loose their livelihood.							No
117	Escamma Eddy	14759 Bessemer St Van Nuys, CA 91411		Business		We already have a bus running along Van Nuys Blvd, having another will not ease traffic, it will create more congestion, please try to use a location that don't interfere with small business and tax paying citizens that are trying to provide for their families.							No
118	Waizenegger Jack	PO Box 4652 Panorama City, CA 91412		Resident		I prefer and promote: 1. LRT with 14 stations 2. All at or above grade, no subway 3. Seamless, continuous future link to a Sepulveda Pass System 4. Locate maintenance yard in Panorama City Arminta St. location 5. Stops at Roscoe, Blythe & Metrolink Van Nuys among others 6. But a full length subway would be best for most for long		1		1	1	1	
119				Business		MSF Option A would fully acquire 58 parcels between Calvert Street to the north, Oxnard Street to the south and Kester Avenue to the west. The majority of the property that would be acquired consists of light manufacturing and commercial property, most of which contains businesses oriented toward automobile repair and supplies and other general commercial retail uses. Per Table 4.2-3 MSF Option A ROW Acquisitions. I OPPOSE MSF OPTION A This taking of my business location will cause great financial harm to my business as well as my workers jobs. There is no easy way to relocate as places to move that would fit my business are very limited in the Van Nuys area. I must stay in the Van Nuys area to serve my customers and also use the services of other Van Nuys businesses. There are working at my facility in the targeted area. [see Attachment #11 for the signed petition]						1	No
120	Garcia Iris	14500 Sherman Cir 142 Van Nuys, CA 91405		Resident		Light rail would be a great addition.		1					
121	Escrofani Dash	14223 Calvert St., Apt 2 Van Nuys, CA 91401		Resident		As a Los Angeles citizen, that uses the Metro Red Line often during his commute, I strongly support the LRT option for the San Fernando Valley Transit Corridor Project. Though it may be expensive initially I believe it would best serve the valley in the long term.		1					
122	Espinoza Jacqueline	3434 Saticoy Street NoHo, CA 91605		Resident		Yes, I want to support the Light Rail for 200+ passengers. As community we can have a dependable way to transport to other cities. If we have the funds lets make the light rail.		1					
123	Robles Soila	14139 Friar St. Van Nuys, CA 91401		Resident		Adding a faster lines will be excellent for the growing popular here in the San Fernando Valley.							
124	Anguiano Jessica	6257 Hazeltine Ave #6 Van Nuys, CA 91401		Resident		Concerns are street parking how are residents going to move through the street if its turned into only one lane. Will there be bike stations. What about security and safty? When are the efforts going to be put in place for the Sepulveda Pass? How long will construction take?							
125	Arthur	91401		Resident		I want bouth curb and low floor train		1					

			Additional	Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

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No Option A

No Option A

No Option A

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	DEIS/R Public Comments Summary								Mode	BRT	LRT	LRT Options	MSF	Site					Addi
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Media running runnin	n- 28- 14- Ig stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Pre Option A Option A Opti	fer No Prefer on B Option B Option C	No Option C	Other	parking	safety	bikes
126	Dhangec Shimal	5712 Vista Del Monte Ave Van Nuys, CA 91411		Resident		Build a train car		1											
127	Hernandez Simri	14207 Sylvan St. Apt 2 Van Nuys, CA 91401		Resident		A light rail for this project would be nice. Probably would benefit traffic more rather than other bus line. I support the idea for curiosity and to help the overall apeal of the valley. I think a bus would most effectively meet the community's needs.		1											
128	Martinez Andrea	6229 Hagel Ave LA, CA 90042		Resident		Why? 1) time 2) speed 3) safety 4) convenience Traffic is heavy on the Blvd & this would reduce traffic congestion in faster time.			1									1	
129	Panatier Gail			Resident		Best as determined by best need and cost analysis.													
130	Jimenez Oscar	7301 Lennox Ave Van Nuys, Ca 9140		Resident		Light Train syst.		1											
131	Kocabas Ferak	7325 N Sepulveda Blvd #114 Van Nuys, CA 91405		Resident		It is very good for us to be remember. I'm living at Sherman Way & Sepulveda Blvd. Thank you'rs care. I like bus and train		1	1										
132	Blount Tashawn	13701 Hubbard St Sylmar, CA 91342		Resident		I prefer light rail over bus system		1											
133	Alipour Fazieh	14801 Sherman Way Van Nuys, CA 91405		Resident		I prefer train on surface of the street		1				1							
134	Jimenez Gemma			Resident		I prefer a train to go through Van Nuys to Sylmar. The road is big enough to have a middle lane for a train. It should be move consistant and better than the bus system we have.		1											
135	Cervantes Catherine	14833 Calvert St. Van Nuys, CA 91411 16528 Rinaldi St.		Resident		Sometimes it is very crowded but also the control of homeless on bus. I would prefer the light rail because a majority of people take the bus as it is.		1											
136	Pineda-Gonzalez Ana	Granada Hills, CA 91344		Resident		I prefer to have a bus along the curb			1	1									
137	Miguel Miguel	5907 Murietta Ave Apt 4 Van Nuys, CA 91401		Resident		Public Transportation is an utmost importance. We need a longer route that runs perpendicular to Van Nuys because the Orange Line has proved successful we must copy a similar plan													
138	Rosy	Van Nuys, CA 91405		Resident		More buses there are too full. Even though there are 41 routes. During peak hours not sure if every 10-15 minutes													
139 140	Anderson Doris Lawrence Natalie	91335		Resident Resident		Rail Light rail, it would be better on the environment.		1 1											
140	Naji Megan	91307		Resident		I think a light rail like the Expo line in coordination with the city buses would be a very useful system for the valley and allow people to get from the end to the other much faster!		1			1								
142	Yonker Victoria	6311 Van Nuys Bl 155 Van Nuys, CA 91401		Resident		Curb-side bus rapid transit would be my decision. It is efficient and out- of-the-way for current traffic. Additionally, the orange line has proved successful thus far; therefore, this more than likely will, too.			1	1									
143	Cotton Hufy	6230 Sylmar Van Nuys, CA 91401		Resident		I have no idea													
144	Chavez Eric	Van Nuys, CA 20252 Hart St		Resident		I am against the Van Nuys rail project as a resident of Van Nuys I believe it will bring to much traffic and noise													
145	Soto Tony	Winnetka, CA 91306		Resident		I would prefer the light rail. Much safer & cleaner. The best option is alternative 4. It'll cost more and the more time but		1										1	
146	Carballo-Merino Catherine	8830 Etiwanda Ave Northridge, CA 91325		Resident		will be more beneficial in the long run because it won't take up surface space and it will be faster. Perhaps connect it to the north Hollywood station for more efficiency. Alternative 2 will be the second best option. The orange line is doing great and people enjoy it. It'll cost less and be the less time to build. Alternative 1 and 3 do not seem beneficial.		1				1							
147	Mcgee Justin	21050 Vanowen St Canoga Park, CA 91303		Resident		I would like to see more light rail in the city. I have taken the red, gold, and orange lines. I personally thing the gold line is one of the most efficient modes of transportation and my favorite line in the city.		1											
148	Litna Arlene	1356 Cohasset St Van Nuys		Resident		Please put in to eliminate traffic													
149	Bolanos Ana	14651 Sherman Way Van Nuys, CA 91405		Resident		Good idea! This will help the buses ride faster, and make less traffic!													
150	Davis Lee	11684 Ventura Bl #583 Studio City, CA 91604		Resident		Please build a light rail on Chandler &/or Van Nuys Blvd. Also, SFV to LAX along the 405		1											
151 152	Ramirez Eduardo Guerrero Jennifer			Resident Resident		Bus Rapid Transit (BRT). Create (BRT) in the middle of street. Bus Rapid Transit (BRT) in the middle			1 1	1									
153	Coe Sara	LA, CA 90064 6239 Orion Ave		Resident		Light rail would be great!		1		-									
154	Matz Tina	6239 Orion Ave Van Nuys, CA 91411		Resident		Light rail		1											

Additional Issues Metro Orange Dion C Other parking safety bikes security Real Estate MSF Site Projects Connection

East San Fernando Valley Transit Corridor DEIS/R

CA 91402 5916 Vesper Ave

91411

Van Nuys, CA

Resident

Resident

176

177

178

179

Welch Rosanne

Carmona Susana

	DEIS/R Public Comments Summary												
				Resident or					Mode	BRT LRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- 28- 1 running running stations stat	 At- At-grade with ons grade 2.5-mile Subway 	Prefer No Prefer No Prefer No Option A Option A Option B Option C No	Option C
155	Castro Evelyn	13701 Hubbard St Sylmar, CA 91342		Resident		I prefer light rail		1					
156	Cohen Rosie	5446 Newcastle Ave 208 Encino, CA 91316		Resident		Low-floor light rail train		1					
157	Soto Armando	8943 Tobias Ave Apt16 Panorama, CA 91402		Resident		I believe it's a great idea for our community. Its going to decrease traffic. It's a fantastic idea. Train $\textcircled{\odot}!$		1					
158	Gab Ana			Resident		Good idea! Our non-profit can help promote this idea to the community. We do eco-friendly workshops. Contact me!							
159	Palad Aldrin Paolo			Resident		For somebody who takes public transportation system every day, safety and travel time are of great concern for me. LRTs sound more exciting and makes me think it will bring me to my destination faster. Also I noticed that recently, the presence of LAPD in the trains is more visible and I like that as a commuter, this gives me comfort in mind about getting to my destination safe in a timely manner.		1					
160	Barton Scott	511 S Main St Apt #823LA, CA 90013		Resident		I think a busway like the redlin would benefit VN emensly.			1				
161	Hunt David	13313 Oxnard St #105 Van Nuys, CA 91401		Resident		This is a great start to getting a better public transit system in the valley. I hope for more to come in the future to make public transit more accessible to all							
162	Coe Elias	13313 Oxnard St #105 Van Nuys, CA 91401		Resident		We love the idea of more transit in the valley. Light rail needs to make a comeback in LA. Please fund this project. Busses or light rail is needed!		1	1				
163	Cardona Victor	14660 Delano St Van Nuys, CA 91411		Resident		Yes I would like rail train on Van Nuys Blvd		1					
164	Riveros Jonathan J	14734 Victory Blvd 206 Van Nuys, CA 91406		Resident		The light rail woud be a perfect idea, to lightened up traffic.		1					
165	Huezo Kevin			Resident		I think it is perfect, I would love if they stop at like 10-14 important stops The hur is chapped & fortor would be most economical for the							
166	Aguirre Anthony			Resident		The bus is cheaper & faster would be most economical for the community			1				
167	Lisa			Resident		I prefer a bus system for the East San Fernando Valley Transit Corridor Project.			1				
168	Naval Michael	2147 Las Colinas Ave Los Angeles, CA 90041		Resident		I believe the light rail system holds more interest. A good example is a country like Japan where its society very much both supports & relies on public transportation – and they use rails.		1					
169	Hunt Wendy	7125 Lennox Ave #103 Van Nuys, CA 91405		Resident		I love the idea of a rail it sounds very efficient		1					
170	Leclere Oscar	14913 Vose St Van Nuys, CA 91405		Resident		Low Floor Light Rail Train seems really nice a la many European cities		1					
171	Samson Gabriel	91253 Nordhoff Apt 20 North Hills, CA 91406		Resident		Both rails & try bus		1	1				
172	Robles Caroline	14139 Friar St Van Nuys, CA 91401		Resident		I think the bus rapid transit is convenient. The fast lane seems dangerous.			1				
173	Monge	91405		Resident		A train would be less harmful to the environment due to less CO2. A quantity of people would get from point A to B quicker and all at once.		1					
174	Acosta Claudia	7969 Stansbury Ave Panorama City, CA 91402		Resident		Larger bus for more people			1				
175	Maldonado Vanessa	14633 Nonas St Panorama City, CA 91402		Resident		A light rail would put an ease on traffic in Van Nuys		1					

10721 Memory Park Ave @102 Mission Hills, CA 91345 Please NO rail line on VN Blvd! Eventually subway along Ventura and Wayne Resident then a subway up VN Blvd As a daily commuter who goes back and forth on the orange line, I Jimenez Alexia Resident would very much prefer a train. I believe this would make it easier b/c commuters would not have to rely on the 233/744/788 buses

Light Rail !!

I don't care whether it is a bus or light rail but I don't want the maintenance yard on Kester and Calvert as the neighborhood is finally

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gentrifying and that would kill it.

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Additional Issues Metro Orange Other parking safety bikes security Real Estate MSF Site Projects Connection

East San Fernando Valley Transit Corridor

DEIS/R	
Public Comments Summary	

									Mode	BRT	LRT	LRT Options	MSF Site		
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)		Notes	LRT BRT TSM I	NB Curb- Median- running running st	28- 14- tations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Option A Option A Option B Option	Prefer No B Option C	Option C
180	Gilkey Melba	12330 Garber St Pacoima, CA 91331		Resident		No rails trough the city that Good idea if will come from	will remove any of the homes or business. the Sylmar to V Nuys line								
181	Nava Connie	14234 Delano St Van Nuys, CA 91401		Resident		Would love a tram, with fast with more security, for safer	ter commute to Amtrak station. But as well r route to destination.		1						
182	Baker Lanair	17148 Saticoy		Resident		Light Rail!			1						
183	Taylor Sarah	5737 Vesper Ave 91411		Resident		5	els. Let's move into a green way of ects. Thanks		1						
184	Jimenez Carlos	7582 Lindley Ave Reseda, CA 91335		Resident		Middle bus Van Nuys			1	1					
185	Gaitan Monica	91335 12330 Osborne ST		Resident		Light rail holds more people	e less pollution vs a bus		1						
186	Delgado Natalie	Pacoima, CA 91331		Resident		I would like the rail w/ 14 sto	rops		1		1				
187	Mejia Julie	1090 N Summit Ave Pasadena, CA 91103		Resident		A bus seems best because it busess allow for easier on/o	ts easier access. Trains are scary to me so off access.		1						
188	Delgado Andrea	7422 Oakdale Ave Winnetka, CA 913096		Resident		be (illeg.)	er need to to be (illeg.) and charge needs to								
189	Coe Japhet			Resident		I think a light-rail would be b			1						
190	Alfaro Silvia	14735 Blythe St #8 Panorama City, 91402		Resident		quick connect to other rails	he other light rail the thought of having a seems ideal! Also consider bike lanes I the danger on Van Nuys so any people ride		1						
191	Garrison Alisha			Resident		Personally I like public trans parking and I feel a little safe	sportation b/c I don't have to worry about ier. I would prefer light rail because I've puble using it while in school in Arizona. I		1						
192	Arrington Anita	Simi Valley, CA 93065 14833 ½ Calvert		Resident		I'm totally for public transpo enhancement to the San Fer	ortation. I believe a light rail will be an rnando Area and it very needed. nything to reduce the traffic on Van Nuys		1						
193	Cervantes Robert	St Van Nuys, CA 91411		Resident			ns. Also have enough trains so there are no		1						
194	Morgan Kavia			Resident		I prefer bus. More convenier	ent. Along the curb.		1	1					
195	Stevens Aygul			Resident		I prefer a train system along	g Van Nuys		1						
196	Hipshman Sandra	13019 Stagg St N. Hollywood, CA 91605		Resident		I think the train would be a g	great asset for our community		1						
197	Diaz Rosa	91405		Resident		Train			1						
198	De Leon Walter	5243 Babock Ave Valley Village, CA 91607		Resident		Train the best bet			1						
199	Acosta Vanessa	91411		Resident		I would like to see another n			1						
200	Barnes Skyla	9140 Burnet Ave #1 North Hills, CA 91343		Resident		stops. Note: consider parkin Van Nuys connections to ora	the median. Inclusive of more stops ~28 ng impacts for people traveling to utilize ange line. Also significant impact to parking ing lots – leaving riders w/out space, e.g. Line)		1		1	1			
201	Charter Hinthur	20134 Leadwell St		Desident											
201	Sherry Himbya	Winnetka, CA 91306 20134 Leadwell St		Resident		Light rail			1						
202	Sherry Gen	Winnetka, CA 91306		Resident		A light rail would benefit the	e community		1						
203	Matzen James			Resident		Light rail			1						
204	Taverne Tom	6813 Hayvenhurst #4 Lake Balboa, CA 91406		Resident			o the orange line with direct connection to tills once that line is converted to light rail.		1						
205	Chowlica	Dortor Donch CA		Decident		Light spill			1						
205	Chow Lisa	Porter Ranch, CA		Resident		Light rail!			1						
206	Chow Richard			Resident		Light rail!			1						
207	Rendon Cristobal	7027 Kester Ave Van Nuys, CA		Resident		l want a train on Van Nuys b	olvd! We need it!		1						
208	Ausan Jessie	11849 Killamore Ave Porter Ranch, CA 91326		Resident		Good needed idea. Need re			1						
209	Ackerman Jason			Resident			op 75% + grade separated (illeg.) platforms. 10 Tyrone Ave. Same mode at Sepulveda.		1		1	1	1	1	
210	Santizo Angelo			Resident		I would like to see a rail systemeter removed the original or	tem because I don't think they should have one.		1						

Mode

				Additional Is	sues			
o Option C	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

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MSF Site

LRT Option

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	DEIS/R Public Comments Summary								Mode	BRT	LRT	LRT Options	MS	F Site				Additio	onal Issu
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Media running runnir	n- 28- 14- g stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Pr Option A Option A Opt	efer No Prefer ion B Option B Option	No Option C	Other parking	safety	bikes	
211	Fuentes Raymond	Compton, CA 90222		Resident		l'm an annual TAP card-holder and I will always prefer a train over a bus line.		1											
212	Dallis Dyan	50222		Resident		Any improvement in public transportation would be a welcome improvement.													
213	Gough Mandy	Van Nuys		Resident		Please make a train! I need efficient transportation to even bother with metro & would go downtown & down westside along the 405 all the time! I'd like orange line to be a train, too. I also don't use it,		1								1			
214	Alvarez Jesus	Panorama, CA		Resident		because I don't want to pay parking. To make it metro users only, consider a pass requirement instead. Light rail w/ 28 stops. I drive on Van Nuys everyday! I appreciate you		1			1								
215	Salvador Lydia	91402		Resident		guys attempting to fix the traffic issue. Thanks On Metro buses it would be nice if there was more bike security/more bike spots. We should be aloud to lock our bikes securely while on												1	
216	, Rodrigues Aurora	Reseda, CA		Resident		public bus that we pay to ride Straight metro bus to LA on freeway													
217	Aleman Sofia	14162 Gager Street Arleta, CA		Resident		I would like for light rail/train to be the transport system along the		1											
		91331				corridor Do not use gas. Use something more with solar power. Help mother													
218	Chavez Nava Steven			Resident		nature and lets not pollute her.													
219	Bain Jane		Greater Valley	Resident		Light rail above ground		1				1							
220	Barmettier Joseph	Valley Glen, CA	Glen Residenthood	Resident		Train is good. Bus is better			1										
221	Depoppe Sean		Council	Resident		I would love to have a train		1											
222	Romero Roberta	91606		Resident		Light rail		1											
223	Basalo Louie	11755 Gilmore St 210 N Hollywood, CA 91606		Resident		Metro Bus trail. More times during night times (after 10pm)			1										
224	Cano Valeria	7333 Vineland Ave Sun Valley, CA 91352		Resident		A Bus Rapid Transit			1										
225	Julio Veronica	0,101002		Resident		I would like the light rail		1											
226	La Hoz Vania	Santa Clarity, CA 13650		Resident		Train		1											
227	Kelboun Martha	7924 Woodman Ave 151 Van Nuys, CA 91402		Resident		I like better the orange line because is faster and less stops. Rides frequently and has space.													
228	Penka	91607		Resident		LRT more stops		1			1								
229	Aleman Maria	14162 Gager Street Arleta, CA 91331		Resident		I would like for a train/light rail to be the form of transport in the corridor		1											
230	Rouge Robert			Resident		 Bring back San Pedro light rail to point Fermon/Cabrillo Light rail on VN Blvd is a disaster awaiting. 													
		6239 Orion Ave																	
231	Matz Larry	Van Nuys, CA 91411		Resident		In favor of light rail		1											
232	Rivera Alma	1317 Warren St San Fernando, CA		Resident		My personal preference would be a train. I feel like the train would help 2x more the community to run faster a everyday basics		1											
233	Anzora Carlos	11352 Oxnard St Van Nuys, CA		Resident		Yo prefiero el tren porque creo que sería mejor que el bus.		1											
		91411				I prefer the train because I think it would be better than the bus.													
						Un tren como el Orange Line para esta zona. Se me hace más fácil para transporte.													
234	Olera Lilian	8611 Tyrone Ave		Resident		A train like the Orange Line for this area. I believe it's an easier mode of transportation.		1											
		8146 Lenox Ave				El Sistema de tren rapido													
235	Hernandez George	Panorama City, CA 91402		Resident		The LRT system.		1											
236	Hernandez Conejo Martha	7044 Alabama Av #1 Canoga Park		Resident		El Sistema de tren rapido		1											
230	ternanaez conejo iviai (Ild	CA		nearuent		The LRT system.		-											
	Develop 11	11487 Victory Blvd North		Deside 1		Prefiero un bus rapido													
237	Peralta Martha	Hollywood, CA 91600		Resident		I prefer BRT.			1										
						Yo prefiero el bus rápido en la orilla de la acera.													
238	Alcantara Jose Luis			Resident		I prefer the curb-running BRT.			1	1									

			Additional Is	sues			
her	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

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	Public Comments Summary									Mode		BRT	LRT	LRT Options		MSF Site						Addit
Comment No.	Name	Address Name Or	of Agency or Affili	ident or liate of a siness?	Date	Property Ty	pe Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- running	Median- running st	28- 14- ations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Option A Option	Prefer N A Option B Opti	lo Prefer ion B Option C	No Option C	Other	parking	safety	bikes
							Yo vivo en Van Nuys y creo que es conveniente que si hagan un transporte más rápido y seguro. Yo prefiero el tren.															
239	Elsa	91401	Res	sident			I live in Van Nuys and I think it is convenient to put a transportation system that is fast and safe. I prefer the train.		1												1	
		Van Nuys, CA					Me gustaría un sistema de bus rápido.			_												
240	Escot Romeo	91401	Res	sident			I would like the BRT system.			1												
							De acuerdo con el tren. Estoy de acuerdo con el nuevo proyecto que tienen en mente siempre y cuando no altere los precios ya que el 90% de personas somos de escasos recursos. Me alegra ese nuevo proyecto.															
241	Tepe Hugo	91401	Res	sident			I agree with the train. I agree with the new project that they have in mind as long as it does not alter prices since 90% of people are low-income. I am happy about this new project.		1													
242	Long Alisia		Por	ridant			Yo prefiero un tren		1													
242	Lopez Alicia		Kes	sident			l prefer a train		1													
							Me gustaría un bus en mi comunidad que sea accesible para todos los que usamos este transporte.															
243	Mayte		Res	sident			I would like a bus in my community that is accessible to all of us who use this transportation.			1												
		14120 Archwood					Yo prefiero el sistema de bus porque desaparecería la avenida Van Nuys.															
244	Palomini Maura	14139 Archwood St Van Nuys, CA	Res	sident			I prefer the bus system because Van Nuys Avenue would disappear.			1												
		6229 Hayes Ave					Yo prefiero un Metro bus que corra por un lado de la calle Van Nuys. Un Metro bus es rápido y seguro porque correría en su misma línea.															
245	Martinez Pedro	90042	Res	sident			I prefer a Metro bus running along one side of Van Nuys Bl. A Metro bus is fast and safe because it would run on a dedicated lane.			1	1										1	
		6229 Hayes Ave					Yo quisiera que conectara con el Metrolink, así que prefiero el Metro más rápido y más lugares en menos tiempo															
246	Martinez Liz	LA, CA 90042	Res	sident			I would like it to connect with the Metrolink; so, I prefer a Metro that is faster that takes you to more places in less time.		1													
247	Salgado Daniela	10920 Jamie Ave., Pacoima, CA 91331	Res	sident			I believe a LRT System would be extremely beneficial for our community. It would provide crucial public transportation to the people who truly need it. Students, workers, and the general public will definitely be taking advantage of this.		1													
248	Flores Jesus	11183 Phillippi Ave, Pacoima	Res	sident			LRT; I believe should be built		1													
249	Trujillo Perla	11829 Gain St., Sylmar, CA 91342	Res	sident			I think they should do the light rail because the Metro bus takes 15 to 20 mins. There are too much people waiting for a long time running late to work to school.		1													
250	Garrido Sheila	Panorama City, Ca 91402	Res	sident			I think the train system will be more efficient, due to the fact that it will be faster. It also will provide more seating. The bus is always packed with people standing and that is very dangerous in case of any accidents. The train station should not be underground. It should be on the road but in between trackways to cause less traffic.		1					1								
251	Portillo Freddie		Res	sident			I think that a light rail system should be implemented since it could be more efficient even if it could take longer. It would also be more effective with its space.		1													
252	Tellez Diana	Pacoima, CA 91331	Res	sident			I prefer LRT on the curve so that it can be easier to put the stations.		1													
253	Zuniga Fatima	4975 Allegheny St, #3, Sun Valley, CA 91352	Res	sident			I would rather have a train running alongside; this is because there will be no interference by traffic for a train. The surface train also gives jobs to those who need to do the project. Despite the noise, it would be more obvious and a traffic indicator. For example, a person could get into the wrong lane for a bus or they may not notice it as obvious (?) not going into that lane. So if a train when to be put it would more noticeable. There will be traffic, but this needs to be what makes more jobs.		1					1								

Additional issues Metro Orange Dption C Other parking safety bikes security Property / Alternative Line/Sepulveda Real Estate MSF Site Projects Connection Comments

	DEIS/R Public Comments Summary								Mada	897	197	LRT Options	MSF Site		
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	Mode BRT TSM NB	Curb- Med running runr	ian- 28- 14- ing stations stations	At- At-grade with grade 2.5-mile Subway	MSF Site Prefer No Prefer M Option A Option A Option B Opt	o Prefer on B Option C	No Option
254	Medina Jonatan	13067 Norris Ave., Sylmar, CA 91342		Resident		I believe the LRT system because residents will have to understand that trains are dangerous and will have to be patient even though there will be more traffic. Surface LRT system.		1				1			
255	Lopez Aksyonov	11236 Borden Ave., Pacoima, CA 91331		Resident		My thought on this Metro project is really impacting to the community that rely on public transportation. I think taking the bus would be or can be improved. It can have more benefits. I would prefer the curve side, because it can be similar as in right now but more improved.			1	1					
256	Mazariego Justin			Resident		I would like the BRT and I would want it on the side of it not the middle.			1	1					
257	Garcia Alexandro	6313 Satsuma Avenue, North Hollywood, CA 91606		Resident		The choice metro should go with is the BRT on the middle lane. The curb lane would be bad because it would hinder everyone from entering the street from the major street. The middle lane would allow businesses to still have people be able to be dropped off.			1	1					
258	Tellez Monica			Resident		I think that the bus is good because my cousin does not have a car.			1						
259	Gama Jose	8750 Woodman Ave, Arleta, CA 91331		Resident		The choice I believe Metro should build is the Bus Rapid Transit System with the middle lane taken up for the bus. This will take a shorter time and help the community with transportation quicker.			1	1					
260	Camarillo Laura	11150 Glenoaks Blv, #96, Pacoima, CA 91331		Resident		Que sea una transportación para todos en la comunidad; y bien para todos. Que sea algo para bien para toda la comunidad. Make it a transportation system for everyone in the community. Let it be something for the good of the whole community.									
261	Ulloa Claudia			Resident		What is the charge (fare)? Low-income community keep fare amount in mind when implementing transportation method. Try not to limit to one lane like the project on Van Nuys BI between Laurel Canyon San Fernando Rd. Negative impact on commute.									
262	Rivera G. Matilde	11282 Herrick Ave., Pacoima, CA 91331		Resident		No estoy de acuerdo, pero si van a poner uno que no haya contaminación está bien para nuestra comunidad. I do not agree but if they are going to put one make sure is not something that will contaminate the air and is good for our community.			1						
263	Calis Raul	Pacoima, CA 91331		Resident		No estoy de acuerdo porque va a afectar a muchos negocios de personas de bajos recursos y también a personas que tienen sus casas. Este proyecto va a durar muchos años para que lo terminen y va a afectar a los peatones para cruzar de un lado a otro; además las bardas que van a construir para eliminar el ruido. No estoy de acuerdo. I do not agree because it will affect many businesses of low-income people and also people who have their homes. This project is going to last many years before is completed, and it will affect pedestrians when crossing from one side to another. Besides, the fences that they are going to build to eliminate the noise "I disagree."			1						
264	Ramirez Lechuga Rebecca	14543 Lyle St., Sylmar, CA 91342		Resident		Totalmente en desacuerdo con todos. Estamos muy bien con el transporte que tenemos. Ya no causen tanto cambio tan drástico y mucha congestión de tráfico.			1						
265	Pena Mayra	12177 Holy St.,		Resident		I totally disagree with everyone. We are fine with the transportation we have. Do not cause such drastic changes and more traffic congestion. No estoy de acuerdo con todas las opciones que planean para la comunidad. Estamos bien con el autobús actual que ya hay. El servicio ya es eficiente. Esto va a causar mucho tráfico.			1						
205	Fella Mayla	Sylmar, CA 91342	2	Resident		I disagree with all the options they plan for the community. We are fine with the current bus that is already there. The service is already efficient. This is going to cause a lot of traffic.			1						
266	Berrelleza Rosa	11330 Sunburst St., Lakeview Terrace, CA 91342		Resident		Yo no estoy de acuerdo con ninguna de las líneas de autobuses o líneas de tren. Creo que va a crear más tráfico que lo que ya hay porque no creo que la gente va a dejar de comprar carros. El sistema de bus sirve, pero si fuera más frecuente fuera mejor. I do not agree with any of the bus lines or train lines. I believe it is going to create more traffic than it already exists because I do not think people will stop buying cars. The bus system works, but if it were more frequent, it would be better.			1						
267	Maria	9404 Van Nuys Bl, Panorama, CA 91402		Resident		Yo no estoy de acuerdo para que pongan otra línea. I do not agree to put another system.			1						

Additional Issues												
lo Option C	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments				

Fare concerns

	DEIS/R Public Comments Summary								Mada		BRT LRT	IRT Options	MET Site
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Ty	rpe Comment (General Summary)	Notes	Mode LRT BRT TSM	M NB	BRT LRT Curb- Median- 28- 1 running running stations stat	LRT Options 4- At- At-grade with ions grade 2.5-mile Subway	MSF Site Prefer No Prefer No Prefer No Option Option A Option A Option B Option C
268	Marta			Resident			No estoy de acuerdo porque es mucho tráfico y vamos a sufrir mucho.			1			
208	ividi ta			Resident			I do not agree because there is a lot of traffic and we are going to suffer a lot.			1			
269	Jara Odilia	11881 Sproule Ave, Pacoima, CA 91331		Resident			Si es una transportación que nos beneficie a la comunidad y no haya tanta contaminación para el medio ambiente y no tengamos problemas con todos nosotros sobre el espacio que vaya a ocupar a lo largo o corto plazo. Bus. If it is a transportation system that benefits the community and does not pollute the environment, and we do not have problems among us about the space that will occupy in the long or short term. Bus.		1				
270	Alferez Yesenia	12301 Osborne Pl. #206, Pacoima, CA 91331		Resident			BRT. Creo es lo más cerca a lo que ahora existe. BRT. I believe it is the closest to what now exists.		1				
		91331					Yo prefiero el bus a un lado de la calle.						
271	Flores Maria	91331		Resident			I prefer the bus on the curbside.		1		1		
272		91331		Resident			En lo personal yo no ocupo el bus, pero creo que no me gustaría las alternativas que tienen porque ocuparía mucho espacio en la calle y se juntaría mucho tráfico. De por si en la Van Nuys, lo que hicieron pasando la San Fernando hasta Laurel Canyon se hace más tráfico. Estoy de acuerdo que siga el bus porque mucha gente lo utiliza. Personally, I do not use the bus, but I don't think I like the alternatives available because they would take up a lot of space on the street and it would bring more traffic. Like on Van Nuys, what was done from San Fernando to Laurel Canyon brought more traffic. I agree that the bus should be kept because a lot of people use it.			1			
273	Sanchez Maria	12478 Claretta St Pacoima, CA 91331		Resident			A mi me gustaría que hicieran mejor el camión que es rápido en vez del Metrolink I would like the bus because it is fast instead of the Metrolink		1				
274	Perez Rosa	12763 Pierce St., Pacoima, CA		Resident			Autobús sobre la carretera en medio del bulevar.		1		1		
275		91331		Resident			Bus on the road in the middle of the boulevard. Yo soy residente de Pacoima, pero no estoy de acuerdo con el proyecto. Esos cambios afectarían mucho. Por ejemplo, más tráfico, menos estaciones. Yo creo busquen otras opciones para mejorar sin afectar a la comunidad.			1			
273	Lopez Aurelia			Resident			I am a resident of Pacoima, but I do not agree with the project. Those changes would greatly affect the community. For example, more traffic, fewer stations. I believe you should look for other improvement options without affecting the community.			1			
276	Carvajal Margarita	Pacoima, CA 91331		Resident			Yo quiero pues el bus. I want the bus.		1				
277	Castellon Sonia	9523 Van Nuy Bl, Panorama City, CA 91402		Resident			BRT is a better option for me. The median-running option seems to be better. Definitely, LRT is too expensive.		1		1		
							Mi punto de vista es que pongan el tren ya que soy una persona incapacitada y yo uso mucho el camión y tardo mucho en llegar a los doctores y pues por eso me gustaría eso, y que Dios los ayude a decidir qué es lo que tengan que hacer especificando el tranvía.						
278	Saavedra Maria			Resident			My point of view is to put the train since I am a disabled person, and I use the bus a lot. It takes me a long time get to the doctors and therefore I would like the train. May God help them decide what they have to do specifically with the tram.		1				
279	Reynaga Maria G.	91331		Resident			Yo prefiero el tranvía porque no quiero nada subterráneo. I prefer the tram because I do not want anything underground. Yo prefiero el tren con 14 estaciones al nivel de la calle.		1			1	
280	Perez Catalino	91331		Resident			I prefer the train with 14 stations at street level.		1		:	1 1	
281	Lopez de Torres Maria Ev	10950 Herrick a Ave., Pacoima, CA 91331		Resident			28 estaciones. Gracias. Light Rail. 28 stations. Thank you. Light Rail.		1		1		

MSF Site Additional Issues Metro Orange Prefer No Prefer No Prefer No Prefer Option C Other parking safety bikes security Real Estate MSF Site Projects Connection Option A Option B Option C No Option C Other parking safety bikes security Real Estate MSF Site Projects Connection

East San Fernando Valley Transit Corridor DEIS/R Public Comments Summary

								Mode	BRT LRT	LRT Options	MSF Site				Addition	al Issues
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM M	IB Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option B Option C	No Option C O	Other park	ng safety	bikes	security
282	Chavarria Rolando	14139 Calvert St., Apt. 4, Van Nuys, CA 91401		Resident		I support light rail because it is the only opportunity for the Valley's people needs and bring business back on Van Nuys BI and retail development on Van Nuys BI. Hopefully bring the rail to the South to LAX and add more safety for pedestrians and add cameras for drivers that are violating on Metro's properties.		1						1		
283	Temme Kim	14831 Bessemer St., Van Nuy, CA 91411		Resident		Nice Project. Please fast track and decide quickly which locations need to be acquired. It impacts all the small businesses at the MSF Option A. Prefer not there but if it is, do it quickly.					1					
284	Perez Javier	11163 Herrick Av., Pacoima, CA		Resident		Pienso que al lado porque en medio haría más tráfico y costaría más dinero y tiempo. Me gustaría el bus. I think it should be on the curbside because in the middle would cause		1	1							
		91331				more traffic and it would cost more money and time. I would like the bus. El bus de en medio sería mejor porque es más rápido.										
285	Ramirez Mirna			Resident		A bus in the middle would be better because it is faster. A mí me gustaría el bus de en medio porque se hace más fácil.		1	1							
286	Guerra Maria			Resident		I would like the bus in between because it's easier.		1	1							
287	Gonzalez Michelle	Van Nuys, CA 91406		Resident		I would prefer the buses because I use the buses more often than the train. The buses are also cheaper for the community. The buses are used more often. I would like it in the middle of Van Nuys BI.		1	1							
288	Martinez Elena	Van Nuys, CA 91406		Resident		I would prefer the bus because its more cheaper (illeg.) most people would (illeg.)		1								
289	Bernstein Julita	7525 Sepulveda Bl., Apt 214, Van Nuys, CA 91405		Resident		That would be great for the community. Whatever is helping the community I go for it. Bus on the side of the Street.		1	1							
290	Pacheco Rosa	21707 Roscoe Bl., #216, Canoga Park, CA 91304		Resident		Mi opinión es el bus que va por en medio de la calle y porque se me hace que es más barato el bus. My opinion is the median-running bus because I believe it would be cheaper.		1	1							
291	Patlan Estela	14850 Delano St, #2, Van Nuys, CA 91411		Resident		A mí me gustaría que pongan el bus en medio porque es mar rápido. I would like the median-running bus because it's faster.		1	1							
292	Yucamed Rufino			Resident		l want the Metro bus; more convenient. Me gustaría el Orange Line que corra en medio porque se me hace más		1								
293	Delgado Yolanda	127113 Montford St., Pacoima, CA		Resident		práctico y más rápido de construir. I would like the Orange Line to run in the middle because it is more practical and faster to build.		1	1							
294	Jasmine	8144 Sepulveda Place, Panorama City, CA 91402		Resident		I want the bus system like the Orange Line on the side.		1	1							
295	Alejandre Oralio	8149 Sepulveda Place, Panorama City, CA 91402		Resident		Bus como el Orange Line es más cómodo para mí. Lo quisiera en medio. I would like the Orange Line to run in the middle because it makes me		1	1							
296	Alejandre Diana	8144 Sepulveda Pl, Apt 5,		Resident		more practical and faster to build. I want the bus system like the Orange Line on the side.		1	1							
		Panorama City, CA 91402														
297	Almazan Sofia	14265 Van Nuys Bl, Apt 27, Arleta, CA 91331		Resident		Yo prefiero los buses como la Orange Line. Pienso que es preferible que los carriles sean en medio de la avenida porque considero es más seguro para los buses y para las personas ya que hay gente que no cruza las avenidas en la luz ya que atraviesan a media calle. I prefer buses like the Orange Line. I think it is preferable for the lanes to be in the middle of the boulevard because I consider it safer for buses and people as there are people who do not cross the streets at the light; they cross in the middle of the street.		1	1					1		
298	Camberos Reyna	14655 Rayen St. #15, Panorama		Resident		Orange Line en medio. Median-running BRT like the Orange Line.		1	1							
		City, CA 91402 1421 Wills,				A mí me gusta el bus porque me siento más cómoda.										
299	Cortez Ivania	Panorama		Resident		I like the bus because I feel more comfortable.		1								

Mode

BRT

LRT Options

MSF Site

Additional Issues No Prefer No Option C Other parking safety bikes security Property/ Alternative Line/Sepulveda tion B Option C No Option C Other parking safety bikes security Real Estate MSF Site Projects Connection Comments

East San Fernando Valley Transit Corridor DEIS/R

	DEIS/R Public Comments Summary							Mode	BRT LRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	misr sue Prefer No Prefer No Prefer No Opti Option A Option A Option B Option C No Opti	on C
		8445 Tobias Ave,				Yo prefiero el bus; no importa si es en medio o a la orilla. No quiero tren para evitar accidentes con los carros.						
300	Aldana Sara	#31, Panorama City, CA 91402		Resident		I prefer the bus; it does not matter if it is in the middle or at the curb. I do not want a train to avoid accidents with cars.		1				
301	Miranda Ivette	8800 Memory Park, #108		Resident		A mí me gustarían los buses rápidos, pero a la orilla de la calle.		1	1			
302	Lopez Ramon	15424 Chase St., #20, North Hills,		Resident		I would like curb-running bus rapid transit. Yo prefiero el bus rápido, no importa si en medio o a lo largo de la acera. Lo importante es que lo hagan.		1				
302		CA 91343		Resident		l prefer BRT; it does not matter if it is in the middle or along the curb. The important thing is to get it done. Prefiero buses (Orange Line) porque sería eficiente y rápido y no		-				
303	Diaz Chais	8044 Lennox Ave., Panorama City, CA 91402		Resident		necesita una instalación extra de mantenimiento. I prefer buses (Orange Line) because it would be efficient and fast and		1				
304	Velasquez Elena	12251 Osborne St., Pacoima, CA		Resident		do not need an extra maintenance facility. It should be a bus that goes in the middle because I feel like those		1	1			
		91331				buses beat the traffic faster. Me gustaría el bus porque es menos peligroso para la seguridad de esta comunidad.						
305	Martinez Rosa Elena			Resident		I would like the bus because it is less dangerous for the safety of this community.		1				
306	Florentino Leslie	8739 Tobias Ave., Panorama City, CA 91402		Resident		I would prefer an Orange Line bus (on the sides) for high school and college students because on school day after school and in the morning, these buses are always full with people. Sometimes the people do not respect going the back of the bus. I think it is better to have Metro bus for only high school and college students.		1	1			
307	Escobar Ruben	14720 Roscoe Bl, Panorama City, CA 91402		Resident		El bus que corre en medio de la calle es el que me gustaría porque es más rápido. The median-running BRT is the one I would like because it is faster.		1	1			
308	Ortega Cecilia	15320 Rayen St., #312, North Hills,		Resident		Have it above ground in the middle of Van Nuys like the Orange Line.						
309	Bolanos Martin	CA 91343 7848 Ledge Ave., Sun Valley, CA 91502		Resident		To Walter Davis: I as a Metro transit commuter on Van Nuys on a weekly basis would be a pro median-running BRT. I enjoy the easy peaceful transit of an Orange Line bus route! It would (illeg.) a fast smooth commute for us all. Greatly appreciate it.		1	1			
310	Lopez Alicia	150016 Sherman Way, Van Nuys, CA 91405		Resident		Cualquier Metro es posible solo que sea rápido y exprés porque solo tiene paradas en puntos iniciales y el tiempo de espera es menos ya que el bus es tardado y varias líneas no trabajan en días festivos y solo ciertos días de la semana. Me parece perfecto. Me gustaría el tren. Any Metro is possible; it is fast and express because it only has stops at initial points and the waiting time is less. Buses are delayed and several lines do not work holidays and only on certain days of the week. It seems perfect. I would like the train.		1				
311	Padilla Maria	14949 Roscoe Bl #102, Panorama City, CA		Resident		Prefiero el tranvía porque tiene más capacidad y más rápido de construir que el otro tren. I prefer the tram because it has more capacity and it would be faster to build than the other train		1				
						build than the other train. El tram arriba de la carretera.						
312	Pena Maria			Resident		The tram at surface level.		1		1		
313	Calderon Aguilar Gerber M	12747 Mercer St., #A4, Pacoima, CA 91331		Resident		I would choose the tram; it does not require a long wait of construction. Would be good on the middle of the road. Also crosswalk or pedestrian crossing designated areas for rider safety.		1		1		
314	Alejandro Georgina			Resident		Me gustaría el tranvía por su costo; sería más rápido de construir. I would like the tram; it would be faster to construct.		1				
315	Hazas Jessica	14955 Saticoy St., #141, Van Nuys, CA 91405		Resident		I do not like the underground idea for transportation. But, I like the tram idea because it is something unique and I don't like tunnels.		1		1		

Additional Issues Metro Orange Dption C Other parking safety bikes security Real Estate MSF Site Projects Connection Comments

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	Public Comments Summary								Mode		BRT	LRT	LRT Options		MSF Site		
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comme	ent (General Summary)	Notes	LRT BRT TSM	M NB	Curb- Median- running running	28- 14- stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Option A Option A	Prefer No Option B Option	Prefer n B Option C	No Option C
316	Martinez Tina	6910 Morella Ave, #5, North Hollywood, CA 91605		Resident		Tram	n sounds much better for passengers.		1								
317	Cowley Trina J.	8800 Cedros Ave., #118, Panorama City, CA 91402		Resident		I beli	ieve a "train" for the new Van Nuys Bl "Rápido". I prefer this tram.		1								
318	Andrade Blanca	15231 Sherman Way, #305, Van Nuys, CA 91405		Resident			eriría el tren porque hay mucho tráfico; abajo el túnel. uld prefer the train because there is a lot of traffic—with the		1				1				
319	Saldana Miguel Gonzalez	6635 Etiwanda Ave., #9, Reseda, CA 91335		Resident		Está de ge	iei. bien un tren rápido para que sea más rápido y venga menos lleno ente. st train is good to move faster and it would be less crowded.		1								
320	Gonzalez Matilde	6635 Etiwanda Ave., #9, Reseda, CA 91335		Resident		más	iero el tranvía porque tiene más capacidad de llevar personas y es rápido. :fer the tram because it has more capacity to carry people and is er.		1								
321	Toscana Fabiola	8979 Woodman Ave, @105, Arleta, CA 91331		Resident			uld like a tram rail; it would be more aesthetically pleasing as well faster construction timeframe.		1								
322	Arzula Maribel	San Fernando, CA 91340		Resident		con r I wou	refiero tranvía, será más rápida la construcción y más superficie mayor capacidad de gente. uld prefer the tram; it would be faster to construct with more		1				1				
323	Ruiz Ocar			Resident		A mí	ace and greater capacity to carry people. í me gustaría el tren. Tranvía. uld like the train. Tram.		1								
324	Monloya Esther	13100 Mercer St, Pacoima, CA 91331		Resident			gustaría el tranvía por más rápido. uld like the tram; it would be faster.		1								
325	Arana Gerardo	Arleta, CA		Resident		For t Yo co	el tren. Por el tranvía. the train. For the tram. onsidero que es mejor tren por fácil y rápido. Tren que es por		1								
326	Loera V. Berenice	5700 Etiwanda, Tarzana, 91356		Resident			o. nk a train is best; it would be easier and faster. A train that is erground.		1				1				
327	Martinez Maria	8526 Cedros Av., #102		Resident		l wou	gustaría el tren de arriba. uld like the train on the surface. vía para evitar el tráfico.		1				1				
328	Juarez Silvia			Resident		Tram	n to avoid traffic. a mejor el transporte en (illeg.) ya que está el dinero disponible		1								
329	Hernandez Deysi	8525 Tobias Ave., #202, Panorama City, CA		Resident		que e Trans that	es el tren. Tranvía. Isportation in (illeg.) would be better since the money is available is the train. Tram.		1								
330	Ballesteros Oswaldo	8502 Minuet Pl, Panorama City, CA 91402		Resident		con l el tre l prei com	refiero el tren ligero porque yo pienso que va haber menos tráfico la comunidad y el tren lleva más gente que el bus. Es por eso que en es mejor. efer the light rail because I think there will be less traffic with the munity, and the train takes more people than the bus. That is why train is better.		1								
331	Salinas Glenda	7400 Dempsey Ave, Lake Balboa, CA 91406		Resident			nk the train on the surface is a better option. Easier and faster to d and it will be easier for the public than an underground train.		1				1				
332	Escobar Obdelia	14740 Rosco Bl., Panorama City, CA 91402		Resident			uiero tranvía por mas rápido. uld like a tram; it would be faster.		1								
	1	7970 Woodman		Decident			gustaría e tranvía por ser más rápido de construir. Los felicito por darse de Panorama. Espero que se construya rápido.										
333	Lopez Simon	Ave., #321, Panorama City		Resident			uld like the tram; it would be faster to build. I congratulate you for embering Panorama. I hope it is built quickly.		1								

Additional Issues Metro Orange o Option C Other parking safety bikes security Real Estate MSF Site Projects Connection Comments

	DEIS/R Public Comments Summary										
6				Resident or				Mode	BRT LRT	LRT Options	MSF Site
Comment No.	Name	Address	Name of Agency or Organization	Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer No Option C Option A Option A Option B Option C
		8404 Willis, #4,				Yo prefiero el tranvía. Es estéticamente más bonito.		_			
334	Cardona Marta	Panorama City		Resident		I prefer the tram. It is aesthetically more beautiful.		1			
335	Martinez Nely			Resident		Yo Nely Martinez me gustaría que hubiera más tren y más buses, pero con choferes que tengan educación, y otros de los puntos es que le bajen a los aumentos de los pases. I Nely Martinez would like more trains and buses but with courteous		1			
336	Feliciano Adriana	11222 Tiara St., #3, North Hollywood, CA 91601		Resident		drivers; also, stop increasing the pass fare. I would like the light rail. Faster transportation and less wait time.		1			
337	Vasquez Gissel	14151 Sherman Way, #23, Van Nuys, CA 91405		Resident		I would like the light rail going through Van Nuys for faster transportation.		1			
338	Gonzalez Sandra	2841 Fairbanks Ave., Simi Valley, CA 93063		Resident		Underground Metro. Crowding freeways and city streets.		1		1	
339	Martinez Lilia	700 North Alameda Street Los Angeles, CA 90012	The Metropolitan Water District of Southern California	Government /Agency		Asks that the project consider potential conflicts with existing infrastructure					
340	Furth Wendy			Resident		We strongly urge you to select the RAIL option!! As a property and business owner in the San Fernando Valley, I'm encouraging and requesting the Metro Board to choose the RAIL		1			
341	Uzunyan Gina			Business		option. The SF Valley needs to be fairly represented in the county with transit options, as currently it isn't. The Valley residents and businesses pay but lacks the results of proper transit options and this MUST be changed.		1			
342	Dullas Eleanor			Resident		I am sending an email because I want voice that I support the Light Rail transit project in San Fernando Valley. The SFV deserve to have a modern rail system that will connect to areas in Los Angeles faster than the Buses. There are lots of people who depends on public transit, this will help everyone to get to their workplace, places to visit, shopping, airports etc faster. This Valley need it and deserve to have Light Rail transportation.		1			
343	Diaz Lorraine	12814 Telfair Ave Sylmar, CA 91342		Resident		I am a resident of this area and I feel that the Light Rail with the 14 stops would be the best option for our community. It provides enough infrastructure to account for future growth of the area as well as alleviate traffic along 2 major streets. I am requesting the Metro be extended through the San Fernando		1	1		
344	Sydell Diane			Business		Valley. We are in great need and it will lesson traffic bring much needed income. Please equalize us! I wantee to reach out to your counce and propose you support option D for the proposed MSF. What this will do will create a site that does not affect our area in South Van Nuys Site A This will also save the two proposed areas in your vicinity Sites B and C. It offers to use a property the LADWP purchased about three years ago. 7600 Tyrone. We are also proposing the Metro and LADWP work in tandem and purchase the adjacent 30 acre parcel and use it as a mixed use space for the LADWP to be able to develop the site for their use. We also propose a green space be created to bring both Panorama City and Van Nuys together and break the community divide the rails have created. We		1			
345	Gomez Ivan	14826 Aetna St Van Nuys, CA 91411		Resident		 together and beaching with the protect of the remaining M2 industrial solution and we need your help. We feel it is vital to retain and protect the remaining M2 industrial zones in the city. We are the future of the economic vitality of the city. We cannot afford to loose 29 acres hundreds of small family run business's to a storage yard. Site D takes a 17 acre plot that has been sitting idle since 1962. The LADWP purchased the land for 21.5 million dollars three years ago. This would make a perfect site for the East SFV Transit Corridor project if Light rail is selected. I propose the city take action to protect our industrial communities. I challenge them to create a site that can work as an inter-agency cooperation. Where both the Metro and LADWP can reach their desired extended between the create and the perfect of the takes and the both the state. 					1

				Additional Is	sues				
No Option C	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

No Option A 1

	DEIS/R Public Comments Summary							Mode	RDT IDT	LPT Options	MASE Site			Additional Issues		
Commen No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date Prope	rty Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer No Option A Option A Option B Option C No Option C	C Other park	king safety	bikes security	Property / Alternative Real Estate MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments
346	Wilkinson Tony		Panorama City Residenthood Council, Vice President, North Hills East Residenthood Council Chair, Residenthood Council - DWP MOU Oversight Committee	Stakeholder Group		 Fandred F OPPOSE this proposation adding an Option P for the East San Fernando Valley Transit Corridor (ESFVTC) Light Rail Transit (LRT) Maintenance and Storage Facility (MSF). I understand your opposition to the use of immanent domain to take your industrial properties adjacent to the Orange Line for MSF use under "Option A". I *ALSO* oppose MSF Option A. Of the three option areas, Option A has the most good industrial jobs and the best future as a thriving industrial location. Either Option B or Option C (South or North of the railroad right of way, respectively, East of Van Nuys Boulevard, near Panorama City) are preferable to the Option A area that you oppose. The Panorama City Neighborhood Council initially proposed and advocated for the current Option C location during the initial planning stages of this project. Now that time has passed and two more options have been added, I personally favor Option B, on the South side of the railroad right of way. Use of Option B would permit the future industrial redevelopment of the land in the Option C site, North of the railroad and East of Van Nuys Boulevard, as has already happened on the West side of the street, in the old GM assembly plant property. 					1 1 1	No Option A			1	1
347	Escobar Felipe	11337 Martha St, North Hollywood, CA 91601	County Fire Department			the 14 stops option would bring the most benefits to the ridership of the San Fernando Valley. Residents in Pacoima need a reliable public transportation system that can take them to where they need to be in a timely manner. I believe the 14 station option would do that.		1	1							
348	Nancy		San Fernando Valley Council of Governments	Government /Agency		Please bring rail to the North East San Fernando Valley! We have 44% of the city's population in the Valley and we have only 2 stations. This is unacceptable.		1								
349	Shamoun John					I want to voice my approval for a Light Rail project in the San Fernando Valley. It is high time the valley gets a light rail. I am in favor of Rail Transit.		1								
350	Von Arb Judy Ann	5550 Owensmouth Ave 307 Woodland Hills, Ca 91367		Business		 There are 93 rail stations in Los Angeles. The San Fernando Valley has only 2 rail stations. It is a matter of fairness that the Valley be allocated rail system and more rail transit stations. Rail will help with the connectivity of the Valley to other areas of Los Angeles. The San Fernando Valley economy would improve as well as surrounding areas. Please find the form attached "Please share your thoughts". I have provided you with my contact information. Please keep me informed about this project. 		1								
351	Stephenson Adam		LA County Fire Dept.	Government /Agency		The propject is entirely within the City of LA, which is not part of the emergency response area of the LA County Fire Department. Unlikely to have an impact										
352	Talamantes Jess			N/A		to have an impact. Supports LRT with 14 stations. Fridev the following questions, comments, and concerns. Preferred Alternative/Comments: After reviewing the entire Draft EIR, I believe that Alternative Four (4) Light Rail with three (3) subterranean rail stations is the best option for the San Fernando Valley Transit Corridor. The following are my reasons for LRT: The system will carry the most passengers per train; light rail is the most efficient mode of transportation; transit dependent riders deserve to have a rail system in the valley that can transport them faster. Constructing three (3) subterranean stations would alleviate traffic along Van Nuys on Keswick Street and Saticoy Street. These		1	1						_	
353	Thomas Roger			Resident		intersections are constantly congested in the AM time because many commuters travel westbound on these two streets. The congestions also delays Metro Line 233, Line 744, and Line 788. None of these westbound streets have "right-turn lanes." Comments/Questions: The EIR should clearly list the stations or stops for each alternative. Only one option lists the rail stations. Re-Environemental mitigations: Pedestrian safety enhancements for schools should be required not suggested. Please recall the issues that the East LA Gold Line Extension had when they opened. Business owners along Van Nuys have concerns about removing on-		1		1		1	1 1		1	

Business owners along Van Nuys have concerns about removing on-

		DEIS/R Public Comments Summary														
Com	ment Io.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type	e Comment (General Summary)	Notes	LRT B	Mode RT TSM NB	BRT Curb- N running r	LRT Aedian- 28- 1 unning stations sta	LRT Options 4- At- At-grade w ions grade 2.5-mile Sut	MSF Site Prefer No Prefer No Prefer Dption A Option A Option B Option B	C No Option C
3	54	Scott Robert	23679 Calabasas Rd #507 Calabasas, CA 91302	Mulholland Institute	Resident			I am unable to attend the meeting but would like to submit the attached material for consideration. Conclusion The City of Los Angeles General Plan Framework highlights the need to provide not only adequate land for housing, commercial, recreational, cultural and public facility uses but also the importance of ensuring that the City has adequate land for businesses, the jobs they create and sustain, and the revenues they generate for the City's General Fund. Sustaining those businesses that employ today's residents is a critical part of a sound industrial land use and economic development policy for Los Angeles. Equally important is retaining land to attract and grow businesses so that they can continue to employ current and future residents. LAIL p.28 Opinion It would not be in the best interest of local jobs-housing balance, or local industrial-zoned employers and businesses to locate Metro LRT or BRT service and storage areas in place of any of the well-established Van Nuys Industrial zone properties. See attached maps relative to the Orange Line busway and the Van Nuys Boulevard proposed route for the East San Fernando Valley Transit Corridor.								
3:	55	Scott Robert	23679 Calabasas Rd #507 Calabasas, CA 91302	Mulholland Institute	Resident			I am attaching an image file that illustrates a possible type of alternate Location for a Service and Storage Yard, on top of the settling basins just off of the curve of Van Nuys Boulevard in Pacoima. I think the facility could be considered an asset to this underserved community—providing jobs and opportunities for local residents. Several of these basins might possibly be capped in such a way as to meet sanitation standards, but still provide the needed real estate. Capping would reduce evaporation, meaning more settling of runoff and a greater charge for the aquifer below this part of the valley. This is just offered as one thought for consideration. [see Attachment #8]								
3!	56	Gerdes Jason		ЕРА	Government /Agency			I have attached EPA's comment letter for the East San Fernando Valley Transit Corridor DEIS. I think the DEIS developed for this proposed project is a high-quality document and you and others from Metro and FTA should be commended for your efforts. EPA comment summary: consider impacts to air quality.								
3:	57	Meade Will	333 S. Beaudry Avenue, 21st Floor Los Angeles, CA 90017	LAUSD Office of Environmental Health & Safety - Environmental Planning Specialist	Government /Agency			Noise and vibration and traffic impacts must be considered.								
3!	58	O'Brien Riley			Resident			Based on the results of the Draft EIS/EIR, I urge Metro to withdraw the curbside bus lane and 28-station light rail options. Both alternatives would not provide the travel time savings that Metro customers deserve.								
3!	59	Rios Gladys	15225 Rayen St. #3 North Hills, CA 91343		Resident			Light Rail will be a great opportunity for our community at street level.		1				1		
30	60				Resident			Why don't you have a service from NoHo to Burbank Airport? -long needed- I would prefer low floor light rail tram. More convenience in space,								
3(Santos Wendy			Resident			time completed, and budget. I wouldn't want fair prices to increase though. Thank you. I think it's a great idea if it can be done within 5-6 years "Light Rail" on		1						
30		Fernandez Mario Echevem Luz	11256 Dulcet Ave Northridge, CA		Resident Resident			surface		1				1		
30		Nazarian Hrachik	91326 16348 Shamhart Dr Granada Hills,		Resident			Low flor light rail team		1						
3(Housed Mazarzan	CA 91344		Resident			Orange line (illeg.)		-						
3(Gil Yajayra			Resident			Underground train is greatly needed and wanted. Yo prefiero buses como la orange line porque yo lo uso. Me gustariá a la orilla.		1				1		
3(67	Zamudio Maria			Resident			I prefer buses like the orange line because I use it. I would like it to be curbside.		:	1	1				
3(3(Holme Jacqueline Rivera Blanca			Resident Resident			I don't use Public Transportation. Orange Line								

Additional Issues											
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments				
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Torres Sergio

Irsakhanian Rozik

Safanyan Susanna

Rocha Sandra

Elizo

Canoga Park, CA

91306

Resident

Resident

Resident

Resident

Resident

Train

purposes.

Orange line middle

Orange line middle

Orange line in the middle

I think bus rapid transit would be better since the Blvd is already congested as it is, & it would be better along the curb for safety

	DEIS/R Public Comments Summary										107.0.1	
Comment			Name of Agency or	Resident or					Mode	BRT LRT Curb- Median- 28- 14-	LRT Options At- At-grade with	MSF Site Prefer No Prefer No Prefer No Carting C
No.	Name	Address	Organization	Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	running running stations stations	grade 2.5-mile Subway	Option A Option A Option B Option B Option C
370	Bgarano Georgina	7843 Vineland Ave Sun Valle, CA 91352		Resident		Tren tranvía. Tram train. El tren mucho major		1				
371	Ecute Emma	13939 Oxnard St #1		Resident		el tranvía The train is much better		1				
372	Alonso Gloria			Resident		the tram I will rather see a train it well help people to get to work on time.		1				
373	Huarte Maria Elena			Resident		Yo prefiero tren tranvía		1				
						l prefer a tram train						
374	Perez Shevonne	11742 Terra Bella St #18 Lakeview Terrace, CA 91342		Resident		I like the tram. But I take the bus. Think tram would be faster. Nicer.		1				
375	Caballero Raul	11942 Terra Bella St #18 Pacoima, CA 91342		Resident		I think the tram would be a nice change.		1				
376	Rodriguez Angel	7240 Lankershim Bl, #171 North Hollywood, CA 91605		Resident		Me gustaría el tren rápido I would like the rapid train		1				
377	Torres Maria	9100 Fulton Ave #24 N Hollywood, CA 91606		Resident		Yo, BRT en medio de la calle BRT in the middle of the street			1	1		
378 379	Nabayi Houri Giti Reyes Carla			Resident Resident		Orange line Blvd. Along the curb Bus Rapid Middle			1	1		
380	Gomez Lorena	11150 Glenoaks Bl #144 Pacoima, CA 91331		Resident		Light rail transit preferably		1	-	-		
381	Martinez Maria	9100 Telfair Ave San Valley, CA 91352		Resident		Bus Lane Orange Line			1			
382	Livers Martika	1219 Reina Circle Ox, CA 93036		Resident		Because it is beneficial to our environment, and it is to encourage use of public transportation						
383 384 385	Alvarado Michelle Safranya Satenik Hernandez Alondra			Resident Resident Resident		Finding away from San Bernardino to Van Nuys Metro Orange line middle Curb, bus option			1 1	1 1		
386	Lopez Crystal	1525 Lotus Ln #129 Bakersfield, CA 93307		Resident		A low floor train would be nice but time frame would be better the bus median running (illeg.) curbside			1			
387	Fanera Liset	8407 Cedros #6 Panorama City, CA		Resident		Yo prefiero tren que sea mas rapido y buses. I prefer trains that are faster and buses.		1				
388	Joseph Christine	7555 Van Nuys Van Nuys, CA 91364		Resident		I would like a train		1				
389	Ibarra S.	51504		Resident		Train would be better for transport		1				
390	Pinciano Maribel	8530 Mammoth Ave Panorama City, CA 91402		Resident		How time is very good transportation and the orange too						
391	Haddad Annie	21915 Saticoy St		Resident		Good presentation. Train!		1				
392	Sanchez Anayanzi	#26 Canoga Park, CA		Resident		Low floor light rail tram. It is better per traffic purpose		1				
393	Ramos Clarissa	11383 Etiwanda Ave Northridge		Resident		Train pls! Like gold line!		1				
394	Vasquez Michelle	Burbank, CA 91502		Resident		Bus rapid transit in the middle			1	1		
395	Tordjman Carmit			Resident		Bus/curb			1	1		
396	Torres Sergio	PO Box 9246 Canoga Park, CA		Resident		Train		1				

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Additional Issues Metro Orange Other parking safety bikes security Property / Alternative Line/Sepulveda Real Estate MSF Site Projects Connection

	DEIS/R Public Comments Summary															
				Resident or						Mode	BRT	LRT	LRT Options	MSF Site		
Comment No.	Name	Address	Name of Agency or Organization	Affiliate of a	Date	Property Type Comment (General Summary)		Notes	LRT	BRT TSM NB	Curb- Median- running running	28- 14- stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Option A Option A Option B Option	Prefer B Option C	No Option C
			-	Business?											-	
401	Benitez Jessica	PO Box 280822 Northridge, CA		Resident		I prefer the train			1							
401	Defintez Jessica	91328		Resident					1							
402	Sanchez Morena	51520		Resident		Orange BRT				1						
403	Fernandez Belle			Resident		Light rail!			1	-						
404	Wise Susan			Resident		Train is in better			1							
405	Keshishian Meri			Resident		Train is better			1							
406	Ani			Resident		Train is better option			1							
407	Sandoval Sandra			Resident		Light rail transit			1							
408	Lopez Sal			Resident		I would like to see a bus system in the mi	ddle			1	1					
409	Randolph Angela			Resident		Light rail			1							
410	Fowler Kisha			Resident		In the middle of the street										
411	Anahid			Resident		On the side Bus				1	1					
412	Corona Norma	13644 Judd St Pacoima, CA		Resident												
412	COLOUR NOTING	91331		Resident												
		91551														
		12711 Branford St														
413	Bautista Anne	#205G Pacoima,		Resident		Great idea. Speed and traffic tie ups.										
		CA 91331														
414	Phosri May			Resident		Train			1							
	,	555 S. Hady St							-							
415	Smith Rhonda	Van Nuys, CA		Resident		I'm hoping for (illeg.) train			1							
		(illeg.)														
416	Brody Diane			Resident		Light train faster. Valley resident. 63 year			1							
417	Brown Geraldine	Sylmar, CA 91342		Resident		I live in Sylmar. I would like to see a light	rail. This would be perfect for		1							
41/	biowii Geraiullie	5yiiildi, CA 51542		Resident		me to and from work			1							
418	Martinez Liz	Sylmar, CA 91342		Resident		Light rail			1							
		5 jiiidi) 67 5 15 12														
419	Echeverria Frances			Resident		Light rail			1							
420	R Adia			Resident		Light rail			1							
421	Dixon Odrea			Resident		Underground LRT train w/ 14 stations	an Neuro Dhud. Na mana traina		1			1	1			
422	Monica			Resident		I would prefer a bus line going through V going through the San Fernando Valley!	an Nuys Bivd. No more trains			1						
423	Meza Alex			Resident		Train please!			1							
425	WICZU / WCX			nesident					-							
424	Allen Shaunda	Van Nuys, CA		Resident		Please learn from experiences on/@ Cree										
		91405				there is small business mitigation during	construction.									
425	Zoya			Resident		I prefered train on the surface			1				1			
426	(illeg.) Zvart			Resident		I priper train			1							
427	Isayan Mari			Resident		I prefer train			1							
428	Anna			Resident		I prefer rail tram			1							
		714 E. Acacia Ave														
429	Armine	#108 Glendale,		Resident		I think they'll use bus				1						
		91205														
430	Love Shari			Resident		Train is best for me I think use Bus			1	1						
431	Gharibi Sedik			Resident		In the middle				1						
						Prefer										
		138827 Burton St				Tren ligero										
432	Mayaral Jorgina	Panorama City		Resident					1				1			
		,				Light rail										
						-										
422	Cuunachuan Hacmik	6745 Gloria Ave		Resident		Bus on the side of the boulevard				1	1					
433	Gyunashyan Hasmik	Van Nuys		nesidefit		bus on the side of the DOULEVal u				-	•					
		7555 Van Nuys Bl				Bus is better for people who walk – more	chances to access a bus vs a									
434	Thomas Anne	Van Nuys, CA		Resident		train				1						
495	Developed A Colorelle	91405		Devident		Talanakan										
435	Bartlett Michelle			Resident		Train underground			1				1			
436 437	Ybarra Mena Siegel Lauren			Resident Resident		Orange line curb Bus rapid transit curve				1	1 1					
						More stops & routes for better public tra	nsit – trains/ w/underground			1	1					
438	Sharef Shahuerdian			Resident		light rail not buses.			1				1			
		7625 Camellia														
		Ave North				I would prefer the bus for transportation	because this will also benefit									
439	Tovar Alexandra	Hollywood, CA				the young adults as they go to school or t				1						
		91605					-									
440	(illes) Marias	Pacoima, CA				I prefer to have train because is less cont	amination doesn't better wait									
440	(illeg.) Monica	91331				more			1							
		6836 Woodman														
441	Tugharyan Narine	Ave #10 Van				Train underground light rail			1				1			
	a a bion y an in an in e	Nuys, CA 91405				rian anderstound igneral			-				-			
		,.,														
442	Aladzhyan Zabel					Bus much safer for people surrounding (t				1	1					
	ublicComments_Part2_11	10				wherever they are). Middle of the boulev	aro									
443	Jordan Judy					I prefer the light rail alternative			1							
443	Joruan Juuy					i prefer the light rail diternative			1							

Additional Issues Metro Orange Dption C Other parking safety bikes security Real Estate MSF Site Projects Connection Comments

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CA 91345

	DEIS/R Public Comments Summary									Mode	RRT	IRT	LRT Options	MSE Site		
Comment	Name	Address	Name of Agency or	Resident or Affiliate of a	Date	Property Typ	e Comment (General Summary)	Notes	LRT E	BRT TSM NB	Curb- Median-	28- 14-	At- At-grade with	Prefer No Prefer No Prefer	No Option C	
No.	Balduff Brad	14807 Aetna St. unit D	Organization	Business?			Invy failing has had a business on Aetha Street in Vali Nuys for over 40 years. First as renters and then we saved and bought a building on Aetna a block up from our original location. My dad passed away a few years ago and we closed his business, divided the 10,000+ sq. ft. building and now rent the subdivisions to 7 tenants. The businesses that are our tenants, cannot relocate to another location close by. There are no available M2 zoned properties in the area available for sale or rent (per http://www.loopnet.com 10-17-2017), much less approximately 200 such zoned properties for all the businesses that will be forced to relocate if Option A is chosen. The affected businesses will have to move out of Van Nuys and likely out of Los Angeles. If these businesses are forced to move, Los Angeles could lose approximately 1,000 jobs and a significant amount of tax revenue. These businesses would need to move as a block as many of them work with and build parts for other businesses right in the section/neighborhood of Van Nuys included in Option A. Not only that, many of the business owners in the Target Area of Option A live in Van Nuys as to may their employees. Their exit will have a pronounced negative impact on Van Nuys. There are better options that will help Los Angeles and more depleted neighborhoods. Panorama City, Option B, wants the Maintenance Facility and is a depleted neighborhood in need of the jobs this				running running	stations stations	grade 2.5-mile Subway	Option A Option A Option B Option C		c
445	Konwiser Gina	6247 Orion Ave Van Nuys, CA 91411					I moved to Van Nuys last year with my family partially in the hopes that redevelopment would be on its way to this part of the valley (as is happening with neighboring communities). Now I am reading about Metro's so-called "Option A" to put a very large light rail yard in the Kester-Cedros area at Oxnard?!?? This is a TERRIBLE idea, and as a resident I want to register my whole-hearted opposition to this plan. Why not put the yard further north where, as I've read, it is actually desired and would not displace hundreds of small businesses?? Such a shame. Van Nuys has the potential to be so greathow can we attract more retail spaces and nicer housing options as North Hollywood has done?							1		C
446	Kosman Gary	16751 Tupper St. North Hills, CA 91343					I support the the fastest and best alternative under consideration: rail with 14 stations (three underground), which will take only 29 minutes to travel 9.2 miles. Please do not add another bus line to our city's streets that is sure to run behind schedule due to already-clogged streets.		1			1	1			
447	Vandermeer Denise						As a member of the Sierra Club I support the lite rail option. Thank you.		1							
448							I am emailing to express my support for light rail alternative with 14 stations because it is the the speediest and its ability to double or triple its capacity easily.		1			1				
449	Glatman Themis Z.						I have been an avid rider in the Orange Line and am very satisfied with the overall situation and the direction Metro Rail is going. My opinion as a valley resident is to have the Light Rail Transit system with the 14 proposed stations. I wish we had a light rail in the orange line, but my views were not addressed and the other opinions won the day. Thank you very much for the option of listening to the public in deciding the best way to move people and not clog the freeways and continuing to pollute our air.		1			1				
450	Ellingson Jerry.	12216 Tiara St Valley Village, California 91607					I favor the light rail line option, with 14 stations (including 3 underground stations).		1			1	1			
451	Stevenson Michael.	15455 San Fernando Mission Blvd. Suite 307 B Mission Hills, CA 91345					I believe light rail is always the best alternative both in terms of the amount of people it can carry now as well as its expansion into the future.		1							
452	Eisenberg David.	510 N Maryland Ave #307 Glendale, CA 91206					I support Alternative 3 or 4. I do not support alternatives 1 or 2.		1							
453	Altman Adrienne.	15035 Otsego St Sherman Oaks, CA 91403					I would like to offer strong preference for light rail. I live in the SF Valley not far from the proposed transit way on Van Nuys Blvd. Auto traffic is currently at or beyond capacity, impacting ease of movement, air quality and neighborhood aesthetics and quality of life. Light rail, with some underground stations as outlined, would be faster, more readily expandable, less disruptive of and at the same time less susceptible to impact of auto traffic and pedestrian safety, thereby also not multiplying vehicular air pollution.		1				1			
454	Rowland Diane.						I vote for light rail!		1							
455	Gish-Persi Catherine.	15121 Los Olivos St Mission Hills CA 91345					I support the building of a light rail line which includes 14 stations beginning in Slymar.		1			1				

			Addition	al Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

No OptionA

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MACE City At-grade with filiate of Property Type Comment (General Summary) I support the Light Rail alternative, with 14 stations, (three underground) to travel the necessary 9.2 miles to the Orange Line Van 456 Goldstein David. Chatsworth, CA 1 1 1 Nuys station. This forward thinking strategy will help align future connection with the Sepulveda Pass subway project thru to West LA. The best solution is one that reduces traffic on the streets. I don't believe buses or above ground rail will accomplish this, because many people don't like the slow buses, and with the advent of bicycle lanes, they impede traffic, and just get in the way. The only viable long term 457 Charlton Gregory. 1 1 solution is a below ground rail system. This will have greater usage and can be upgraded when needed. And more people can park at business along the way. Please don't build here! I am a business owner at option A and I urge you to look for another location. There are too many wonderful businesses that yield the Van Nuys economy and it is just getting better and better. You will kill this community with your stupid little toy train! Antekelyan Arman. 1 458 No need for this and you know it! This will be all over the media, and there will be a lot of protesters supporting the community and its businesses! Van Nuys needs more busses, not LTR!!! HELL NO on option A!!!!!! 4958 Escobedo I support the Light Rail alternative, with 14 stations, (three Norwood Glenys. Drive Woodland 459 1 1 1 underground), that will take only 29 minutes to travel 9.2 miles. Hills, CA 91364 As ALL the alternatives require the removal of traffic lanes for cars THIS PROJECT SHOULD BE ABANDONED NOW 8352 Costello DO NOT REMOVE TRAFFIC LANES, ANYWHERE, EVER. There is NO 460 Stewart James. Ave. Panorama 1 City, Ca 91402 project for which the removal of automobile lanes is justified. IVITA IIIO IIIpacts of removing the moustrial base Proportionality All new master planned communities strike a balance between residential units, and Retail, Office, Industrial, schools, open space. This is done to provide adequate facilities for the population to earn a living, purchase essential and desired goods, educate and recreate, while minimizing its need to commute to other areas for work. In the 30 years that I have been in this industry, there has been no increase in the industrial base, while population of the San Fernando Valley has risen from roughly 1 million (1990) to 1.8 million (2015). So 16001 Ventura population has increased by 80% while the base of industrial product 461 Lorber Todd Blvd.. Suite #200 has actually decreased. Furthermore, if one assumes a 2% annual 1 Encino, CA 91436 economic growth rate (which is hopefully low) and imputes this onto an industrial base of 170 million square feet, that would require an additional 3.4 million square feet of additional industrial space ANNUALLY to keep pace with demand. Why is this significant? The jobs that industrial (excluding pure distribution) companies create are what facilitate and maintain the middle class of our society-both via the business owners AND their employees. These are Value Added Jobs that actually pay decent wages. There are already enough forces causing erosion of this middle class (most notably the internet, and Asta il dity intertio contributer whose contribute consists offer or dew of the bus routes on Van Nuvs Boulevard within the project study area. I fully support the East San Fernando Valley Transit Corridor (ESFVTC) Alternative 4 14-station at-grade light rail transit (LRT) option so that it can be built as soon as possible with the available Measure M funds. With that option, I would like to see a maintenance & service facility (MSF) option C (Panorama City at Arminta) selected, or option B (Panorama City at Keswick). I am supportive of Alternative 4 at-grade option as presented, however, with the possible grade separation of the Orange Line at Van Nuys Boulevard possibly happening in the next decade, I would like the planners for the ESFVTC to look into placing 462 Waree Tony. Arleta, CA the Orange Line ESFVTC station under the bridge, bisecting it to 1 1 1 1 shorten the connection between the two lines. I support the ESFVTC LRT option as a potential first phase of the Sepulveda Pass LRT project. Van Nuys Boulevard needs to be the light rail north-south backbone of the Metro Rail system as no other Metro rapid transit lines parallel it, so it will be the primary route to traverse the San Fernando Valley north to south and vice versa. However, if the ESFVTC project leans towards BRT, I would like to see nothing less than Alternative 2 median-running bus rapid transit (BRT). Because BRT construction should be less complex, I'd like to see groundbreaking for that option one to two years before 2021. The fleet As a resident and business owner in the area I would really like to see a 13821 Paddock St Light Rail system built throughout the East San Fernando Valley with 463 Hart Ira. 1 Sylmar, CA 91342 many stops for commuters. I believe a Light Rail system would be a much better than a bus transit option.

			Additio	onal Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

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No Option A

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	DEIS/R Public Comments Summary										
								Mode	BRT LRT	LRT Options	MSF Site
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM	NB Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer No Option C Option A Option A Option B Option C
464	Alderman Nancy.					I just heard that your department would soon be deciding on a plan to connect Sylmar to the orange line and that we could let you know our preferences. I am in favor of a 14 station light rail connecting the orange line and Sylmar and opposed to the bus lines. The bus lines are notoriously off schedule and therefore unreliable causing many people to drive when they would prefer to take public transportation. If this is not the platform for public voice, please advise me of that address.		1	1		
465	Dosaj Soraya.	6220 Allott Ave. Valley Glen, CA 91401				Any enhanced transportation, whether rapid bus or light rail, along the East San Fernando Valley Transit Corridor must not curtail current parking. In fact, if one of the ultimate goals is to attract more business and residential development along transportation corridors, a corresponding change in building codes is ESSENTIAL: Developers must provide on site parking of at least 3 spaces per residential unit, and 4 spaces if units contain 3 or more bedrooms. As much as we would like to encourage use of public transportation, the fact remains that Angelenos have cars and want to use them, at least for some trips.					
466	Zepeda Anthony.	3826 N Poppyseed Lane APT C Calabasas, CA 91302				I support the light rail option for the East San Fernando Valley Transit Corridor.		1			
467	Ziff Ronald.					Supports the creation of LRT with subway		1		1	
468	Kidwell Jan.					I just received an email from an acquaintance, who wanted me to forward this message to you. Patrick Marti patrickmarti@hotmail.com To Jan Kidwell Oct 19 at 12:46 PM re: Patrick Marti (born and raised in SFV) prefers RAIL method. Please forward my response to appropriate parties. Patrick Marti		1			
469	Soohoo Amelia.					Rail!! SFV deserves a reliable, long term solution for ever growing congestion and infrastructure limitations. leeeh go!		1			
470	Arnstein John.	4827 Oak Park Ave. Encino, CA 91316				As a resident of the San Fernando Valley, I am submitting my request for Metro to select the light rail option with 3'underground stations for the East San Fernando Valley Transit Corridor. I join Congressman Brad Sherman and the Sierra Club, among others, in judging this to be the best transportation solution for the Valley, the City and the region.		1		1	
471	Brecht Steve.					 Names of the termination of termination. Buses are modern 21st century technology. Future tech friendly: Fuel cells, electric, antonymous, safer. People friendly, Buses are flexible. You can add and remove as needed. Buses are flexible. They can move under many circumstances. Buses are inexpensive. To acquire, maintain and operate. Buses are tiny terrorist target. One terrorist attack doesn't stop all buses. 		1			

all buses.

Choosing rail means you're only interested in growing a cumbersome expensive system that is dead on arrival because of social and tech

				Additional	Issues				
Option C	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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	Public Comments Summary							Mode		BRT L	RT	LRT Options	MSF Site		
Comment	Name	Address	Name of Agency or	Resident or Affiliate of a	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM	NB Curb	- Median- 28-		t- At-grade with	Prefer No Prefer No Prefer	No Option C	Other
No.	H ome	AUUTES	Organization	Business?	Date	On behavior of the failing trust that owns three industrial buildings of Arminta Street, renting to over 30 long-time tenants, and the low- income apartment residents living on the south side of Blythe Street adjacent to our properties, we object to choice C for your maintenance and service facility. Frankly, the DWP site would be a better choice since only ONE tenant is impacted and they have loads of facilities and land from which to operate. We have tenants that will NEVER be able to rent elsewhere. The permits they required to open their businesses took much time and money to obtain. Finding a location that would even allow them to	ives		runni	ng running stations	stations gra	ade 2.5-mile Subway	Option A Option B Option B Option		Gule
472	Blumenthal Bruce.	5739 Kanan Road, #313 Agoura Hills, California 91301				 open again will be next to impossible. Most of our tenants immigrated to this country many years ago. They have employees that rely on them to feed their families and pay their rents. These are tenants with 1200 - 2400 square foot units, not large businesses, true "mom and pops." I don't know if they'll contact you because they're busy making wood cabinets, metal fences, sewing clothing, making drapes, etc. Frankly, many of them say talking with or writing to you guys is just a waste of time. They say, since Metro's choice won't impact the Metro bureaucracy their common response is "What's the use?" Well, I think they're worth battling for so here it goes. Most of our industrial tenants have been with us for 10+ years, the longest over 20 years. They have scratched out livings through "boom" times but have ks you know the 'when o is praniming on bunuhig'a' ugne kail 2016 down the middle of Van Nuys Blvd from Oxnard to the north end of the valley. In order to do this it requires a Maintenance and Storage yard. Option A targets our area: Oxnard, Aetna, Bessemer, Calvert from Vesper to Kester with some exceptions to use for the location of this yard. This will disrupt at the least , and in some cases destroy businesses that were built from scratch with tremendous sacrifice and have been here for many years. There are better alternatives Metro should consider and act upon. We would like to ask you to oppose Option A, because it calls for the taking of a viable industrial area, which is historically tied to Van Nuy's history and has been an important job creator and location for innovators in the SFV business community for at least 75 years. We are organizing grassroots style and have met with Council member Martinez's staff and plan to take our case to the MTA board on October 26, 2017. 							1	1	
						We are asking you to write a letter against Option A by October 30 (deadline on the DEIR) or take a position against it, during the next month or so, as the MTA deliberates. I hope we can count on your support. We are ready to brief you and your staff at your earliest convenience.									
474	Chopra Nita.					I would have a preference for train to connect Van Nuys to the SF station.		1							
475 476	Elliot. Pendergraft Ross.	West Hollywood				Light Rail LRT – Woodland Hills to NoHo & East SFV Corridor		1 1							
477	Reyes Diana.	Northridge, CA				Open new Metro lines in the valley (Northridge) TRAIN! Low floor tram		1							
478 479	Hall Dante.					Low floor light rail! Train to Sherman Oaks or Bus in middle of street		1 1 1		1					
480	Martinez Erlin	14601 Ventura Bl. Sherman Oaks,				I believe that the low floor light rail tram would best benefit the		1							
481	Moreno Christian	CA 91403				community. Low-floor train rail tram		1							
482	Savino Crystal	7851 Babcock Ave. No. Hollywood, CA				Low-floor light rail tram		1							
483	O'Bemna Barbara	91605				Light Rail!		1							
484	Burga	1014 La Presa Ave Rosemead, CA				I think LRT will be more convenient		1							
485	Sinambela Rohani	91770 3311 W 3 rd StLA, CA 90020				I prefer BRT because right now people need the transportation in the short time (immediately), if LRT: it will take longer time		1							
486	Green Ted	8581 Santa Monica Bl, #304 West Hollywood, CA 90069				I strongly support building rail transit in the East San Fernando Valley. The sooner the better!		1							
487	Budi Tri	3311 W 3 rd St LA, CA 90020				BRT		1							
488	Yousinfri Romel	CA 30020				I would prefer a bus in the side of the street		1	1						
489 490	Diaz Liza					I would prefer bus transit Trains better & easier for traffic & passengers		1							
.50	_ 102 2120	8338 Woodley						-							
491	Martinez Cynthia	Place, Unit 7 North Hills, CA 91343				Train tram		1							

			Additional Is	sues				
ther	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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91371 10545 Telfair Ave

91331

Pacoima, CA

516

Ramirez Gabriela

	Public Comments Summary							Mode		DPT	IRT	LRT Options	MSE Site		
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BRT	TSM NB	Curb- Median- running running :	28- 14- stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C	Other
492	Aguilar Flor	14924 Nordhoff St 9 North Hills, CA 91343				We will like the train due to capacity meaning tramp train.		1							
493	Perez Monica					I prefer a train low-flow.		1							
494	Hernandez Olga	8130 Southern Ave South Gate, CA 90280				Out of all the possible options a light rail would be the best. My o personal experience with the gold line in my old neighbor-hood I going from Cypress Park to Chinatown to Downtown and all the back a total breeze. A light rail would be more time consuming to create, but would have the biggest pay off for the community.	made vay	1							
495	Cortez Michelle	13750 Carl St Pacoima, CA 91331				I prefer light rail as this would benefit the community as far as ca and is a rapid line.	pacity	1							
496	Castrellon Veronica	13750 Carl StPacoima, CA 91331				I would prefer the curb-side lightrail. I have lived in a city where a lightrail was put in after taking a rapid bus line and the difference incredible. I think I would be great for the valley and help get mo cars off the street.	was	1				1			
497	Villero Joseph	7631 Sale Ave West Hills, CA 91304				After reading the provided information I believe alternative 3 (LR the best option. LRT's never seem to have any problems or breakdowns, plus they have a higher passenger capacity. Also, th has the most stations so it is easier for more people to take adva of the new LRT.	e LRT	1							
498	Arreguin Ernesto	25554 Fitzgerald Ave 91381				Wider streets, more public transit acces, light rail		1							
499	Dursun C.	20502 Oxnard St Woodland Hills, CA 91367				I would like to see light rail in Van Nuys Blvd. This would help w/ congestion of traffic Thank you	he	1							
500	Dvin Giovanny	14801 Nordhoff St, 215 Panorama City, CA 91402				Train because there is smoke in the city		1							
501	Flores Mayra	Pacoima, CA 91331				I belive the bus would be more convinite for the community to he since people are more familiar with the bus system.		1							
502	Leon Maura	11160 Telfair Ave Pacoima, CA 91331				I think that the new project line in van nuys to san Fernando will help our community in Pacoima more direct and safer than to ha walk especially at night. My opinion is to actually go forward with	fto	1							
503	Lapiz Jose					new metro bus line. Thank you. BRT. More familiar & grew up using that system		1							
		9628 Van Nuys Blvd Unit 317													
504	Nagy Norbert	Panorama City, CA 91402 856 Orange				Rapid Bus – put shade, trees,		1							
505	Estrada Sergio	Grove Ave San Fernando, CA 91340				BRT		1							
506	Gonzuga Maria	13715 Hoyt St Pacoima, CA 91331				I prefer curb running bus more familiar to me & it's cool		1		1					
507	Alcala Rosa	10274 Bartee Ave Arleta, CA 91331				I would say the media running bus. Because it woud run faster fo buses and we wouldn't have to be waiting for the bus to move w driving. Might make the traffic move a little faster		1		1					
508	Fernandez Hilda	10553 Kewen Ave Pacoima, CA 91331				I prefer the BRT. In the middle of the street.		1		1					
509	Henriquez Gabby	Pacoima, CA 91331				I would love to see a bus similar to the orange line along the curv the street.	e of	1		1					
510	Johnson Kristina	11403 Acala Ave San Fernando, CA 91340				Not interested in rail b/c of residential effects. Increased svcs to similar to orange line is preferable.	ines								
511	Reyes Nery	Pacoima				Yo prefiero el BRT cerca a la acera I prefer the curb-running BRT.		1		1					
512	Saucier Coleman	9924 Sepulveda Blvd, Apt #3 Mission Hills, CA 91345				I feel that this will be very helpful. Because I see elders on the bu I don't think we need a train. We just need a regular bus to help everyone.		1							
513	R Rosa					Orange line at the edge would be great its controlled and approv need to wait	ed no	1		1					
514	Cruz Mario	Pacoima 91321				To (illegible) trains and provide (illegible) about a bike rake and re and less pollution more energy green	entals								
515	Garcia Lupe	11023 Oneida Ave Pacoima, CA 91371				Great feedback looking forward to a better community Thank yo	1								

It would be a good idea because its more transportation in the valley. Just because a lot of people don't have cars.

			Additio	nal Issues				
ther	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

	DEIS/R Public Comments Summary								Mada	807 107	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Typ	e Comment (General Summary)	Notes	Mode LRT BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	MSFSILE Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option
517	Robles Bertha	10472 Haddon Ave Pacoima, CA 91331					I would prefer none of them.		1				
518	Sanstoscoy Erik	9027 Tobias Ave, Apt 205 Panorama City,					If you want to expand the service to san Fernando Is necessary to the people get service to reach the Olive View Hospital (shuttles) because						
519	Caballero Fabiola	CA 91402 10410 Telfair Ave Pacoima, CA					some people have not transportation to get there. Great idea! The SFV needs more public transportation. Faster services.						
519	Caballero Fabiola	91331 12344 Sheldon St					Not just SFV. LA county in general need to revamp! Traffic is ridiculous. I feel that the underground transit system would benefit as Van Nuys						
520	Perean Loree	Sun Valley, CA 91352 10715 Telfair Ave					Blvd is already busy with cars & people in bicycles. Bus stop are already full! Need more spaces.		1		1		
521	Gomez Jennifer	Pacoima, CA 91331 12622 Terra Bella					I would prefer the low floor tram because it would be more convenient and the ride would be faster.		1				
522	Jaramillo Lorenzo	Pacoima, CA 91331					I would rather have a rail that runs in the middle of the road. The traffic might be easier to deal with low floor.		1		1		
523	Sotelo Desiree	9741 Mercedes Ave Arleta, CA 91331					I prefer the train system through Van Nuys Blvd. Something quiet and fast to connect to orange line in Noho.		1				
524	Navarrete Mishel						I would prefer the tren ligero de piso bajo I prefer the low-floor light train.		1				
525	Vasquez Veronica	13686 Weidner St Pacoima, CA					The train is more convenient and fits more people		1				
526	Rubio Olivia	91331 13686 Weslin St Pacoima 91331					Blue train		1				
527	Jimenez Clarissa	13686 Weidner St Pacoima, CA					I feel like the blue train would be more helpful and worth the wail. It fits more people and would be better for everyone.		1				
528	Moreno Raymond Zack	91331 San Fernando, CA					 Low-Floor Light Rail Tram or 2. Light Rail Transit 		1				
529	Arce Ayamel	11354 Comuter Ave Pacoima, CA 91331					Please make it train like SF! LOVE TRAINS Will make everyones lives easier & better Thank you!		1				
530	Araceli Delgado	11500 Gladstone Sylmar, CA 91342					I would love to have a metro line It's more convenient. Train low-floor light.		1				
531	Sewiller Sergio	11062 Reseda Blvd Granada Hills, CA 91326					I would prefer a low flow train b/c it less espensive than the light rail.		1				
532	Tapia Taina	Sylmar					Look forward to the train – please consider needs of disabled – provide shade at stations because the extreme heat to have a stroke.		1				
533	De Jesus Ana	12100 Sheldon St, 111 Sun Valley, CA 91352					Alternative #4		1				
534	Henriquez Saine	13132 Mercer St Pacoima, CA 91331					Rail tram for me.		1				
535	Hernandez Cindy	12700 Van Nuys Blvd, #293 Pacoima, CA					Low floor light rail train.		1				
536	Cerna Gladys	91331					Low floor is best. Visibility is better on streets		1				
537	Prado Noelia	921 Griswold Ave San Fernando, CA 91340					I would like to have a low floor light rail tram		1				
538	Flores Elizabeth	10126 Kester Ave Mission Hills, CA 91345					I think the light rail would be more sufficient for the community		1				
539	Sloan Kathy	PO Box 5924 Glendale, CA 91221					I think light rail transportation would be better		1				
540	Munoz Donna	10361 Cayuga Ave Pacoima, CA 91331					I prefer low floor light rail tram		1				
541	Herrera Shelem	12661 Pierce St, #107 Pacoima, CA 91331					Light rail train low floor		1				
542							I LOVE THE IDEA of building a rail line in Pacoima.		1				

Additional issues Metro Orange o Option C Other parking safety bikes security Property / Alternative Line/Sepulveda MSF Site Projects Connection Comments

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	Public Comments Summary									Mode	BR	r lrt	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Typ	e Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- running	Median- 28- 14- running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C
543	Rodarte Irma						I would prefer a low floor transit because it would have more capacity for more people		1						
544	Renteria Maria	Sylmar, CA 91342					The Light Rail Train would be the best option for the valley		1						
545	Pool Elizabeth	13173 Hoyt St. Pacoima, CA 91331					I would prefer the alternative 4 since it would be a lot faster to get around the valley		1						
546	Quiahua Johanna	13132 Hoyt St Pacoima, CA 91331					Low-Floor Light Rail Tram Would Be Great Because It will be faster to get in your location you want.		1						
547	Tellez Luis	10649 El Dorado Ave Pacoima, CA 91331					I think it would be better de a train because could less line and most farest (illeg.)		1						
548	(illegible) Rodrigo	10965 Glenoaks Pacoima, CA 91331					We will prefer the train instead of the bus cause is more compact and more (illegible) efficient.		1						
549	Serrento Adriana	10523 Telfair Ave Pacoima, CA 91331					I would say it would be great for a train in the center of the street and it would help to have less traffic.		1				1		
550	Adams Michael Gomez Claudia	Pacoima, CA 91331					A rail from the San Fernando station to the Union Station, San Diego and if possible San Francisco. Low-floor train		1 1						
551 552	Guadalupe Nohemy	Van Nuys 14740 Parthenia St, #5 CA 91402					Light Rail Transit		1						
553	Arevalo Steven	8931 Owensmouth Ave Canoga Park, CA 91304					Make a low floor rail train. Looks cool		1						
554	Gomez Abraham	915 N Mcacniel St San Fernando, CA 91340					I prefer the low flow light train from orange line to Sylmar station.		1						
555	Preciado Rosemary	12368 Osborne St, #17 Pacoima, CA 91331					I think this is a great opportunity. It is exciting for Pacoima.								
556	Baltierra Annabelle	North Hills, CA 91343					Faster, efficient transportation is needed in the entire SFV. This project is a good start to enhancing mass transit.		1						
557	Salinas Pam	Pacoima, CA 91331					Orange line buses. The one that would have less impact on local business In the middle			1		1			
558	Torres Wendy	9240 Derrington Ave Arleta, CA 91331					I would suggest a similar bus like the orange line along the curve going from Van Nuys to the Sylmar/SF Metrolink station.			1	1				
559	Flores Mario	9501 Canterbury Ave Arleta, CA 91331					In my opinion there should be an orange line			1					
560	Roman Maria	14806 Leadwell St Van Nuys, CA 91405					I prefer a bus line in middle			1		1			
561	Reyes Luis	14806 Leadwell St Van Nuys, CA 91405					I would like a orange line in the middle of street.			1		1			
562	Ortiz Dinora	14339 Haynes St, #212 Van Nuys, CA 91401					I prefer an orange line in middle			1		1			
563	Ortiz Jessica	14339 Haynes St, #212 Van Nuys, CA 91401					I would prefer a BUS SYSTEM (BRT) in middle.			1		1			
		1121 Warren St					Yo creo que es mejor el bus porque es rápido y fácil y no hace mucho daño a la comunidad								
564	X Sonia	San Fernando					I think the bus is better because it is quick and easy and it does not do too much harm to the community.			1					
		Arleta Blvd Van					Yo pienso que sería mejor un tren porque sería más rápido y menos peligro								
565	Castillo Maria	Nuys					I think a train would be better because it would be faster and less dangerous.			1					
							Tren ligero de piso bajo								
566	Salisgun Teia						Low-flor light rail.		1						

Additional Issues Metro Orange D Option C Other parking safety bikes security Real Estate MSF Site Projects Connection Comments

91331

	DEIS/R Public Comments Summary									Mada	80T 10	Ŧ	IPT Options		MSE Site		
Comment	Name	Address	Name of Agency or	Resident or Affiliate of a	Date	Broporty Tup	e Comment (General Summary)	Notor	107 0	RT TSM NB	Curb- Median- 28-	14-	At- At-grade with	Prefer No	Prefer No	Prefer	No Option C
No.	Name		Organization	Business?	Date	Property Typ	e Comment (General Summary)	Notes		INT TOWN ND	running running stations	stations	grade 2.5-mile Subway	Option A Option A	Option B Option B	Option C	vo option c
567	Hernandez Silvia	13644 Louvre St Pacoima, CA 91331					I would prefer the low-flor light rail tram. It would be convenient for many in the community fast and able to carry many.		1								
		16047 Haynes St,					Yo prefiero el tren que pase por la Van Nuys Blvd como el Orange Line										
568	Contreras Elizabeth	202 Van Nuys, CA 91406					I prefer the train going through Van Nuys BI like the Orange Line.		1								
569	Alvarado Elizabeth	13373 Pierce St Pacoima, CA 91331					El tranvía porque es más rápido y cómodo The tram because is faster and comfortable.		1								
570	Garcia Cecilia	2900 Carl Pl, Apt 208 Pacoima					Me gustaría el tren porque va uno más cómodo. El tren ligero que va en la superficie. I would like the train because it is more comfortable. The train on the surface.		1				1				
571	Pano Elizabeth	2900 Call. Pl, Apt 208					Me gustaría el tren porque es más cómodo, porque es subterráneo y llega más rápido a la superficie. I would like the train because it is more comfortable, underground and arrives faster to the surface.		1				1				
572	Rosales Mario	12778 Judd St Pacoima, CA 91331					Me gustaría el tren ligero porque iría por bajo tierra y arriba. I would like the light rail because it would go underground and on the surface.		1				1				
573	Sevilla Leslie	11062 Reseda Blvd Northridge, CA 91326					El tren ligero de piso bajo; es más rápido porque transporta más gente. Low-floor light rail; it is faster because it carries more people.		1								
574	Avalos Ada	Pacoima, CA 91331					Es muy interesante la propuesta; en mi opinión, es mejor el tren acerca de que tiene más capacidad para transportar más personas. En el de la superficie. The proposal is very interesting; in my opinion a train is better because it has more capacity to transport more people. On the surface.		1								
575	Ortiz Maria						Necesitamos el tren de piso bajo para buena transportación. We need the low-floor train for good transportation.		1				1				
576	Salas Reyna	13365 Pinney St Pacoima					Me gustaría ver una transportación económica. Low-floor ligt rail tram. I would like to have an economic transportation. Low-floor light rail.		1								
577	Maira	91331					Prefiero tren. <i>I prefer train.</i> Yo prefiero el tren subterráneo para evitar más tráfico. <i>I prefer the</i>		1								
578	Nunez Veronica	10521 Kewen Ave					subway to avoid more traffic.		1				1				
579	Robles Nora	12152 Van Nuys Blvd Lake View Terrace 10243 Rincon Ave					Me gustaría tren ligero de piso por la razón que me sentiría más segura. I would like light rail; I would feel safer.		1								
580	Catalan Magdalena	Pacoima, CA 91331					Me gustaría el low-floor light train. I would like low-floor light rail.		1								
581	Ibanez Yolanda	91331					Yo creo que es mejor el tren. Seria más rápido y cómodo. Yo creo que menos contaminación. I think the train is better. It would be faster and comfortable. I think less pollution.		1								
582	Torres Sandra	Reseda, CA					Qué bueno que están pensando en el bienestar y comodidad de las personas usuarios de Metro. Para mi forma de ver, es mejor el tren porque es mas rápido, menos congestionamiento y una mejor vistosidad para las ciudades, pues son más modernos. Buena suerte. It's good that you are thinking about the welfare and comfort of Metro users. The way I see it, the train is better because it is faster, less congestion and it would look better for the cities because they are more modern. Good luck.		1								
583	Cadena Rosio	10314 Telfair Ave Pacoima, CA 91331					Yo preferiría low-floor light rail. I would prefer low-floor light rail.		1								
584	Gutierrez Maricele	10510 Hadden Ave, Apt 210 Pacoima, CA					Yo prefiero transporte de tren ligero. I would prefer light rail.		1								
585	Paredes Blanca	91331					Prefiero el tren ligero de piso bajo. I prefer low-floor light rail.		1								
586	Hernandez Monica	13527 Van Nuys Blvd Pacoima					Yo prefiero el tren de piso bajo. I prefer low-floor light rail.		1								
587	Olivas Mario						Yo prefiero un tren de piso bajo. I prefer low-floor light rail.		1								
588	Del Razo Veronica	10146 Bartee Ave Arleta, CA 91331					Yo prefiero el tren ligero. I prefer light rail.		1								
589	Casas Emma	Pacoima					Yo prefiero el tren de piso bajo. I prefer low-floor light rail.		1								
590	Miranda Gloria	14265 Van Nuys Blvd 91331					A mí me gustaría el tren ligero de piso bajo. I would like the low-floor light rail.		1								
591	Quintero Dorris	10672 Ivex Ave Pacoima, CA 91331					Me gustaría que fuera un tren de piso bajo. I prefer low-floor light rail.		1								

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Additional Issues Metro Orange Dption C Other parking safety bikes security Real Estate MSF Site Projects Connection Comments

	DEIS/IK	
Public	Comments Summary	

East	t San Fernando Valley Transit Corrido DEIS/R	or														
	Public Comments Summary							Mada		IRT Onlines	MSF Site			Additional Issues		
				Resident or				Mode	BKI LKI	LKT Options	WISH SITE			Additional issues		Metro Orange
Comment	Name	Address	Name of Agency or	Affiliate of a	Date Pro	operty Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14-	At- At-grade with	Prefer No Prefer No Prefer No Option C	Other parking	safety	bikes sec	urity Property / Real Estate	Alternative Line/Sepulveda MSF Site Projects Connection
NO.			Organization	Business?					running running stations station	s grade 2.5-mile Subway	Option A Option A Option B Option B Option C				Real Estate	Comments
		7319 Balboa Blvd														
592	Salinas Alondra	Pacoima, CA				Transporte para tren ligero; low floor. Light rail transportation; low		1								
002	Samas / Hondra	91406				floor		-								
		13317 Pierce St														
593	Molina Ignacio	Pacoima, CA				Yo prefiero BRT en la orilla. I prefer the curb running BRT		1	1							
		91331														
594	Joya Claudia					Yo prefiero el bus a la orilla. I prefer the curb-side BRT		1	1							
554	Joya ciadala	12217 Diarco Ct				To prenero er bus una ornia. A prejer the carb side bitt		-	-							
		13317 Pierce St														
595	Molina Luz	Pacoima, CA				Yo prefiero en bus en la orilla. I prefer the curb-side BRT		1	1							
		91331														
	Consis Douis															
596	Garcia Rocio					Yo prefiero bus que corra en medio. I prefer the median-running BRT		1	1							
597	Rubalecio Petro					Yo prefiero el bus en medio. I prefer the median-running BRT		1	1							
357	Rubalecio i etro					To prenero el bus en medio. I prejer the median-ramming bitr		1	1							
		13033 Terrabella														
598	Sanchez Jose	St Pacoima, CA				Me gustaría que continuara el bus al lado de la acera. I would like the		1	1							
550	Sufferiez Jose					bus to continue on the curb side		-	-							
		91331														
		12227 Osborne Pl				Prefiero el bus en medio del bl. I prefer the bus in the middle of the										
599	Morales Lina					boulevard		1	1							
		Pacoima														
600	Hernandez Maria	Reseda, CA 91305				Más frecuentes paradas y más próximos buses a lo largo de la acera.		1	1							
000	hernandez Maria	Resetta, CA 51505				More frequent stops and more buses along the curb side		1	1							
						Pienso que tal vez para mi sea mejor el BRT al borde de la acera, pero										
		1346 Mott St San				en cada stop haya semáforo para ayudar al peatón o usuario. Uso el										
						transporte público y claro que un tipo de bus nuevo sería mejor en el										
601	Martinez Daniel	Fernando, CA				Valle. I think the curb running BRT is better for me, but there should be		1	1							
		91340														
						a light at each stop to help the users and pedestrians. I use public										
						transportation and a new type of bus would be better in the Valley.										
						Va profiera al hus a la orilla del hulovar. La rapidaz del trófico. Dus para										
						Yo prefiero el bus a la orilla del bulevar. La rapidez del tráfico. Bus para										
602	Lepez Maria					transportar más rápido. I prefer the curb running bus on the		1	1							
						boulevard. The speed of traffic. Bus to transport faster.										
		10471 Glenoaks														
		Blvd, #47				Me gustaría tener más autobuses en esta área y también como el tren.										
603	Nava Alicia	Pacoima, CA				I would like to have more buses in the área and also the train.		1 1								
						I would like to have more bases in the area and also the train.										
		91331														
604	Nolasco Ramon					Yo prefiero bus a la orilla de la acera. I prefer the curb running bus.		1	1							
004	Noiasco Namon					To prenero bus a la onna de la acera. I prejer the curb running bus.		1	1							
		9363 Sylmar Ave,														
605	Garcia Juana	Apt 14 Panorama				Prefiero bus en el carril en medio. I prefer the median-running bus.		1	1							
		City, CA 91402														
		10547 Tamarack				Yo Cinthya Barboza, me gustaría que siguiera trabajando el bus normal										
606	Molina Cynthia	Ave Pacoima, CA				y si construyeran otro, quisiera que fuera el bus de en medio. I Cinthya		1	1							
000	Molina Cynthia					Barboza would like you to continue working the normal bus and if you		1	1							
		91331				build another one, I would like the median-running bus.										
						bana another one, r noara me the meanan ranning basi										
		10647 El Dorado														
607	Barbara Matilde	Ave Pacoima, CA				Yo Matilde, el bus en medio. I Matilde, the median running bus		1	1							
		91331														
		516 Wolfskill St				Es bueno por ser más rápido y con más personas. Curb running lanes.										
608	Rodriguez Maria	San Fernando, CA				It is better because it is faster and carries more people. Curb running		1	1							
		91340				lanes.										
		10210 Rincon Ave														
609	Martinez Maria Alma					Yo prefiero el bus en la acera. I prefer the curb running bus		1	1							
		Pacoima														
		93368 Pierce St				Estaría bien en los lados por seguridad. BRT. It would be good on the										
610	Tina	Pacoima, CA						1	1				1			
		91331				sides for safety. BRT.										
						Yo prefiero BRT al borde de la acera. Me identifico más en la manera										
611	Meza Laura	12152 Van Nuys				que siento que es más rápido. I prefer the curb-running BRT. I identify		1	1							
011	Ivieza Laura	Lake View Terrace						1	1							
						with it more and I feel is faster.										
		12152 Van Nuys														
C12	Dedrigues Dreede	,				Ve professe huse la lavae de la second d'arafes the such superior hus		1								
612	Rodriguez Brenda	Blvd Lake View				Yo prefiero bus a lo largo de la acera. I prefer the curb running bus		1	1							
		Terrace, CA 91342														
						Quiero hus en la orilla. Na suiere ses es madia durante un t										
613	Sanchez Liliana					Quiero bus en la orilla. No quiero por en medio. I want curb running		1	1							
						bus. I don't want it in the middle.		-								
64.6	limone- Freizente	Dagaires				Prefiero el bus; mas rápido de construir. I prefer the bus; it is faster to		4								
614	Jimenez Erriqueta	Pacoima				build		1								
615	Nayera Susana	13488 91331				Yo prefiero bus en medio del bulevar. I prefer the bus running in the		1	1							
						middle of the boulevard.										
616	Luna Joseta	Sylmar				Prefiero bus a la orilla. I prefer the curb running bus.		1	1							
		13258 Garbez St														
617	Diaz S.	Pacoima, CA				Superficial buses on the ends		1	1							
		91331				apart and a second s		-								
<i></i>	Devekir - D - 1					Desfines has a la sulla desse for south model d										
618	Ramblas Benito	Pacoima				Prefiero bus a la orilla. I prefer a curb running bus.		1	1							
		13493 Filmore														
619	Escobedo Fidelina	Pacoima, CA				Prefiero bus a la orilla de la calle. I prefer a curb running bus.		1	1							
		91331														

	DEIS/R Public Comments Summary								Mode	BRT LR	T LRT Options	MSF Site
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Typ	e Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- running running stations	14- At- At-grade with stations grade 2.5-mile Subway	Prefer No Prefer No Prefer No Option A Option A Option B Option C
620	Aleman Eloisa	14520 Danbert St Mission Hills, CA 91331					BRT en la orilla. Curb running BRT.		1	1		
621	Cardenas Juan	San Fernando, 91340					Alternativa 1. Alternative 1.		1	1		
622	Vanadarez Libna						Yo prefiero el bus de la orilla porque nos beneficia más. <i>I prefer the curb running bus because it benefits us more.</i> Me gustaría el bus que va mas rápido. El que va por la orilla. Estaría		1	1		
623	Perez Dipna						perfecto para mi. I would like the bus that goes faster. The one that goes by the curb. It would be perfect for me.		1	1		
624	Martinez Eva	Pacoima					Prefiero bus a la orilla. I prefer the curb running bus		1	1		
625	Orantes Martha	Sun Valley, CA 91352					Prefiero bus rápido con paradas no frecuentes para llegar más rápido o en la orilla para bajar con facilidad. I prefer a faster bus with stops not so frequently to get there faster or on the curb side to get off easily.		1	1		
626	Lopez Maria	10650 Tamarack Ave Pacoima, CA 91331					Me gustaría más que corriera el bus por la orilla para mejorar la transportación. I would like it better if the bus run son the curb side for better transportation.		1	1		
627	Mercado Loida	21450 Chase St Canoga Park 13634 Filmore St					Yo prefiero el bus en la orilla. I prefer a curb running bus.		1	1		
628	Prado Araceli	Pacoima, CA 91331					Un bus en la acera como la Orange Line. A curb-running bus like the Orange Line.		1	1		
629	Medina Angel	15730 Tuba St North Hills, CA 91343					Me gustaría que el bus porque entiendo que están tratando de mejorar la ciudad. Creo que sería más limpio y me gustaría que fuera por en medio del bulevar. I would like the bus because I understand you are trying to improve the city. I think it would be cleaner and I would like it to be in the middle of the boulevard.		1			
630	Ignacio Abigail	10311 Laurel Cyn Blvd Pacoima, CA 91331					Mi preferencia seria el autobús que este corriendo por el medio de la calle. My preference would be a bus running in the middle of the street.		1	1		
631	Tinoco Arcelia	Pacoima, CA 91331					Yo prefiero el bus a lo largo de la acera. Es más barato de construir. I prefer the curb-running bus. It is cheaper to build.		1	1		
632	Dominguez Pedro	12900 Cal Pl, #208 Pacoima, CA					Yo prefiero el bus. El bus es familiar. I prefer the bus. The bus is familiar.		1			
633	Aguilera Aracely	12401 Filmore St, 733 Sylmar, CA 91342					Para mi es mejor el subterráneo para que no quiten la línea para carros porque es mucho el tráfico. For me the underground train is better so that car lanes are not removed because there is too much traffic.		1		1	
634	Prado Roberto	13634 Filmore St Pacoima, CA 91331					Me gustaría o creo que tren ligero de piso bajo. I woud like the low- floor light rail.		1			
635	Novoa Victor	15730 Tuba St North Hills, CA 91343					Me gustaría que pusieran tren ligero de piso bajo. I woud like the low- floor light rail.		1			
636	Beltran Enrique	107-17 Colombus St Mission Hills, CA 91345					Me gustaría Light Rail Transit porque en el futuro es mejor para evitar congestión de autos en las avenidas. Y, más capacidad de transportar más número de personas. Seria genial. I would like light rail transit to avoid traffic congestion in the future in the avenues. And, more capacity to transport a higher number of people. It would be great.		1			
637	Ruiz Isabel	13715 Filmore St Pacoima, CA 91331					Tren de piso bajo. Low-floor train.		1			
638	Maria	6712-½ Hazeltine Ave Van Nuys, CA 91405					Tren ligero de piso bajo. Low-floor train.		1			
639	Nagy Alicia	9628 Van Nuys Blvd, 317 11163 Sproule					Tren ligero de piso bajo. Low-floor train.		1			
640	Sanchez Carranza Fco	Ave Pacoima, CA 91313					Tren rápido de piso bajo. Low-floor train.		1			
641	Ketolium Eva	13952 Clark St Arleta, CA 91331					Transporte de tren ligero (#3). En mi opinión es "the best" el mejor. Tiene más capacidad y 28 estaciones donde se puede abordar. Light rail (#3). In my opinión is "the best." It has more capacity and 28 stations where you can board.		1	1		
642	Alonso Marisela	11150 Glenoaks Blvd Pacoima, CA 91331					Tren de piso bajo. <i>Low-floor train.</i>		1			
643	Chavez Eduardo	10505 Cayoga Ave Pacoima, CA 91331					Tren de piso bajo. Low-floor train.		1			

Additional Issues Metro Orange Dption C Other parking safety bikes security Real Estate MSF Site Projects Connection Comments

	DEIS/R Public Comments Summary									Mode	DOT	LRT	LRT Options	MSF Site	
Commont			Name of Assessment	Resident or						Mode	Curb- Median	28- 14-	At- At-grade with	MSF Site Prefer No Prefer No Prefer	
No.	Name	Address	Name of Agency or Organization	Affiliate of a Business?	Date	Property Typ	e Comment (General Summary)	Notes	LRT	BRT TSM NB	running running	stations stations	grade 2.5-mile Subway	Option A Option A Option B Option B Option	C No Option C
644	Rosas Cynthia	10225 Morehart Ave Pacoima, CA 91331					El transporte que me gustaría que MTA hiciera es el transporte de tren ligero de piso bajo. Creo que hay mucha gente en nuestra comunidad que usa el transporte público y el tren ligero seria la opción perfecta para controlar un poco el tráfico en nuestra ciudad. The transportation I would like MTA to do is low-floor light rail. I think there are many people in our community who use public transportation and the light rail would be the perfect option to control traffic in our city.		1						
645	Aguilar Abdon	10427 Kewen Ave 91331					Yo quiero que pongan el tren para más rápido y tener menos tráfico en el Valle. Tren piso bajo. I want the train because it's faster and we would have less traffic in the Valley. Low-floor train.		1						
646	Gomez Garardo	142265 Van Nuys Blvd					Yo prefiero un tren debajo de la tierra. Ayudaría mas con los comercios sobre la Van Nuys Blvd. I prefer the underground train. It would help more the stores on Van Nuys Bl.		1				1		
647	Martinez Angelina	10841 Ilex Ave Pacoima, CA 91331					Me gustaría que pusieran en Pacoima y el Valle de San Fernando, el tren ligero de piso o trolly para ayudar a que Pacoima se vea más hermoso. Y también necesitamos unas macetas muy grandes con flores en Van Nuys Blvd. cerca y afuera de City Hall. I would like to put the light rail trolly in Pacoima and the San Fernando Valley to help Pacoima look more beautiful. We also need very large flower pots on Van Nuys Bl. near and outside City Hall.		1						
648	Quiahua Jonathan	13132 Hoyt St Pacoima, CA 91331					Tren ligero será muy bien porque será más rápido y se miraría más chido. Un nuevo estilo para viajar. Light rail would be very good because it would be faster, and it would look nicer. A new style to travel.		1						
649	Fuentes Ricardo	14433 Lyle St Sylmar, CA 91342					Para mi es mejor el servicio de tren (de piso bajo) por la capacidad de transporte. For me the train service (low floor) is better for its capacity.		1						
650	Salas Rosa E.	436-½ N Hagar St San Fernando, CA 91340					Para mi es mejor tren; el de piso bajo. For me the train is better; de low floor.		1						
651	Alvarado Angela	11556 Fellos Ave Pacoima, CA 91331 13132 Hoyt St					Yo prefiero que sea el tren de piso bajo. I prefer the low-floor train.		1						
652	Acevedo Rosalia	Pacoima, CA 91331					Yo prefiero el tren ligero de piso bajo. I prefer the low-floor train.		1						
653	Garrido Gilberto	14790 Polk St Sylmar, CA 91342					Preferiría el tren. Tren ligero de piso bajo para tener más capacidad de personas y por el precio. I would prefer the train. Low-floor train to have more capacity to carry people and because of the price.		1						
654	Quiamo Jeronimo	13132 Hoyt St Pacoima, CA 91331 9825 Laurel					Yo prefiero el tren ligero de piso bajo. I prefer the low-flor light rail.		1						
655	Estrada Margarita	Canyon Blvd Pacoima, CA 91331					Me gustaría. Muy buena decisión y es bueno para todos. Sistema de tren de piso bajo. I would like it. Very good decisión and it is good for everyone. Low-floor train system.		1						
656	O Rosario	Van Nuys					Pues nos gustaría el tren. Sería algo fantástico y mucho más rápido para cada uno de nosotros. Todo sería más favorable para nosotros. We would like the train. It would be fantastic and much faster for each one of us. Everything would be more favorable for us.		1						
657	Soto Candelana	13717 Pierce St Pacoima, CA 91331					Me gustaría un Sistema de tren piso bajo. I would like a low-floor train system.		1						
658	Cruz Family	17986 Glamies Pacoima, CA 91331					Tren ligero de piso bajo. Low-floor train.		1						
659	Zavaretta Gabina	10886 Tamarack St CA 91331					Tren de piso bajo. Low-floor train.		1						
660	Bandarian Raffi						Please choose another option for the proposed railroad project. This is a relatively quiet family neighborhood and do not need to heighten the noise level and congestion. Thanks, Raffi Bandarian and Lorna Peer			1					
661	Bandarian Raffi	5727 Vista Del Monte Sherman Oaks, CA 91411					Please pick another site for this project. It is a family neighborhood and we would like to keep it that way.			1					
662	Stone Michael	5642 Halbrent Ave Sherman Oaks, CA 91411					I am opposed to the proposed train yard option A (Oxnard, kester, Calvert and Cedros). It is too close to residential areas so there for an inappropriate location. Thank you							1	

Additional Issues Metro Orange Option C Other parking safety bikes security Real Estate MSF Site Projects Connection Comments

	DEIS/R Public Comments Summary								Mode	BRT	LRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- running running	28- 14- stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C
663	Chiasson Sherri	15148 Hamlin Street Van Nuys, CA 91411				I am NOT in favor of Option A and PLEASE NOTE: I do NOT want Option A to pass. I do NOT want a train yard next to my home and my young family. "Option A" would destroy some 186 businesses employing 1500 workers and leave a gaping 33 acre gap of nothingness from Oxnard north to Calvert and Kester to Cedros. Further, and I implore you to share this with the hearing committee that I am in favor of the PROPOSED, ALTERNATIVE site at 7600 Tyrone Ave and 7519 Woodman Ave, Van Nuys, CA 91405. Respectfully, Sherri Chiasson							1	N
664	Wilkinson Gregory					I already submitted our formal resolution but I wish to also again express the Panorama City Neighborhood Council's strong level of support for the 14 car light rail option with a maintenance facility located as proposed in Option B. This is a huge decision and the results of your decision will last for decades. We want effective light rail! If you have any questions please contact me.		1			1		1	
665	Kasendorf Alexander	Los Angeles, CA 91406				I strongly support the East San Fernando Valley Transit Corridor project being built as at-grade light rail transit with 14 stations, as well as preserving local bus service and mitigating parking impacts on Van Nuys Boulevard. This corridor will be the first section of the eventual Metro line connecting the Valley and the Westside. The at-grade light rail transit (LRT) with 14 stations option has the highest ridership capacity among the alternatives, and provides the best connectivity time to the Orange Line and future Sepulveda Transit Corridor project. Furthermore, LRT has the highest level of community support, based on public comments and input during the Alternative Analysis public outreach process. The communities along this corridor deserve the economic development associated with Metro rail lines. LRT infrastructure improvements attract private investment in commercial centers and transit-oriented housing. In comparison,		1			1	1		
666	Cini Michael					bus rapid transit systems provide only minimal investment in community improvements and do not attract significant private investment or state and federal funding. The East San Fernando Valley Transit Corridor will be among the first steps toward a 21st continue transit custom for our diverse and assuring I am writing along with many residents, who are quite upset to hear that you are even considering putting a rail yard near our homes. I am certain that you would not want a rail yard near your homes! We vehemently oppose Option A and we ask that you do the same. I understand that Panorama City is interested in Option B, and if this is the case, then all the better, but please do not destroy the quality of life in our neighborhood by using eminent domain to remove long-standing businesses in our community.							1 1	N
667	Greene Max	Noble Ave (between Burbank and Oxnard)				As a homeowner and resident in the area affected by the proposed Option A. I would like it be known that my family, my neighbors and the dozens of small businesses in this area are all vehemently opposed to Option A. It will negatively impact the quality of life, and the value of homes and businesses in the area. Please do NOT proceed with Option A. Please find the attached official position and comments of the							1	N
668	Wilkinson Gregory					Panorama City Neighborhood Council on the East SF Valley Transit Corridor EIS/EIR. I wish to also again express our strong level of support for the 14 car light rail option with a maintenance facility located as proposed in Option B. This is a huge decision and the results of your decision will last for decades. We want effective light rail! If you have any questions please contact me.		1			1		1	
669	Nonato Lani A.	300 S. Grand Avenue, 37th Floor Los Angeles, California 90071	Hill Farrer & Burrill	Business		These views are already expressed in comment above.								
670	Newsome Paula	15044 Martha ca sherman Oaks				Absolutely not!!! This is a stable bedroom community that would be sooooo adversely effected by Option A. I am a homeowner and have been here for 11years Neighborhoods like these are the bedrock of LA and destroying in should be a tragedy for this neighborhood.							1	N

			Additio	nal Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

1

No Option A

No Option A

1

No Option A

	DEIS/R Public Comments Summary								Mode	BRT	LRT	LRT Options	MSE Site		
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- 28- running running statio	14- ns stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C	
671	Cobian Maria	10694 el dorado ave #10 pacoima, ca 91331				No me gustaria por la seguridad de los niños y además hay muchas escuelas alrededor de Van Nuys Blvd. I would not like it for the safety of the children; there are also many schools around Van Nuys Bl.			1						
672	Hernandez Silvia	10344 cayuga ave pacoima, ca 91331				Un tren subterráneo sería mejor en el área por el tráfico y seguridad. An underground train would be better in the area because of traffic and safety. Oficina de Metro, Necesitamos más buses en calles más solas y ojalá un Metro más ligero para la ciudad de Pacoima y más buses. Metro piensa en situaciones económicas, está bien, pero piensen en nuestro		1				1			
673	Contreras Maria	11985 wicks st sun valley, ca 91352				bienestar y no en un riesgo de vida para la comunidad piensen en sus familias hoy y mañana. Metro Office, We need more buses on the streets that are more isolated and		1	1						
						hopefully a faster Metro for the city of Pacoima and more buses. Metro thinks about economic situations; that's fine, but think about our well-being and not a risk of life for the community. Think about the families today and tomorrow.									
674	Erin					No on Option A. We don't need this in a residential neighborhood. Thank you.							1		No
675	Barreto Maria	11884 colbalt st sylmar, ca 91342				Buses más rápidos. Buses más a tiempo. Faster buses. Buses on time.			1						
676	Barreto Denia	11884 cobalt st sylmar, ca 91342				Fast line. Make fast way to transportation, light rail.		1							
677	Hurvitz Andrew	15140 Hamlin St Van Nuys, CA 91411				 We are vehemently opposed to this plan. Here is why: 186 small, family run businesses, employing an estimated 1,500 workers, occupying affordable, mostly rented space would be destroyed. It would leave a gaping hole of emptiness blocks from downtown Van Nuys, obliterating plans for a denser, walkable area. Option A will take out yet another engine of well-paying, highly skilled jobs and products, made in America, employing many immigrants and local residents. It needlessly destroys a successful, close-knit pocket of creativity and commerce, manufacturing, and makers of unique goods and services found nowhere else in Los Angels. It will reduce fair priced, rentable industrial space in a city starved for it, in an area that is already served by public transport and contains more affordable housing. Option A will subtract from the city what it is seeking to promote region wide: affordability, mobility, economic innovation, small business, local industry, ethnic diversity, and community cohesiveness. The Van Nuys Neighborhood Council opposes Option A. 							1		No
678	Chatlin Rob					Please do NOT build a train yard in the middle of our neighborhoods. Option A is the wrong choice. Thanks							1		No
670		7615 Thousand				I oppose Option A. I Manage Mustangs Etc. a family owned business that has been in the same location since 1976. Our business along with about 80 other employ about 1500 people. If we are made to move it will destroy our business along with most of the others. There is no where for us to move to in the Valley. Why didn't Metro inform all the business's that will be effected? Most of us heard about it form each other. Why are							1		No
679	O'Brien Michael	Oaks Dr. Tujunga, CA 91042				effected? Most of us heard about it from each other. Why are you trying to hide it. Why did the project manager Walt lie to us by telling different stories depending on where the meetings were located? I agree that something has to be done to alleviate the traffic but why does it have to be done here? The people of Panorama City want it there. Give them their wish and don't destroy us. NO ON OPTION Allillillillillillillillillillillillilli							1		
680	Feiner Michelle	1650 Luse Tank Road Topanga, CA 90290				My friend lives in the neighborhood where your proposed train yard at Kester and Oxnard is. Her neighborhood is so lovely and community oriented. I went to a Halloween block party yesterday. They are worried about your proposed maintenance and storage facility affecting their property values and quality of							1		No

and storage facility affecting their property values and quality of life. Please reconsider this location. They have a good thing going and you'd negatively impact it.

Additional Issues										
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments			
		1								

No Option A

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No Option A

No Option A

No Option A

	Public Comments Summary								Mode	BRT	LRT	LRT Options	MSF Site		
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Med running runn	lian- 28- 14- ning stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C	
681	Saritzky Tracy	14636 Martha St Sherman Oaks, CA 91411				I am very much opposed to Option A. Why would you want to displace businesses, some of whom have been there for decades, from an area established for what are mostly small enterprises? We already have a fire station coming to an adjacent lot adding to noise and traffic, In addition, we have traffic from Auto Row on Van Nuys Blvd with people test driving cars (including accelerating and braking abruptly to test handling) on our residential streets; if you don't think that's already a concern I invite you to talk to people in the area. We are doing our share when it comes to accommodating the needs of the community. Please consider other alternatives.							1		No
682	Newsome Paula					I live in Noble Estates. We are very upset to hear that you are even considering putting a rail yard near our homes. I am certain that you would not want a rail yard near your homes! We vehemently oppose Option A and we ask that you do the same. We understand that Panorama City is interested in Option B, and if this is the case, then all the better, but please do not destroy the quality of life in our neighborhood by using eminent domain to remove long-standing businesses just north of us in our community. Thank you,							1 1		No
683	Lopez Jonathan					Save Small businesses. Please don't go with Option A; my entire family lives in this area.									No
684	Ramos Tracey					This would break us all up.							1		
685	Perea Gannon Karen					NO on OPTION A I am head of the Neighborhood Watch for almost 300 households just South of Oxnard between Sepulveda and Kester, and north of Burbank. We are the Noble Estates Neighborhood Association. I write on behalf of many residents, who are quite upset to hear that you are even considering putting a rail yard near our homes. I am certain that you would not want a rail yard near your homes! We vehemently oppose Option A and we ask that you do the same. We understand that Panorama City is interested in Option B, and if this is the case, then all the better, but please do not destroy the quality of life in our neighborhood by using eminent domain to remove long-standing businesses just north of us in our community. Thank you,							1 1		No
686	Sciuto Ann	5801 Bevis Ave. Sherman Oaks, CA 91411				I am opposed to the option A metro plan because of the needless impact on multiple small businesses and our residential neighborhood. There are better options. I am also appalled by the attempt to sneak it by public notice. This is NOT an appropriate location. I think these plans are horrible to the owners of all the business							1		No
687	Collins-Bright Eilene G.	15541 Lemay Street Van Nuys, Ca 91406				that thrive in the area. I have used so many for years that have their shops in this part of town. To uproot people and their businesses for a maintenance yard is so negative on the neighborhood. How can little places stay in business with this happening! I think this is poor planning for the people and it shows how little care goes into these projects! No this plan cannot got forward as planned. I am sure the									
688	Creighton Jane	5331 Natick Ave. Sherman oaks, Ca 91411				people who designed the plan do not live in the area so the negative effect it will have on the residents does not matter to them. But, it matters to me and my neighbors. I would love for just once Los Angels can come up with something that makes sense. If you are wondering why Texas and Arizona are wooing people and business away from here, such runaway development is why.									

Additional Issues												
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments					

No Option A

No Option A

No Option A

No Option A

	DEIS/R Public Comments Summary								Mode	RPT I PT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Profes No Brafes No Brafes	Dption C
689	Ruckman David	5725 Bevis Avenue Sherman Oaks, CA 91411		uusiiessi		I am writing to sound in on the proposed East San Fernando Valley Train Yard at Kester and Oxnard, I STRONGLY oppose option A and fully support option B. I live just blocks away from the Option A proposed train yard location, and I have numerous serious concerns. My 15 year old son walks to and from Van Nuys High School to our neighborhood. With local businesses on the streets between the school and our house, I don't have the fear for his safety that I would if a train yard took the place of the same businesses because there are always people around the area, walking, biking, etc. But I would definitely fear for my son's (and that of all of the high school population) safety should a huge train yard take up this area. My second concern is that our property values will drop dramatically. If our property values go down, it will greatly affect my family's financial well- being, plus the noise from the yard will negatively impact my wife's at-home voice over recording career, and we would likely						1 1	No
690	Walley Jason	5827 Natick Ave 91411				be forced to move our family. Another concern is the fact that if you go with option A, then you will put an estimated 1000 workers out of a job when the city destroys the location of their livelihoods. From what I am told, Panorama City WANTS this train yard, so please, OPTION B is a much better option in my opinion. The residents of Vista Oaks do not want this in our neighborhood. A big NO, NO NO to OPTION B.						1 1 1	No
691	Garcia Elizabeth	18719 Miranda St Tarzana , CA 91356				I would support the following alternatives in the following order: 1. Median-Running Light Rail Transit 2. Median-Running Bus Rapid Transit 3. Median-Running Bus Rapid Transit For the record, whichever alternative(s) is/are selected, the consultant (and Metro) should ensure that input far and beyond what is required of the law is taken into account from the residents and businesses near and around this corridor. Please use innovative participatory techniques other than this comment form and workshops to receive comments. The first alternative is aggressive but it is what is needed to connect to the larger Metro system and hopefully provide an additional alternative for our Valley residents.		1	1	1			
692	Mouton Terri	5726 Willis Ave. Sherman Oaks, CA 91411				I am OPPOSED to Option A. Please do not destroy the community we have worked so hard to build. I strongly support the cast sam remando valley mansh common project being built as at-grade light rail transit with 14 stations, as well as preserving local bus service and mitigating parking impacts on Van Nuys Boulevard. This corridor will be the first section of the eventual Metro line connecting the Valley and the Westside. The at-grade light rail transit (IDT) with 41 stations reating her bindher dispersion compared on the section of the sect						1	No
693	Golla Ellen	CA 91364				(LRT) with 14 stations option has the highest ridership capacity among the alternatives, and provides the best connectivity time to the Orange Line and future Sepulveda Transit Corridor project. Furthermore, LRT has the highest level of community support, based on public comments and input during the Alternative Analysis public outreach process. The communities along this corridor deserve the economic development associated with Metro rail lines. LRT infrastructure improvements attract private investment in commercial centers and transit-oriented housing. In comparison, bus rapid transit systems provide only minimal investment in community improvements and do not attract significant private investment or state and federal funding. The East San Fernando Valley Transit Corridor will be among the first steps toward a 21st century transit system for our diverse and growing region. The Valley is excited to connect our communities as never seen before. Thank you very much for the opportunity to provide input on this improvement enders.		1		1			
694	Webb Scott	6626 Burnet Ave Van Nuys, CA 91405				I am writing regarding "Option A". I live near and frequent the many businesses that would be affected by this proposal. Why uproot local business if alternate sites are available? I am strongly against pushing people out for a compound that does nothing to improve the community.						1	No

			Additio	onal Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

No Option A

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No Option A

No Option A

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No Option A

Public Co MCE City At-grade with Affiliate of a Property Type Comment (General Summary) I strongly oppose the building of a train yard or any metro expansion that would force local businesses to close, especially those on Kester, Oxnard, Calvert, Erwin, Delano and other 6236 Langdon 695 Belliveau Gerard Ave Van Nuys, CA surroundings streets. I think Metro expansion along the 405 is 1 91411 much needed north and southbound, it is crazy that they did not put in a rail car or bus lane on the 405 during the last expansion. There must be another industrial area to have the train yard. I live and work in this tight-knit community and wouldn't have learned of Guardian Pool Fence and had them help me if we weren't so close. That's how this area of Van Nuvs works. 14715 Aetna Street California businesses and neighbors helping other neighbors and Stephenson Brad 1 Van Nuys neighboring businesses when they need a specialty. There is NO M2 zoned property to rent in the area; I'll have to move my business and family out of Los Angeles Strongly opposed to Option A plan for rail yard; in support for 6432 Orion Ave Option B. We need to foster and protect the community of small O'Connell Anita Van Nuys, CA 1 1 697 businesses in the area of Option A. This is a vital area that is a 91406 bright spot for Van Nuys. We strongly oppose the Option A to build a train yard in the Van Nuys area. We are long time residents and are trying to increase 6645 columbus 698 Thomas Rebecca ave van nuys, ca the quality of life in our neighborhood not bring it down. Do not 1 91405 displace hard working business and effect the livelihood of 1500 employees We are residents of Van Nuys and are opposed to Option A We 6645 Columbus do not want to displace all the businesses and hard woking Thomas Rebecca Ave Van Nuys Ca 699 1 people who will be effected by this poorly thought out choice. 91405 Lance and Rebecca Thomas Do not build this. Our area needs business development not 14735 cumpston trains. This will attract unwanted individuals and drive our Fishman Marc st Sherman oaks . 1 700 Ca 91411 property value down. 14735 cumpston Do not build this. It will ruin our neighborhood. This will not Fishman Jamie st Sherman oaks, 1 701 benefit our area. Ca 9141 My household strongly opposes Option A. We do not want to see thriving businesses in our neighborhood destroyed to create 5640 Vista Del a desolate storage facility. We strongly support Option B, which Monte Avenue Brunnick Michelle 1 1 702 Sherman Oaks, is a win win scenarios, granting the facility to Panorama City CA 91411 where it will be welcomed and preserving industry and neighborhoods in Van Nuys. As a resident of the Vista Oaks neighborhood please note the we STRONGLY oppose Option A and STRONGLY SUPPORT Option B (MSF in Panorama City). I understand that Panorama City really 5726 Tobias Ave. 703 Becker Adam wants the protect in their city too. Please do not build it in the 1 1 Ca Sherman oaks area where you want to use eminent domain to destroy 186 area businesses supporting 1500 workers and leave a 33 acre "dead zone" in our neighborhood! I support Option B in Panorama City for the proposed maintenance yard. Option A has too many residential areas 5750 Norwich nearby, such as my neighborhood, and Option C does as well. Hewitt Heath Ave Van Nuys, 1 1 1 704 The residential impacts including noise would be unfortunate California 91411 forever, while Option B would minimize the effects on residential areas. Thank vou. I am highly against having this project in my back yard. Wegienek Kevin 1 705 Panaroma City wants it so let them have it!!! Do not destroy 186 businesses employing 1500 workers and leave a gaping zone in the middle of our neighborhood! Not to mention negatively affecting our property values and quality of 706 Wegienek Nis 1 1

life!!! Put it in Panorama City where they want it and their neighborhood council supports it. We do not want it here!!!

	Additional Issues Metro Orange												
	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments					
No	o Option A												
No	o Option A					1							
No	Option A												
No	Option A												
No	Option A					1							

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No Option A

No Option

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No Option A

No Option

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	Public Comments Summary						
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type	Comment (General Summary)
707	Wydra Jennifer	5725 Bevis Ave. Sherman Oaks, CA 91411					I STRUNGLY oppose option A and Tully support option a just blocks away from the proposed train yard, and I hav numerous concerns. The first is my child's safety. My 15 son walks to and from Van Nuys High School to our neighborhood. With local businesses on the streets betw school and our house, I don't have the fear for his safety would if a trainyard took the place of the same business because there are always people around the area, walkin biking, etc. But I would definitely fear for my son's (and all of the high school population) safety should a huge t take up this space. My second concern is for my own bu have a voiceover studio in my home and make my living producing and voicing projects. I worry that the sounds from a train maintenance yard would completely affect t level of our neighborhood (in much the same way living Van Nuys Airport does). I would have to consider movin order to continue my business in the manner that I do in Another concern is that we frequent the businesses that currently part of our neighborhood and we support their namverlententally oppuser or dyn1000 word; word
708	Burton Marilee	6901 Willis Avenue Van Nuys, CA 91405					business community gem in the heart of Van Nuys. This comm rich resource for the area both in the services it provides the community as well as the tax base that contributes to Van Nuy area houses approximately 186 businesses and with up to 150 employed there, the majority of whom live within a few miles of the site. There is no wealth of business properties to move house all these businesses locally and their loss the Van Nuys great not to mention that there likely would be a number than not survive the move as well. My partner, an electrical contra his shop there. He has spent thirty years in the area building u local clientele. Thirty years. Were he to have to move his busi another area, that clientele is irreplaceable. He does not have years ahead of him to rebuild. It is my understanding that Option B and Option C are not nex heavily populated with businesses. And at the two public com meetings I went to someone from one of the other areas stoc pitched her area as the one to choose because her communit believe it was Panorama City) would benefit from the jobs co would bring whereas site construction in Van Nuys would be detriment to our community. Further with the ideal of fewer commuters some ten years away, you would immediately neg
709	Saikali Diana						I oppose option A and the train yard at Kester and Oxna to our homes.
710	Serviss Kathryn	5806 Bevis Ave Sherman Oaks, CA 91411					I do not support option A. There are other sites more appropriate for this. This needs to be built further away residential neighborhoods.
711	Valentine Nancy	15337 Archwood St. Van Nuys, CA 91406					I have lived in Van Nuys since 1953 (with the exception of years I spent in Washington DC). I am also a very active ' am against Option A for the transit corridor. I feel Optio is much better. There is no reason to disrupt 186 busine will most likely put 1,500 people out of work. In Option J businesses would be paid through eminent domain. Will money only go to the owner of the building? Will the bu- be paid to relocate if they don't own the building? Will the paid for down time, and the expense of moving? What a the printing costs for new stationery, business cards etc. like the city does not care about the people it is suppose serve. We are not voting for this and WILL REMEMBER W HAPPENS COME THE NEXT ELECTION. NO ON OPTION / FOR OPTION D OR B.
712	Iblings David	5812 vesper ave Sherman Oaks, 91411					Train yard. No on a. Yes on b
713	Gans Michael						I am fully against a Train yar near my house This would I huge negative effect on our property values and quality This is the Option A that businesses on Oxnard are opport as the city would demolish them all. I don't want Option train yard right next to my home

		Mode	BRT LRT	LRT Options	MSF Site				Additional Issue	es	Metro Orange
Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C	Other parking	safety	bikes s	security Property Real Esta	Line/Sepulveda Projects Connection
I STRUNGLY OPPOSE OPTION A and TUILY SUPPORT OPTION B. I live											Comments
just blocks away from the proposed train yard, and I have numerous concerns. The first is my child's safety. My 15 year old											
son walks to and from Van Nuys High School to our											
neighborhood. With local businesses on the streets between the											
school and our house, I don't have the fear for his safety that I											
would if a trainyard took the place of the same businesses											
because there are always people around the area, walking,											
biking, etc. But I would definitely fear for my son's (and that of											
all of the high school population) safety should a huge trainyard					1 1		No Option	1			
take up this space. My second concern is for my own business. I					1 1		Α	1			
have a voiceover studio in my home and make my living											
producing and voicing projects. I worry that the sounds emitting											
from a train maintenance yard would completely affect the audio											
level of our neighborhood (in much the same way living near the											
Van Nuys Airport does). I would have to consider moving in order to continue my business in the manner that I do now.											
Another concern is that we frequent the businesses that are											
currently part of our neighborhood and we support them											
nlan verden rent talk oppuseu no dy 100A wardrew (activento)'s nlace of											
business community gem in the heart of Van Nuys. This community is a											
rich resource for the area both in the services it provides the											
community as well as the tax base that contributes to Van Nuys. This											
area houses approximately 186 businesses and with up to 1500 people employed there, the majority of whom live within a few miles distance											
of the site. There is no wealth of business properties to move and											
house all these businesses locally and their loss the Van Nuys would be											
great not to mention that there likely would be a number that would											
not survive the move as well. My partner, an electrical contractor has his shop there. He has spent thirty years in the area building up a large											
local clientele. Thirty years. Were he to have to move his business to					1		No Option A			1	
another area, that clientele is irreplaceable. He does not have thirty							A				
years ahead of him to rebuild.											
It is my understanding that Option B and Option C are not nearly as heavily populated with businesses. And at the two public comment											
meetings I went to someone from one of the other areas stood up and											
pitched her area as the one to choose because her community (I											
believe it was Panorama City) would benefit from the jobs construction would bring whereas site construction in Van Nuys would be a great											
detriment to our community. Further with the ideal of fewer											
commuters some ten years away, you would immediately negate an											
I oppose option A and the train yard at Kester and Oxnard next							No Option				
to our homes.					1		A				
I do not support option A. There are other sites more							No Option				
appropriate for this. This needs to be built further away from					1		A				
residential neighborhoods.											
I have lived in Van Nuys since 1953 (with the exception of the 5											
years I spent in Washington DC). I am also a very active voter. I											
am against Option A for the transit corridor. I feel Option B or D is much better. There is no reason to disrupt 186 businesses, that											
will most likely put 1,500 people out of work. In Option A, those											
businesses would be paid through eminent domain. Will that											
money only go to the owner of the building? Will the businesses							No Option				
be paid to relocate if they don't own the building? Will they be					1 1		A				
paid for down time, and the expense of moving? What about all											
the printing costs for new stationery, business cards etc.? It looks											
like the city does not care about the people it is supposed to											
serve. We are not voting for this and WILL REMEMBER WHAT											
HAPPENS COME THE NEXT ELECTION. NO ON OPTION A. YES FOR OPTION D OR B.											
Train yard. No on a. Yes on b					1 1		No Option				
-							A				
I am fully against a Train yar near my house This would have											
huge negative effect on our property values and quality of life.							No Ontine				
This is the Option A that businesses on Oxnard are opposed to					1		No Option A			1	
as the city would demolish them all. I don't want Option A and a											
train yard right next to my home.											

										Mode	BRT LRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Ty	pe Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- 28- 14- running running stations statio	At- At-grade with s grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C
714	Estrada Natalie			UUSINE 331			The DEIR and appendices do not provide sufficient intership data for the reader to evaluate the alternatives or to compare the performance of any of the alternatives to other transit projects. Typically, analyses of transit projects report boardings by station and total "project boardings," which is simply the sum of the number of people who board the train at each station. For example, the DEIRs for the Crenshaw/LAX Transit Project and the Eastside Extension Phase 2 report such data. This allows the reader to evaluate which stations are the most critical to the performance of the line, and it also provides a standard way of comparing one transit project to another. The ESFV DEIR does not report boardings by station or total project boardings. Alternative 3 has 28 stations, while alternative 4 has 14 stations. Since station boardings are not presented, the reader cannot tell which stations have high ridership and which have low ridership. It may be possible to improve the overall performance and reduce the impacts of Alternative 3 by eliminating low-ridership stations, but the reader cannot determine this because forecast boardings are not presented for individual stations. The DEIR and Appendix G report "Daily Transit Boardings" without explaining what this term means. It is clearly not project boardings, since Table 6-4 of the DEIR indicates that the No Build alternative							w n tc
715	Disisito Renee	13958 Hamlin St Valley Glen					Closing businesses.loss of employment and a train yard in our neighborhood is not what we need .						1	N
716	Rosenberg Phyllis						Train yard on Oxnard Street. It is my understanding that through eminent domain you are planning on building a train yard just north of our residential neighborhood. Since we moved here in 1988 there have been numerous changes to the community. The addition of the orange line, the fire station that is a work in progress and now this proposed train yard just north of our residential neighborhood. The value of the homes in our area have not gone up at the same rate due to these changes as they have in surrounding communities. Surely you can find another area for storage of these trains in an area that is not adjacent to private homes.						1	N
717	Cini Karen						I am head of the Neighborhood Watch for over 600 households just South of Oxnard at Van Nuys Blvd. I write on behalf of many residents, who are quite upset to hear that you are even considering putting a rail yard near our homes. I am certain that you would not want a rail yard near your homes! We vehemently oppose Option A and we ask that you do the same. I understand that Panorama City is interested in Option B, and if this is the case, then all the better, but please do not destroy the quality of life in our neighborhood by using eminent domain to remove long-standing businesses in our community.						1 1	N
718	Saikali Robert	5811 noble ave sherman oaks, CA 91411					I oppose option A and oppose establishing a train yard on Oxnard between Kester and Cedros. Please do not destroy our neighborhood by placing a rail yard						1	N
719	Variel Linda	VESPER AVENUE SHERMAN OAKS, CA 91411					adjacent to it. The social, financial and community impact would be horrendous. Please choose a location causing the least amount of harm. If not, there will be a political price to pay. Our community is well organized and committed to fighting this plan tooth and nail. Besides, this plan makes absolutely no sense. In the long term, it causes too much harm to be beneficial to either Van Nuys or Sherman Oaks.							
720	Muscara Kristine	5831 Saloma Ave Sherman Oaks, CA 91411					We oppose this Option. The crime is already too high in the Oxnard and Kester area. We don't need a large unmanaged area to add to that problem. At least we have local small business owners who care about our neighborhood!						1	N
721	Palumbo Rocco	5856 VESPER AVENUE SHERMAN OAKS, CA 91411					Please do not destroy our neighborhood by putting a rail yard next to it. The loss of businesses, jobs and services would be devastating to all and the noise pollution and blight would have a terrible affect not only on our quality of life but on property values too. Please err on the side of reason, wisdom and the best interests of our community in your decision making. Please choose a different location without such a dire impact on the local community. We would greatly appreciate it.							
722	Hicks Merritt	5738 Noble Ave Sherman oaks, Ca 91411					Please don't built the orange line on Oxnard. I don't like Option A. Go with Option B						1 1	N

Additional Issues											
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments				

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w/DEIS/R -
may need
to address
in Final
EIS/R

MSF Site

Mode

LRT

BRT

LRT Options

No Option A

	DEIS/R Public Comments Summary									Mode	BRT LRT	LRT Options	MSE Site		
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Typ	pe Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C	
723	Safford-Paul Bethany	5711 Vista Del Monte Ave Sherman Oaks, Ca 91411					Our neighborhood and community is OPPOSED to Option A. This is a growing residential area with many small businesses that has been undergoing great growth in the last several years. Option A would bring a train maintenance and storage yard to our neighborhood depleting our property value and the hard earned progress this community has made. NO ON OPTION A!						1		No
724	Lynch Susan Lisa	5715 Bevis Ave. Sherman Oaks, CA 91411					Just putting in a comment against putting this into the Kester/Oxnard area. Obviously for property owners in the area, it is detrimental to property value and quality of life. This area has been getting progressively nicer in the past few years. Many businesses have moved in and some have remodeled. The businesses in the area are important and some longstanding in the community. Building in proposed area would be a backwards movement for many individuals and businesses. My hope is that an alternate location will be sought out. Perhaps close to 405 where there is much more land and it's more industrial. Thanks you for considering these thoughts as I share my personal views						1		No
725	Gullo Lynne	6625 Saloma Avenue Van Nuys, CA 91405					 - and on behalf of those in my neighborhood. I'm opposed to Option A, the train yard in Oxnard and Kester area as it will further diminish the value of our homes in this neighborhood. You are going to destroy a vital part of our neighborhood. 						1		No
726	Belliveau Jody						Please find other alternatives.								
727	Ellis Christopher	5936 Ranchito Ave Valley Glen, 91401					I write to raise an objection to situating the proposed rail repair yard on Oxnard Blvd close to Kester Ave. This is directly adjacent to a family residential area and would have a degrading effect on property prices and quality of life as well as create a permanent and negative imprint on what is an eclectic and increasingly pleasant community. It would also destroy many small businesses. As a homeowner in Valley Glen and as a longtime resident I can tell you that we have all worked hard to build a pleasant, family centered community that applauds and supports our many local businesses and this rail repair yard would have a truly negative effect on that now and in the future. Please find an alternate site more suited to this type of facility.						1		No
728	Haddox Jack						I am a resident in the neighbor where I understand a proposed train yard is planned between Kester Street and Cedros Street along Oxnard Blvd. I totally object to this because it will reduce our neighbor hood atmosphere and could reduce our property values.						1		No
729	Gabai Evelyn	5718 Tobias Ave Van Nuys, CA 91411					We are writing to ask that you DO NOT put a train yard next door to our home or in our neighborhood. We say NO to Option A! The decrease in property value would be disasterous for us and the resulting pollution, noise and heat (from miles of paving), and huge numbers of employees would be awful. We are a quiet, treelined neighborhood with wildlife and few crowds. We would dread the increased traffic and an end to the peaceful neighborhood we moved into thirty years ago. We spent the bulk of our hard earned dollars to maintain our mortgage and could never afford to move. The area you are considering is also home to a number of small business that would be badly affected. I know that my neighbors feel the same way –specially if you forced us out with eminent domain. Don't build that train station here – we will be findting you tooth and nail to prevent						1		No

station here - we will be fighting you tooth and nail to prevent

it. Sincerely, Evelyn Gabai and Spike Steingasser

			Additio	nal Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

No Option A

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No Option A

No Option A

No Option A

No Option A

c	Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?		
	730	Brown Jan	7822 Broadleaf Avenue Panorama City, CA 91402				
	731	Silverstein Kendra	5706 Noble Ave Sherman Oaks, CA 91411				
	732	Symonds Jeff	5716 Willis Ave Van Nuys, CA 91411				
	733	Webb P. Birgitta	5904 Mammoth Avenue Van Nuys , California 91401				
	734	Gaudette Jana					
	735	Berrones Diane	Cedros Ave				

736 Wisniewski Bernand

737	Mazer Eric	14301 Martha street Sherman oaks, Ca 91401
738	Johnson Kevin	14354 Hatteras St. Van Nuys, CA 91401
739		
740	Nive-Kohring Jessica	14329 Califa St Sherman Oaks, CA 91401

Property Type Comment (General Summary) I am a longtime resident of Panorama City, and currently on the Board of the Panorama City Neighborhood Council. Over the years, I have reviewed many versions of the proposed plans for the East SF Valley Corridor. I have always supported the Light Rail option, and still do. This is the only way to give this part of the Valley the modern transportation system that it deserves. I support the 14-stop option, to assure that there not be so many stops that it will be too slow to be effective or efficient. I also support long platforms that can accommodate 6-car trains for optimum future capacity. I strongly support this project being part of the Sepulveda Pass connection to the LA West Side, including a future extension of the light rail line south on Van Nuys Blvd. Of the options presented for the Maintenance and Storage Facility, only Option B (south of the railroad, east of Van Nuys Blvd.) truly makes sense, both because it will improve the currently unsightly and depressed stretch of Raymer Street, now always lined with roadside trash and illegal dumping on the railroad side of the street, and it will not destroy the more established and prosperous areas of the other options. I thus oppose Options A or C Labsolutely oppose any use of the DIM/D

Do NOT want Option A

Date

I am opposed to the "Option A" location of the maintenance yard. This type of facility should be located in a more industrial area like Sunland or Sylmar where there are already scrap yards and recycling facilities. The proposed location of "Option A" is too close to Van Nuys City Hall and the Government center. "Option A" displaces too many business and negatively impacts adjacent neighborhoods. Please do not consider "Option A" as a reasonable solution.

I do NOT want this built. It will de value our homes and DO nothing positive for those of us living anywhere near this. We need more affordable housing, not an eyesore.

I am opposed to option A. I feel it will close too many small business and reduce property values in the area. This is a dreadful idea and will totally decrease our property values and bring more and more traffic into the already congested area. A big NO.

I am writing this letter to express my vehement opposition to Option A. Option A would destroy more than 150 small businesses in Van Nuys. Additionally, it would wipe out a potentially walkable area adjacent to downtown Van Nuys, dealing a death blow to any potential revitalization of an area that is in desperate need of it. Property values of the hard working milddle class families in the area, which have recently begun to climb foreshadowing a potential revitalization, would plummet. As a homeowner in the area, tax payer, and Metro customer, I urge you to explore other options for the light rail yard proposed under Option A. Surely there is a better plan than destroying small business owners, families' dreams, and any chance for urban renewal in Van Nuys.

A train yard at Oxnard and Kester is a terrible idea. Put it in a medium/ heavy Industrial Area. Not a neighborhood.

Please do not construct such a large facility directly in the center of a residential neighborhood. The impact of eminent domain on local business and increased traffic, both vehicle and pedestrian, would be a significant degradation of our quality of life. Not to mention our property values that we have all worked so hard to afford.

Train Yard at Kester & Oxnard. We live in the area and are against OPTION A and a train yard right next to our homes. Thank you.

No to Option A. We are already dealing with a new fire station that will have an impact on our noise levels. We also frequent many of the businesses (who have been there for years) that fall in the outlined area of this plan.

Additional Issues										
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection			

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No Option A

LRT Option

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No Option

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No Option A

No Option A

No Option A

	DEIS/R Public Comments Summary								Mode	BRT	IRT	LRT Options		MSF Site		
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- running running	28- 14- stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Option A Option A	Prefer No Prefer Option B Option B Option C	No Option C	
741	Grant Cheryl					We do not want Option A. The city already snuck in the Fire Station at Vesper and Oxnard and adding a TRAIN YARD next to this in a residential neighborhood is unacceptable. The noise and commotion level for a quiet neighborhood is already going to be a problem. NO TRAIN YARD. I support option B because Panorama City is a more suitable place.							1	1		N
742	Catalano Anna	5831 Noble Ave Van Nuys, Ca 91411				I support small business. I'm also concerned about how pollution this will created so close to my neighborhood.										
743	Trifon Brian	4022 Brunswick Ave. Los Angeles, CA 90039				I strongly oppose option A of the East San Fernando Transit Project. Option A will potentially eliminate 200 hundred businesses and 1000 jobs in this highly productive and improving business community. I strongly recommend adopting Option B that will be a win win for the MTA and Valley Transportation. Option B is Panorama City and it's businesses and Neighborhood Council want the maintenance facility, the jobs it will bring and the improvement to it's economy.							1	1		N
744	Lazarow Haydn	14679 Aetna ave Van Nuys, CA 91411				I have my business based in the proposed rail yard area. I am strongly opposed to haveing this land acquired for this project. It is also close to the residential area I live in. Please look at other options.										
745	Form-Forman Judith					As a resident and homeowner in the vicinity of the rail maintenance facility proposed in Option A for Van Nuys, I am appalled that such a facility would be built so close to a residential neighborhood. This will cause increased noise and traffic, and possibly increased pollution, in the area, and will undoubtedly reduce property values in our neighborhood. I very strongly object to Option A. The options that place the maintenance facility further north and in more industrial areas seem generally more practical and less disruptive to me.							1			N
746	Maillard Jessica	5758 Vista Del Monte Ave Sherman laks , CA 91411				We live in a peaceful, residential neighborhood. We do not want Option A close to our homes.							1			N
747	Lol Tina	15138 Martha st Sherman oaks, Ca 91411				Hello, I would like to oppose the plan to establish a rail yard on Kester and Oxnard. The plan not only eliminates local businesses but would affect air quality and the overall aesthetic of the neighborhood. In addition, if the area is used to house rail cars or equipment, there will be an increase of noise and be an evesore.							1			N
748	Friedman Robert	5758 Tobias Av Van Nuys, CA 91411				I am against Option A. I don't want train yards in my neighborhood. This is a residential area - why are you putting this here? We don't want our property values diminished - would you want this done to your neighborhood??????? Put the train yards where there are no private homes. I resent that my property values will be downgraded because of this! Your train planning is not helping me get to my job in downtown LA! Or to the westside!! I don't see you building a train route over Mulholland to help people get to the westside! SHame on you! I will protest these train yards , protest option A. You will have a nightmare on your hands from the people in this area.							1			N
749	Nunez Lisa	5732 Cedros Ave Sherman Oaks, CA 91411				No to option A. It will destroy a community of artists and artisans.							1			N
750	Friedman Nancy	5758 Tobias Av Van Nuys, CA 91411				I am writing to protest Option A. I don't want a railroad / train park in my backyard. I spent a lot of money on my house. This will devalue my property. It will bring this neighborhood a lot of undesirable people. I have been robbed twice and resent that the city is doing this to homeowners. Why don't you build the train yard on Chandler? Or Mulholland? or Encino? Don't build it in my back yard.							1			N
751	Paul Tommy	5711 Vista Del Monte Ave Sherman Oaks, CA 91411				Wanted to voice my opposition to Option A, the proposal to put the massive train yard at Kester/Oxnard/Cedros. As a neighbor (5711 Vista Del Monte), I patronize the various businesses along the corridor and do not want to see them go. Additionally, I have huge concerns about the negative effect this proposal would have on quality of life and property values for myself and the surrounding neighborhood.							1			N

Additional Issues										
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments			

No Option A

No Option A

No Option A

No Option A

Public Comments Summary										MSE Site
		Name of Agency or	Resident or				Mode	Gurb- Median- 28- 14-	At- At-erade with	Prefer No Prefer No Prefer
Name Wilkinson Tony	Address 8133 Hazeltine Avenue Panorama City,	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary) Comment (General Summary) 2017-10-28 It seems particularly perverse that, for MSF Options B and C, Metro plans a complete taking of the Van Nuys Metrolink Station. As background, the EIS/EIR notes in several places the Metrolink and Amtrack passenger service which uses this station. Yet I cannot see how the impact of the loss of this regional and interstate passenger service to Van Nuys is proposed to be mitigated. One would think that the interconnection between the ESFVTC and the regional and interstate rail service at the Van Nuys station would be a significant benefit from this transit project. The new Option 4 LRT line will be underground as it crosses the railroad tracks in Panorama City. According to the Real Estate and	Notes	LRT BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer No Option C Option A Option B Option B Option C
	CA 91402				Acquisitions plans in Appendix I, Metro will acquire a sub-surface easement under the working Union Pacific rail yard South of the old General Motors plant site for the purposes of storing and servicing rail cars for both MSF Option B and MSF Option C. The only difference in those options is whether the above-ground facilities will be located South or North of the rail line, respectively, West of Van Nuys Boulevard. Exactly what use requires the taking of the Van Nuys Metrolink Station that could not be accomplished equally well by the taking of land at the second provide the second state of the sec					
Webb P. Birgitta	5904 Mammoth Ave, Van Nuys 91401				rotership and the demand will continue to increase in the years to come. I would like to see this project as an underground subway,however. It would be the most effective for the long term. Please consider making this a subway along this corridor. I also want to OPPOSE the proposed "OPTION A" for the proposed rail yard. A rail yard is NOT the best use for this area. It's near many single family homes, near the valley's government center and near the most congested area all along this corridor. According to the Valley Economic Alliance, there are 58 parcels that hold industrial buildings which are occupied by 1,500 employees and 186 businesses. If Metro decides to move ahead with the rail yard and redevelop these sites		1		1	1 1
					into a storage yard, these businesses would be evicted. In addition, this area is KEY to our recruiting some new film industry businesses into our area, which will REDUCE traffic if we can recruit businesses to our area, then people will live closer to work and don't have to commute so far = less traffic congestion. I've heard that Panorama City supports the OPTION B for the rail yard and I'd like to encourage Metro to support OPTION B for the rail yard. Thank you for your time					
Antokal C. L.	PO Box 5848 Sherman Oaks, CA 91413				I am a member of the Neighborhood Watch for over 600 households just South of Hatteras west of Van Nuys Blvd. I write on behalf of many residents, who are quite upset to hear that you are even considering putting a rail yard near our homes. I am certain that you would not want a rail yard near your homes! We vehemently oppose Option A and we ask that you do the same. I understand that Panorama City is interested in Option B, and if this is the case, then all the better, but please do not destroy the quality of life in our neighborhood by using eminent domain to remove long-standing businesses in our community.					1 1
Orr David					I have read about the plans to create a train yard at Oxnard street and Kester avenue related to the East San Fernando Valley Transit Corridor. This seems to be a location that will create enormous negative impact for the Sherman Oaks area. I don't understand why this area is being considered at all - it seems counterintuitive, a location which will impact the neighborhood and businesses negatively (the former by the increase and redirected traffic; the latter by literally killing local businesses. I see that other options are being considered in more industrial areas, which makes much more sense. Someone mentioned this in a neighborhood blog, and I think it makes sense to look into: "I think an option "D" should be studied to put the maintenance facility at the northern end of the light rail line in Sunland/Sylmar which currently consists of many auto maintenance and scrap					1
	Name Wilkinson Tony Webb P. Birgitta	NameAddressWilkinson Tony\$133 Hazeltine Avenue Panorama City, CA 91402Webb P. Birgitta\$904 Mammoth Ave, Van Nuys 91401Mebb P. Birgitta\$904 Mammoth Ave, Van Nuys 91401Antokal C. L.PO Box 5848 Sherman Oaks, CA 91413	NameAddressName of Agency or OrganizationWilkinson Tony8133 Hazeltine Avenue Panorama City, CA 91402	NameAddressName of Agency or OrganizationResident or Builess of a Builess of aWilkinson Tony8133 Hazeltine Avenue Panorama City, CA 91402	NameAddressName of Agency of Business?Relident of Business?DateWilkinsson Tony\$133 Hazeltine Avenue Paroma City, CA 91402Webb P. Birgita\$904 Mammoth Ave, Van Nuys 91401Muchael C. L.PO Box 5848 Sherman Oaks, CA 91413	NuNuMarketMarketAndWeiter De ConstructionSectorSectorSectorSectorWeiter De ConstructionSectorSec	Note Note Name Weilers F. Weilers A 13 Haureline Arrenne Arrenne	Net N	Interview Interview	Note Noe Note Note

train route a better option than one which will impact residential neighborhoods so badly?

				Additional I	ssues				
on C	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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No Option A

No Option A

	Public Comments Summary								Mode	BRT	LRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Medi running runni	an- 28- 14- ng stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C
757	Kutzin Karen	14726 Oxnard Street Van Nuys, CA 91411				NO on OPTION A. Why would you destroy a thriving economic ecosystem? The placement of this yard makes no sense for the neighborhood. Our business is on the South Side of Oxnard so our building would not be affected. However, our business would be as we have relationships with businesses in the target area. We live in Van Nuys, just up Kester. We use many of the businesses in this area for personal reasons as well as business.							1	N
758	Lin Vivi	5822 Willis Ave Van Nuys, CA 91411				We don't want Option A and a train yard right next to our homes. Sylvie and Yoel Kraizberger							1	Ν
759	Burk Jon	5628 Natick Ave Sherman Oaks, CA 91411				I am writing to express my opposition to Option A in Van Nuys along Oxnard Blvd. As an 11 year homeowner on Natick Ave, this project will substantially affect our quality of life negatively. Please locate this MTA rail yard to a different part of the valley that actually wants it. It is not wanted in our area.							1	N
760	Burk Jon	5628 Natick Ave Sherman Oaks, CA 91411				Writing to express opposition to Option A in Van Nuys along Oxnard Blvd. Please relocate this rail yard to Panorama City (Option B).							1 1	N
761	Aucoin Michelle	5934 Vesper Ave. Sherman Oaks, CA 91411				Option A for the train yard - right next to the homes of Vista Oaks - is a terrible idea! Please don't put a train yard right in our family neighborhood.							1	N
762	McDonald Rebecca	5732 Vista Del Monte Sherman Oaks, CA` 91411				Please do not choose to place a train yard next to a residential area. No to option A.							1	N
763	Dietz Zarek	5823 Vesper Ave. Sherman Oaks, CA 91411				I am a member of the Neighborhood Watch for over 600 households, just South of Oxnard west of Van Nuys Blvd and block captain for Vesper Ave. I write on behalf of my family and many residents, who are quite upset to hear that you are even considering putting a rail yard near our homes. We all opposed the Fire Station that is now going in as the city did not even consider the people in the neighborhood, what they wanted and how it would affect them. So again, we speak out and say we vehemently oppose Option A and we ask that you do the same. Please do not destroy our quality of life and neighborhood and please let the longtime businesses stay in our community. Pushing them out will also affect the quality of lives of the workers and those businesses, adding to our out of work and homeless issues. Please be the solution not the problem and use another option.							1	N
764	Liberatore Melinda					another option. NO on OPTION A I am a member of the Neighborhood Watch for over 600 households just South of Oxnard west of Van Nuys Blvd. I write on behalf of many residents, who are quite upset to hear that you are even considering putting a rail yard near our homes. I am certain that you would not want a rail yard near your homes! We vehemently oppose Option A and we ask that you do the same. I understand that Panorama City is interested in Option B, and if this is the case, then all the better, but please do not destroy the quality of life in our neighborhood by using							1 1	Ν

do not destroy the quality of life in our neighborhood by using eminent domain to remove long-standing businesses in our

community.

			Additio	onal Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

No Option A

No Option Å

No Option Å

No Option A

No Option A

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No Option A

	DEIS/R Public Comments Summary							Mada	807 107	IRT Onlines					Additional Issues	
Commont			Name of Agency or	Resident or				Mode	Curt Median 29 14	At- At-grade with	Prefer No Prefer No Prefer				Additional issues	Metro Orange ine/Sepulveda
No.	Name	Address	Organization	Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM NB	running running stations stations	grade 2.5-mile Subway	Option A Option A Option B Option C	No Option C	Other park	ng safety	bikes sec	jects Connection
765	Padilla Veronica		Pacoima Beautiful	Business? Stakeholder Group		 Dear Mr. Washington, This letter outlines Pacoima Beautiful's comments on the Draft Environmental Impact Statement/Report Draft EIS/EIR for the East San Fernando Valley Transit Corridor Project. Pacoima Beautiful is a community based environmental justice non-profit, which has served the East San Fernando Valley for over 20 years. We have engaged with the East San Fernando Valley Transit Corridor (ESFVTC) project since its inception. The comments below reflect the sentiment of our members, and staff, as well as our knowledge of the community. Metro needs to take action now to institute a Transit Oriented Communities policy for the neighborhoods along the ESFVTC. The neighborhoods the line runs through are predominantly low income, communities of color, with a high percentage of renters. These residents are highly vulnerable to displacement and the construction of new transit lines in other neighborhoods in LA County has hastened neighborhood change. For this reason, Metro needs to work with the city of Los Angeles on instituting 				Free Trains room						Comments
		117 Maanail St				noticiae that will protect low income residents and ensure that										
766	Fernandez Julie	117 Macneil St San Fernando, CA 91340				Supports LRT with 14 station		1	1							
767	Gonzalez David	16600 Sherman Way, Suite 170 Van Nuys, Ca. 91406	California State University of Northridge	Slakenouuer		Dear Mr. Davis: On behalf of California State University, Northridge (CSUN) it is with great enthusiasm that I express our support for the East San Fernando Valley Transit ColTidor project being built as at-grade running light rail with 14 stations; preserving local bus service; and mitigating parking impacts. This corridor will be the first section of the eventual Metro line connecting the Valley and the Westside. The at-grade light rail transit (LRT) with 14 stations option has the highest ridership capacity among the alternatives, and provides the best connectivity time to the Orange Line and future Sepulveda Transit Corridor project. Furthermore, LRT has the highest level of community support, based on public comments and input during the Alternative Analysis public outreach process. The communities along this corridor deserve the economic development associated with Metro rail lines. LRT infrastructure improvements attract private investment in commercial centers and transit-oriented housing. In comparison, bus rapid transit systems provide only minimal investment in community		1	1	1			1			
768	Gonzalez David	16600 Sherman Way, Suite 170 Van Nuys, Ca. 91406	VICA	Stakeholder Group		 Wear With Davis, and do not atteact classificant extract invectorant The Valley Industry and Commerce Association (VICA) strongly supports the East San Fernando Valley Transit Corridor project being built as at-grade light rail transit (LRT) with 14 stations, while preserving local bus service and mitigating parking impacts on Van Nuys Boulevard. The San Fernando Valley suffers from subpar transit options to relieve our worsening congestion. Current bus lines along this corridor are the most heavily used in the Valley after the Orange Line and among the top ten in the county. The at-grade LRT with 14 stations option has the highest ridership capacity among the alternatives, and provides the best connectivity time to the Orange Line and future Sepulveda Transit Corridor project. Furthermore, LRT has the highest level of community support, based on public courteach process. The historically underserved communities along this corridor deserve the community development associated with Metro rail lines. As demonstrated by the Metro Gold Line and expected plane the function of the functi		1	1	1						
769	Ackerman Jason					Supports Alternative 4 and MSF Option B and opposes MSF		1			1 1					
770	Diorco Prodlaw		Pierce Law Firm			Option A					1 1 1					
770	Pierce Bradley		FIEICE LOW FIFT	•		Oppose Option A and support Option B and Option C.										

Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date
771	Sales Kristin				
772	Gomez Ivan		Pashupatina, Inc	Business	
773	Plumley Anna	6600 Burnet Ave. Van Nuys, CA 91405			
774	Plumley Tim	6600 Burnet Ave. Van Nuys, CA 91405			

775 Clarke Darrell

Property Type Comment (General Summary) I support public transportation for this corridor. This area has high ridership and the demand will continue to increase in the years to come. I would like to see this project as an underground subway.however. It would be the most effective for the long term. Please consider making this a subway along this corridor. I also want to OPPOSE the proposed "OPTION A" for the proposed rail yard. A rail yard is NOT the best use for this area. It's near many single family homes, near the valley's government center and near the most congested area all along this corridor. According to the Valley Economic Alliance, there are 58 parcels that hold industrial buildings which are occupied by 1,500 employees and 186 businesses. If Metro decides to move ahead with the rail yard and redevelop these sites into a storage yard, these businesses would be evicted. In addition, this area is KEY to our recruiting some new film industry businesses into our area, which will REDUCE traffic if we can recruit businesses to our area, then people will live closer to work and don't have to commute so far = less traffic congestion. I've heard that Panorama City supports the OPTION B for the rail yard and I'd like to ancourage Matro to support ODTION P for the rail yard Opposes Option A

> As a resident of Van Nuys, I strongly oppose Option A and the eviction and destruction of thriving independent businesses for a light rail maintenance facility. While I commend Metro's vision of providing more public transportation throughout the valley, I urge you to find another location for the facility that won't displace businesses and bring never-ending construction to the area, in turn bringing property values down and driving muchneeded revenue out of the city.

As a resident of Van Nuys, I strongly oppose Option A and the eviction and destruction of thriving independent businesses for a metro maintenance facility. While I commend Metro's vision of providing more public transportation throughout the valley, I urge you to find another location for the facility that won't displace businesses and bring never-ending construction to the area, in turn bringing property values down and driving much-needed revenue out of the city.

The Sterra Club strongly supports the "Median-Running Light Rail Transit with 14 Stations" alternative. This project must be planned as the first section of a single continuous high-capacity, high-speed, high-frequency rail corridor from the north San Fernando Valley to Van Nuys to UCLA and Westwood to LAX and the South Bay. Therefore it should also be designed for 4-car trains.

It additionally needs to plan convenient connections from Santa Clarita to Sylmar in order to become a reasonable alternative to the current 1.5 hour automobile commutes via I-405 from Santa Clarita to the Westside.

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Impacts of the necessary rail yard site are an important consideration, and the community proposal should be seriously considered to use the existing DWP parcel and car-storage lot to its east, south of the Metrolink tracks, instead of disrupting the very-productive existing light-industrial tract near Oxnard in Van Nuys.

We question its incremental cost estimate of \$1.4 billion for less than three miles of tunnel from Sherman Way to Roscoe.

Additional Issues													
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection						

No Option A

IPT

LRT Option

At-grade with 2.5-mile Subway MCE Cito

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Prefer No Prefer No Option C Option B Option B Option C

No Option

	DEIS/R Public Comments Summary								Mode	BRT	LRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- running running s	28- 14- tations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C
776	Bousfield Nathan			USINESI		I strongly support Alternative 4: LRT over the other proposed alternatives. While Alternative 3: Low Floor LRT/Tram has some benefits such as more frequent stop placement, the decreased travel times make it a better fit, especially when considering the Sepulveda Pass Transit Corridor. It is essential that this project is planned to be compatible with this project, and with the high ridership expected for both the East San Fernando Valley Transit Corridor and the Sepulveda Pass Transit Corridor, LRT like other Metro lines is the best option. Bus rapid transit is cheaper, but has a capacity of between 15,900-16,000 less than LRT (Low- floor LRT has a capacity of 11,600 less than LRT similar to existing lines). The cost with or without a subway for the southern section was discussed at the public comment meeting I attended, and I don't have a strong preference. I would lean against tunneling, unless it is needed for compatibility with the Sepulveda Pass Transit Corridor project. While an alternative has not been selected for that project, LRT will be an option and I think will be the most likely alternative, given the high ridership it is also expected to draw.		1				1		
777	Shelton Nadine	5732 Vesper Ave Sherman Oaks, CA 91411				I have strong concerns about Option A East San Fernando Valley Transit plan. The business between Kester & Cedros and Oxnard are thriving and serve the surrounding community. We should not remove them to build a train depot. This would only leave this area desolate and without character.							1	N
778	Itzikman Sasha					NO on OPTION A. I am a member of the Neighborhood Watch for over 600 households just South of Oxnard and West of Van Nuys Blvd. I write on behalf of many residents, who are quite upset to hear that you are contemplating placing a rail yard near our homes. I am certain that you would not want a rail yard near your home! We vehemently oppose Option A and we ask that you do the same. I understand that Panorama City is interested in Option B, and if this is the case, then all the better, but please do not destroy the quality of life in our neighborhood by using eminent domain to remove long-standing businesses in our community. Thank you for your consideration.							1 1	N
779	Maillard Jessica					I live just south of Oxnard west of Van Nuys Blvd. I heard through fellow neighbors that you are considering putting a rail yard near our homes and we are completely opposed to the idea. I understand that Panorama City is interested in Option B. Please do not destroy the quality of life in our neighborhood by using eminent domain to remove long-standing businesses in our community.							1	N
780	Quintana Humberto	City Hall, Room 455 200 N Spring Street, Los Angeles, CA 90012	Monica	Government /Agency		 Dear Mr. Davis: Thank you for the opportunity to review and comment on the Draft Envionmental Impact Statement and Report (Draft EIS/EIR) for the East San Fernando Valley Transit Corridor Project. The 7th Council District supports the East San Fernando Valley Transit corridor being built as a median-running, at-grade, light rail alignment with 14 stations that would preserve the local bus service. The North East San Fernando Valley has seen massive under-investment in transportation infrastructure. It would benefit from a new light rail project that provides greater connectivity. That said, the following comments are concerns I have based on upon my review of the Draft EIS/EIR: 		1			1	1		
						Economic and Fiscal Impacts - Ensure business retention programs are in place to mitigate the negative impacts associated with rail construction. This includes ensuring that the Metro Board will provide adequate funding for the Metro Business Interruption Fund (BIF).								
781	Ghaffari Golesorkhi Leila					We live on vista del monte just south of Oxnard. We opt for Option B - meaning building the train yard in Panorama City rather that in our neighborhood. Thanks so much for your							1	
782	Kessler Carlyn	15007 Archwood St 91405				attention. Leila & Maani Goleosrkhi NO ON OPTION A. We support our local businesses & do NOT want that train yard in an area which is shared by both residences & small business.							1	N

Additional Issues													
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments						

1

No Option A

No Option A

No Option A

1

	DEIS/R Public Comments Summary													
. .				Resident or						Mode	BRT LRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Affiliate of a Business?	Date	Property Typ	e Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C
783	Kessler Carlyn	15007 ARCHWOOD ST Van Nuys, Ca 91405					NO ON OPTION A! Our neighborhood supports & depends on those businesses!						1	No
784	Dhanjee Shimal						No on option a. Please noooo. Option B seems much better						1 1	No
785	Glynn Margaret						NO on OPTION A. I am a member of the Neighborhood Watch for over 600 households just South of Oxnard west of Van Nuys Blvd. I write on behalf of many residents, who are quite upset to hear that you are even considering putting a rail yard near our homes. I am certain that you would not want a rail yard near your homes! We vehemently oppose Option A and we ask that you do the same. I understand that Panorama City is interested in Option B, and if this is the case, then all the better, but please						1 1	No
786	Davis Debra K.						do not destroy the quality of life in our neighborhood by using eminent domain to remove long-standing businesses in our community. This email is to object against the proposed train repair yard that Metro is proposing for the area just North of Our neighborhood. The area north of us is called Option A. There is a proposed yard for the Panorama City and that area really would LIKE to have the yard placed in their area. Please keep our neighborhood and small businesses from closing and bringing our values down. I am a resident of the Vista Oaks neighborhood. I write on						1	No
787	Schwartz Stephen	Vista Del Monte Ave 91411					behalf of many residents, who are quite upset to hear that you are even considering putting a rail yard near our homes. I am certain that you would not want a rail yard near your homes! We vehemently oppose Option A and we ask that you do the same. I understand that Panorama City is interested in Option B, and if this is the case, then all the better, but please do not destroy the quality of life in our neighborhood by using eminent domain to remove long-standing businesses in our community. It just makes more sense to put it in a community that WANTS option B, and NOT in the comminity that does NOT want option A						1 1	No
788	Liberatore Melinda						No on Option A. I live near the proposed area and love the businesses on Oxnard between Kester and Cedros. I am opposed to building the proposed storage area so close to my home and my neighborhood. I have been informed that Panorama City wants this storage facility and cannot figure out why Metro wouldn't just build this facility in a welcoming location. Please do not build this storage area in our neighborhood. Thanks for your consideration. Tony and Melinda Liberatore						1	No
789	Sarah						Hi, my name is Sarah, and I live within the community that will be affected by Option A for the railyard. I was just calling to let you guys know that I'm hoping you will absolutely say no to Option A. There are many businesses that my husband and I frequent and has been to better within that zone who'd be greatly affected. The businesses alone that live there and employ people there have there for 30, 40, 50 plus years and uprooting and moving a hundred plus businesses would not only hurt our community but it will also take away money from our community that's helping to fund other businesses in the area. Please feel free to give me a call back. My cell phone number is 310-383-1461. Myself and several other friends of ours live in the neighborhood feel very strongly about this. You know, just please say no to Option A. We would love to keep the flavor of Van Nuys so alive and well. Again, and my name is Sarah. Thank you. Bye.						1	No
790	Dantona Jim						Supports Alternative 4 and MSF Option B and opposes MSF Option A		1				1 1	

			Additio	onal Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

No Option A

No Option A

No Option A

No Option A

No Option A

A

No Option A

	DEIS/R Public Comments Summary								Mode	BRT IRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Typ	e Comment (General Summary)	Notes	LRT BRT TS	SM NB Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C
791	Orellano Dennis						I would like to begin list by stating that is support your endices to improve access to convenient and affordable transit, especially in the communities that rely on it the most. Traffic in Los Angeles County is perhaps one of the biggest obstacles to a higher standard of living and business productivity. I am hopeful that projects like this and others will help alleviate some of the stress on our already packed roads. With that said, I am equally hopeful that you do so in a manner that doesn't inadvertently take away from the same communities that you are trying to help. I'm writing you today in representation of my family's business for over 35 years, located on a property in Sylmar that is in danger of being torn down to build a guideway. As you can imagine, the mere thought of losing the business that we have and continue to work so hard to build is devastating. From our humble beginnings selling flowers in a small kiosk on the corner of Chatsworth and Sepulveda to becoming our city's top ranked florist, it has been a long journey to success; and we're not done yet. We love our community and have architectural plans to improve our building so that we can better serve Sylmar in 2018. These plans are now on hold as we wait to hear more about what you and your team will decide regarding this project in our area. It is particularly difficult for us to cope with the potential loss of our business when thinking of how involved and committed we have been		1 1				В
792	O'Connor Michael						Hello, it's Michael O'Connor. I'm a resident of the Sherman Oaks – Van Nuys area, and I am calling opposition to Option A for the transit corridor. I do not like the local businesses and all the employees that are employed by them to be put out of work, as well as I don't want the repair facility near my home because of the (unintelligible) waste and every other issue that would come along with the repairs being done there, as well as the increase in crime rate. Again my name is Michael O'Connor. My phone number, if you want to call me back, is 818-314-2456, and I'm opposing Option A for the East Valley Transit (unintelligible). Thank you very much.					1	N
793	Becker Adam						Hello. My name is Adam Becker. Please reach me at 323-397- 1853. I'm calling to tell you that I definitely oppose this Option A, which is the giant train yard that you're going to put basically in my backyard on Oxnard Street. And I strongly support Option B, which is the MSF in Panorama City. From my understanding Panorama City actually want this project in their city and I think you would want to do that rather than destroying about one hundred and eighty-six businesses that employ about fifteen hundred workers in our neighborhood, and also basically leave a thirty-three acre dead zone where you propose to build this transit yard and rail yard. So, please call me back. I've actually just found out about this entire project. Did not know anything about it. And as a resident of the neighborhood that's very disheartening. So I can be reached at 818-397-1853.					1 1	N
794	Fahe John						Hi, this is John Fahe. My phone number is area code 818-939- 2990. I was just informed about this train yard at Kester & Oxnard, in the City of Van Nuys. And I really would like to protest this. I'm a homeowner in a nearby neighborhood, and I feel that this project would be very detrimental to our area, and it would probably make a lot of our real estate go down in value having something so commercial so close to us. Also, I think it's very unfair to all the businesses that are located in that general vicinity from Oxnard to Calvert for them to be in a position where they're going to lose their business, their real estate, and who ever has dreamed this up was not really thinking about what they're going to do to the citizens of the community. Definitely, I would like to say no to this project. And again, my name is John Fahe, and I am at 818-939-2990. Thank you so much.					1	Ν
795	Rynew Zachary	11756 Otsego St. Valley Village, 91607					Hi my name is Zachary Rynew. My address is 11756 Otsego St., Valley Village, 91607. I'm calling just to leave comment on the project. I support the Light Rail line option. I also seek better first and last mile connections to this line, improve bike facilities, and also to keep in the bike lane so the (intelligible) can be accessible like many other stations. Thank you.		1				

Thank you.

Additional Issues Metro Orange														
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Line/Sepulveda Projects Connection Comments							
SF Rd Businesses (Sylmar)		1												

No Option A

No Option A

No Option A

1

1

	DEIS/R Public Comments Summary							Mode	RPT IPT	I RT Ontions	MSE Site			Additional Issues	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C	Other parking safety	bikes security	Metro Orange Line/Sepulveda rojects Connection Comments
796	Elhawary Amani	14547 Arminta St Suite D & E Panorama City, Ca 91402				Arminta Street Panorama City CA 91402 Suite D & E. We object to choice C for your maintenance and service facility. Frankly, the DWP site would be a better choice since only ONE tenant is impacted and they have loads of facilities and land from which to operate. We don't have that and will NEVER be able to rent elsewhere. The permits required to open this business took much time and money to obtain. Finding a location that would even allow us to open again will be next to impossible. Well, just a small idea it took us three years of construction to be able to open just one suite first paying rent, permits and paying licensed contractors for each permit required special plumbing, special air conditioners, special hoods, and etc costing \$350,000 not including machines, equipment, labor. A year and half ago I rented the next door to expand I'm currently still under construction trying to obtain permits and complete work to be opening soon again going thru all the above process I have licensed contractor for each category needed to obtain permits from plumber, air conditioning, coolers installed, machines been purchased, to special hood, and so much more been paying rent for the past time and still paying rent hoping to open soon and complete the project I have been working hard spending lots of money						1	Option C business		
797	Morrissey Edward					Dear Mr. Davis, By way of this letter, the Atwater Village Neighborhood Council (AVNC) is submitting comment to the above-referenced Draft EIR/EIS. AVNC believes that it is critical for government to account for community input. As such, AVNC urges Metro to give first and serious consideration to the Van Nuys Neighborhood Council and all other affected neighborhood councils as the voice of their communities and stakeholders with regard to the East Valley Rapid Transit Corridor Project and all other future projects. Please contact the undersigned Co-Chairs should you have any questions or comments.									
798	Simons Audrey	732 Mott Street San Fernando, CA 91340				 Hello, at the VICA Business Forecast Forum at the Universal Hilton on October 20th, I was asked by an MTA representative to voice an opinion concerning the viability/preferences as to mode of transportation to be used for this project. I wanted to take the time to reach out to members of the community that we serve and also to the City of San Fernando. After conversations, San Fernando Community Health Center, a Federally Qualified Health Center in the City of San Fernando, would like to recommend the light rail solution for this transit project. Particularly, if a station would be placed near Maclay Avenue, it would serve the population that we are mandated to serve, low-income families and seniors, very well. Ease of access for the community and rapid, low cost transportation is key for our community members. We also feel that the City of San Fernando, which is a very business-friendly environment would be able to provide a well-trained, motivated workforce, if opportunities for manufacturing could be sited within the city limits. As a health resource for the community, we are particularly concerned with access to services for our patient population. A light rail system would be a huge advantage to the community we serve. 		1							
799	Hertz Bradley	CA 91364				 Is to origin support the cast same remains or values in the opport of the cast same remains contract project being built as at-grade light rail transit with 14 stations, as well as preserving local bus service and mitigating parking impacts on Van Nuys Boulevard. This corridor will be the first section of the eventual Metro line connecting the Valley and the Westside. The atgrade light rail transit (LRT) with 14 stations option has the highest ridership capacity among the alternatives, and provides the best connectivity time to the Orange Line and future Sepulveda Transit Corridor project. Furthermore, LRT has the highest level of community support, based on public comments and input during the Alternative Analysis public outreach process. The communities along this corridor deserve the economic development associated with Metro rail lines. LRT infrastructure improvements attract private investment in commercial centers and transit-oriented housing. In comparison, bus rapid transit systems provide only minimal investment in community improvements and do not attract significant private investment or state and federal funding. The East San Fernando Valley Transit Sortidor will be among the first steps toward a 21st century transit system for our diverse and growing region. The Valley is excited to connect our communities as never seen before. 		1	1	1					1

	ast San Fernando Valley Transit Corrido DEIS/R	or																
	Public Comments Summary																	
									Mode		BRT	1	LRT	LRT Options		MSF Site		
Comment	Name	Address	Name of Agency or	Resident or Affiliate of a	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM N	NB	Curb- Med		14-	At- At-grade with	Prefer No		No Option C	Other
No.	i dine	Address	Organization	Business?	Dute		notes			r	unning runn	ning stations	stations	grade 2.5-mile Subway	Option A Optio	n A Option B Option B Option C	no option e	other
						Strongly Support the East San Fernando Valley Hansit Cornoor project												
						being built as at-grade light rail transit with 14 stations, as well as												
						preserving local bus service and mitigating parking impacts on Van												
						Nuys Boulevard.												
						This corridor will be the first section of the eventual Metro line												
						connecting the Valley and the Westside. The atgrade light rail transit												
						(LRT) with 14 stations option has the highest ridership capacity among												
						the alternatives, and provides the best connectivity time to the Orange												
						Line and future Sepulveda Transit Corridor project. Furthermore, LRT												
						has the highest level of community support, based on public comments												
		Los Angeles,				and input during the Alternative Analysis public outreach process.												
800	Stephenson Brandon	90004				The communities along this corridor deserve the economic		1					1	1				
		50004				development associated with Metro rail lines. LRT infrastructure												
						improvements attract private investment in commercial centers and												
						transit-oriented housing. In comparison, bus rapid transit systems												
						provide only minimal investment in community improvements and do												
						not attract significant private investment or state and federal funding.												
						The East San Fernando Valley Transit Corridor will be among the first												
						steps toward a 21st century transit system for our diverse and growing												
						region. The Valley is excited to connect our communities as never seen												
						before.												
						Thank you very much for the opportunity to provide input on this												
						I KNOW LINS IS JUST & WASTE OF LINE, DUT WE LEEF AT INICAMA CO LINE WE												
						need to voice some concerns. With the latest Metro transit projects for												
						Van Nuys Blvd.												
						Being a 61 year old business on Van Nuys Blvd we are very concerned												
						about the impact your proposal would make to Van Nuys Blvd not only												
						for us, but also the other small family owned businesses here. We feel												
						you are trading the businesses here for a very expensive thoroughfare												
						that is transporting people from the North Valley to the Metro line												
						{orange line}. It seems to us that Van Nuys will become a virtual ghost												
						town for retail. Most of this area has such bad parking already and you												
		6856 Van Nuys				will be removing the rest of it along with accesses to driveways. Over												
801	Phillippe Jane	Blvd Van Nuys, CA	1			the years so many small mom and pop places already have left because												
001	1 milppe sarre	91405				of the parking People taking the buses now are not shopping, but												
		51405				are going to work or to the court houses, and community services												
						here. It just seems to us that with the train blocking access to those												
						existing places that will cause this town to finally completely close												
						down.												
						Almost 80% of our walk in business is the everyday maintenance												
						people who also will not be using the Metro trains because they could												
						never carry these products. We provide a service and jobs to so many												
						that will probably no longer be able to do in this location. I know we												
						can move, but at what cost We have owned this place for so long,												
						with the fitting is an added to allowed on the second to be followed												
802	Tillett lean.					NO ON OPTION A. USE VNB at Raymer St. INSTEAD. SAVE 180+												No Option
802	Tillett Jerry					BUSINESSES.									1			Α
						I just want to know. If the northern end for the Terminal. Has been set												
						in stone yet?												
						I know the terminal was slated to be at Sylmar Metrolink. But I like to												
						see if it is possible.												
						To extend it north to Roxford. Because there are a few Business and												
						Job centers. And would allow many people to get to Olive quicker.												
						This most northern portion of Sylmar has been ignored by Public												
803	Martin Jerry					Transit. So I like to see if this is possible.												
						Also I like to know.												
						It was mentioned, about the spacing between Stations was about 0.75												
						to 1 mile about.												
						Between Van Nuys Amtrak Station and the Orange Line. The gap is a												
						half mile not 0.75 mile. Do you plan to have stops at a minimum. Every												
						half mile or .075?												

half mile or .075?

Maybe you might want to drop a couple of stops. If there is a requirement for the minimum distant.

Additional Issues							
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

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Ea	ast San Fernando Valley Transit Corrid DEIS/R Public Comments Summary	or						Mode		BRT LRT	LRT Options	MSF Site				Additional Issues		M 2	
Comment No.	Name D'Antonio Joanne	Address 13719 Bessemer St. Valley Glen, CA 91401	Name of Agency or Organization	Resident or Affiliate of a Business?	Date Property Ty	ype Comment (General Summary) It may be misguided to put in a light rail system that is not compatible with whatever transit is envisioned to continue through the Sepulveda Pass. Passengers lose time when they have to transfer. The question has to be asked if this line or a line on Sepulveda Blve. will be the one that continues through the busy Sepulveda Pass corridor. Or perhaps BOTH lines continuing through the Pass might make more sense. If it is the Van Nuys line will continue south at a later time, then might it not make sense to do BRT and convert to rail later when the Sepulveda transit design is determined?. I realize that Van Nuys Blvd. is already full of buses, and there is a temptation to go for rail since it will carry more passengers. But the smart approach is to consider this line's relationship to the Sepulveda Pass and come up with a streamlined, transfer-free solution to get to the other side of the hill. This paproach gives us a solution sooner with an upgrade later. Solving the Sepulveda Pass is the most important transit problem in this City, and we want to see a holistic approach that makes for smoother operation. I work as a Senior Travel Trainer for GreenLight to Mobility based in North Hills, and I understand the problems people I work with have with making too many transfers and also with coping with rail breakdowns.	Notes	LRT BRT TSM	NB Cur	Curb- Median 28 14- nning running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer No Og Option A Option A Option B Option C No Og	ption C Other	parking	səfety	bikes security	Property / Alternat Real Estate MSF Si		
805	Kelson Laurie	Encino, CA				Please do not put the transit yard in Van Nuys and disrupt so many long established businesses. The yard can be in Sylmar near the transit hub. Makes much more sense. I vote for bus not rail.		1									1		
806	Bond Matthew	180 Promenade Circle, Suite 115	СРИС	Government /Agency		The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) and rail transit projects in California. All rail fixed guideway systems are subject to the Commission's Safety Oversight Program requirements. Safety Certification Plan approval is required for rail transit projects to be placed in revenue service. The California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of crossings in California. The Commission's Rail Transit Safety Branch (RTSB) will review rail transit project matters and the Rail Crossings Engineering Branch (RCEB) will review rail crossing matters. The Commission is aware of the Draft Environmental Impact Statement/ Environmental Impact Report currently circulating for review from Los Angeles Metropolitan Transportation Authority (Metro) and the Federal Transit Administration (FTA), who are the lead agencies for the proposed East San Fernando Valley Corridor Study Project According to the March 2013 - May 2013 DEIS/DEIR scoping period, many comments reflected a strong preference for Light Rail Transit (LRT), support for bicycle facilities, and opposition to a dedicated guideway south of the Metro Orange Line (MOL). As a result of the									1	1			
807	Krost Roger	6038 Ethel Avenue Valley Glen, CA. 91401				I wanted to reach out to you to let you know that I vigorously oppose option a. Although I feel that light rail is a good option for the San Fernando Valley, I definitely do not agree that the railyard should be placed as indicated in option A. I am a local property owner, and small business owner in the van nuys area and I do business with several of the small businesse located within the option a parcel. These businesses are very unique in character, and their relocation or loss would be a detriment to my business, and to the Van Nuys area as a whole. I urge metro to reconsider the option of a parcel and relocate this railyard in a different area See our website: https://na01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fw ww.conspec.com&data=01%7C01%7Ceastsfvtransit%40metro.net%7C 446e045377ac47e26b390&d51b169239%7Cab57129bdbfd4cacaa77fc7 4c40364af%7C0&sdata=Emy3NhHqQcoJgt6R3ix1mBHTtrZE5cVOxFdjm OSICKs%3D&reserved=0 Or call us: 626-695-0036		1				1	No Optio A	'n					
808	Campbell Rosemary	6835 Amestoy Ave Van Nuys, CA 91406				I am familiar with the lack of efficient transportation to the North San fernando Valley. I ride the Orange Line and transfer to the Red Line/Gold Line to attend cultural events, and have noticed that a large percent of the riders are from the Van Nuys Station of the Orange Line. It must be very frustrating for them to have to deal with very busy conditions on Van Nuys Blvd accessing their homes. Too often METRO has gone with the cheapest option and it does not solve the problem. It ends up costing more - as the FINALLY COMPLETED tunnel for the West Lankershim connection proved. Do it right! Approve the LRT 14 STATION WITH SUBWAY OPTION.		1		1	1							1	

	DEIS/R Public Comments Summary								Mada	807 107	LRT Options	MSF Site	
Comment			Name of Agency or	Resident or					Mode	Curb- Median- 28- 14-	At- At-grade with	MSF Site Prefer No Prefer No Prefer	
Comment No.	Name	Address	Name of Agency or Organization	Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option B Option C	No Option C
809	Brecht S.					 MTAs "Option A." I oppose light rail for many reasons. These reasons have been addressed to the MTA before, so I won't go into them here. I oppose Option A specifically because it will rip the heart out of my livelihood and legacy. In addition, more than any other option, Option A will be the end of the line, forever, of many businesses. Several of which lease my property and have for many years. Real people: like Eduardo, who came from Ecuador many years ago in search of a better life in America. He is a true American success story. Option A will destroy him and his small business. There will be no ability for him to continue or recover, no future for Eduardo. Same is true for Scott, Roger, and others. This destruction of livelihoods, legacies and futures will be repeated over and over, and over again if Option A is selected. OPTION A WILL DO THE MOST DAMAGE TO THE MOST PEOPLE. For many, there is no way forward. No silver lining. No starting over. For many Option A will be the end of all they have worked their lives over many for decades for. The toil of a lifetime needlessly shattered by Option A. Please do not select option A. There are better options available to you, but not to us. I and many others don't have that luxury of options. 						1	
810	Fletcher Sara					It has recently come to my attention the proposed Option A for the metro line repair station. My husband and I have lived just a few streets north of the planned area on Friar St for almost 10 years. As home owners and members of the community here we try to support all the local businesses in the area, including some of those which reside in the proposed zone for demolition. These small businesses are what make our community thrive. They provide jobs for countless numbers of people and bring revenue into the area that helps other businesses stay running and open. By removing this industrial area the city would be destroying a part of our local flavor that makes Van Nuys special for those who live here. Please listen to our community members, the petitions, the business owners and those who live here. NO to Option A.						1	
811	Weinstein Stephen					area Option B (near Van Nuys and Keswick). During the morning peak travel times ("rush hour"), the line of vehicles heading south on Van Nuys Blvd that are waiting for the traffic light at Saticoy Street to turn green backs up and blocks the pedestrian crosswalk at Keswick. This is a particularly critical pedestrian crosswalk to keep clear of vehicles, because transit riders who transfer between Metro and either Metrolink or Amtrak trains use this crosswalk. If the maintenance and storage facility (MSF) area worsened the problem of vehicles blocking this crosswalk to the point that transit riders could not transfer safely and had to commute by car, it would largely defeat the point of the entire project. Therefore, if this option is selected, it would be necessary to take some steps to address the problem of vehicles blocking the pedestrian crosswalk. One option would be to synchronize the traffic lights in such a way as to ensure that vehicles heading south on Van Nuys Blvd move forward before pedestrians cross at Keswick. A better option would be to extend the railroad station platform farther west, over Van Nuys Bvld, and to the sidewalk on the west side of Van Nuys Blvd, so that rail passengers would not need to use the crosswalk. (Any modifications to the railroad platform configuration would need to be coordinated with Metrolink's plan to add a second platform.)							
812	Lorber Todd	16001 Ventura Blvd., Suite #200 Encino, CA 91436				 Warc, n-diff-yoor-aganmer yoth Ontenegations the 2ast vanely mainst Project as it pertains to Option A in Van Nuys. In researching over the past few months I've encountered some elevated BRT systems that have been put in place, and I have attached a couple short video clips below about a system in Malaysia. Two of them are official productions, and one made by a rider documenting her experience. This system went on line in 2015. As I mentioned during our conversation, the cost of this system was around \$30,000,000 per mile (based somewhere on2012-2015 dollars). This system seems to offer the following advantages over both a light rail and grade level BRT: Creates the smallest footprint=allows more use of the road below. Requires less Right Of Way acquisition Allows greater flexibility for future modifications (including partial conversion of the Orange Line) Can provide for uninterrupted bicycle lane Costs much less than rail counterpart Eliminates grade crossings, facilitating greater safety and shorter travel times Allows shorter construction periods than rail Greater energy efficiency and lower service/maintenance costs over the next 50 years. 							

			Additio	nal Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

No Option A

No Option A

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DEIS/R Public Comments Summar	orridor /						Mode	BRT LRT	LRT Options	MSF Site					Additional Issues		
omment Name No.	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date Prope	rty Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C	Other pa	arking sa	afety bikes	security	Property / Alternative	Metro Orange Line/Sepulveda rojects Connection Comments
13 O'Gara Mike	9301 Cayuga Ave Sun valley Ca 91352				These Comments are due today. Please process. [see Attachment #29]		1	1									
314 Ancewicz Joseph	10357 Ruffner Ave Granada Hills, CA 91344				I 100% support the building of a RAIL LINE in the ESFVTCand preferably a light rail line. A bus line will not be able to carry the same amount of people that trains can. The NIMBYs had their way with the Orange line and even though it is successful, can you imagine what it would be like if it was a rail line? It's simply a disgrace that the Valley was given the short end of the stick thenplease do NOT make that mistake with this line.		1										
ans pt_ L4- L7_ nde ed. df																	
115 Govea David			Resident		 Shan Fernando. Just so we can haveit on record, I would prefer the light rail, the faster option with less stations at grade level so we can build it now. I think the quicker the better, especially with the Olympics coming officially. If we can get it before that, that would be great. One concern that I do have is about traffic for my Sylmar and San Fernando friends, they know that Hubbard is already really congested and impacted, so I have some concerns with Metrolink, with Union Pacific and now with Metro LRT. What kind of impact is that going to have on Hubbard? And if we could look at some potential solutions, so maybe a bridge or something that can go and mitigate some of that traffic, I think that would be really helpful for a lot of the residents who use Hubbard, which is a major through way for residents of Sylmar and the city of San Fernando. Second is going to be with LRT. I noticed there's going to be a lot of passengers. I think the capacity was 200. Parking I think is going to be a major issue. I lived in North Hollywood for a while and at the end of the Red Line station we had some major parking issues, so I'm just concerned. 		1	1	1				1				
8 16 Gomez Ivan			Resident		Greetings. My name is Ivan Gomez, G-O-M-E-Z. I'm in an area that is designated for, I guess, the MSF, one of the storage facilities. My questions would be, are there any other site alternatives? Will building and safety help us fast track building permits when we are removed from our current work locations? Will they be able to fast track? And has the Metro looked at the addresses at the following locations give me one second here. At 7600 Tyrone Avenue is a 15-acre dirt lot and it has been a dirt lot for about 30 years undeveloped. And adjacent to it at 7519 Woodman, there appears to be a 100-acre lot that is used for automobile storage. So I want to know if that could be site Alternative 4. ni. It S LOUY, C-C-FT, NIB, K-THY-O. 30 I'm going to I'm one of the people that Karen talked about earlier that has kind of been watching this project									1			
317 Coby King			Resident		and supporting this project from the very beginning back in 2010. And one of the things that is so exciting about tonight is that the San Fernando Valley, with the exception of the two Metro rail stations on the Red Line that kind of leak into the valley, we really don't have many rail stations in the San Fernando Valley, or not really part of the kind of great rail revolution that is been going on in the rest of Los Angeles County. And so, when I and the organization that I've been active with, VICA, the Valley Industry Commerce Association, saw that there was an opportunity for additional funding to get this project, which has been on the books for a long time, and to really		1	1	1								

organizations, other community groups, and we were really supportive of including a project of fund this line properly.

	Public Comments Summary								Mode		BRT	LRT	LRT Options	MSF Site
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NE	IB Ci	ning running	28- 14- stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer No Option C Option A Option A Option B Option C
818	Pravhakar Suman			Resident		P-R-A-V-H-A-K-A-R. I support the project, yet but I am not in favor of the light rail, absolutely not. I am in favor of the curb transportation. There's no way around it. But ridership, 30K and 48K, when you said ridership with the train. You are adding with it the help of the Metro also. So that's why the absolutely member for the train ridership alone. So without train, if we can still haul 31K people, there is no reason to put that kind of rail system. Out of the world you go, many of the big countries and big cities for 7 miles or 9 miles, I think the length of the rail, to put such a huge amount of this maintenance facility, the rail which is not even connected to the next rail, it's out of place. To me, it doesn't make sense. If this rail continued to the Orange Line, and that had a line going further, then you can join those facilities together to share that maintenance, to share the other railway in exchange of whatever the maintenance shares. For me, personally, I think I'm very much in favor of the curbside. In fact, on the air quality, very heavily			1		1			
819	Khan Xavier			Resident		 bad. You take a lane away from Van Nuys Boulevard, people Hi. My name is Xavier Khan, X-A-V-I-E-R, K-H-A-N. I would prefer either BRT or LRT, and I would prefer the median-running BRT if you do do the BRT because it can later on be transitioned into a light rail train. And the reason I would prefer LRT is because eventually that can be extended down Sepulveda Pass corridor, which really needs to be looked at, especially with the 405 continuing to get more and more congested as LA grows. I think the construction should start in Van Nuys because the roads are - have a lot of traffic over there, so the quicker you get it done in that area, the better. I think without a subway would be better just to get the project going faster, and I'd say B and C locations for the maintenance facility are best, unless you find another solution. There should be some sort of empty field or something, or useless land that you can find rather than tearing down businesses and relocating people. That's all I have. Thank you. 		1	1		1		1	1 1
Trans	script_9-18-2017_AM					Ndldlie Nidgalian, N-A-1-A-L-1-E								
820	Magarian Natalie			Resident		M-A-G-A-R-I-A-N. I've come here to go on record in opposition of the Light Rail Project and the alternatives associated with it, especially MSF Option A. I prefer the BRT for many reasons, and I don't have enough time to get into all of them. I'm a licensed architect. I have over ten years of experience. It's my responsibility to speak out against this LRT alternative, which is not scaled properly for this study. I've had only 12 days to review the report, and so I haven't read all the details, but as much as I know, Metro is intending to bulldoze through my property on Aetna Street, adjacent to the Orange Line, as part of MSF Option A. I've been on Aetna since 1997 and have never been made aware of this project, never been alerted of public hearings outside of this one that we're at now. Most of the community currently on Aetna and Bessemer and Calvert is not aware of this proposal, and we had to go door-to-door and inform all these property owners. ranchers, and everybody that this project is			1					1

ongoing. I don't believe that Metro has done their due diligence

to inform the public of this project and the impact it will have

property owners, ranchers, and everybody that this project is

				Additio	onal Issues				
Option C	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

No Option A

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E	ast San Fernando Valley Transit Corridor DEIS/R												
	Public Comments Summary								Mode	BRT	LRT	LRT Options	MSF Site
Comment	Name	Address	Name of Agency or	Resident or Affiliate of a	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median-	28- 14-	At- At-grade with	Prefer No Prefer No Prefer No Option C
821	King Coby		Organization	Business?		 Indiffyou, Natell. Coury Nills, CODET NETING, speaking on behalf of myself, partially, but also the Valley Industry and Commerce Association, also known as VICA. I've been working on bringing rail and bringing rail to the Valley now for probably since the early part of this decade. As people know, the previous transit measures that were passed did not include significant rail for the Valley. They have only two rail stations in the Valley and over a hundred now in Los Angeles County. With Van Nuys Boulevard being the busiest route outside of in the Valley, outside of the Orange Line, and the fact that it's one of the I believe it's the seventh busiest rail line in all of LA County, VICA strongly believes, and the coalition that we put together strongly believes, that Light Rail is the right mode for this project. VICA and the Coalition, The Value on Track Coalition, believes that the combination of capacity and speed, which will serve a largely transit-dependent population in the East Valley is definitely the right solution. VICA also believes, in relation to the impacts on business, that while Metro certainly is we're confident 		1		running running	1	grade 2.5-mile Subway	Option A Option A Option B Option C
822	Hand Dianne			Resident		they'll do a good job in mitigating the problems with businesses, Good morning. Dianne Hand, D-I-A-N-N-E H-A-N-D. As a 43-year resident of the San Fernando Valley and primarily this northeast area, I feel for the businesses that are going to be totally disrupted. If there has to be a system go in, I believe that BRT will be less disruptive. I'm also a liaison between Neighborhood Watch and Neighborhood Council in the Arleta area with the Fire Department and the Police Department. And I know how disruptive it's going to be, and I hope nobody needs a rescue or an ambulance or police on a very emergency basis, because this is going to cut their routes. And it's not that doesn't affect just one or two people, that affects the whole Valley population or the whole Northeast Valley population. So the less disruption you can have the better. And may I suggest that the money that you're going to put into all these projects, send a couple of people buy a couple of airline tickets and send people down to Sydney, Australia and Brisbane and check out their transit system. You'll be amazed at what they're doing, and you'll find that you've got a lot of things to think about before you start disrupting everything here. Thank you.			1				
823	Pablo Severiana			Resident		Good morning. My name is Severiana Pablo, and I am representing my communities in North Hills and all the surrounding communities, and First 5 LA Panorama City & Neighbors. I am very happy that this is coming out to the communities because it's something that is very beautiful. I am supposing those of you that have the opportunity of having homes, the value is going to go up the cost will go up. What I came for, I want to thank you because you're bringing this project, because I believe our children deserve something better: go out and take trips, go out with their parents, and go out far, perhaps to the beach where a parent may not be able to drive well, maybe a museum. I'm not going to go too in detail. But thank you very			1				

I'm not going to go too in detail. But thank you very much, and I welcome this project. I prefer the BRT. Thank you.

			Additio	onal Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

	Public Comments Summary								Mada	887	107	LBT Options	MSE Site	
				Resident or					Mode	BRI	LKI			
Comment No.	Name	Address	Name of Agency or Organization	Affiliate of a	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- running running	28- 14- stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option Option A	C No Option C
			-	Business?		Panorama City Neighborhood Council, and the Neighborhood Council has been watching this project for a long time and really strongly supports it. We had to fight to make certain that it						,,		-
824	Tony Wilkinson					 was on this corridor, not another corridor. But we also strongly support Light Rail. In this case, with 14 stops; and, in this case, with no underground because we'd like to actually see it get built. And as soon as you put it under the ground, you don't have the money. We realize that anything down this corridor will be disruptive to the community, but we need this for economic development; we need this for people getting to jobs; and, like my friend Severiana Pablo said, this is for our children. So we think this is best for the economic development of the area. And if you look at the benefits, the Light Rail with 14 stops capacity, costs is, to me, clearly, the only option. As far as the traffic way, the community plans in this area are about to be revisited. I think we need to ask the City of Los Angeles to revisit is transportation element in the general plan, because to take bicycles and put them along the highest traffic, main corridors in the San Fernando Valley is 		1			1	1		
824						Constant and the second sec								
825	D'Antonio Joanne			Resident		Joanne D'Antonio, J-O-A-N-N-E, D- ¹ -A-N-T-O-N-I-O. I'm from Greater Valley Glen. I would would vote for the BRT because I have a feeling that we would want an LRT to be non-stopped through the Sepulveda Pass, eventually. And whatever gauge, rail, or whatever they do, that's, you know, not known at this point, might want to be matched for this area and there might be might be smart to convert the BRT at a later			1					
						date so that it is one seamless enterprise. The other thing is, I would strongly urge it be 100 percent renewable, so the idea of doing this (unintelligible) BRT doesn't really appeal. I think that I heard that they're changing the Orange Line to electric buses, and if that's true, why wouldn't this be electric buses. Thank you. Steve Diecties, Denerge The a property owner, 14000 (unintelligible). I can do this in two minutes. Rails in old 19th century technology does dangerous can only run using water (unintelligible) heavy centralized systems. Rail is not scaled. It will be hard to modify infrastructure. Rail isn't flexible and rigid. If a train goes down, the entire system follows. Rail is unreliable stops in a grit down or track, compromising event like earthquake and accident. Rail is very expensive to build on (unintelligible) maintain. Rail is a huge target. One terrorist attack, it can take down the entire system. Buses are modern, 21st Century technology. Fuel cells electric (unintelligible)								
826	Breched Steve			Resident		safer (unintelligible) people friendly. Buses are scaleable. You can add and remove as needed. Buses are flexible. You can change (unintelligible). Buses are reliable. They can move under many circumstances. Buses are inexpensive to acquire, maintain, and operate. Buses are a tiny target. One terrorist attack doesn't stop all buses. But you already know all this. You are smart people. You will you also say that a rail is for the people. It's not. The rail is for you. Rail is all about a shiny new toy train that you and your colleagues can praise each other for, give each other awards, and all the other perks for building something that will secure your self-serving, high- paid bureaucrat jobs. All through the expense of the people you leave holding the bag. The very same people you claim to watch and serve. Bub AniuerSilt: BOLS, Althoode Althoode Schenkers Humeuwners Association. We have four recommendations, and will submit a detailed letter to you tomorrow and Tuesday. The one the DEEIR is flawed because it does not			1					
827	Anderson Bob					realistically address the ESFBTC Southern Terminist Connection to the Sepulveda Pass Corridor Northern permits. And so (unintelligible) that the DEEIR must be updated to address the connection before proceeding further. You should use a placeholder's station. Two, the DEIR is flawed because it does not realistically address the future grade separation for the Orange Line at Van Nuys Boulevard, which will impact the East San Fernando Valley Transit Corridor Southern Terminist location and design and (unintelligible) recommends that the DEEIR must be updated for that. Three, the East San Fernando Valley Transit Corridor should provide the most robust and highest capacity transportation option and (unintelligible) recommends that Metro select alternative for light rail transit with its partial subway. But (unintelligible) recommends that if public, private, or other funding becomes available for the project, Metro immediately begin work on a better, faster, and less intrusive East San Fernando Valley Transit Corridor subway alternative, totally below grade and the possibility of the is noted per board of directors on cane 13 of the DEEIR		1				1		

better, faster, and less intrusive East San Fernando Valley Transit Corridor subway alternative, totally below grade and the possibility of this is noted per board of directors on page 13 of the DEEIR. Four, the Corridor Subway Englished Subscription and Subscription Subscripti

F Site							Additional Is	sues				
efer ion B	No Option B	Prefer Option C	No Option C	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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	Public Comments Summary								Mode		BRT	LRT	LRT Options	MSF Site	
				Resident or					mode		BRI				
Comment No.	Name	Address	Name of Agency or Organization	Affiliate of a	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- runnin	Median-	28- 14- stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefe Option A Option A Option B Option	
			8	Business?		OKdy. I diwdys rennennuer nny ndrine. Iviy Hidrine is Fran, F-R-A-IV. Iviy					• · • · • •		 ,		-
						last name is Scaglione. It's spelled S-C-A-G-L-I-O-N-E. I've listened to									
						the presentation and all the Metro options. In my opinion, the curb-									
						running BRT option makes the most sense. The construction time is									
						less. The bus running time is one minute less as compared to the 28-									
						stop LRT option. The negative impact to the local businesses is less,									
						and most importantly, the cost is \$1 billion less with no discernable									
						disadvantages. I also own a small business in one of the areas that									
						may be condemned by eminent domain. I do not own the building,									
						taken taking a person's business is not a little thing. It is a life									
020	Casaliana Eren			Desident		changing (unintelligible) and terrifying event.									
828	Scaglione Fran			Resident		The eminent domain law has provisions in it for loss of business, good			1	1				1	
						will, and business reestablishment benefits, yet, every attorney I've									
						spoken to with every attorney I've spoken with has told me that									
						they have never seen a business receive an offer for any of those									
						benefits. You instead have to hire an attorney, fight for everything									
						you're entitled to, give much of your proceeds to that attorney, and									
						still never be where you were or would have been had the government									
						not condemned the property. Yet, I keep being told that everything									
						will be okay. Even though according to a study published by the U.S.									
						Department of Transportation the failure rate of California									
						businesses forced to relocate because of eminent domain is 62									
						Jan Nuwen. Tam a volunteer with the Sherfa Club and here speaking									
						really on behalf of the transportation committee who are long-									
						standing advocates for light rail, and that's for two reasons: So									
						we're choosing the light rail option, that is, the 14 stations and that will									
						get you along this route in the shortest time possible by about 10									
						minutes shorter than all the other three options, which is about 29									
						minutes according to the executive summary, which I've looked at.									
						And I just wanted to mention that in case people are daunted by the									
						prospect of going through an EIR that you have very specific									
						interest, you're stakeholders in the community, or you may even									
						want to just use the line in the future like me. When you get									
829	Kidwell Jan			Resident		too old to even drive a car anymore there are a lot of us and that		1				1			
025	Ridweir Jah			Resident		brings me to why we really support light rail, and the capacity that		-				-			
						comes with light rail, and the speed that comes only with light rail									
						option and that is because you have a a very a larger than average county. If you take the county-wide numbers that the MTA									
						have very nicely provided to us, in their EIR/EIS, you'll find out that this									
						is a very undeserved low-income community. There are a lot of									
						people in the heart San Fernando Valley and all over L.A., for that									
						matter, we are aging. There's an aging population. A lot of us want to									
						drive into our 80s if we're well enough, and and but we don't want									
						to have to drive continually because we know it's bad for air quality.									
						שופוווים אופץ, שביב איזע, ש-איירביביז: Bertore אווע לטוחותאונג, ד חיגע									
						wanted to object to the fact that at least for the first half hour of this									
						hearing that there was no ADA access to this facility. I don't know									
						what happened after I came in, but that's not right. First of all,									
						I'm my first part of my comments are as Chair of the City of Los									
						Angeles (unintelligible) Committee. We have voted that we object to									
						the removal of existing bicycle lanes on Van Nuys Boulevard and the									
						lack of accommodation for bicyclists on this in this corridor.									
						The alternative of using streets a half-a-mile away in either direction									
						is not and actual mitigation. I think you should be looking at other									
						alternatives to do that. At the very least, though so, in other words,									
830	Bailey Glenn			Resident		which includes some other mitigation, at the very least, you should		1							
	, -					provide secure bicycle parking as in many of the stations that you									
						possibly can. Now I'm going to make just a few personal									
						comments. I think that having the same technology looking forward									
						is important. So if the Orange Line is going to be converted to light									
						rail during the life of this project, which looks like it is, then I want to									
						make sure that it's the same technology so that the line could run									
						from the Orange Line from Van Nuys Boulevard, head north as an									

from the Orange Line from Van Nuys Boulevard, head north as an option. Also, in terms of your maintenance yard, it should be silent so that it will serve both this project, as well as a future Orange Line conversion. That makes no sense to take two -- to create two

			Additio	nal Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

No Option A

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	Public Comments Summary								Mode	BRT	LRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Media		At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer No Option Option A Option A Option B Option C	n C
				Business?		Okay. THI wate (utilitelligible). Tou probably have my spelling in								
						the card. I really like the BRT medium-running line because I think								
						they can be done within a few years. The cost is reasonable, but I do								
						it's important really to have single priorities because if you don't								
						have single priorities, it really slows down the whole system. I don't								
						think the Orange Line does and some of the light rail lines don't have								
						single priority (unintelligible) a lot of time here you are in a train or								
						bus waiting for that light change. It takes forever, so too, that's								
						important. I haven't heard that spoken of today. It's all also important								
						if we go with BRT, Metro is going to save some money. Don't forget,								
						we are all stakeholders. We're all paying that 1 percent sales tax, and								
831	Nate			Resident		the money that saved from going with a BRT rail LRT, should be used			1	1				
						to improve the frequency on other lines in the Valley, specially the								
						North/South lines that run only once an hour. You cannot separate								
						one corridor from the other corridors that are close by, like on								
						Woodman, on Balboa. They have to be improved also. So the other								
						thing is, I think you have to be concerned about cars making left turns.								
						In the Orange Line in the beginning they were a lot of accidents. The								
						same thing, still, with the Blue Line, and to a certain extent, the Expo								
						Line. You got to avoid that. I don't think it's a great idea to have left								
						turns. So maybe the medium BRT. It does save some time. It may be								
						better, but the savings have to go to improve the whole system in the								
						ee								
						All right. My name is Scott Walton. It's W-A-L-T-O-N. I'm a small								
						business owner. In one of the projected areas that could be taken								
						from me. I ran my business for 39 years and not much to say except								
						you'll be really ruining my livelihood. I couldn't afford to relocate.								
						I'm set in such a location where if I did relocate, it would ruin my								
						business. I wouldn't be able to survive. I would have to move out of								
622	Welter Crett			Desident		the city, out of the state really throwing out my life and be								
832	Walton Scott			Resident		devastating. And go for BRT would be lot less money as everybody's noted before. It would be up and running a lot sooner, and I think it			1					
						would be good for everybody specially in the areas that are going to								
						be impacted. So, I don't have much to say except for that. Please								
						consider that you'll be ruining a lot of peoples lives if you do choose the								
						LRT. And I'd really appreciate it if you chose something that would be								
						less cost effective and and efficient for everybody involved. Thank								
						you.								
						Okay. My name is Donna Pearman, P-E-A-R-M-A-N. Sorry for the fast								
						spelling. Any way, if I had to choose, I guess it would have to be BRT.								
						It's definitely not the LR LRT. I do not want LRT, the light rail. I								
						don't want to lose my local bus, the 788 that goes onto Van Nuys								
						Boulevard. It goes to West Los Angeles without missing going								
						through the Westwood. I love that bus. And I don't want businesses								
						to close. It's wrong. I'm totally against that. It's my city and some of								
						those businesses on Van Nuys Boulevard, I really love those buses.								
						Anyway, I see those signs that show along that way whether a BRT or								
						the LRT, and actually, I don't see a need for either one, you know,								
833	Pearman Donna			Resident		because it's really not that not that far. It doesn't look like it. And I			1					
						don't like the fact for the seniors and disabled who don't have a Tab								
						Card, you have to pay full fare because there's no option for disabled if								
						you don't have a disabled card and some people it's it's very								
						difficult for them to get them like my boyfriend who used to be alive.								
						Anyway, we need money for the local buses, like the one-hour								

buses, like, Woodman and (unintelligible) so I think we should just try to pony up the buses that we have, and actually fix the streets so the buses don't go like this. Maybe some of the nice electric buses might be nice, but 1 -- I guess if I had to choose, there would be actually no rail, no rail, no rail. Thank you.

Additional Issues Metro Orange Lion C Other parking safety bikes security Property / Alternative Line/Sepulveda Real Estate MSF Site Projects Connection

	East San Fernando Valley Transit Corridor															
	DEIS/R Public Comments Summary															
								Mode	BRT	LRT	LRT Options	MSF Site				Ad
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- running running	28- 14- stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Pr Option A Option A Option B Option B Opt	Other	parking	safety	bikes
						Valley, someone who used to live off of Sherman Way north of the took all my children on buses for years to doctors in Encino very familiar with mass transit. I'm here tonight to represent my community, but also I'm a Sierra Club member who sits on the										
						transportation committee. I am a member of the Valley Industry and Commerce Association of Transportation Committee. Both of those agencies organizations support alternative for. Why do we support light rail? We have a one hundred twenty billion, with a "B," from Measure M and Measure R. That is four transportation taxes. A, C, M										
834	Oschin Francine					and R. The San Fernando Valley deserves this. This corridor is the second highest ridership in the entire San Fernando Valley, the seventh highest in all of all of Los Angeles County. Crenshaw, which		1								1
						didn't have anywhere near this kind of ridership was supposed to be a BRT until that community came together and said, "Wait a minute. We deserve this." They not only got a light rail. They've got										
						percent of it underground. They didn't sit there and worry about, "Well, if we spend a little more, maybe somebody will fix my street." I can guarantee you it won't happen. It will just go to another community. The San Fernando Valley – the East San Fernando										
						Valley deserves this. These are the most transit dependent people. hey deserve the speed and the capacity of light rail. And and you n. wy name is rai@Twatilaux. That'ST-an-A, w-an-k-2hv-a-v-a.										
						Please restart the clock because I'm spelling my name. Thank you. All right. I'm a resident of the San Fernando Valley, and I have a couple points here. Number one, I see there are a lot of concerned business owners here, so I want to speak in support of full relocation assistance, including the loss of good will, should be given to any businesses property has taken by eminent domain, whether it's BRT or LRT. That										
						is very important. I want to see how many people here actually took transit to get to this meeting. I actually did. Great. So I'm speaking as a transit user, as a bus rider and a subway rider. Priorities should be given to study this project together with the Sepulveda Pass										
835	Narznadavi Fara			Resident		Corridor. As Sherman Oaks Homeowner's Associations said, I support alternative force stations spacing because it generates the highest ridership. I do not have a preference between low floor or high floor.		1		1	1					1
						LRT is best for integration time and capacity because this project needs to provide a regional benefit. It's really painful to try to get to the west side by transit right now. I'd like to make clear that subway isn't necessary for alternative four. Metro needs to request full cascading										
						signal prehension for the peak direction of travel, not just priorities so the trains don't stop between stations. We're necessary to include a bike lane. Other measures should be taken, but bike lanes should be										
						included. Stations should be built with platform entrances on both										
						am in support of the LRT option with the fourteen stations. I am quite surprised about some opposition to the LRT option with the stations. Now, I'm a transit rider. I take the bus, so I used to take the bus to downtown. Now I work out here in Van Nuys. So for me, the LRT option's fabulous. I think it is the Valley's turn to get the this light										
836	Jesus Ramos			Resident		rail option to be built. I think it's done wonders for the Expo Line from - - from L.A. to USC, to Downtown, all over to Santa Monica and also to the from the Gold Line that goes all the way to Azusa and Downtown		1		1						
						and all the way to East L.A. I don't understand why we cannot be part of that system here in the Valley. I've taken the bus so many times. I cannot tell you how crowded it is all the time. I take this every single										
						way to work. I hope some of you would choose to take the trains instead of driving here. I don't know why the people that are here to that don't that couldn't be here to actually take the bus. Well, they're not here, but I'm here. So thank you yeary much That's all I										

they're not here, but I'm here. So thank you very much. That's all I

, have to say.

			Additio	onal Issues				
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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	DEIS/R Public Comments Summary													
				Resident or					Mode	BRT	LRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- running running	28- 14- stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Pr Option A Option A Option B Option B Op	
ND.	Roberts Michael	- 140 di 1 - 53	Organization			Property type comment (deneral summary) Int. Intrivictident Nouer IS, N-O-D-C-N-1-S, pretty easy. Write everybody gets. I'm also a member of the (unintelligible) I Community Association, so I have a business within that w of Oxnard (unintelligible). My concern is, you know, w going to be built is going to be built. It'll probably be LRT. guess. So my things is about the switching yard. What isr the real estate lady was talking about, if you own a busine you're if you own the business and you're if you own and you're also the business owner in the property I'm (unintelligible) Industrial is represented here tonight. The be my landlord. We haven't heard a thing from them, to say that within that I'm an electrician and I've done every unit. In that complex, there are seventy-seven unit about seventy-four business with combined units. That's business that aren't being represented. They show six pr addresses, which comprise about seventy-five businesses And that's just that is the biggest hunk of land in the area.	Industrial hole area off vhatever's . That's my n't - 1 hear ess or if a property not sure if ey happen to so I'm going electrical in its total of s seventy-four roperty s, let's say.	un t		running running	stations stations	grade 2.5-mile Subway	Option A Option A Option B Option B Op	ion C
838	Gary Rodrigues			Resident		being taken that I can tell by one arm. So that's owned by And then there's a lot more businesses. I'm going to guess four hundred businesses – little guys like me that have be a number of years, and some have been there as long as I I don't feel that option A for that yard – the rest of this st m. The ally holonigues, speneor 'K-0'-0-4'-0-0'-2-3. The the San Fernando Valley and property owner in this area a hearing here a long time ago, which was attended also Valley on the track (unintelligible) people and we were b basically, sold Measure M on the prospect of getting ligh conversion of the Orange Line. The last I've seen any kin for that would indicate that the Orange Line won't be cor light rail until 2042, which I won't live to see. If we're goi the options that are presented today for Van Nuys Bouley makes the most sense to me, it seems – if the advantage: rail are such that it makes sense to do a conversion to ligh Orange Line, which I belive it probably does because the is very heavily used and it seems to have some environme advantages. I don't understand how the prospect of buil rail on Van Nuys Boulevard before the Orange Line is com light rail will affect all the maintenance facilitates that are required for light rail, and whether or not we'll consider ti maintenance facility for the light rail on the Orange Line a affects the choice of location for the maintenance facility the Van Nuys Boulevard line. It seems to me that we may coordinated on that as we should be, and also, we know t it's a trophy project to do the Sepulveda Pass, and I expect	y one arm. is, three teen there for forty years. iuff, you guys resident on a lattended by the being th rail transit id of a budget nverted to a ing to have vard it is to the light th rail with the e Orange Line ental Iding a light verted to g going to be the need for a and how that to support not be as that it's a it that that's	1						
839	Nova Doris			Resident		Okay. I'll be very fast. You can just start now. My name i DORIS, Nova, NOVA, V as in victory, O-L, P as in Paul, ER. I bussing what I wanted to comment on is, I was attacked used to take the Metrolink and all this I've been on ever was attacked. After that, I will never use this system, bu I I worry about somebody commented about terroris about that. I will never, ever get on it. I think it's very un- bringing a lot of crime up in different areas. They're going access to homes, businesses. It's great that many peop this bus this taking the bike thing, you could take the bik Metrolink and all these other things, but being attacked, through that again. Anyway, thank you for your time.	is Doris, I like the d on the I rrything until I ut I think it's m. I worry isafe. You're g to have g to have ole I mean, ke on the I'm not going		1					
840	Falini Bob			Resident		Oxnard and Kester. I've been (unintelligible) for vears. I' Oxnard (unintelligible). Question one, I keep hearing this travel time, yet I haven't seen a single map in your presen Travel time from where to where? Where does this start? question, the proposed light rail. Where's does it termina the south terminis? Are you bridging into something? Do be on Van Nuys Boulevard because it coordinates and floo something? Or are we overlooking the obvious glaring so Sepulveda? Sepulveda is eight lanes. Van Nuys Boulevard lanes. My street, Kester Avenue, is only four lanes and is o being used by semi-trucks as a thorough (unintelligible) be Nuys Boulevard is already so suggested I mean, congest Then I have here, do you understand that you're talking eliminating the parking on Van Nuys Boulevard? This is Eliminating all parking on Van Nuys Boulevard? This is it is an anymore. Number three, do you underst this will do to the traffic on the adjacent boulevards? Na Avenue, (unintelligible) these little filler fairs like (unintell street, Kester Avenue, it's already miles an hour the sp I haven't heard a mention or a whisper down Sepulveda, eight lanes wide. (Unintelligible) adiacent traffic extra	Ve been on equestion, ntation. ? Second tte? Where is bes it have to ws with olution of d is only four currently ecause Van ted. Okay. g about insane. nole shebang? tand what mely, Kester ligible). My weed of traffic. , which is							

eight lanes wide. (Unintelligible) adjacent traffic -- extra boulevard.

Transcript_9-20-2017

Additional Issues Metro Orange Other parking safety bikes security Property / Alternative Line/Sepulveda Real Estate MSF Site Projects Connection Comments

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East San Fernando Valley Transit Corridor DEIS/R

Last 5	DEIS/R														
	Public Comments Summary														
										Mode	BRI	LRT	LRT Options	MSF Site	
Comment	Neme	Address	Name of Agency or	Resident or Affiliate of a	Date	Dronostu Turo	Commont (Conner)	Notes	LRT	BRT TSM NB	Curb- Media	n- 28- 14 -	At- At-grade with	Prefer No Prefer No Prefer	No Option C
No.	Name	Address	Organization	Business?	Date	Property type	e Comment (General Summary)	notes	LKI	DR.I ISIVI ND	running runnir	g stations stations	grade 2.5-mile Subway	Option A Option A Option B Option B Option C	No Option C
							GOOD HIGHING. IVIEL, IVI-E-L, WIISON, W-I-L-S-O-IV. I AIN A IOTHELIVIELIO								
							Board Member, but more importantly I grew up here in Pacoima. I								
							was President of the Pacoima Chamber of Commerce many years ago,								
							and my wife went to school right here at Pacoima Elementary School								
							and stayed in the projects right over there. So I support the Light								
							Rail option, and here's why. As a Metro Board member, I would ride								
							the system to see how long it would take, and people on Van Nuys								
							Boulevard have to wait a long period of time to get a bus. And when								
							••• •								
							they get the bus, it's over crowded. So I want you to know that the								
							benefits to the rider is greater if they have a Light Rail system, plus								
							they will get the local bus line going as well. The other thing that I								
841	Wilson Mel			Resident			would like to bring out is that I stand up here for middle class		1						
041	Wilson Wei			Resident					-						
							workers. And you ask yourself, where are they? They are at work.								
							They rode the bus. Many of them I've seen them ride the bus.								
							They are housekeepers, hotel workers, factory workers, retail								
							workers. They cannot be here to speak. And you will hear								
							people come up and speak about BRT. But ask them, do they ride the								
							bus? That's the only question you need to ask them. Do they ride it?								
							Because if they did, they want it to get to where they want to go								
							faster. Connectivity: The northeast San Fernando Valley is starving for								
							help. Ask yourself, when was the last time you went shopping on Van								
							Nuys Boulevard? When was last time you went to a restaurant								
							Nuys Boulevalur, when was last time you wellt to a restaurant								
							Good morning. Kristian, K-R-I-S-T-I-A-N, Storli, S-T-O-R-L-I. I'm								
							Kristian Storli. I own a business that specializes in the restoration of								
							antique and classic Italian motor scooters. We've been operating in								
							one of the proposed demolition neighborhoods for nearly twelve								
							years. We started out on Calvert Street. Five years into operation, we								
							moved to lease a larger building one block south on Bessemer Street.								
							Then about two years ago, the landlords put our building up for sale								
							and we were told that our rent would more than triple. We spent the								
							rest of the time we had on our lease nearly six months frantically								
							looking to find a new location, which by some miracle we found via								
							-								
842	Storli Kristian						word of mouth at the eleventh hour when no less than three industrial								
							Real Estate agents could not find us a suitable building anywhere in								
							Los Angeles. Between the search, the actual move and setting up our								
							new location, we lost nearly a years' worth of income. We are only								
							just now getting things finally tuned and fishing our set-up. Our								
							current location is on Aetna Street, just one block south of our second								
							location and two blocks south of our original shop. We've often joked								
							that it we keep up this pattern of moving one block south every five								
							years, we will be on Ventura Boulevard in twenty-sixty. But the fact is,								
							the reason we've stayed in this neighborhood for as long as we have is								
							that there simply is no inventory left in Los Angeles for industrial Real								
							, , ,								
							אין איז								
							San Fernando Valley, vote and pay taxes here. We've operated								
							businesses along Van Nuys Boulevard and in Pacoima for the last								
							thirty-seven years with my family and still own property both in								
							Pacoima and on Van Nuys Boulevard. I'll start with the conclusion,								
							•								
							and then try to support it. I believe that the best answer is the LRT, -								
							stop solution down the median without the subway option. The								
							reason is, it will move more people faster, cleaner, more								
							environmentally friendly, and I believe that that solution, more								
							passenger miles equals more business in general for everyone, more								
							jobs, more pay, more efficiency. The most efficient way to do anything								
843	Rodrigues Gary						is to do it right the first time and not have to go back and do it again.		1				1		
							We have a good example right in front of us with the Orange Line. A								
							successful busway on Van Nuys Boulevard would immediately lead to								
							a discussion with, why didn't we do it in Light Rail in the first place?								
							We're doing that right now with the Orange Line. We really need to								
							5 5 ,								
							get that done, and we need to do it right, even if it means biting the								
							bullet and taking a lit bit longer to get it done and paying more. It will								
							not get cheaper as time goes on. Finally, assuming that the Orange								
							Line goes to Light Rail in Van Nuys Boulevard as a Light Rail, I have a								
							question, which is the maintenance facility location, I see a lot of								
							imminent domain happening on the Aetna option west of Vesper, will								

Additional Issues Metro Orange Diner parking safety bikes security Real Estate MSF Site Projects Connection Comments

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	DEIS/R Public Comments Summary							Mode	BRT LRT	LRT Options	MSF Site
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer No Option Option A Option A Option B Option B Option C
844	Davis Kevin			Business?		Hanson Dam. Like the gentleman mentioned earlier, I've actually done transit all around the country. I've worked for the city for years and every conference I've gone to I like to use public transportation to see how different places handle it. I'm actually not an advocate of either option, and I'm actually an advocate for an alternate route, and I'll explain why. The goal that most of the people who are using this transit system are to ride the corridor down to the Orange Line to ride the Red Line downtown. So I would advocate you consider an alternate route that would get there much faster. The current route runs 9.4 miles down Van Nuys and San Fernando. However, if you were to run the line down farther to Lankershim and down to the North Hollywood station, it would be only 10.1 miles, and it would cut the commute off the people going down that way by three and a half miles. It's a wider route, while Van Nuys is wide south of Parthenia because of the old red car lines, it is north of that area very narrow. In fact, considering if you run these routes under the five freeway, it has pillars down the middle of the median, so you would reduce down Van Nuys to a single lane and creating a choke point. I think running					
845	Reed Bart					the alternate route that I proposed would actually relieve pressure off the line because instead of people going north to south in the morning or south to north in the evening, they would be actually in: I'm bart'need: The executive bilector or the mainst coaldon. If We're a non-profit in the San Fernando that advocates for transportation mobility, better land use planning, goods movement and educational programs. With this project here, we're real concerned about activity in the San Fernando Valley as Mr. Wilson mentioned. That is at Van Nuys Boulevard there's currently a Metrolink line, there will be the Van Nuys Boulevard and San Fernando Valley Light Rail and there's buses going north and south to Lakeview Terrace and south to wherever the buses go south, which is Sherman Oaks. Anyways, we want to make sure there's a station at Van Nuys Boulevard and San Fernando. Road that connects and have a Metrolink station there, no parking necessarily, but to have a station for both the Light Rail for the Metrolink so somebody coming down to get to jobs along the Van Nuys Boulevard corridor can get off the Metrolink train and transfer to the Light Rail line or if they are coming north along San Fernando Road from Los Angeles, again, they can get off the Metrolink at San Fernando Road and take the Light Rail or take the buses so there's connectivity. We also want to make sure that option four is the one Light Rail with high platforms, carries the most amount of people, it should be designed for a minimum of four to six car platforms. I want to see this project integrated with the what's known as the 405 project, because Van Nuys Boulevard is the eighth		1			
846	Issaian Ani					My name is Ani Issaian, A-N-I, I-S-S-AI-I-A-N. I received a notification stating that my property has been identified as one of the locations that might potentially be needed if rail is selected by the Metro Board of Directors, and it's under consideration for possible partial purchase. My property has limited parking and it is as it is. By placing a bus size transformer power substation there, it would further decrease the parking area for my tenants and their customers, and minimize the usability of the building. Also, the LRT choice will remove street parking and further decrease the parking ability for my property, which will diminish the business potential for my tenants. There are many other better locations to place the power station. All four choices will improve the transit on Van Nuys Boulevard by decreasing traffic and increasing mobility for all and decreasing pollution and					

traffic and increasing mobility for all, and decreasing pollution and improving our environment. Any of the four projects will be greatly welcomed for the improvement of our city. Thank you.

Additional Issues Metro Orange Option C Other parking safety bikes security Property / Alternative Line/Sepulveda Real Estate MSF Site Projects Connection

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	DEIS/R Public Comments Summary												
	Public comments summary								Mode	BRT LRT	LRT Options	MSF Site	
Comment	Namo	Address	Name of Agency or	Resident or Affiliate of a	Date	Property Type Comment (General Summary)	Notor	IPT	DOT TOM NO	Curb- Median- 28- 14-	At- At-grade with	Prefer No Prefer No Prefer No Option C	
No.	Chavarria Roland	Aures	Organization	Business?		It's Notation, NOV-LARING-O, Cliavalla, CHRANARARA, LINE Holt too far from the Orange Line across the street from the Van Nuys Boulevard, the most congested pedestrian area that I know. I still support a Light Rail because right now traffic is really, really bad on Van Nuys Boulevard. And the situation right now is business, I know that I have seen many businesses. Two businesses have been gone already on Pepperidge and Van Nuys Boulevard and the thing is starting to go really, really bad that nobody wants to go near Van Nuys to have business or anything like that. So I want Light Rail because I like to see the same – have more businesses, more opportunities in Van Nuys to have the same thing as what other cities like in the Expo Line and the Gold Line to have small businesses and everything. And hopefully, if you guys expand it to the south, we could have more students to go to UCLA and also to the people to go to LAX that we want to have the valley to be LAX area too because that's the concern that the valley people want when they have to travel in case of an emergency or anything like that. So without having going to take Uber or any other fly away or anything like that just to get to the airport in case they have an emergency. So hopefully if you guys can make this opportunity to not just in Van Nuys but also here in Pacoima and the rest of the valley to bring more businesses and hopefully more students that can take the trains instead of taking Uber or driving		1		running running stations stations	grade 2.5-mile Subway	Option A Option A Option B Option B Option C	
848	Bocanegra Raul			Government /Agency		Goto Horhing, - Fin Roto Bocalegra. The your locarstate Assemblymember. I want to thank MTA for being here, or Metro. I don't know what you guys call yourself anymore. I remember RTD; right, Mel? I just want to say that from the perspective of my office, we just want to be sure the community is involved; the community has a voice and I appreciate all of the meetings that MTA is having here in Pacoima and other parts. I think the last one was in San Fernando. What I really hope that the Metro, MTA, take note of is something that is going to happen if we do if a Light Rail is selected as a preferred alternative or mode of transportation, and that's the impact along Van Nuys Boulevard in Pacoima, not just the parking spaces that it will be taking away and impact to some of the businesses. But a couple of weeks ago, I'm not sure if you saw this on the LA times, I'm sure Mel did, that a family in Silver Lake couldn't afford to live there, so they moved to Pacoima. Do you know how much that two- bedroom house went for? Almost half a million dollars. Half a million dollars in Pacoima. Housing is very costly all over Los Angeles, and especially here in Pacoima, prices are rising. So while I don't want to be that person that says that alarms people, but having seen the movie before because before being your State Assemblymember, I was a planning deputy for the City of Los Angeles for ten years, and a bulk of them for Council President Alex Padilla when he was our							
849	Vasquez Fidel					My name is Fidel Vasquez. I am a Mexican and this project is very beautiful. You are forgetting about something. You have to put a station in Van Nuys and San Fernando. You also have to give the artist the opportunity like those artists, the ones that draw and do arts. Let's not forget Los Angeles Mission College. They also need a bus, a Metro so they can transport. People struggle a lot to find parking right around that area and the homes. Everything that you are doing is very nice. Everything is very nice, but remember also about the cost. Once again, thank you, very much. I don't speak as much but once again, thank you.							
850	Soto Mayra					been living in this community for wenty years now, and like the Assemblymember Raul Bocanegra stated, changes are coming to the community and it's something that we have to be aware of and work towards making it the best that e possibly can. And when we think about all of the job creativity that this project will be bringing, it's something that's exciting to our community because we do needs jobs for our folks. What I would advocate for is jobs that are local to the community, so not bringing folks from other areas of LA, but making sure that the people in Pacoima are getting these jobs, as well as the arts. We recently took a little tour in LA to see the potential that Light Rail can bring to Pacoima, and the art wasn't really reflective of the community, and we're opening up an art incubator here in Van Nuys and it would be great if local artists would be part of this process beautifying the community and really representing what the community is, because I feel like people have a lot of pride in that and I think it would be really, really great for that to occur here. As well as a lot of the outreach that was being done for these meetings, we recently went out in the community with some of our inspectors and we found a lot of the little pamphlets laying around on the floor and on rubber bands. And what we find to be the most affective to bring people out is to do door-knocking, going to homes,							

affective to bring people out is to do door-knocking, going to homes,

F Site							Additional Is	sues				
efer ion B	No Option B	Prefer Option C	No Option C	Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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	DEIS/R Public Comments Summary														
	· · · · · · · · · · · · · · · · · · ·								Mode	BRT	LRT	LRT Options	MSF Site		
Comment		Address	Name of Agency or	Resident or Affiliate of a	Date	Property Type Comment (General Summary)			BRT TSM NB	Curb- Me	dian- 28- 14-	At- At-grade with	Prefer No Prefer No Prefer	No Option C	
No.	Name	Address	Organization	Business?	Date	Propercy Type Comment (General Summary)	Notes	LKI	BKI ISMI NB	running rur	ning stations stations	grade 2.5-mile Subway	Option A Option A Option B Option B Option C	No Option C	
						NISUdii SUUTI, N-F-1-S-C-1-d-11, S-C-U-F-1-1. SUUU IIIUTIIIIg. I UWII d									
						business that specializes in the restoration of antique and classic									
						Italian motor scooters. We have been operating in one of the									
						proposed demolition neighborhoods for nearly twelve years. We									
						started out on Calvert Street. Five years into the operation, we									
						moved to lease a larger building one block south on Bessemer Street.									
						Then about two years ago, the landlords put our building up for sale									
						and we were told that our rent would more than triple. We spent									
						the rest of our time we had on our lease, nearly six months,									
						frantically looking for a new location, which by some miracle we									
						found via word of mouth in our community, at the eleventh hour									
851	Storli Krisitan					when no less than three industrial real estate agents could not find a									Du
						suitable building anywhere in Los Angeles.									
						Between the search, the actual move, and the setting up of our new									
						location, we lost nearly a year's worth of income and goodwill. We									
						were only we are only just now getting things finely tuned and									
						finishing up our setup. Our current location is on Aetna Street just									
						one block south from our second location and two blocks south of									
						the original shop. I have often joked that if we just keep moving and									
						keep a pattern of moving one block south every five years that we'll be									
						on Ventura Boulevard in twenty-sixty, but the fact is the reason we've									
						stayed in this neighborhood for as long as we have is that there's									
						Ivan Gomez, I-v-a-n G-o-m-e-z. Can I start over? Thank you. Timer? Okay. We are in support of any forward-thinking projects that									
						Okay. We are in support of any forward-thinking projects that have the community's best interests in mind. We propose the Metro									
						Board of Directors to hold a town hall meeting to hear our voices and									
						-									
						answer our questions. We are offering to work with any of our									
						elected city officials to use what we are calling Site our/Option four at seventy-six hundred Tyrone Avenue, a seventeen-acre parcel that									
						is now owned by the DWP. This parcel of land would not only save									
852	Gomez Ivan					MSF Site A. It would also save B and C. These sites collectively employ thousands of people and have a tax base that is worth millions of									
652	Gomez Ivan					dollars to the City. We are not against light rail. We are with									
						working with the City. It is an urgent matter to save the remaining M-									
						two zone properties which play a vital role to the city. We propose a									
						challenge to the Metro planners and engineers to potentially save									
						hundreds of millions of dollars and lost time. Create an alignment									
						with the community to do what's best for the community. You can									
						create a facility in conjunction with LADWP, create a green space that									
						would serve Panorama City and Van Nuys. That community vibe that									
						exists with the railroad tracks could be broken. That's all I have to say.									
						exists with the failload tracks could be broken. That's air thave to say.									
						Michelle Klein-Hass. All right. I have been involved with this project,									
						you know, as an observer and as representative for Center East									
						renters in Panorama City and now as chair of the mobility committee.									
						And three years ago, roughly three years ago not entirely sure. It									
						might have been a little bit later than that, but we actually did make a									
						decision, the entire board, that light rail and a rail yard in Panorama									
052	Klain Hans Mishalla					City would be the best option for us. We are an underserved, job-									
853	Klein-Hass Michelle					poor neighborhood and we really need more local jobs and that's		1							
						what the rail yard represents to us. We also want future-proof									
						future-proof legitimately rapid transit for our corridor which is one of									

future-proof legitimately rapid transit for our corridor which is one of the most heavily trafficked; and we also -- although we have not taken a position on this, we suggest that -- I suggest that Woodman be possibly chosen as a place to relocate the bus back -- the bike backbone. There's -- well, I'll discuss that at another time. Thank

you very much.

			Additio	onal Issues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

Duplicate?

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	Public Comments Summary								Mode	BRT	LRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- Median- running running s	28- 14- tations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer I Option A Option A Option B Option C	No Option C
						My name is Alf Temme. That's A-I-f and the last name is T-e-m-m-e. I								

854 Temme Alf

855 Ackerman Jason

856 Serra Robert

name is Alf Temme. That's A-I-f and the last name is T-e-m-m-e. I think that the study group that did the study on this overlooked quite a bit of opportunity for better traffic management. I was an employee in a city planning office in the city of Stockholm years ago and we planned for improving traffic through smaller cities in Stockholm and what we settled on there was mostly roundabouts and also the -- yeah. Also, we did definitely avoid rail because if you look in Europe right now, they are ripping out all the rail and they go underground, and they also do a lot more in the way of oundabouts.

So I think rail will keep us from in the future being able to go underground and that helps quite a bit in traffic. And, also, one-way streets we did; and one-way streets, they can handle more traffic than single-direction streets. So I would suggest that maybe the planners of this would look into undabouts and one-way streets, and maybe what would help also is we -- if we get an app that would match people with their jobs. For example, if there's accountants that travel from the San Fernando Valley and there's downtown accountants that travel downtown, accountants that travel to the Valley, they could match up jobs and perhaps get a job closer at home. So one app like that that would match people with their jobs would be quite useful. Thank you.

GOOD HIDTHING. INVITABLE IS JASON ACKETHIAN. TAIL THE VICE PLESIDENT of the Van Nuys Neighborhood Council, but I'm not here in that capacity officially right now, and it's spelled J-a-s-o-n A-c-k-e-r-m-a-n.

All right. So where to start? The Van Nuys Neighborhood Council has previously taken positions in support of rail projects on Van Nuys Boulevard and although we have not weighed in on this particular round, we do plan to do so by the time the comment period is concluded. That being said, we have heard a lot of concern about Storage Facility Alternative A, and this would displace a lot of small husinesses in this area and this area is self-improving on its own and this is not an optimal option. That -- I would say that of the two options being presented, B and C are much better because it's halfway along the rail lines, so the trains would only have to go four miles to each terminus, and so that would save Metro money in the long run; however, this Option D that the stakeholders have proposed is also worth looking into because it is currently owned by the City and would require far less expenditure to relocate. So that being said, I really think that this is a great idea to do light rail; however, I think that we are as usual getting shortchanged in what is being proposed. I think that this must be light rail, but it must be grade separated as much as possible like the Crenshaw line is being, like the Expo line is. If it's good enough for those communities, then the Valley พพุทศสกใน กระบบอย่าง ระกาส, พ-ปะม-ซะา -tc. ายสระเทสกใน เรารา, สร่าไม่ ระสม, ช-า-า-

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a. And I'm a part of that Aetna Industrial Community Association. We gather on Bessemer Street. Aetna and Calvert are gathered together here to, you know, oppose that area right there, and I've been in that neighborhood for forty-three years. I rented on Bessemer for twenty-two and then just purchased on Aetna twenty years ago. It's an automotive business. And just five years ago I moved from -- into a smaller building off of Bessemer onto Oxnard Street and I put a sign up and just that -- and it's walking distance, and just that short move probably -- not quite half, but a considerable amount of customers just never came. They saw the building empty even though I put up a sign, Oh, I don't know where that is, and kept driving by. I kept losing a lot of business, but I managed to persevere through that. And so -- and plus, it's just a group of us, a whole neighborhood, there from Calvert to Oxnard to Kester to there, it's just a big group of people that take care of their properties and their businesses. Now, I see that they're going to be hacking it up. I see that our street there is the busway. The Orange Line is in the middle, breaking up the -- your storage facility. You have to either come in from Kester or from Van Nuys Boulevard and I think that site that Ivan proposed earlier, Site , the Water and Power, would be a much better location. The property's already there and whether

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Metro Ura Dikes security Property / Alternative Line/Sepul Real Estate MSF Site Projects Con parking safety

								mode			indi dice	
Comment	Name	Address	Name of Agency or	Resident or Affiliate of a	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14-	At- At-grade with	Prefer No Prefer No Prefer No Option C	Other
No.			Organization	Business?					running running stations stations	grade 2.5-mile Subway	Option A Option A Option B Option C No Option C	
						ndick, n-d-i-c-k, issaidil, i-s-s-d-i-d-il. We lidve a silidii property						
						located on Van Nuys north of Vanowen which has limited parking. My						
						tenant uses this parking for their workers and their customers. The						
						proposed LRT and BRT will remove street parking, decrease the						
						parking availability for my tenants. This will reduce the business						
						potential for them and make it harder for me to find a new tenant,						
						my livelihood. Is Metro considering adding parking, public						
						parking lots on Van Nuys? I hope so. I get that all four choices						
						presented to us today improve the public transit on Van Nuys						
						Boulevard, improve air quality and quality of life for everyone, but my						
						preference now is curbside parking, curbside BRT with dedicated line						
857	Issaian Haick					only during rush hours. The rest of the day, normal traffic with car		1 1	1	1		
						curbside parking. This can be done quickly with less tax money and I			-	-		
						hope that buses are running with fuel cell.						
						I should also add that my visions are that we have LRT in the near						
						future but let's build it underground. If other countries can do it, we						
						can do it, too. Consider population growth for the next years. Also,						
						let's look at the Sepulveda Boulevard. We need that LRT to go all the						
						way to the Westside, UCLA, and so on. Don't just think about today.						
						Thank you. MS. SWIFT: All right. Our next speaker is Angelo						
						Antelio are you you're not Angelo, I know, but is Angelo Antelio						
						still here? Okay. I guess he's not here, so yes. So it looks like						
						it-i-s-a p-i-y-e-f. Thir when the Addia miliustry continuantly belieds."						
						Group on Aetna Street and I want to talk about the location of the						
						maintenance storage facility. After looking at the information today, I						
						want to reecho some of the comments that have been made by						
						others that this is a highly dense area with many small businesses, of						
						which we're one. There is no other available spots where we can						
						relocate our businesses to. There's over two thousand people that are						
						directly employed along that Aetna Street. Most of the people have						
						families and they're just walking to work and then they go home. If						
						we lose those business locations, it not only affects the employees of						
						those businesses, but it's affecting the families. These are small						
858	Dryer Lisa					businesses with low-wage earners and this is a tremendous burden on					1	
						these people. I also want to reecho the fact that we should look at						
						location number four because this is primarily an open space right						
						now owned by the DWP and it will not impact the sinesses.						
						I'd also want to address the information contained in the proposals						
						on the EIR slides in the back. There I think I would like someone to						
						take a look at the areas where they're saying for the light rail and for						
						the other options that there's no economic and fiscal impacts, it's just						
						neutral, it's not red. I believe for the light-rail option, the economic						
						impacts for the light rail would be severe and this has not been taken						
						into consideration in the EIR. The maintenance facility needs to be						
						frenot notive table of the strength frend and the maintenance inclusion free and the strength free and the str						
						First of all, I'd like to thank can you hear me now? Much better?						
						Okay. I'd like to thank the MTA for having these hearings and letting						
						us get an opportunity to tell you really what our thoughts are. That's						
						important. And there's many aspects to this, but I only want to talk						
						about one and that is my I think we have a good solution to Option						
						A, and that is seventy-six hundred Tyrone Street. And the reason, it's a						
						great space and it's exactly what you need. There's lots of space for						
						light rail. It's a big area. You can go all the way from Van Nuys						
						Boulevard to Woodman if you want, hundreds of acres. You could						
050	Delaluff Marshins					have and it could be right next to the railroad track that's right there						
859	Balduff Marilyn					now. It's also right next to the Amtrak Metro station. You could build					1	
						the very best railroad yard in all of Southern California there. I mean,						
						you have the room and then not only have the room now, you have the						
						room for the future. This is a good place. You could take the money						
						that you're going to save because you're not having to buy so many						
						properties along the Aetna corridor and you could build a better light						
						rail system. Maybe some of those crossings on the side streets, you						
						could put elevate them. You could build a green space for the						
						community. I mean, that would be awesome. You could have a park						
						where the kids could play families could go to a nicnic a place for						

where the kids could play, families could go to a picnic, a place for lovers maybe to talk, and an area -- a green area is valuable because

BRT LRT LRT Options

MSF Site

Mode

			Additional Is	ssues				
ner	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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	DEIS/R Public Comments Summary															
	·····									Mode	BRT	LRT	LRT Options	MSF Si	te	
Comment			Name of Agency or	Resident or							Curb- Media	1- 28- 14-	At- At-grade with	Prefer No Prefe	No Prefer	
No.	Name	Address	Organization	Affiliate of a Business?	Date	Property Typ	e Comment (General Summary)	Notes	LRT	BRT TSM NB	running runnin		grade 2.5-mile Subway	Option A Option A Option		No Option C
				business.			neno. Titi datten ciatki Titalis diartirenin chi antikie. Tigtew up a titile									
							over, a mile up. My ninety-one-year-old father is here. He remembers									
							riding the red car from Van Nuys to downtown that ended in nineteen									
							fifty-two. I wasn't quite born then. And I remember I rode to Van									
							Nuys High School. I'm a regular rider of the Gold Line and the Expo									
							Line. The biggest question I think we need to look at is what's									
							the purpose of this project? And I would see it as a regional line. We									
							need to think of it as going from the north San Fernando Valley to Van									
							Nuys to UCLA to Westwood to LAX. Now, Metro sort of sees it that									
							•									
							way. It's as three different segments in the Measure M that just									
860	Clarke Darrell						passed last fall, but it says, Of course it has to be light rail on Van Nuys Boulevard for the speed and capacity for that longer trip									
860	Clarke Darrell						boulevaria for the speed and "capacity for that longer the									
							you've driven rush hour Santa Clarita to the Westside, down the four-									
							o-five, that takes an hour and a half of misery; but for this to be									
							competitive, it has to be fast along that corridor. I'd note the									
							precedent of the Crenshaw Line belowground where Crenshaw									
							Boulevard is narrow in the median, where it's wide, same thing for									
							Van Nuys Boulevard. I have to question a billion dollars a mile for									
							subway? I mean, my God, the Purple Line is being built for a lot less									
							than that, so I seriously question that number. And finally,									
							regarding the maintenance facility, the Santa Monica Expo Line									
							maintenance facility began controversial. It worked out really well									
							rest ivity flattie is Katt Armelin. East indine is spelled Art-m-e-r-n.									
							Can you hear me in the back? Hello? Can you hear me now?									
							My name is Karl Armelin. I'm a seventy-three-year-old native Los									
							Angelino. Although my children believe I was here when rocks were									
							created, I wasn't. I just had to kill a dinosaur and eat it before I									
							became a man. In my time in Los Angeles, I served years as a									
							Los Angeles police officer. I retired about eight years ago. During									
							that time, I had cause to come and work in Van Nuys Division on a									
							number of occasions and I've dealt with some of the people in this									
							room. I've always been impressed with the caliber of the people who									
							own the businesses in this area. They're a bunch of very dedicated,									
861	Armelin Karl						hardworking people who spent years building businesses and									
							reputations that are in some cases internationally known. That's									
							impressive. It's not a pretty place, but it's a busy place. It's a									
							hardworking place. I think what has to be kept in mind here is									
							that what you're proposing is dealing with human beings and									
							sometimes we lose that bit of information in the Los Angeles area. If									
							it's twenty years old, tear it down, put something new up, and we'll									
							let it go from there. What we're asking these folks to do is to									
							give up what they've spent their lives building, send them out into									
							the cold and say, Just, you know, find someplace else. We're going to									
							drop a little money on you and we're done with you. You can't									
							da bhat mith human hairen 16 henne a mente da bhia mither b									
							Hi, everybody. My name is Sigal, S-i-g-a-l, S-i-g-a-l, Danisky, D, like									
							David, a-n-i-s-k-y. Karl, you eally touched me and absolutely									
							said everything I want to say. We own me and my husband own									
							the automotive shop called The Best Automotive on Calvert Street.									
							This is a small family business, me and him working every day there.									
							We put all our life and savings until we got to that point that we can									
							achieve our dream that's actually was my husband's dream and he									
							is a very hard worker, and it's not just an automotive place that we fix cars. It's like a family. We help all our neighbors, everybody									
963	Danisla, Sigal						coming over. There's always drinks, ice cream, coffee. It's like a hand-							1		
862	Danisky Sigal						out place for all our neighbors on the street from Calvert and Aetna,							1		

and it's -- we feel very terrified since we received that letter that -we are in the beginning of our fifties and as Karl said, to move out to nowhere when you save all your life and you got something and you start building it -- and it took us so long to find a property. There was four brokers looking all over for a while, for a long time. We couldn't find a place and we just start to work with our clients and it's really scary, but the idea was a nice idea. I think subway is a better idea. Taking care of our L.A. community, it's a nice thing to do, but don't forget the people; that, you know, we are families, that we want to work and earn money and live our life. Thank you.

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Additional Issues Metro Orange Other parking safety bikes security Real Estate MSF Site Projects Connection Real Estate MSF Site Projects Connection

East San Fernando Valley Transit Corridor DEIS/R

	DEIS/R Public Comments Summary										
	·····							Mode	BRT LRT	LRT Options	MSF Site
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer No Option C Option A Option A Option B Option B Option C
				business.		חטש מופ אטע מון עטווואר זיזא וומוזופ וא זאוננוזמפו הטטפונג, ואו-ו-נ-וו-מ-פ-ו ה-ט-					
						b-e-r-t-s, pretty simple, and I know one of the questions that's on a					
						lot of people's mind, a question that's on a lot of people's mind is					
						are you distracting from my presentation, sir? He knows how to tie a					
						tie. I know that's what you're thinking. I do. Well, what I've got					
						up here is a little presentation of the piece of property a few people					
						have been talking about that was located by members of our little					
						neighborhood group. As another business owner that would be					
						gravely affected by the MSF Option A, I would like to present another					
						alternative for the maintenance and service facility should the Board					
						choose either light-rail option for this project. This alternative					
863	Roberts Michael					which we've been calling MSF Option D is a seventeen-acre vacant					1
						lot owned by DWP, as it turns out, located a quarter mile from Van					
						Nuys Boulevard. It is adjacent Van Nuys Boulevard is just to the					
						left of that pointer (indicating). It is adjacent to existing rail and					
						there is even existing track leading to this area within two hundred					
						feet of Van Nuys Boulevard. If the seventeen acres turns out not to					
						be enough room for the maintenance facility, there's an enormous					
						amount of additional land just to the east with very few buildings					
						that would only displace one occupant and have land left over that					
						could be used for other community projects like a homeless shelter,					
						open park space, a community center, et cetera, et cetera. All					
						nf. hviy nahlehs bahlett fvialks, i Ghanneht tivliantikis. howin					
						Mustangs, Etc. As another small business owner that would be					
						displaced by MSF Option A, I urge you to take an updated look at the					
						number of properties available as possible relocation sites for our					
						businesses. The statistics of available properties in your					
						environmental impact report is from two thousand fourteen.					
						According to the EIR, within a one.five-mile radius of our area, there					
						were eight available industrial properties for sale. A look on					
						loopnet.com today shows one and it's actually flex space occupied by					
						a commercial office building. Also, the EIR shows one-o-five					
						available industrial buildings for lease within one.five miles. A look at					
864	Marks Garrett					loopnet.com today shows two. Another point I'd like to make					1
						is a large percentage of the business owners and employees live					
						within ten minutes of our area. Relocating all these businesses					

865 Alexenko Monica

convenience. My business of parts and service for classic Mustangs was started by my father in nineteen seventy-six in the same location we are now and a large part of our client base is from over the hill. . . . My name is Monica Alexenko. It's spelled M-o-n-i-c-a A-l-e-x-e-n-ko. I've come to these meetings in the past and I have to say it gets more and more disturbing at times. If you were to go out on Van Nuys Boulevard right now, the traffic is very light. The project options that I've seen seems to be that rather than making it more of a facilitating convenience for travel, that it would encumber travel more, not to mention what would be impacting the community as a whole. You know, Van Nuys has unfortunately a reputation that is entangled with Van Nuys Boulevard, but there are businesses, there are people that live here that are going to be severely impacted. When you are talking about imposing facility storage locations and all, this is going to adversely impact an enormous amount of people and these things need to be really looked at and considered for an overall community option. Van Nuys Boulevard in and of itself does not represent all of Van Nuys, far from it. It is an ongoing project for us to better that boulevard and the appearance of it and, you know, what I've seen here in the way of your transportation options is not going to be something that elevates the community as a whole, and I just hope that you reconsider and listen to some of the options that these people have taken their time to give a thoughtful response to. Thank you.

would drastically increase their commutes, something that I don't think was taken into consideration in your EIR. There are a number of businesses in this area that have been here a long time and have built up a loyal customer base, but a lot of that loyalty depends on

		Additional Is	sues			
parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments

Other

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	DEIS/R Public Comments Summary									LRT Options	MSF Site
				Resident or				Mode	BRI LRI		
Comment No.	Name	Address	Name of Agency or Organization	Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- 28- 14- running running stations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer No Option C Option A Option A Option B Option C
866	Stewart James		-	Business?		James Stewart, J-a-m-e-S S-t-e-w-a-r-t, and I brought my friend Harvey. A few of you got it. Okay. There are liars, damn liars, and statistics, and the MTA history with statistics is abysmal and I don't believe a single one of the ones you presented this morning. The impact to automobile traffic on Van Nuys Boulevard has to be a major consideration. Given that the only impact, positive impact, that you will have is when you remove a car because someone takes a trip from one station on this line to another station on this line. Nothing you have shown me has indicated how many people will do that or what the improvements to Van Nuys Boulevard traffic will be; and until you can demonstrate that you will actually improve traffic on Van Nuys Boulevard by reducing the number of lanes, any project which reduces traffic lanes is an absolute no-go from day one. The mantra of MTA should be, Do not remove traffic lanes anywhere ever.		1			
867	Brecht Steve					 Ny name is steve Dietlit. That's spened Difference to the Know, this a pretty smart guy and everybody in this room is pretty smart and the MTA people are pretty smart. That's why I just don't get it. I don't get why one of their main options, Option A, is to come in and destroy a viable, vibrant, mixed-use artisan working-class community and just rip the heart out of Van Nuys for the sake of putting in a system that they tore out in because they said that buses were more modern than the red car. Now they want to take out the buses and put in more rail. Well, which is it? Buses or rail? I don't understand why these people, the MTA, is so hot on a system that is based in nineteenth century technology. It's cumbersome. It's expensive. It's heavily centrally located for power. It's a big terrorist target. It breaks down. It's not scalable. It's not flexible. Buses are modern. You can do all sorts of stuff with them. The technology is going to be greater in the future than it is now and they are scalable. They are flexible. They're small targets. They're reliable. You can move bus lanes around. You can't move a rail around. A train fails, the whole system fails. We get into a grid-down situation or an earthquake where the tracks are compromised; the whole system goes down. That's not the way it is with buses. So I want to know is this about moving people or is this about a shiny new little toy train for the MTA so thy can feel real good about Nucerchann, Telerith. Lebin it. "Mown" thee'rt more going to be hearing a lot from me. Number one, the acoustics in this room: 		1			1
868	Falini Robert					Have you guys given any thought to this? Your entire presentation, you get the Charlie Brown Award. Okay? Next time pick a carpeted room, please. Let's move on to business. For the record, I am avidly against rail on Van Nuys Boulevard. Let's make that perfectly clear. Moving to number two, I wanted to ask why is there no representative from the MTA present and I just recently realized you good folks are the MTA. Where's your logo on the wall and your badges? I want to know who I'm up against and what I'm fighting. Do I have to repeat that I'm rabidly against rail on Van Nuys Boulevard? Number three, on Monday I asked where was the terminus? It's been presented that this originates on San Fernando Road at Sayre, not in my neighborhood, not servicing my community, and terminates on Van Nuys Boulevard at Oxnard Street. Why? Number four, tunnel. Where is the proposed tunnel under Mulholland? You know there's a tunnel in the works. It's a federal project. Where's the proposed tunnel on your map? What are you linking up with? Air? Did you just draw a line in the middle of the San Fernando Valley and decided to spit and hit? Number five, LAX, Sepulveda. Why isn't this linking up with the Sepulveda light raii? It's a federal project. You know it's going to get funded. Take		1			
869	Marks Janice					Hi. My name is Janice Marks, J-a-n-i-c-e M-a-r-k-s. I'm a co-owner of Mustangs, Etc. on Bessemer for forty years. I oppose light rail MSF Option A and I would really implore you to you all to give this matter a seriously hard look before making a decision. A wrong decision on your part will upset many apple carts, much more than you may realize at this point. Thank you.					1
870	Simonian Evelyn					Hello. My name is Evelyn Simonian, E-v-e-l-y-n S-i-m-o-n-i-a-n. Our family owns the stain glass studio on Oxnard in Van Nuys. We have chosen that location two years ago because there are lots of other construction-related businesses there which complement our business. We get lots of walk-in clients and our landlord is					1

business. We get lots of walk-in clients and our landlord is reasonable. We are close to our job sites and moving would be a serious financial burden and loss of business for us. Thank you.

Additional Issues Metro Orange ption C Other parking safety bikes security Real Estate MSF Site Projects Connection Comments

	DEIS/R Public Comments Summary										105			
				Resident or					Mode	BRT	LRT	LRT Options	MSF Site	
Comment No.	Name	Address	Name of Agency or Organization	Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT	BRT TSM NB	Curb- M running ru	edian- 28- 14- Inning stations station	At- At-grade with s grade 2.5-mile Subway	Prefer No Prefer No Prefer No Option C Option A Option A Option B Option C	
871	Arleta			Business r		Hi. Good morning. Thank you, Metro, for doing this presentation. I am a resident of Arleta and I work along the proposed route and so I really support an option for light rail. I also think that there is a critical voice that's missing and I need the public to really understand that there is a missing voice from this and it's really the voice of the transit rider who this is meant to serve. So we need to keep that in mind as a public, as a community, as business owners, as people that work along the route, that this is really meant to serve the needs of a lot of other people that could not be here today and might be at work and might be employed at one of your facilities and might be, you know, having kids that in the future will want to get along the route and be able to support your businesses. So this is really as I've heard a lot of voices about, you know, inconvenience and that and that's real, but we're in a position of privilege and I think that we should that just by being here in this room and being able to give feedback, but we really need to think about those that couldn't be here. If we need a transit rider, encourage them to be a part of the process and give their voice. It's really important. So we really need to think through that lens. So thank you, Metro, and I look forward to watching this project develop.		1						
872	Vatov Annie					Hi. My name is Annie A-n-n-i-e, last name V-a-t-o-v. Besides everything that I'm fully standing behind, every single speech today, I just want to give you part of the petitions that we were able to collect with all the addresses of the businesses we have listed for you guys and approximately I have the numbers of the employees who is going to be affected by your decision and businesses likewise.								
Gener al Com ments _AII_f rom Walt_ v2.pdf						De.at MTA buard Methods.								
						These are three femily anneal industrial accounties on American Charact								

5739 Kanan Road **873** Blumenthal Bruce Agoura Hills, CA **Properties**

91301

There are three family-owned industrial properties on Arminta Street, Option "C," which the MTA is considering for its Maintenance & Storage Facility (MSF). The family has owned and managed these properties for decades since they were constructed in the 1959-60. These

bu'ildIngs are the "home" to over 30 family-run small businesses, from cabinet makers and clothes makers to metal workers and live poultry purveyors. Additionally, we estimate there to be over 200 other small businesses located in the area of Option "C." And, Option "C" backs up to an entire block of low-income apartment housing which will negatively be impacted by the noise, light and other pollutants. For all these hard-working citizens and homes, we emphatically pronounce "NO TO OPTION C!"

Throu1gh the years, we have leased to and witnessed the "blood, sweat and tears" these dedicated entrepreneurs have invested in their businesses striving to achieve a little piece of the American Dream. These small business owners employ numerous employees and pay mlill,ions of dollars in local, state, and federal taxes. They, and others like them, are the financial underpinn1ing of the City and County of Los Angeles's myriad services. Frankly, for many of them, a move from this location will be the end of their business pursuits and their family's

			Additio	onal Issues				
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments	

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East San Fernando Valley Transit Corridor DEIS/R

	DEIS/R Public Comments Summary												
Comment			Name of Agency or	Resident or						Mode	BRT LRT	LRT Options At- At-grade with	MSF Site Prefer No Prefer No Prefer
No.	Name	Address	Organization	Affiliate of a Business?	Date	Property Typ	e Comment (General Summary)	Notes	LRT	BRT TSM NB	running running stations stations	grade 2.5-mile Subway	Option A Option B Option B Option C
874	Multiple Business	N/A	Multiple Businesses	Business			Dear Metro: My name is and I am a small business owner in this community that may be impacted by this proposed Maintenance and Storage Facility (MSF) project. My business is the livelihood of my family and employees. Our hard work has allowed us to stay in business and zoning area is conducive to the work provide our customers. My business pays taxes, employees local residents and is an integral part of this community. It is already difficult to be a business owner in this city and state. If our business is closed due to this project, it will be difficult for us to restart in another location due to higher costs and loss of clients. WE DO NOT WANT TO LOSE OUR BUSINESS! This project if built on my street will devastate our neighborhood and business with the stignificant impact in noise and traffic the MSF will have if built on our street. We support Option B: Keswick Street Maintenance & Storage Facility because it has the least significant impacts of the 3 proposed sites: 1. Zoning district on Keswick Street already allows for the proposed project 2. NO Resident homes will be removed with this option. 3. Safer for our children & senior citizens along the Orange Line &						36 36
875	Fagan Brian			Business			 ear wr. Davis. As you may recall, Ursula Lazo and I met with you briefly yesterday evening at the information session held at the Van Nuys State Building Auditorium. Thank you for takIng the time to explain in good detail the overall Metro project alternatives. As mentioned, our firm, Selective Real Estate Investments ("Selective") owns and manages a strip of industrial properties along First Street in the City of San Fernando. The properties of concern are legally identified as follows: As discussed, our property 1416 First Street (APN 2520-018-006) is on a preliminary list for partial talcing related to Alternative 4 - LRT Metro route. Please see our attached ALTA survey showing APNs 2520-009-002, -003, and -007 (which are adjacent and which we also own) that would be directly and negatively impacted by a loss of parking if the asset, APN 2520-018-006 is partiall taking of APN 2520-018-006 has a larger impact on multiple parcels. APN 2520-018-006 provides: 1) parking for the neighboring parcel Selective owns; and 2) cell tower services to the community [there are at least three (3) cell carrier providers on APN 2520-018-006]. Our tenants utilize the parcel to store vehicles and provide employee parking. Without APN 2520-018-006 						
876	Knudsen Alf		C.A. Schroeder, Inc (CASCO)	Business			ing themers were were the function of the func						

be? How much of an attempt wm actually take pllace for our

			Additional I	ssues			
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection
		36			36		Comments
	1				1		
					1		

	Public Comments Summary											177.0.1	1 55 5%-	
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type Comment (General Summary)	Notes	LRT BR	Node RT TSM NB	BKT Curb- Media running runnin	LRT - 28- 14- s stations stations	LRT Options At- At-grade with grade 2.5-mile Subway	MSF Site Prefer No Prefer No Prefer Option A Option A Option B Option C	No Option C
877			C.A. Schroeder, Inc (CASCO)	Business		37 employees of C.A. Schroeder, Inc express their concern about LRT/14-stations alternative (Alternative 4) because it will displace this business. The generic letter is included below. My name is, and I have worked at C.A. Schroeder, Inc. {CASCO} for almost _])) years. This company has been at their San Fernando location since 1978 and has provided hundreds of manufacturing jobs for Union workers. I was shocked to learn of the recent developments regarding the proposed transit expansion that could displace this company. I want Metro to take into consideration the workers that will be displaced not only from CASCO, but the hundreds of businesses that will be forced to close down. We all know that the false promise of "relocation" willl never happen. There is nowhere for all these businesses to go to within the local area. What will Metro then do for me when I have no job? Please provide me with some response as to the action that Metro will take so I can expla1in to my family exactly how the "betterment" of transit through the Vallley will impact us. Sincerely								
878			The Silliman Family Survivors Trust			 October 27, 2017 Mr. Walt Davis, Project Manager Metro One Gateway Plaza, MS 99-22-3 'Los Angeles, CA 90012 Re: East San Fernando Valley Transit Corridor Project ("the Project") Dear Mr. Davis: I am the trustee of The Silliman Family Survivors Trust, The Si'lliman Family Non-Exempt Marital Trust, The Silliman Family Exempt Marital Trust, and The Brian A. Silliman GST Trust ("the Trusts"). The Trusts own industrial real property ("our Property") 'located on Calvert Street and Bessemer Street in Van Nuys, described as: Assessor's Parcel No. 2241 023 011, 2241 023 012, 2241 023 013, 2241 023 014 and the following addresses: 14754 Calvert Street, 14758 Calvert Street, 14579 Bessemer Street, 14755 Bessemer Street. Our Property is located in the Option A area that would be acquired for any light rail project. We have ten tenants at our Property and their business include repair and sale of appliances to the public; plumbing contractor; wood working business (e.g. manufacture of windows, cabinets, etc.); Toyota and Lexus service and repair facility; classic car remodeling and restoration; repair and storage of automobiles; wood carving business (e.g. creating classic and faux antique furniture and 			1					
879			LADWP	Government /Agency		Don't consider 7600 Tryone Avenue for a storage facility.								
880			City of San Fernando	Government /Agency		Supports Alternative 3 - Low-Floor Light Rail Transit		1						
881	Perez Mont		Los Angeles Mission College			Support LRT. Want extension of the rail to their campus		1						
Rober t Reith PDF														
	Diath Dahart					Input has been recorded already above so it is not tallied here as well.								
882	Rieth Robert					He supports BRT-median running alternative.		1	L	1				
ACOE North Coast Branc														

branc h, LA

			Additional I	ssues			Metro Orange
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Line/Sepulveda Projects Connection Comments
					37		

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	Public Comments Summary										MSE Site	
. .			Resident or				Mode	BRI	LKI	LRT Options		
No.	Name	Address Name of Agency or Organization	Affiliate of a Business?	Date Property T	ype Comment (General Summary)	Notes	LRT BRT TSM NB	Curb- Median- running running st	28- 14- tations stations	At- At-grade with grade 2.5-mile Subway	Prefer No Prefer No Prefer Option A Option A Option B Option B Option C	No Option C
883	Swenson Daniel P.	USACE	Government /Agency		As part of my agency's responsibilities for federal infrastructure projects listed on the Permitting Dashboard, I'm contacting you to determine if the East San Fernando Valley Transit Corridor Project (https://www.permits.performance.gov/projects/east-san-fernando- valley-transit-corridor) may involve impacts to waters of the U.S. requiring a Corps permit(s). The DEIS doesn't seem to discuss any potential 404-impacts, but please confirm that is your understanding after reviewing the criteria below. A Corps of Engineers permit is required for: a) structures or work in or affecting "navigable waters of the United States" pursuant to Section 10 of the Rivers and Harbors Act of 1899. Examples include, but are not limited to, 1. constructing a pier, revetment, bulkhead, jetty, aid to navigation, artificial reef or island, and any structures to be placed under or over a navigable water; 2. dredging, dredge disposal, filling and excavation; b) the discharge of dredged or fill material into, including any redeposit of dredged material other than incidental fallback within, "waters of the United States" and ajacent wetlands pursuant to Section 404 of the Clean Water Act of 1972. Examples include, but are not limited to, 1. coreating fills for residential or commercial development, placing							
884	Poosti Ali	City of Los Angeles	Government /Agency		This is in response to your September 1, 2017 Notice of Availability of an Environmental Impact Study/Environmental Impact Report received on September 20, 2017 for the proposed project located at San Fernando Valley in the County of Los Angeles. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review it has been determined that the project is unrelated to sewers and does not require any hydraulic analysis. Please notify our office in the instance that additional environmental review is necessary for this project.							
City of LA	A Comments_011818.pdf											
					The City of Los Angeles (City), information recinology Agency (TA),							
885 ^{Ar}	nthony Moore, Assistant General Manager	City of Los Angeles Infomration Technology Agency	Government /Agency	1/18/2018 N/A	has reviewed the Draft Envimnmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the East San Fernando Valley Transit Corridor Project. Your draft stated that your potential areas of construction include many areas that may impact the City's locations and services in the San Fernando Valley area. ITA provides Public Safety Radio Communications Support for the Los Angeles Police Department (LAPD), the Los Angeles Fire Department (LAFD), and the Department of Transportation (DOT) Valley Dispatch Center. To insure no harmful constructional work that would impact the City's emergency communications systems and radio sites, we hereby attached the lists of our Public Safety locations for your information. It is required that the Federal Transit Administration (FT A) and the Los Angeles County Metropoliitan Transportation Authority (Metro) shall guarantee that the proposed work is not within 1000 feet of the City's Police, Firej and DOT locations. The FTA and Metro shall notify and submit any detailed plans to the IT A for approval and shall make all corrections necessary to protect the operations of the City's Public Safety Systems. If you have any questions regarding this matter, please contact							
885		Angeles Infomration Technology		1/18/2018 N/A	Statement/Environmental Impact Report (Draft EIS/EIR) for the East San Fernando Valley Transit Corridor Project. Your draft stated that your potential areas of construction include many areas that may impact the City's locations and services in the San Fernando Valley area. ITA provides Public Safety Radio Communications Support for the Los Angeles Police Department (LAPD), the Los Angeles Fire Department (LAFD), and the Department of Transportation (DOT} Valley Dispatch Center. To insure no harmful constructional work that would impact the City's emergency communications systems and radio sites, we hereby attached the lists of our Public Safety locations for your information. It is required that the Federal Transit Administration (FT A) and the Los Angeles County Metropoliitan Transportation Authority (Metro) shall guarantee that the proposed work is not within 1000 feet of the City's Police, Firej and DOT locations. The FTA and Metro shall notify and submit any detailed plans to the IT A for approval and shall make all corrections necessary to protect the operations of the City's Public Safety Systems.							
885 SCRRA_E9 886 922 ^{TO}	General Manager	Angeles Infomration Technology	/Agency Regional	1/18/2018 N/A	Statement/Environmental Impact Report (Draft EIS/EIR) for the East San Fernando Valley Transit Corridor Project. Your draft stated that your potential areas of construction include many areas that may impact the City's locations and services in the San Fernando Valley area. ITA provides Public Safety Radio Communications Support for the Los Angeles Police Department (LAPD), the Los Angeles Fire Department (LAFD), and the Department of Transportation (DOT} Valley Dispatch Center. To insure no harmful constructional work that would impact the City's emergency communications systems and radio sites, we hereby attached the lists of our Public Safety locations for your information. It is required that the Federal Transit Administration (FT A) and the Los Angeles County Metropoliitan Transportation Authority (Metro) shall guarantee that the proposed work is not within 1000 feet of the City's Police, Firej and DOT locations. The FTA and Metro shall notify and submit any detailed plans to the IT A for approval and shall make all corrections necessary to protect the operations of the City's Public Safety Systems. If you have any questions regarding this matter, please contact							

- from CASC O)







Commenter by Type	#	%
Residents	428	46%
Businesses	23	2%
Government/Agencies	13	1%



Additional Issues Metro Orange							
Other	parking	safety	bikes	security	Property / Real Estate	Alternative MSF Site	Line/Sepulveda Projects Connection Comments

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								1
								1
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LRT Stations		Grad	le Preferences	MSF Comments		
	14-stations	At-grade	At-grade with 2.5-	Oppose MSF	All other MSF-related	
			mile Subway	Option A	comments	

East San Fernando Valley Transit Corridor	
DEIS/R	

