

# **Canoga Transportation Corridor Project Draft EIR**

Public Hearing Presentation  
March 19 & 26, 2008

# Meeting Agenda

- |                |  |
|----------------|--|
| 6:30 – 7:00 pm | Open House   |
| 7:00 – 7:30 pm | Presentation on Project's Draft Environmental Impact Report (DEIR) |
| 7:30 – 8:30 pm | Public Hearing/Comments  |

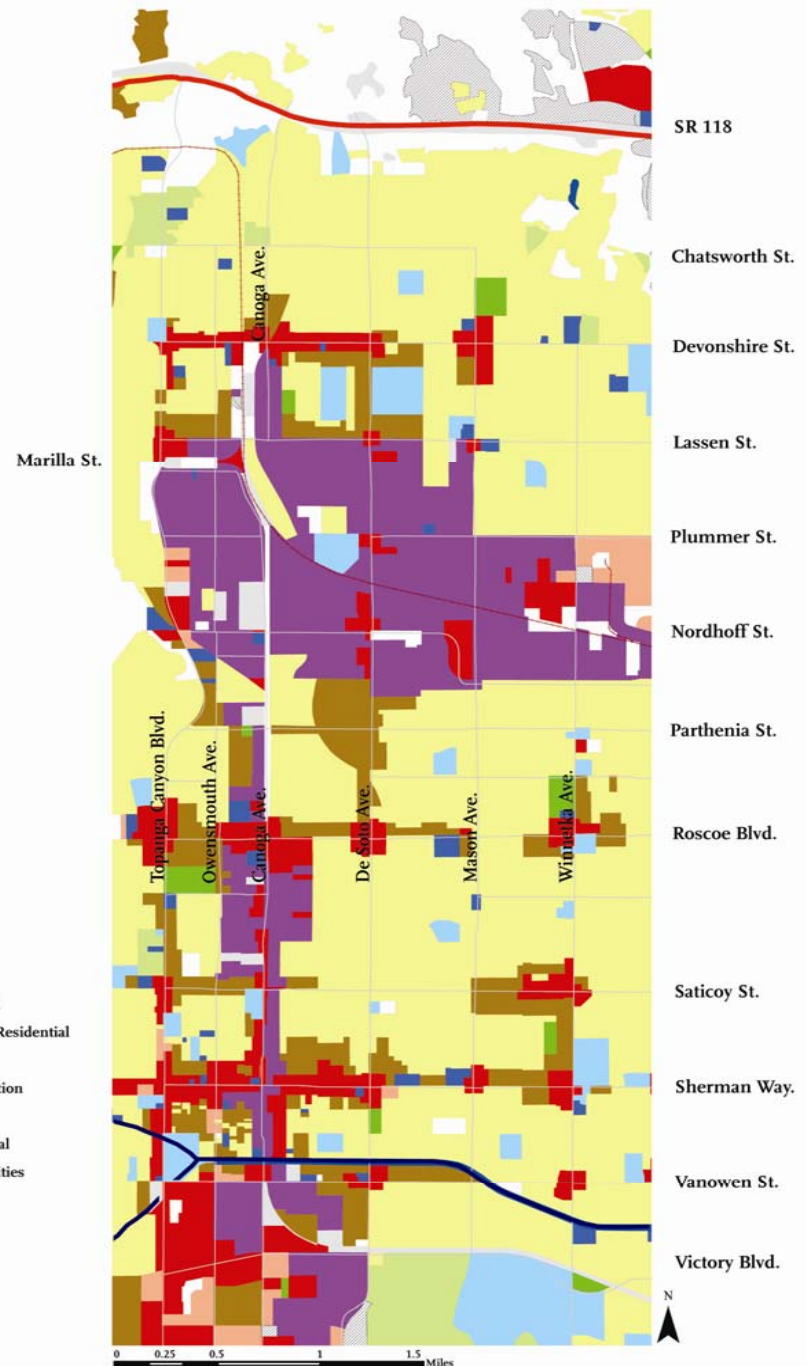
Responses to comments will be provided in writing in Final Environmental Impact Report (FEIR)

# Canoga Transportation Corridor



# CANOGA CORRIDOR EXISTING LAND USE MAP

- The area surrounding the Canoga corridor is predominantly low density residential and industrial uses
- The Metro-owned right-of-way is partially vacant to the north and predominantly leased for industrial and commercial uses south of Roscoe Boulevard

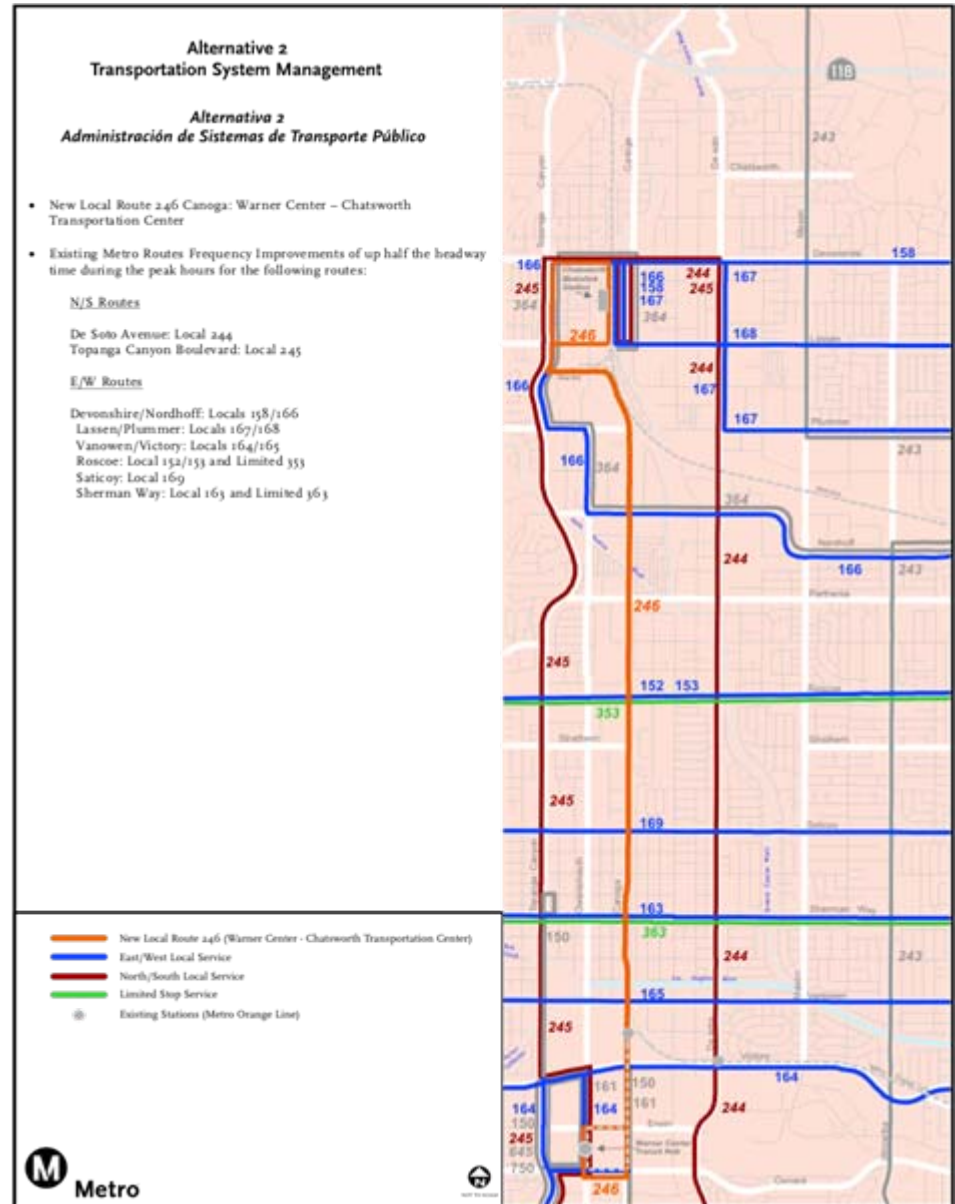


# Canoga Transportation Corridor

Distance – Canoga Park and Ride to Chatsworth Metrolink Station	4 miles
Travel Time	12 to 15 minutes
Average Speed	21 MPH
Project would include four (4) new stations with an option for a fifth station Canoga Station would be modified	1 - Sherman Way (park & ride with approximately 255 spaces) 2 - Roscoe Blvd 3 - Nordhoff St 4 - Chatsworth Metrolink Station 5 - Parthenia St (Optional)
Metro-owned Ground Leases	85
<ul style="list-style-type: none"> <li>• Businesses</li> <li>• Billboards</li> </ul>	60 25
Right-of-Way Width	Avg. 100 feet - 40' narrowest, 275' widest

# Transportation System Management Alternative

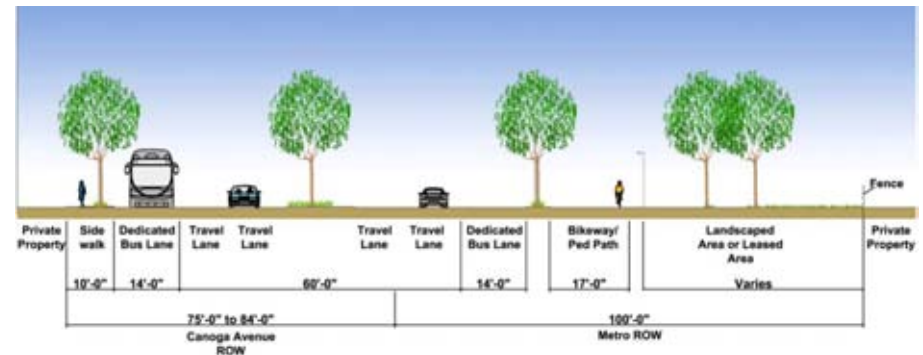
- New local transit route on Canoga Avenue
- Enhanced transit service on existing routes (reduced headways)



# On-Street Dedicated Bus Lanes Alternative

Canoga Avenue widened to accommodate Bus Lanes:

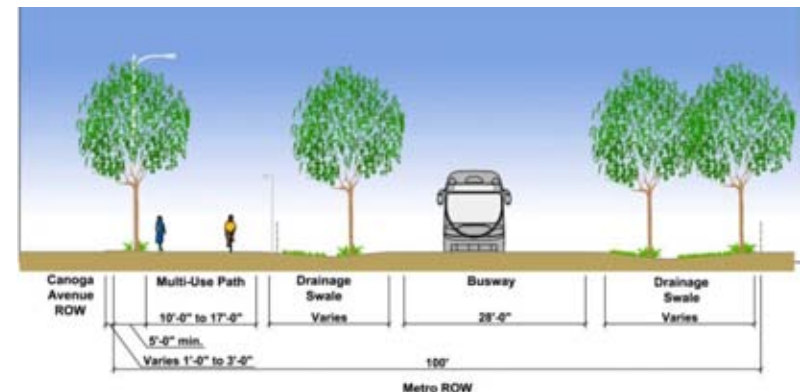
- Buses operating in close proximity to mixed-flow traffic
- Automobiles permitted to cross bus lane to navigate right turns
- Canoga Avenue re-paved and re-configured to standards similar to the roadway's General Plan classification as a Secondary Highway
- Would displace 57 businesses
- Bikeway/Pedestrian Path



# Canoga Busway Alternative

Exclusive Busway on the Metro-owned right-of-way:

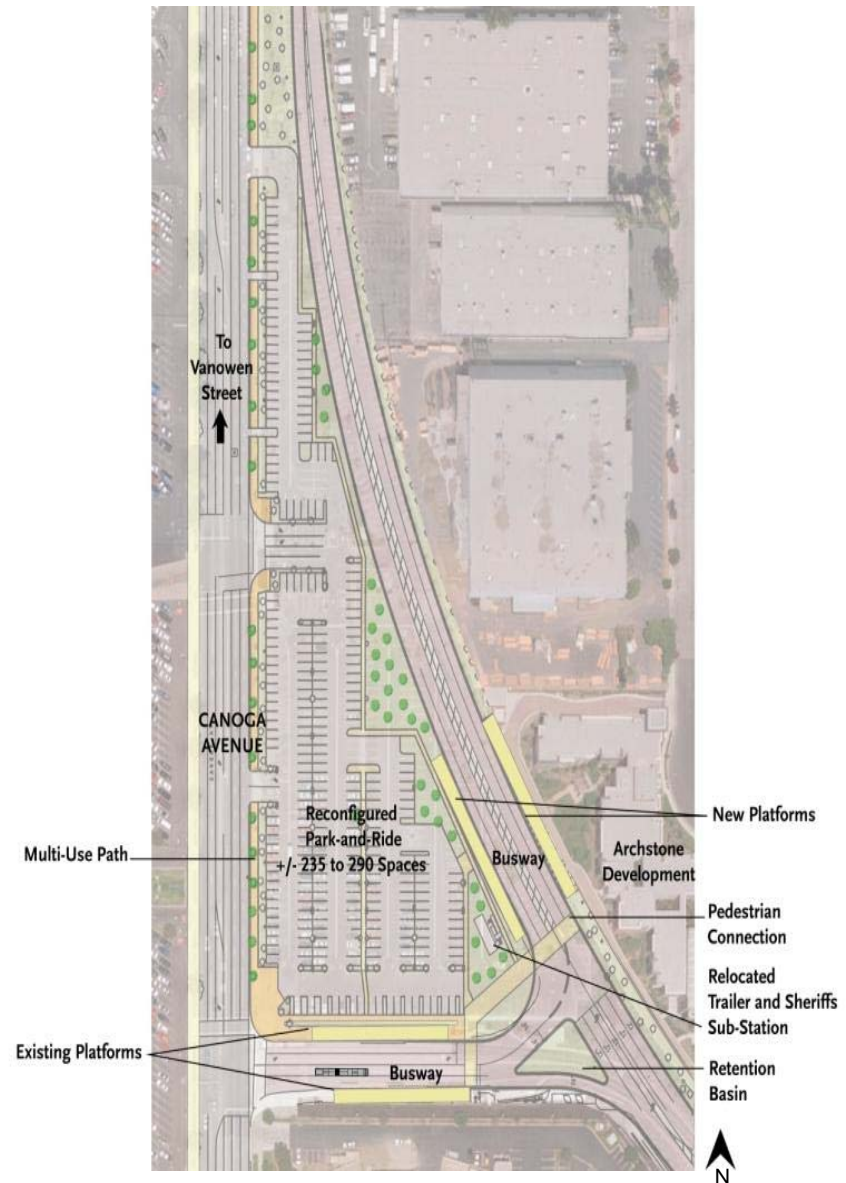
- Separation from automobile traffic
- Operational efficiencies
- Would displace 55 businesses
- Traffic signalization is more challenging
- Bikeway/Pedestrian Path



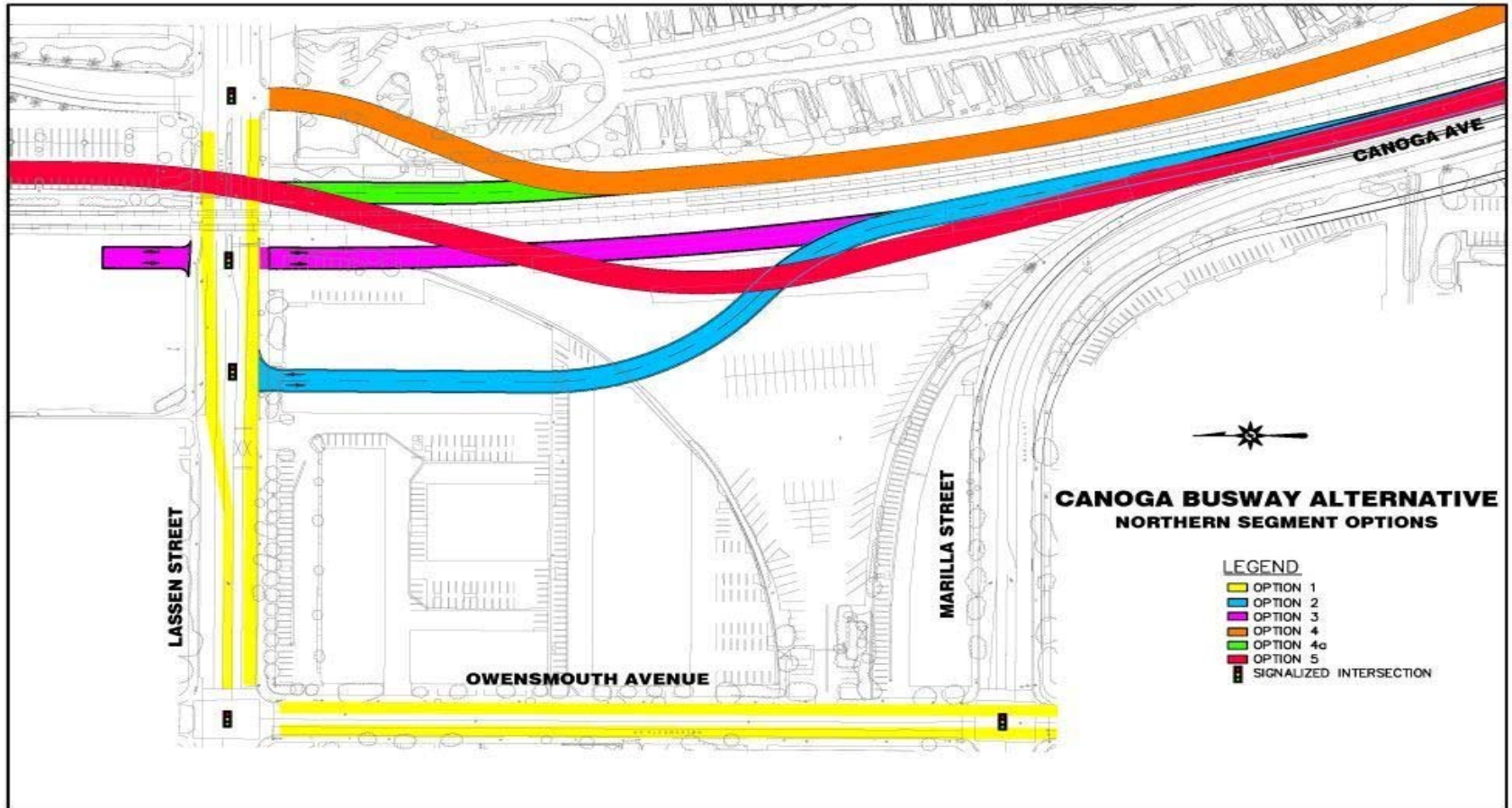


# Canoga Park-and-Ride with Busway Alternative

- Reconfigured park-and-ride lot with 235 to 290 spaces (reduced from 608)
- Second pair of Canoga platforms for Chatsworth riders

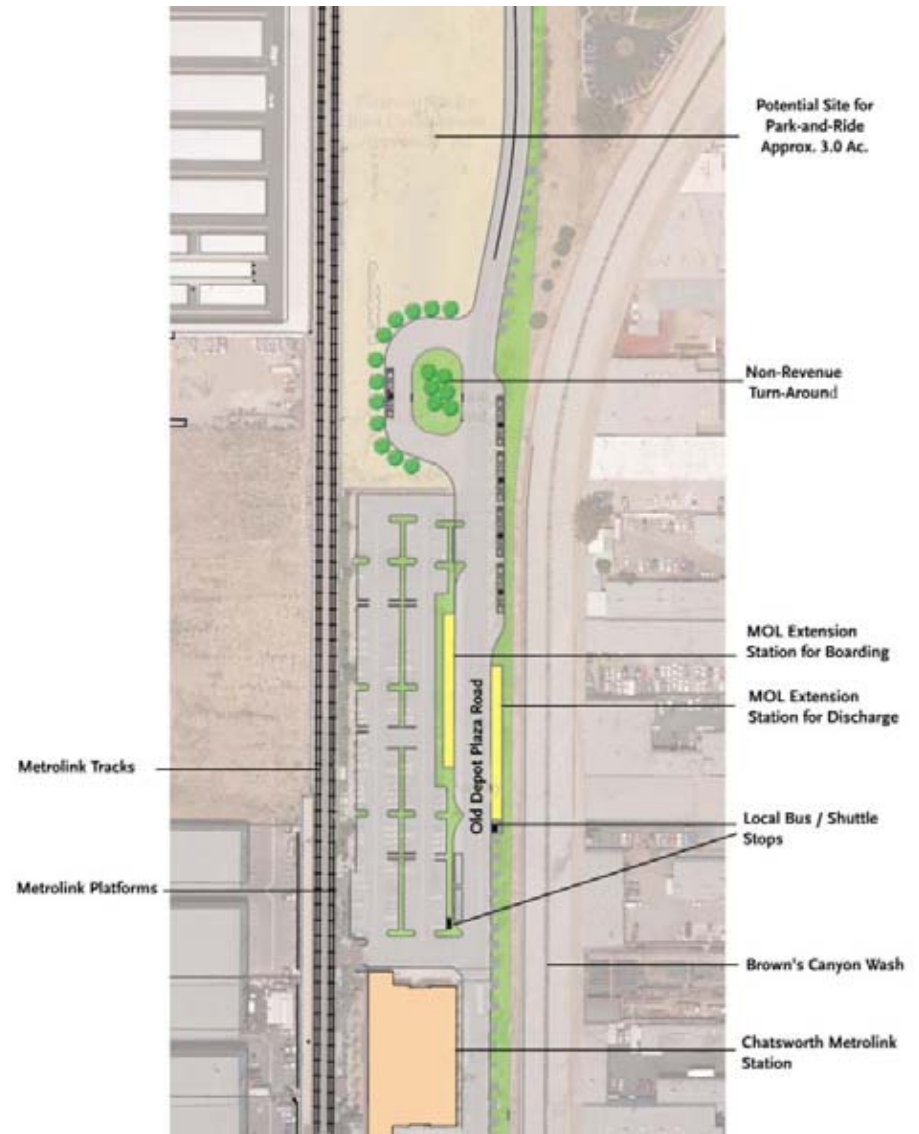


# Busway Options To Lassen



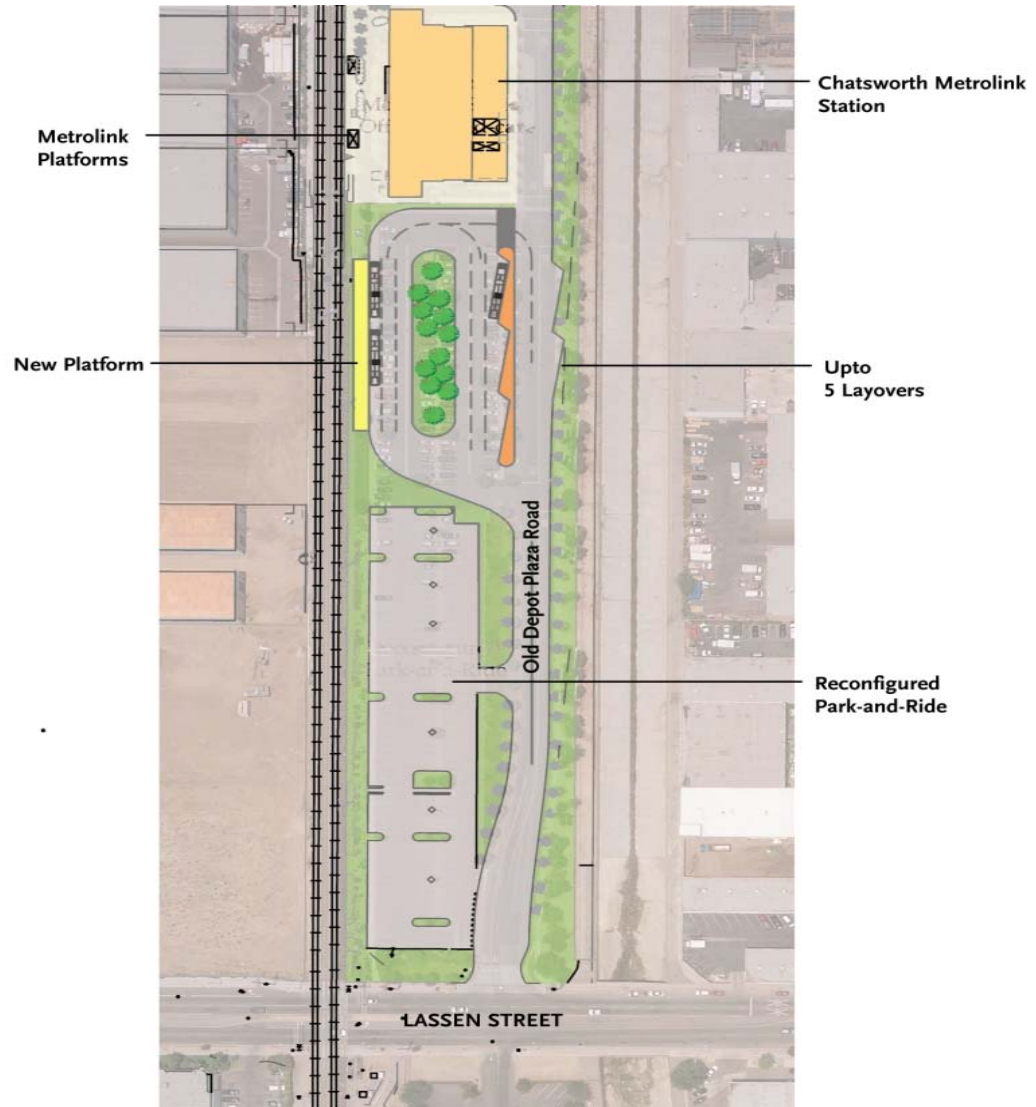
# Option A Chatsworth Station

- Busway platform located to the north of the station
- Bus turn-around located to the north of station parking



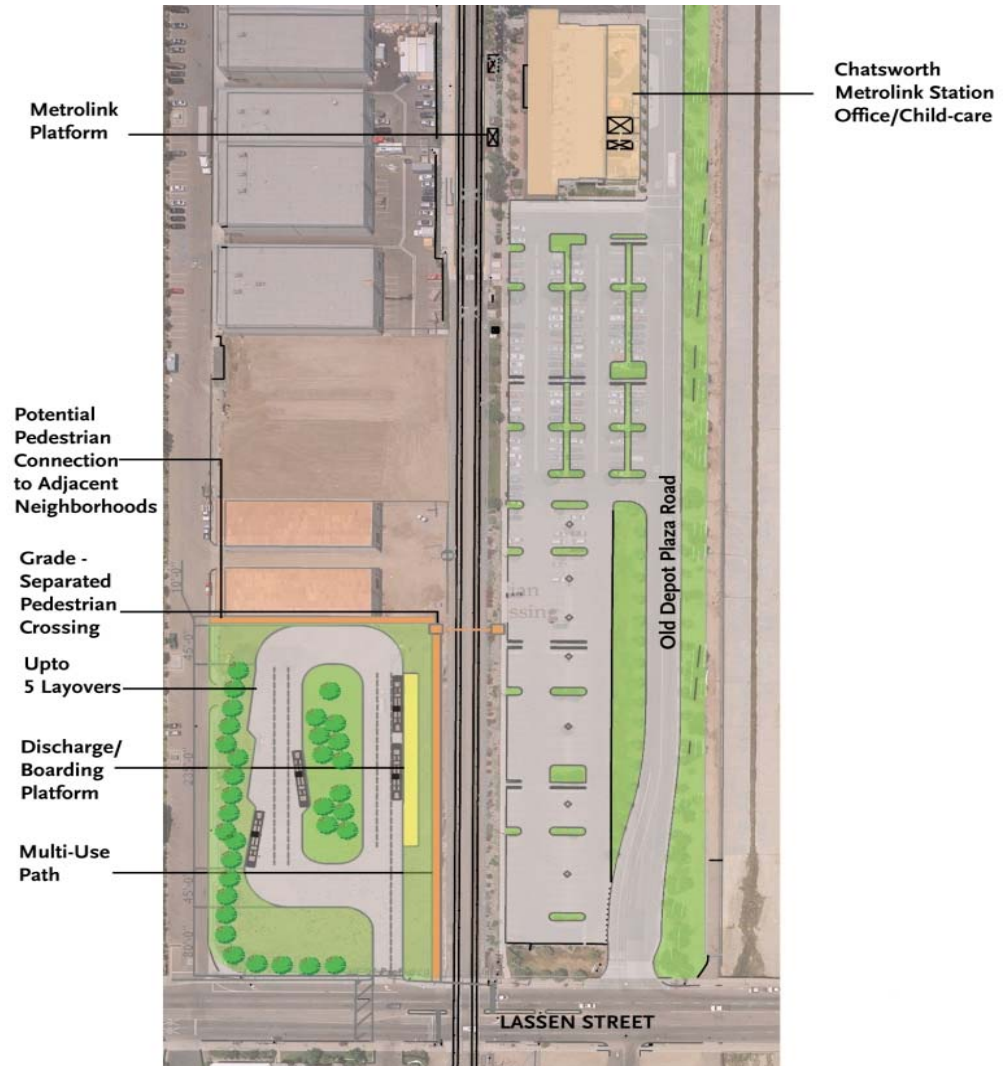
# Option B Chatsworth Station

- Bus turnaround and platform located south of Metrolink Station
- Platform closer to Metrolink platform
- Replacement parking on Metro-owned land north of station



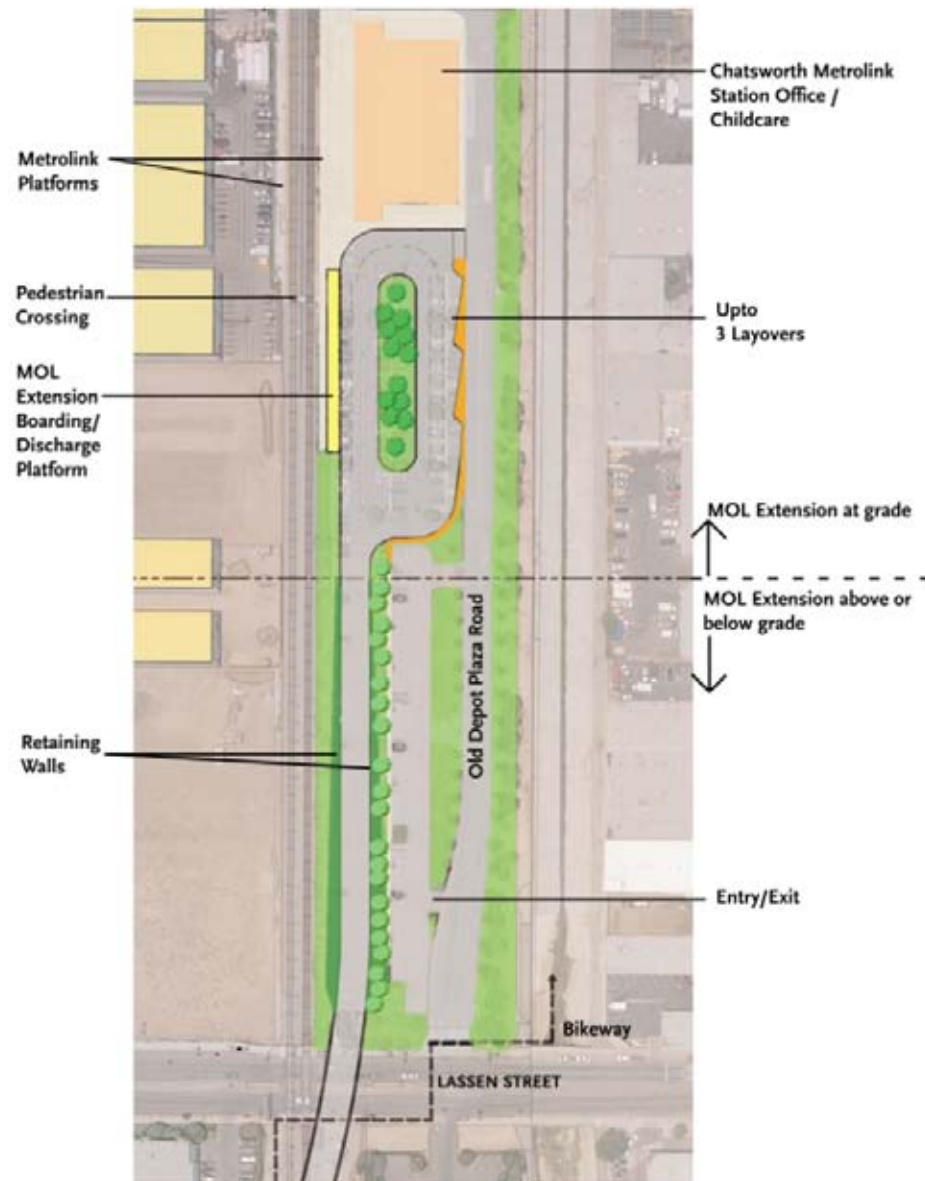
# Option C Chatsworth Station

- Bus turnaround and platform to the west of the tracks
- Pedestrian grade-separation to connect busway with Metrolink Station
- No loss of existing parking



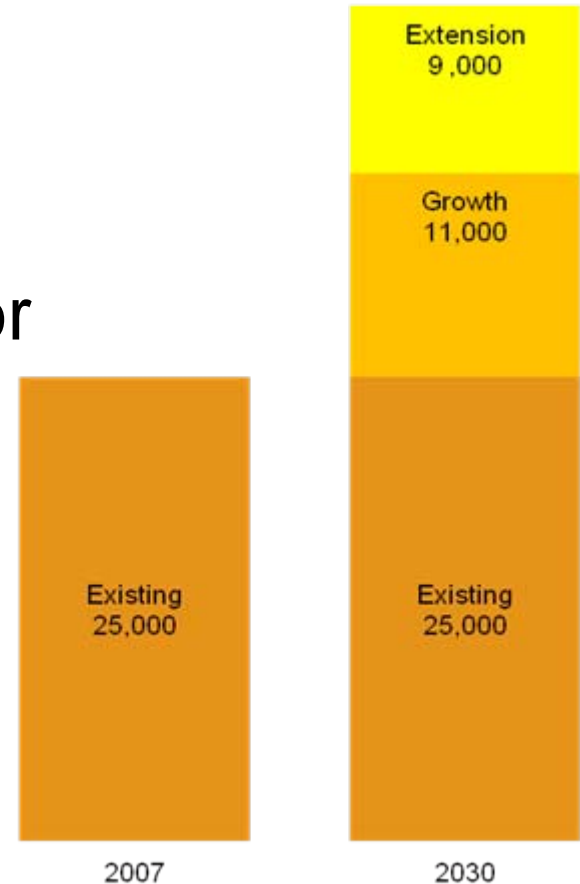
# Option D Chatsworth Station

- Bus turnaround and platform south of Metrolink Station
- Replacement parking on Metro-owned vacant land north of the station



# Ridership

- August 2007 - Metro Orange Line Averaged 25,000 Boardings a Day
- 2030 Model Indicates 45,500 Average Weekday Boardings for the Metro Orange Line: North Hollywood to Chatsworth & Warner Center
- Projected 9,000 “New Transit Riders” by 2030



# EIR Mitigation Measures

- DEIR Identifies 111 Individual Mitigation Measures in Total
- Two Issue Areas Remain Significant (Construction Noise and Air Quality).
- All Other Issues Can be Mitigated to Less Than Significant.



# Schedule

- March 3 - DEIR Released for 45-day Public Review (Completed)
- March 19 & 26 - Public Hearings – the New Academy of Canoga Park and Chatsworth High School
- April 16 - 45-day Public Review Period concludes
- May 2008 - Return to the Board for the Selection of a Locally Preferred Alternative (LPA)
- Fall/Winter 2008 - Final Environmental Impact Report (FEIR) and Preliminary Engineering (PE)

# How to Comment on DEIR

- Comment Verbally Tonight
  - Comments Being Recorded
  - Limit Remarks to Two Minutes
- Submit Written Comments to Metro (see comment sheet for info)
- Email Comments to Metro:  
[daviswa@metro.net](mailto:daviswa@metro.net)
- Copies of the DEIR can be Reviewed at Public Libraries or Accessed at Metro.net/Canoga



# Significant Findings

- SR-118 Freeway extension would attract less than 200 daily boardings, which may not justify extending the service or building a park-and-ride
- Soundwalls will likely not be required. However, the DEIR recommends 6' privacy walls at residential locations
- Public hearings have indicated a station at Parthenia is desirable, but the additional station would impact operations efficiencies