

**Route 710 - Short Line Villa Tract Historic District Alignment Shift**

**Response to Comments Matrix**

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-2-1	Hilda L. Solis, State Senator - 25th District	2/8/96	RD	Requested Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FAIR) and other documents related to the environmental process.	<p>Caltrans provided a copy of the FAIR/FEIS as part of their 3/13/96 response.</p> <p>There is no Supplemental EIS/EIR for the cities of Alhambra, South Pasadena, and El Sereno. Caltrans' determination to proceed with the new alignment without preparing a Supplemental EIS/EIR is based on environmental analysis of the Shift alignment. These environmental analyses are described in the Environmental Reevaluation (April, 1998) and available for review at the Caltrans District 7 office. The Federal Highway Administration (FHWA) and Caltrans believe that this is a minor shift in the alignment that does not require a Supplemental EIS/EIR. The following comparison of the Shift alignment and Meridian Variation alignment provides an overview:</p>
SLV-2-1 (cont.)	Hilda L. Solis, State Senator - 25th District (cont.)				<p>SHORT LINE VILLA TRACT</p> <p>Length: 3700 feet Width Offset: 400 feet maximum New Taking: 88 properties* Properties Saved: 115 properties and one 43 unit apartment complex Net Change: 71 unit reduction</p> <p>* 29 of the 88 properties were previously identified as "takings" by the FEIS, and subsequently saved by the Advisory Committee actions. Only 59 of the 88 units are new units (14 in El Sereno and 45 in South Pasadena).</p>

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
					MERIDIAN VARIATION REALIGNMENT
					Length: 1.7 miles Width Offset: 1000 feet maximum New Taking: 340 units Properties Saved: 277 unit increase Net Change: 63 unit increase
					The Enhancement and Mitigation Advisory Committee is composed of 13 voting members, including two representatives from the cities of Pasadena, Alhambra, South Pasadena, and Los Angeles.
					There has not been any final decision on the Shift alignment and hence no funding approval or date of commencing construction. Caltrans generally uses the year 2005 for start of construction.
SLV-2-2	Hilda L. Solis, State Senator-25th District	2/8/96	RD	Requested maps and lists of affected properties.	Caltrans provided a map and listing of affected properties as part of its 3/13/96 response.
SLV-2-3	Hilda L. Solis, State Senator-25th District	2/8/96	RD	Requested a copy of the FAIR/EIS noise analysis, including mitigation.	Please refer to the FEIS for a discussion of noise impacts and the placement of soundwalls throughout the corridor. Table IV-17 identifies sound wall locations and the predicted noise levels at sensitive receptors for various wall heights. Please note that the final wall locations and wall heights are determined during final design.
					Caltrans provided the Noise Report Supplement as part of its 3/13/96 response.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-2-4	Hilda L. Solis, State Senator- 25th District	2/8/96	RD	Requested data regarding the membership of the Relocation Assistance Program (RAP) and details regarding the program.	<p>The Relocation Assistance Program (RAP) is a process established under the auspices of the federal "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended April 2, 1987," whereby displaced residents and businesses are compensated and assisted in relocating. Please refer to Appendix A in Volume II of the FEIS for a discussion of these benefits. Since the project is not approved, there are no estimates as to the cost of relocation assistance for the entire project, or per individual city. The RAP has no membership. An approximate cost estimate for all mitigation has been done for the EL Sereno area. (Caltrans provided a copy of the cost estimate as part of their 3/13/96 response)</p> <p>Caltrans provides an adequate number of bilingual interpreters to assist in the relocation of impacted families.</p> <p>State Route 710 project is still not approved and it is not yet fully funded. Once it is approved by FHWA it may take approximately 7 to 10 years before any general right-of-way acquisition or construction commences.</p>
SLV-2-1 (cont.)	Hilda L. Solis, State Senator - 25th District (cont.)				<p>Residents living in properties they own, and renters who rent from private owners, are eligible for RAP benefits. Any individuals renting from Caltrans, who occupied the dwellings when Caltrans acquired ownership or after property acquisition, would also be eligible for RAP benefits, even though they may have signed papers waiving these benefits.</p>

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-2-5	Hilda L. Solis, State Senator-25th District	3/8/96	RD	Requested data on rerouting of Maycrest and Alpha Avenues, public agency involvement in design and soundproofing of schools.	<p>Alpha Avenue will be bridged over the Route 710 Freeway and connect with Valley View Road. Most of Maycrest Avenue will be displaced by the Freeway. However, access to the remainder of Maycrest Avenue (in South Pasadena) will be provided by an extension of Moffatt Street under the freeway.</p> <p>The exact number of local representatives that will work with local communities on design details to minimize traffic impacts is unknown at this time, but will be responsive to local requests. All such efforts would be coordinated with the appropriate Council person's office and City Traffic Department.</p> <p>Caltrans has committed to soundproofing school buildings and to mitigate freeway noise, unless it is determined to be unnecessary, with the concurrence of school officials.</p>

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-2-6	Bill Hoge, State Assemblyman-44th District	1/5/96	C/N	Requests preparation of a Supplemental EIR/EIS, additional public hearings and a California Transportation Commission (CTC) adoption hearing.	<p>Please refer to response to comment SLV-2-1</p> <p>For a discussion of an array of Low Build plans, refer to Section 4-400 (Partial Completion Alternative) of the DEIS approved in 1974. More recently, Caltrans has evaluated the Raymond-Arroyo couplet (refer to FEIS approved in March, 1992, page II-119). South Pasadena introduced its Multi-Mode/Low Build proposal in September 1993. The Multi-Mode/Low Build proposal was the subject of two reports, one in February, 1994 by DKS and Associates, and the other in April, 1996 by the Caltrans Los Angeles Regional Transportation System (LARTS) Unit. Both reports were made available for public review. The April, 1996 report concluded that implementing the Multi-Mode/Low Build proposal would in many ways make matters worse than doing nothing at all. It would worsen congestion on remaining freeways and result in more congestion on city streets in the corridor. The fundamental problem with low build plans are that they lack traffic capacity and do not improve the overall operation of the regional transportation system.</p>
SLV-2-7	Bill Hoge, State Assemblyman-44th District	1/5/96	C/N	Requested clarification of FHWA's direction to Caltrans regarding preparation of a Supplemental EIR/EIS.	Please refer to response to comment SLV-2-1.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-2-8	Bill Hoge, State Assemblyman-44th District	5/96	C/N	Requests preparation of a Supplemental EIR/EIS and thorough review of the Multi-Mode/Low Build proposal.	Please refer to responses to comments SLV-2-1.  Caltrans has evaluated four Low Build proposals over the years, none of which adequately address the corridor's transportation problems. After much discussion, Caltrans and FHWA decided that the most effective forum for public input on the most recent change in the Route 710 plans would be the placement of a public outreach office directly in the community. This neighborhood office was open for a total of 70 hours from December 27, 1995 to January 11, 1996, on various days, including Saturdays. Over 200 citizens visited the office and hundreds of public comments were incorporated into the public record. The comment period was extended until February 12, 1996. In Caltrans' view, this effort was more effective than another one-time evening meeting and constitutes the public hearing for the most recent plan adjustments.
SLV-2-8 (continued)	Bill Hoge, State Assemblyman-44th District (continued)				Local street improvements and traffic impacts are discussed in the FEIS on page II-111. The Mitigation Enhancement Advisory Committee recommendations have been incorporated into Caltrans' recommendations. Detailed traffic studies on local circulation will be conducted during the final design process and construction phasing. Caltrans will work closely with the local communities on design details to best minimize the anticipated traffic impacts at those locations near freeway interchanges that may experience increased traffic.
SLV-2-9	Office of Bill Hoge, State Assemblyman-44th District	2/15/96	NEI	Requested Caltrans make repairs at several State owned properties within El Sereno.	The properties that were referred to (2002 and 2035 Berkshire and the vacant lot on Valley View) are routinely maintained on weekly and biweekly bases by Caltrans contractors.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-2-10	Office of Bill Hoge, State Assemblyman-44th District	2/15/96	PP	Forwarded comment card from constituent which was returned due to an expired forwarding order.	The Caltrans Information Cards, which were obtained at the Caltrans Outreach Office in El Sereno, were intended for comments written while visiting the Outreach Office and were to be given to Caltrans' staff at that time. These cards were used for this purpose in an effort to avoid wasting pre-printed survey cards; some cards had a previous (now expired) post office box number.
SLV-3-1	Sup. Gloria Molina, County of Los Angeles Board of Supervisors - 1st District	1/2/96	PP	Provide status of Caltrans' public outreach plan and mitigation efforts.	Throughout the years over which this gap closure project has been studied and reviewed, Caltrans has been committed to ensuring a full and thorough analysis of the environmental issues, coupled with an equitable public involvement process. To do otherwise would be unfair to both project proponents and opponents. (Caltrans transmitted a summary of the highlights and the mitigation measures included in the project to mitigate significant community impacts to El Sereno residents to Sup. Molina as part of their January 24, 1996 response.)  In addition, the public comment period was extended from January 25, 1996 to February 11, 1996.
SLV-3-2	Ann-Marie Villicana, Council member, City of Pasadena	2/29/96	OP	Support of the proposed extension	Comment considered during the decision making process.
SLV-3-3	Paul Little, Council member, City of Pasadena	2/7/96	OP	Supports the Multi-Mode/Low-Build) proposal	Please refer to response to comment SLV-2-8.
SLV-3-4	Kenneth Farfsing, City of South Pasadena	1/2/96	C/N	Short Line Villa Tract Shift requires Supplemental EIS	Refer to response to comment SLV-2-1.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-3-5	Kenneth Farfsing, City of South Pasadena	1/2/96	HB	Requests: 1) listing of properties affected by Shift alignment and delineation by City, ownership and whether they would be acquired; and 2) clarification as to the exact length of the Shift alignment.	Please refer to response to comment SLV-2-1.  Caltrans provided an address list of saved and required properties in the Shift alignment and a listing of Caltrans owned properties as part of their 1/16/96 response.
SLV-3-6	Kenneth Farfsing, City of South Pasadena	1/2/96	GEO	Requests a grading/elevation plan indicating where the Shift alignment is located relative to existing topography and local streets. In addition, requests information regarding proposed grading (including earthwork estimates), drainage facilities, retaining walls, haul roads, stockpiling sites, and batch plants.	The new alignment will be built at almost the same elevation as the old alignment; therefore, the geotechnical data in the 1974 report regarding the grading and elevation plan is still accurate. Retaining walls will be built slightly higher than previously planned.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-3-7	Kenneth Farfsing, City of South Pasadena	1/2/96	GEO	Requests updated seismic safety maps, particularly unstable soil condition in the Bonita Avenue area.	Caltrans believes it has the latest seismic data and state-of-the-art seismic process. New structures will be built in accordance with the latest technology. Seismic impacts are discussed in the Final EIS, page IV-7. The Mitigation Enhancement Advisory Committee recommendations on landform and seismic issues have been incorporated into Caltrans' recommendations. Caltrans and appropriate consultants will conduct a detailed final review of the Raymond Hill Fault area seismic analysis. Caltrans' Division of Structures will continue with its current seismic design process, which involves peer review panels and a seismic advisory board. It should be noted that in California the crossing of a fault by a transportation facility is not unprecedented. For example, the Route 14 Freeway crosses the San Andreas Fault, which is a major tectonic fault where the Pacific Plate subducts under the North American Plate. Caltrans is acknowledged to be the world leader in freeway seismic safety.
SLV-3-8	Kenneth Farfsing, City of South Pasadena	1/2/96	NOI	Requests updated noise contour mapping and noise studies using the Community Noise Equivalent Level (CNEL) noise scale. Also, provide information on whether cut and cover tunnels are incorporated into the Shift alignment to mitigate noise impacts adjacent to the Monterey Hills.	The new alignment would shift the noise impact area to the west by a maximum of 400 feet. The new alignment does not increase noise levels for the project as a whole. The Caltrans Noise Report (March 1994) provides more detailed information. Caltrans does not provide noise contour mapping.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-3-9	Kenneth Farfsing, City of South Pasadena	1/2/96	CH	Requests identification of historic resources impacted by the Shift alignment, including the Berkshire area.	A supplemental Historic Architectural Survey Report (HASR) was prepared and forwarded to the State Historic Preservation Officer (SHPO) and Advisory Council on Historic Preservation (ACHP) for review and concurrence. The only historic property directly affected by the shift in alignment is the Bellman Bungalow Court on Summit Drive. The alignment shift was proposed to avoid the Short Line Villa Tract Historic District in El Sereno.
SLV-3-10	Kenneth Farfsing, City of South Pasadena	1/2/96	CH	Requests description of impacts to the Grokowsky House.	An added benefit of the Shift alignment included avoidance of the Grokowsky house, located at 816 Bonita Drive in South Pasadena. The freeway facility would be approximately 200 feet to the west of the Grokowsky house and elevated about 10 feet above ground level at the property. Landscape screening and walls would mitigate any noise impacts. The western view from the property would be altered with the presence of the freeway and noise walls. The slope area would be provided with landscaping and shrubs, serving to mitigate the aesthetic impacts in the vicinity.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-3-11	Kenneth Farfsing, City of South Pasadena	1/2/96	CH	Requests discussion of the Shift alignment's effect on the Bellmar Bungalow Court.	<p>The Bellmar Bungalow Court will be demolished as a result of the Shift alignment. Since this property was already adversely affected, the Shift alignment does not alter the previous finding of adverse effect. Avoidance options are not prudent or feasible since they impact other historic and Section 4(f) resources. This complex is not a good candidate for relocation. Because it is large and cumbersome, moving the complex would be complicated and costly.</p> <p>Additionally, the complex occupies a hillside site, which would be very difficult to find or duplicate in another locations. Finally, if relocated to a similar residential neighborhood, the property will require relief from current zoning regulations because of its multifamily use. Caltrans and FHWA recommends documentation according to Historic American Building Standards, prior to demolition, as the appropriate mitigation for this historic resource.</p>

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-3-12	Kenneth Farfsing, City of South Pasadena	1/2/96	SE	Requests special census of the Shift alignment, since 1980 Census data are outdated and unacceptable. The City is concerned about potential effects on elderly and Asian populations within the study area.	<p>Caltrans has reviewed 1990 Census data for the project area and compared the new information to the 1980 Census data contained in the FEIS. The reasons 1990 Census data were not included in the FEIS was that they were unavailable for public use during the document's preparation. The comparison of 1980 and 1990 Census data show that the percentage of Asians increased on the order of 10 percent in South Pasadena, while the percentage of whites decreased on the order of about 12 percent. (The FEIS did, however, anticipate this demographic change based on analyzing school enrollment data; see FEIS, pg. III-21.)</p> <p>Because of the increase in the percentage of Asians in the study area, particularly in the South Pasadena subarea, it may be prudent to consider a program for Asian displacees, similar to the one devised for the predominately Hispanic community of El Sereno, whereby provisions are made for an expert bilingual, bicultural individual to assist families in making their relocation easier.</p> <p>A comparison of percentage of age cohort data for the 1980 and 1990 Census indicated that most of the census tracts in the study area experience a decline in the percentage of 65+ age cohort, typically on the order of 1 to 2 percent.</p>

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-3-12 (cont.)	Kenneth Farfsing, City of South Pasadena (cont.)				<p>However, five census tracts did not show increases in the percentage of 65+ age cohort: two in El Sereno, one in South Pasadena, and two in Pasadena.</p> <p>Caltrans and FHWA have previously committed to provide special counseling and assistance to meet the needs of the elderly in the study area, particularly for those relying on their property for retirement income.</p>
SLV-3-13	Kenneth Farfsing, City of South Pasadena	1/2/96	HB	Requested a breakdown of housing loss by type of dwelling and information an proposed housing replacement.	<p>Caltrans has determined that the Shift alignment will reduce overall residential displacements. The footprint alterations result in a reduction of property takes to below the 1,047 identified as a result of the Advisory Committee recommendations. (Caltrans provided a list of property takes as part of their 1/16/96 response.)</p> <p>Caltrans will establish a Relocation Assistance Advisory Program (RAP) to aid all residential displacees in locating decent, safe, and sanitary replacement housing units. The program will include several mitigation measures, including the following:</p> <ul style="list-style-type: none"> <li>• Inclusion of a program whereby non-RAP eligible renters are given relocation benefits;</li> <li>• Reevaluation of fair market value calculations, especially in the El Sereno community;</li> <li>• Provision for expert bilingual, bicultural individual to assist families in making their relocation easier;</li> </ul>
SLV-3-13 (continued)	Kenneth Farfsing, City of South Pasadena (continued)				

Comment No.	Commentor	Comment Date	Subject Code	Issue	Response/Document Reference
SLV-3-14	Kenneth Farfsing, City of South Pasadena	1/2/96	CIR	Requests information on streets proposed for closure, rerouting or dead-ending, and preparation of a traffic study analyzing the effect of the new alignment on local streets and mitigation identified.	<ul style="list-style-type: none"> <li data-bbox="1409 285 1997 407">• Special counseling and assistance to meet the needs of the elderly in the study area, particularly those relying on their property for retirement income.</li> </ul> <p data-bbox="1409 431 1997 618">Caltrans studies, including independent consultant studies, have concluded that both the regional traffic and local street system will benefit from completion of the freeway. Local street improvements and traffic impacts are discussed in the FEIS (page II-111).</p> <p data-bbox="1409 659 1997 1143">The Mitigation Enhancement Advisory Committee recommendations have been incorporated into Caltrans recommendations. Detailed traffic studies on local circulation will be conducted during the final design process and construction phasing. Caltrans will work closely with the local communities on design details to best minimize the anticipated traffic impacts at those locations near freeway interchanges that may experience increased traffic. Alpha Avenue will be bridged over the Route 710 Freeway and connect with Valley View Road. Most of Maycrest Avenue will be displaced by the Freeway. However, access to the remainder of Maycrest Avenue (in South Pasadena) will be provided by an extension of Moffat Street under the Freeway.</p>

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-3-15	Kenneth Farfsing, City of South Pasadena	1/2/96	PS	Police and fire emergency response times will be negatively affected by the Shift alignment, particularly since the fire department is located in the northeast section of the City.	<p>Health and public safety impacts are discussed in the FEIS (page IV-1). The Mitigation Enhancement Advisory Committee recommendations on health and safety issues have been incorporated into Caltrans recommendations. The recommendations included elimination of any new freeway access roads in South Pasadena, which further reduces access related safety concerns.</p> <p>Emergency response times within the area will not substantially change. With the reduction in dwelling units, the emergency service to unit ratio would improve in South Pasadena. Emergency assistance times from outside locations to the local areas with the new freeway access will improve. It should be noted that the Fire and Police Departments are located in the northwest section of the City.</p>
SLV-3-16	Kenneth Farfsing, City of South Pasadena	1/2/96	PS	Concerned regarding access to the City's Westside Reservoir and effect on water pressure in the vicinity of the Shift alignment.	Detailed information on the new alignment, as well as the entire freeway, will not be available at the planning stage of the project. This information will be provided during the final design stage of the project when Caltrans typically works on utility relocation plans and enters into utility agreements with the appropriate agencies. Fewer properties will need water service and fire protection after project construction. The new alignment will cut off Gillette Crescent, and there will be an overpass at Summit Drive to access the Westside Reservoir. This is unchanged from the Meridian Variation alignment.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-3-17	Kenneth Farfsing, City of South Pasadena	1/2/96	VIS	Aesthetic impacts of the Shift alignment should be described, particularly slope scarring within the Monterey Hills.	<p>Caltrans' engineers have lowered the profile of the Shift alignment to match the Meridian Variation alignment's profile. Consequently, the visual illustration at Kendall Avenue would be similar and would apply to the new freeway crossing at Moffatt Street near Maycrest. (Caltrans provided visual profiles illustrating the new alignment as part of their 1/16/96 response.)</p> <p>In addition, Caltrans has adopted the urban mitigation plan adopted by the Mitigation Enhancement Advisory Committee that addressed visual aesthetic concerns for all impacted communities.</p>
SLV-3-18	Kenneth Farfsing, City of South Pasadena	1/2/96	VIS	A tree survey of the Shift alignment should be conducted, particularly within the Monterey Hills.	<p>Caltrans has not identified a substantive change in the number of trees impacted as a result of the Shift alignment. Caltrans will plant trees in the affected area to replace those lost during freeway construction, in accordance with the appropriate adopted element of the Advisory Committee's Enhancement and Mitigation Plan. More trees will be planted in the post-project corridor than will be removed by the project.</p>

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-3-19	Kenneth Farfsing, City of South Pasadena	1/2/96	AQ	Requested analysis of the effect of the Shift alignment on short-term and long-term air quality. Construction emissions associated with grading and demolition should be identified.	<p>Air quality impacts are discussed in the Final EIR/EIS, pg. IV-13. Caltrans considers the air quality analysis adequate. Caltrans is not required to complete new studies under the Clean Air Act, because it complies with provisions of the Act as a previously approved project.</p> <p>The United States Environmental Protection Agency (USEPA) exempts construction related air quality impacts for this type of project. However, Caltrans' Standard Specifications and Contract Special Provisions provide mitigation measures for these impacts. These documents have always been available for review.</p>
SLV-3-20	Kenneth Farfsing, City of South Pasadena	1/2/96	PS	Requests analysis of the Shift alignment's effect on the City's sewer system and other utilities.	Detailed relocation studies of sewer system and other utilities in the new alignment, as well as the entire freeway, will be prepared during the final design stage of the project. Caltrans will enter into utility relocation agreements with the appropriate agencies to coordinate planning and construction activities to ensure that community services are not diminished. The dwelling unit reduction in South Pasadena should result in a reduced strain on these utilities
SLV-3-21	Kenneth Farfsing, City of South Pasadena	1/2/96	FI	Requests analysis of the Shift alignment's effect on City revenues.	The new alignment will reduce the number of units impacted by the new alignment; therefore, the impact on City revenues will be lessened. The changes in property tax values in the area of the new alignment compared to the old area are minimal.
SLV-3-22	Kenneth Farfsing, City of South Pasadena	1/2/96	CON	Requests a conceptual construction phasing plan.	The conceptual construction phasing plan will be prepared at the final design stage of the project. The Shift alignment is considered a relatively minor alteration to the Route 710 freeway alternative.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-3-23	Kenneth Farfsing, City of South Pasadena	1/2/96	MM	Requests provision of a revised mitigation monitoring program that incorporates the mitigation measures proposed by Caltrans in the vicinity of the Shift alignment.	The detailed Mitigation Monitoring Program will be the same as indicated in the FEIS and the Advisory Committee recommendations as accepted by Caltrans.
SLV-3-24	Kenneth Farfsing, City of South Pasadena	1/2/96	C/N	Requests additional information regarding preparation of a Supplemental EIR/EIS, holding of additional public hearings, and California Transportation Commission (CTC) adoption of the Shift alignment.	Please refer to response to comment SLV-2-1 and SLV-2-6.
SLV-3-25	Kenneth Farfsing, City of South Pasadena	1/25/96	C/N	Short Line Villa Tract Shift requires Supplemental EIS.	Please refer to response to comment SLV-2-1.
SLV-3-26	Kenneth Farfsing, City of South Pasadena	1/25/96	HB	Shift "takes" properties that were saved as part of the route adopted by CTC. Requests ownership list of 29 previously saved properties.	Please refer to response to comment SLV-2-1.
SLV-3-27	Kenneth Farfsing, City of South Pasadena	1/25/96	GEO	Previous geotechnical report is out of date and does not cover the conditions along the current alignment.	Please refer to response to comment SLV-3-6.
SLV-3-28	Kenneth Farfsing, City of South Pasadena	1/25/96	N	Requests noise contours for area south of Gillette Crescent and a copy of 1984 State legislation that ended requirements for noise contours.	Please refer to response to comment SLV-3-8.
SLV-3-29	Kenneth Farfsing, City of South Pasadena	1/25/96	N	Requests an exhibit delineating cut and cover tunnels from South Pasadena High School south to the City limits.	Caltrans provided the requested data.
SLV-3-30	Kenneth Farfsing, City of South Pasadena	1/25/96	CH	Impacted historic resources in the Short Line Villa tract should be replaced on a cut and cover tunnel through the shift.	No historic properties within the Short Line Villa Tract historic district will be displaced by the shift alignment. Please refer to response to comment SLV-4-15.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-3-31	Kenneth Farfsing, City of South Pasadena	1/25/96	HB	Requests a revised accounting of house displacements and a cost estimate for the housing replacement program.	Please refer to response to comment SLV-2-4.
SLV-3-32	Kenneth Farfsing, City of South Pasadena	1/25/96	PS	Provide analysis of the effect of cul-de-sacs on local circulation, in particular police and fire access.	Please refer to response to comment SLV-3-14 through SLV-3-15.
SLV-3-33	Kenneth Farfsing, City of South Pasadena	1/25/96	VIS	Requests visual analysis assessing impacts of cut slopes associated with Shift alignment.	Please refer to response to comment SLV-3-17.
SLV-3-34	Kenneth Farfsing, City of South Pasadena	1/25/96	VIS	Requests tree survey substantiating Caltrans' assertion that the Shift alignment does not change the number of trees affected by the project.	Please refer to response to comment SLV-3-18.
SLV-3-35	Kenneth Farfsing, City of South Pasadena	1/25/96	AQ	Requests air quality analysis of the shift's effect on overall construction emissions.	Please refer to response to comment SLV-3-19.
SLV-3-36	Kenneth Farfsing, City of South Pasadena	1/25/96	PS	Requests assessment substantiating the conclusion that removal of residential units will reduce demand on existing sewer and storm drain facilities.	Please refer to response to comment SLV-3-20.
SLV-3-37	Kenneth Farfsing, City of South Pasadena	1/25/96	HB	Requests analysis substantiating that the Shift alignment will reduce effects on City revenues.	Please refer to response to comment SLV-3-21.
SLV-3-38	Kenneth Farfsing, City of South Pasadena	1/25/96	CON	Concerned that Shift alignment increase construction impacts, particularly grading and export of excess material.	Please refer to response to comment SLV-3-19.
SLV-3-39	Kenneth Farfsing, City of South Pasadena	1/25/96	C/N	Requests Supplemental EIR/EIS, including detailed mitigation monitoring programs.	Please refer to responses to comments SLV-2-1 and SLV-3-23.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-4-1	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	C/N	Requests preparation of a Supplemental EIS/EIR and providing public hearings.	Please refer to response to comment SLV-2-1.
SLV-4-2	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	HB	Requested information related to number of properties displaced and preserved, as well as a listing of properties owned by Caltrans within the project area.	Caltrans provided this information as part of their January 16, 1996 response letter.
SLV-4-3	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	GEO	Requested grading and elevation plans.	Caltrans provided the requested information as part of their January 16, 1996 response letter. Based upon community input, the new alignment will be built at the same elevation as the Meridian Variation alignment. Caltrans is at the planning stage for the Route 710 project.  Caltrans has adopted the urban mitigation plan adopted by the Mitigation Enhancement Advisory Committee that addressed visual aesthetic concerns in the impacted communities.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-4-4	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	NOI	Requested noise mapping and noise studies for the Shift alignment, including proposed short-term and long-term noise mitigation	<p>Changes in noise impacts will be minor after mitigation is implemented. With the truck ban and sound walls, no area receptor will have noise readings that exceed the State and federal criterion. Reflective noise is consistently measured at or below FHWA's criteria of 67 dBA Leq. Construction equipment will be subject to an extensive noise mitigation program. Noise impacts are discussed in the Final EIR/EIS, page IV-26. The Mitigation Enhancement Advisory Committee recommendations on noise have been incorporated into Caltrans' recommendations. Major recommendations are as follows:</p> <ul style="list-style-type: none"> <li>• Proper soundproofing of walls and windows;</li> <li>• Proper grading and use of vegetation to minimize noise propagation;</li> <li>• Use of sound walls.</li> <li>• A total of five cut and cover tunnels have been incorporated into the project, having the ancillary effect of serving as noise barriers.</li> </ul> <p>A table outlining noise and air data at sensitive locations along the Meridian Variation Alternative was provided by Caltrans as part of their January 16, 1996 response.</p>
SLV-4-5	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	HB	Requested breakdown of housing unit losses by type and plan for mitigating displacements.	Please refer to response to comment SLV-3-13.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-4-6	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	CIR	Requested traffic study that analyzes street closures, rerouting, widening, and dead-ending or bridging, and identifies mitigation requirements. Also, need to demonstrate how motorized and pedestrian traffic will traverse from one side of the freeway to the other.	Please refer to response to comment SLV-3-14. Bridges over the freeway will accommodate vehicles and pedestrians with roadbeds and sidewalks.
SLV-4-7	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	VIS	Requested drawings or photographs of the visual/aesthetic impact within the Shift alignment.	In response to community concerns, Caltrans' engineers have lowered the profile of the Shift alignment to match the Meridian Variation alignment profile. Caltrans has adopted the urban mitigation plan adopted by the Advisory Committee that addressed visual/aesthetic concerns in all the impacted communities. The mitigation measures to reduce the visual impacts are: <ul style="list-style-type: none"> <li>• Implementation of the Urban Design Mitigation Plan;</li> <li>• Continued interaction of the team with the local communities to allow for more definitive evaluation and selection of preferred features;</li> <li>• Use of advanced techniques to preserve the community characteristics.</li> </ul>
SLV-4-8	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	AQ	Requested information related to short-term and long-term air quality impacts resulting from the Short Line Villa Tract Shift.	Please refer to response to comment SLV-3-19.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-4-9	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	LU	Requested information regarding direct and indirect impacts to Sierra Vista Elementary School during project construction and operation.	<p>Caltrans provided exhibits demonstrating the relationship of the Shift alignment to Sierra Vista Elementary School and summary of school mitigation measures in their 1/16/96 response letter.</p> <p>The Shift alignment moves the project away from Sierra Vista School. The overall project impacts on school districts will be mitigated by the Enhancement and Mitigation Advisory Committee recommendations, including the following:</p> <ul style="list-style-type: none"> <li>• Soundproofing the affected school building;</li> <li>• Integration of air filtering system into school building affected by the freeway.</li> <li>• Instituting a school safety program.</li> </ul>
SLV-4-10	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	CH	Requested analysis of the project's direct and indirect on the Short Line Villa Tract during project construction and operation.	<p>Caltrans provided an exhibit illustrating the relationship of the proposed project to the Short Line Villa Tract in their 1/16/96 response.</p> <p>With the Shift alignment around the Short Line Villa Tract, this historic district is avoided by the freeway. The freeway is now 15 feet away from the closest portion of the district. A landscape fill embankment is designed to support the freeway, which is elevated above grade approximately 30 feet adjacent to the corner of the district. Soundwalls 10 to 14 feet high will mitigate noise impacts, while landscaping along the fill embankments will minimize views of the sound wall from the district and Scattergood property's viewshed. Current ambient noise levels are 50 dBA Leq. Without noise attenuation, noise levels would rise to 64 dBA Leq in the year 2015 as a result of freeway construction. With the addition of 14 foot sound walls, the noise levels are predicted to rise to only 56 dBA Leq.</p>

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-4-11	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	LU	Requested drawings/photographs illustrating the visual/aesthetic impact on Sierra Vista Elementary School and the Short Line Villa Tract.	Please refer to response to comment SLV-4-10.
SLV-4-12	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	AL	Requested analysis of alternative realignment options considered by Caltrans and the reason for eliminating such alternatives.	Caltrans studied various alignments and made them available at the Caltrans Public Outreach office.
SLV-4-13	Angela Johnson Meszaros, Environmental Justice Resource Network	1/4/96	MM	Requested that the mitigation monitoring plan include measures proposed as part of Shift alignment.	The Shift alignment is a relatively minor alteration to the Route 710 Freeway recommended alternative. The detailed Mitigation Monitoring Program will be the same as indicated in the FEIS and the Advisory Committee recommendations, as accepted by Caltrans.
SLV-4-14	Claire W. Bogaard, 710 Opposition Coalition	2/9/96	C/N	Shift alignment requires preparation of a Supplemental EIR/EIS	Refer to response to comment SLV-2-1.
SLV-4-15	Claire W. Bogaard, 710 Opposition Coalition	2/9/96	CH	Complete information should be provided for all historic structures affected by the Shift alignment and mitigation measures identified.	With the new alignment and incorporation of the mitigation measures recommended by the Mitigation Advisory committee, Caltrans has reduced physical impacts on historic properties from 104 to 52 properties (including the historic Pasadena Freeway). The new alignment avoids the Short Line Villa Tract Historic District in El Sereno and the Grokowsky House, located at 816 Bonita Drive in South Pasadena. Mitigation measures are identified in the Effects and Mitigation Report and a Revised Section 4(f) Evaluation for the Route 710 Freeway (1997).
SLV-4-16	Claire W. Bogaard, 710 Opposition Coalition	2/9/96	GEO	Recent seismic information should be included in a Supplemental EIR/EIS, particularly for the Shift alignment.	Refer to response to comment SLV-3-7.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-4-17	Claire W. Bogaard, 710 Opposition Coalition	2/9/96	GEO	Effect of Shift alignment on geologic conditions (i.e., slope stability), particularly through the Monterey Hills, should be assessed.	Refer to response to comment SLV-3-7.
SLV-4-18	Claire W. Bogaard, 710 Opposition Coalition	2/9/96	AL	Requests complete and impartial analysis of Low Build proposal in Supplemental EIR/EIS.	Please refer to response to comment SLV-2-6.
SLV-4-19	Claire W. Bogaard, 710 Opposition Coalition	2/9/96	OP	Criticized Caltrans' Public Outreach Office in El Sereno, particularly completeness of information provided, inability of staff to respond to questions, nonresponsiveness to data requests, and lack of discussion regarding environmental justice lawsuit issues.	The Caltrans Public Outreach Office was staffed by Caltrans Environmental and Right of Way personnel. A four volume public outreach report (April, 1996) documents all of the public input received and Caltrans' responses to requests for information.
SLV-4-20	Claire W. Bogaard, 710 Opposition Coalition	2/9/96	OP	Suggests that many environmental conditions have changed since preparation of the Final EIR/EIS and that a Supplemental EIR/EIS is required.	All of the impacts mentioned by Ms. Bogaard are discussed in the FEIS and the environmental reevaluation (April, 1998).
SLV-4-21	Susan N. Mossman, Pasadena Heritage	2/10/96	OP	Suggests that a Supplemental EIR/EIS be prepared to analyze the effects of the Shift alignment.	Please refer to response to comment SLV-2-1 regarding preparation of a Supplemental EIR/EIS.  Caltrans has evaluated four Low Build proposals, none of which adequately address the corridor's transportation problems. Caltrans' studies, including independent consultant studies, have concluded both the regional traffic system and local streets will benefit from freeway completion.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-4-22	Joanne Nuckols, South Pasadena Preservation Foundation, Inc.	2/11/96	PD	Freeway elevation in Monterey Hills will require retaining walls and massive grading resulting in physical and visual impacts.	Please refer to response to comment SLV-3-17.
SLV-4-23	Joanne Nuckols, South Pasadena Preservation Foundation, Inc.	2/11/96	CON	Impact of earthmoving activities would be substantial and result in open space impacts.	The conceptual construction phasing plan will be prepared at the final design stage of the project. The Mitigation Advisory Committee changes to the project resulted in a reduction in grading requirements estimated at 500,000 cubic yards (CY). The Short Line Shift results in a slight increase in grading (under 200,000 CY) in the Monterey Hills section of South Pasadena. Please refer to response to comment SLV-3-6.
SLV-4-24	Joanne Nuckols, South Pasadena Preservation Foundation, Inc.	2/11/96	VIS	Size of retaining walls will be incompatible with the scale of the adjacent neighborhoods, will attract graffiti, and will result in sound vibration effects.	Caltrans will implement the Urban Design Mitigation Plan and continue its interaction with local communities. The Plan addresses visual aesthetic concerns in all the impacted communities. Noise impacts will be mitigated to below FHWA criteria at most, if not all, sensitive noise locations. Noise impacts are discussed in the Final EIR/EIS, starting on page IV-26.
SLV-4-25	Joanne Nuckols, South Pasadena Preservation Foundation, Inc.	2/11/96	OP	Suggests that noise impacts cannot be mitigated, and states that homes adjacent to freeway will be affected by soot.	Noise impacts associated with the new alignment will be minor after mitigation is implemented. Noise impacts are further discussed in the FEIS. In addition, the Mitigation Enhancement Advisory Committee recommendations on noise have been incorporated into Caltrans' recommendations.  Please refer to response to comments SLV-4-4.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-4-26	Joanne Nuckols, South Pasadena Preservation Foundation, Inc.	2/11/96	HB	Residents displaced by the project are concerned about finding relocation housing.	The project's effects on neighborhood character are addressed on page IV-44 of the FEIS. Caltrans has committed to an extensive relocation assistance advisory program.
SLV-4-27	Joanne Nuckols, South Pasadena Preservation Foundation, Inc.	2/11/96	PS	By closing off Alpha Street, the Shift alignment affects emergency response time since only one access point (Via del Rey) will be available.	Please refer to response to comments SLV-3-14 and SLV-3-15.
SLV-4-28	Joanne Nuckols, South Pasadena Preservation Foundation, Inc.	2/11/96	OP	Construction documents should not be prepared until final design is approved by the governing agencies.	Comment considered during the decision making process.
SLV-5-1	Hugo Garcia	12/27/95	RD	Requested list of properties.	Caltrans provided list on 1/2/96.
SLV-5-2	Sabastian T. Puglisi	12/27/95	OP	Shift alignment should be 400 feet farther to the west or eliminated.	Comment considered during the decision making process.
SLV-5-3	Tak Endo	12/28/95	RD	Requested copy of map delineating Shift alignment, between California Street to Valley Boulevard.	Caltrans provided copies of the mapping requested.
SLV-5-4	Lawrence Maduras	12/28/95	OP	Supports the Shift alignment.	Comment considered during the decision making process.
SLV-5-5	Ben Pitre	12/28/95	OP	Expressed support for gap closure and the Shift alignment.	Comment considered during the decision making process.
SLV-5-6	Chuck Estrada	12/28/95	RD	Requested specific data regarding distance from Westmont Drive in Alhambra.	Caltrans provided a response, including the distance (200-700 feet west of Westmont Drive).
SLV-5-7	Jose' C. Felix	12/28/95	RD	Requested determination if property was to be acquired.	Caltrans provided listing of residences that would be acquired.
SLV-5-8	Michael Burch	12/28/95	RD	Requested roadway cross sections.	Caltrans provided cross sections on 2/5/96.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-9	Michael Burch	12/28/95	RD	Requested cross sections of the Shift alignment.	Caltrans provided the requested mapping.
SLV-5-10	Joanne Nuckols	12/28/95	AL	Requested comparison of the effects of the Shift alignment and Meridian Variation Alternative, i.e., length, no. of properties, historic districts.	Please refer to response to comment SLV-2-1.
SLV-5-11	Joanne Nuckols	12/28/95	GEO	Requested comparison of the effects of the Shift alignment and Meridian Variation Alternative re: relationship to the Elysian Park Fault and construction requirements.	Please refer to response to comment SLV-5-138.
SLV-5-12	Joanne Nuckols	12/28/95	HB	Requests comparison between the Shift alignment and the Meridian Variation Alternative re: number of displacements in Alhambra.	Caltrans provided displacement numbers; no change in Alhambra.
SLV-5-13	Joanne Nuckols	12/28/95	GEO	Requests comparison of the roadbed elevation between the Shift alignment and the Meridian Variation Alternative.	Caltrans provided maps; no change in elevations.
SLV-5-14	Joanne Nuckols	12/28/95	GEO	Requests comparison between the Shift alignment and the Meridian Variation Alternative re: the size of cut slopes and export material.	Caltrans provided maps; slight changes in cut slopes will be refined in final design.
SLV-5-15	Joanne Nuckols	12/28/95	PD	Requested elevations for the Shift alignment.	Maps provided.
SLV-5-16	Gustavo J. Ramos	12/29/95	OP	Expressed support for the gap closure and Shift alignment.	Comment considered during the decision making process.
SLV-5-17	Rise' Worthy-Deamer	12/29/95	RD	Requested set of maps delineating Shift alignment.	Caltrans provided copies of the mapping requested.
SLV-5-18	Mario J. Garza	12/30/95	RD	Requested a copy of map.	Caltrans provided a copy of the map requested.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-19	Mr. & Mrs. Lloyd Matlovsky	1/1/96	OP	Requests preparation of Supplemental EIR/EIS for Shift alignment	Please refer to response to comment SLV-2-1.
SLV-5-20	M. McArthur	1/1/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-21	Gregory Kaizer	1/1/96	OP	Expressed support of Meridian Variation Alternative alignment.	Comment considered during the decision making process.
SLV-5-22	Shireen Chang	1/3/96	OP	Expressed opposition to Meridian Variation and Shift alignments	Comment considered during the decision making process.
SLV-5-23	Ronald Rosen	1/4/96	OP	Expressed opposition of the gap closure project and support of the Low Build proposal. Requested preparation of supplemental environmental analysis for the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-8.
SLV-5-24	Ronald Rosen	1/4/96	C/N	Requested Supplemental EIR assessing the Shift alignment.	Please refer to response to comment SLV-2-1.
SLV-5-25	Hartley E. Jackson III	1/4/96	OP	Expressed support of the gap closure project.	Comment considered during the decision making process.
SLV-5-26	Christine McLeod	1/4/96	OP	Expressed opposition of the gap closure project and support of the Low Build proposal.	Comment considered during the decision making process.
SLV-5-27	Adrian & Brenda Bartholomeusz	1/5/96	OP	Expressed support for the gap closure project.	Comment considered during the decision making process.
SLV-5-28	H. Ross MacMichael	1/5/96	OP	Requests preparation of Supplemental EIR/EIS for Shift alignment	Please refer to response to comment SLV-2-1.
SLV-5-29	Tolieho Kamasabi	1/5/96	OP	Expressed opposition to gap closure project.	Comment considered during the decision making process.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-30	Eileen C. Kwan	1/6/96	HB	Requested determination regarding acquisition of current residence.	Acquisition of Ms. Kwan's property will still be required with implementation of the Shift alignment.
SLV-5-31	Robert & Wende Lee	1/6/96	OP	Expressed opposition to gap closure project.	Comment considered during the decision making process.
SLV-5-32	Tony Marino	1/6/96	RD	Requested determination regarding acquisition of current residence.	With the Shift alignment, the property identified would not be acquired and could be declared "surplus to Caltrans needs" and may be eligible for sale to the tenants in occupancy, under the auspices of Senate Bill 86 (the Roberti Bill)
SLV-5-33	Lynn Lockard	1/6/96	RD	Requested list of properties.	Caltrans provided list of properties requested.
SLV-5-34	Robert Farley	1/6/96	HB	Acquisition of residence is now avoided by the Shift alignment. Residence was purchased with understanding that it would be taken for freeway. Will Caltrans still purchase property since resident expresses that he does not want to live next to the freeway?	Provisions of the federal Uniform Relocation Act do not require compensation unless there is a physical taking of property.
SLV-5-35	Ross MacMichael	1/6/96	LU	Property owners would be negatively affected by reduced access, sound and visual impacts, and reduced property values. Caltrans should purchase all of the homes on La Fremontia.	Comment noted. These issues will be further evaluated in final design.
SLV-5-36	Wilfredo Hernandez	1/6/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-37	Henrietta Castruita	1/6/96	HB	Requested additional maps.	Caltrans provided requested mapping.
SLV-5-38	Ann Marie Piersol	1/9/96	OP	Expressed opposition to the Shift alignment.	Comment considered during the decision making process.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-39	Bill Cross	1/9/96	CH	Requested information regarding the eligibility of current residence for the National Register and determination regarding acquisition of property.	The residence at 209 Beacon Street is eligible for the National Register of Historic Places (NRHP).
SLV-5-40	Patricia & Russell Rose	1/10/96	OP	Requests preparation of a Supplemental EIR/EIS and consideration of the Multi-Mode Plan.	Please refer to responses to comments SLV-2-1 and SLV-2-8.
SLV-5-41	Russell & Christine Rose	1/10/96	OP	Expressed support for the Low Build/Multi-Mode proposal.	Comment considered during the decision making process.
SLV-5-42	Sandra Sodolski	1/10/96	HB	Submitted an early acquisition application for owner's home and was awaiting response.	Caltrans provided a response to Ms. Sodolski's claim regarding early acquisition of identified property.
SLV-5-43	Jim Tharpe	1/10/96	RD	Requested a copy of Shift alignment map.	Caltrans provided requested mapping.
SLV-5-44	Harold M. Mgrublian	1/11/96	C/N	Requested preparation of a Supplemental EIS and public hearings.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-45	Henry Hsu	1/11/96	HB	Requested consideration of tunneling the alignment.	Comment noted; see Advisory Committee discussion on tunnels.
SLV-5-46	Elmer Christensen	1/11/96	OP	Expressed support for the gap closure project.	Comment considered during the decision making process.
SLV-5-47A	Ana M. Storey	1/11/96	CH	Requested information regarding the process required to determine whether a structure is historically significant.	Caltrans provided citations for State and federal regulations requiring assessment of structures for historical significance.
SLV-5-47B	Douglas G. Barker	1/12/96	OP	Expressed support for the Low Build Multi-Mode proposal.	Comment considered during the decision making process.
SLV-5-48	Dan Yeung	1/12/96	OP	Expressed opposition to the Shift alignment.	Comment considered during the decision making process.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-49	Linda Kelly	1/12/96	C/N	Requested formal public hearings on the Shift alignment.	Please refer to response to comment SLV-2-6.
SLV-5-50	John & Alpha de Kramer	1/12/96	C/N	Expressed opposition to gap closure project and requested preparation of Supplemental EIS and formal public hearings.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-51	Lori Needlan	1/12/96	OP	Expressed opposition to gap closure project.	Comment considered during the decision making process.
SLV-5-52	Emma Jenkins	1/12/96	OP	Expressed opposition to gap closure project.	Comment considered during the decision making process.
SLV-5-53	Arthur H. Lewis	1/12/96	OP	Expressed opposition to gap closure project and support of light rail.	Comment considered during the decision making process.
SLV-5-54	D. Halverson Frazier	1/12/96	OP	Expressed opposition to gap closure project and requested public hearings.	Please refer to response to comment SLV-2-6.
SLV-5-55	Brian Edwards	1/12/96	OP	Expressed opposition to gap closure project.	Comment considered during the decision making process.
SLV-5-56	Robert Babbitt	1/12/96	OP	Expressed opposition to gap closure project.	Comment considered during the decision making process.
SLV-5-57	Carolyn J. Adrian	1/12/96	C/N	Expressed opposition to the gap closure project and requested Supplemental EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-58	Roseann Possner	1/12/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-59	Ralph & Betty Rivet	1/12/96	C/N	Requested preparation of a Supplemental EIR/EIS.	Please refer to response to comment SLV-2-1.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-60	Susan Stone	1/13/96	OP	Expressed support of gap closure project and Meridian Route.	Comment considered during the decision making process.
SLV-5-61	Janet S. Erwin	1/13/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-62	Trudy Sanders	1/13/96	C/N	Requested preparation of a Supplemental EIR/EIS and public hearings.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-63	Sybil Coffey	1/13/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-64	DeWayne Harrison	1/13/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-65	Joanne Wang, Office of Assemblyman Bill Hoge	1/13/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-66	Susan B. Tully	1/13/96	OP	Requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-67	Thomas Yeager	1/13/96	OP	Recommends converting Fremont Avenue and Fair Oaks Boulevard to one way streets and removing the auto dealerships on Valley Boulevard in Alhambra.	Please refer to response to comment SLV-2-8.
SLV-5-68	George & La Verna Morrow	1/13/96	C/N	Requested completion of a Supplemental EIR/EIR and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-69	Anita Joo	1/13/96	C/N	Requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to response to comment SLV-2-1 and SLV-2-6.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-70	Jo Peralez	1/13/96	OP	Requests preparation of a Supplemental EIR/EIS and consideration of the Multi-Mode proposal.	Please refer to responses to comments SLV-2-1 and SLV-2-8.
SLV-5-71	George Torricelli	1/14/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-72	Martin Koers	1/14/96	OP	Expressed support for Low Build proposal and opposition for gap closure project.	Comment considered during the decision making process.
SLV-5-73	Judy Slater	1/14/96	C/N	Requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-74	John W. McDonald	1/14/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-75	L. Kohlenberger	1/14/96	C/N	Expressed opposition to gap closure project and requested public hearings.	Please refer to response to comment SLV-2-6.
SLV-5-76	Irma Hernandez	1/14/96	OP	Requests preparation of a Supplemental EIR/EIS and consideration of the Multi-Mode proposal.	Please refer to response to comment SLV-2-1 and SLV-2-8.
SLV-5-77	Nellie Hollomand	1/15/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-78	Edwin & Althea Fish	1/15/96	OP	Requests preparation of a Supplemental EIR/EIS and consideration of the No Build Plan.	Please refer to responses to comments SLV-2-1 and SLV-2-8.
SLV-5-79	Eaksith & Debbie Chaiboonma	1/15/96	OP	Requests preparation of a Supplemental EIR/EIS.	Please refer to response to comment SLV-2-1.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-80	Wilfredo Hernandez, M.D.	1/15/96	OP	Requests preparation of a Supplemental EIR/EIS and CTC route adoption hearing.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-81	Glen Duncan	1/15/96	OP	Criticized Caltrans' Public Outreach Program for being self-serving and raised questions about Caltrans' objectivity to respond to public concerns and FHWA's oversight of Caltrans.	Please refer to response to comment SLV-2-8.
SLV-5-82	Glen Duncan	1/15/96	C/N	Asks who makes decision regarding preparation of a supplemental EIR/EIS.	Please refer to response to comment SLV-2-1.
SLV-5-83	Glen Duncan	1/15/96	GEO	Expresses concern regarding stability of slopes above Bonita Avenue.	A field review was made to evaluate the existing geologic conditions in that vicinity. It was concluded that "cracking observed is typical of many residences in the area and could be explained as a symptom of soil creeping and expansive soils rather than landsliding." Caltrans is acknowledged worldwide as a leader in building transportation facilities to meet seismic and geologic challenges.
SLV-5-84	Glen Duncan	1/15/96	PP	Asks if cities of Pasadena and South Pasadena were involved in development of Short Line Villa Tract shift.	The cities of Pasadena and South Pasadena were not involved in the design of the Shift alignment. This alignment was developed in response to the Keeper's determination that the Short Line Villa Tract Historic District was eligible for the <i>National Register</i> . Caltrans and FHWA, working in consultation with the affected resource agencies, developed an alignment to avoid the District. Opportunity for public comments on the Shift alignment was provided as part of the public outreach program.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-85	Glen Duncan	1/15/96	PD	Criticizes Caltrans for lacking appropriate design documentation to allow public evaluation of environmental effects associated with Shift alignment.	Plans depicting the shift were made available for public review during the public outreach effort. More detailed engineering plans will be developed during final design.
SLV-5-86	Glen Duncan	1/15/96	AL	Criticizes Caltrans for failing to provide Low Build proposal during the public comment period on the Short Line Villa Tract Shift.	Please refer to response to comment SLV-2-8.
SLV-5-87	Glen Duncan	1/15/96	OP	Expresses support for the Low Build proposal.	Comment considered during the decision making process.
SLV-5-88	George Gregory	1/15/96	OP	Expressed support of Shift alignment, and suggested further realignment to the west of South Pasadena.	Comment considered during the decision making process. A westerly alignment was analyzed as part of the FEIS and rejected. Please refer to the FEIS discussion of the "Westerly."
SLV-5-89	Joseph M. Foran	1/15/96	C/N	Expressed opposition to gap closure project and requested public hearings.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-90	David Lyman	1/15/96	C/N	Expressed opposition to gap closure project and requested public hearings.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-91	Pat Cates	1/15/96	C/N	Expressed opposition to gap closure project and requested public hearings.	Please refer to response to comment SLV-2--6.
SLV-5-92	Robert B. Ricewasser	1/15/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-93	Gloria V. Hernandez	1/15/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-94	Mr & Mrs. Bernard Blanck	1/15/96	C/N	Requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-95	Willard & Martha Zima	1/16/96	PS	Requests identification of mitigation ameliorating access impacts, including emergency, water and sewer access, and noise impacts.	Please refer to responses to comments SLV-4-13 and SLV-4-15.
SLV-5-96	Willard & Martha Zima	1/16/96	GEO	Existing soil instability in area will be exacerbated by short and long term effects of the Shift alignment.	Please refer to responses to comments SLV-3-6 and SLV-3-7.
SLV-5-97	Ann Nomura, Mike, Nicole and Stephen Cherry	1/16/96	OP	Requests preparation of Supplemental EIR/EIS for Shift alignment	Please refer to response to comment SLV-2-1.
SLV-5-98	Gayle E. McNamara, Esq.	1/16/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-99	Carolyn Naber	1/16/96	C/N	Expressed opposition to the gap closure project and requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-100	R. M. Stebbins	1/16/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-101	Renee Krushel	1/16/96	C/N	Expressed opposition to the gap closure project and requested public hearings on the Shift alignment.	Please refer to response to comment SLV-2-6.
SLV-5-102	Christine Chee-Ruiter	1/16/96	C/N	Expressed opposition to the gap closure project and Shift alignment and requested public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-103	Robert L. Thaler	1/16/96	C/N	Requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-104	Lilon Meng	1/16/96	C/N	Requested public hearings on the Shift alignment.	Please refer to response to comment SLV-2-6.
SLV-5-105	Judy Selhorst	1/16/96	C/N	Expressed opposition to the gap closure project and support of the Low Build proposal. Requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-106	Mary & Jim Randall	1/16/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-107	Jean Butler	1/16/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-108	Bob Aronoff	1/16/96	OP	Expressed support for the gap closure project.	Comment considered during the decision making process.
SLV-5-109	Richard R. Murdoch	1/16/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-110	Marion L. Siu	1/16/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-111	Agnes B. Southam	1/16/96	C/N	Requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-112	James Scott Brown	1/16/96	C/N	Expressed opposition to the gap closure project and support for Low Build proposal. Requested completion of a Supplemental EIR/EIS on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-8.
SLV-5-113	Marie Tyerman	1/16/96	C/N	Expressed opposition to the Shift alignment and requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-114	Herchel R. Chubb	1/16/96	C/N	Requested public hearings on the Shift alignment.	Please refer to response to comment SLV-2-6.
SLV-5-115	Patricia A. Schmeideberg	1/16/96	C/N	Expressed opposition to the Shift alignment and requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-116	Irving & Shelby Rector	1/17/96	C/N	Expresses opposition to the Shift alignment. Requests identification of environmental effects of the Shift alignment and justification for not conducting public hearings.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-117	Judy O. Lee	1/17/96	C/N	Requests preparation of Supplemental EIR/EIS due to inadequate time frame for public comments and analyses reassessing the environmental effects of the Shift alignment.	<p>Please refer to responses to comments SLV-2-1, SLV-2-4, SLV-2-5, SLV-2-8, SLV-3-6, SLV-3-8, SLV-3-14, SLV-3-17, and SLV-4-4.</p> <p>The seismic design of the entire project, including the new alignment, will be available during final design. New structures will be built in accordance with latest technology. Caltrans believes that it has the latest seismic data and a state-of-the-art seismic process. Seismic impacts are discussed in the Final EIS, pg. IV-7. The Mitigation Enhancement Advisory Committee recommendations on landform and seismic issues have been incorporated into Caltrans' recommendations. Caltrans, Division of Structures will continue with its current seismic design process, which involves peer review panels and a seismic advisory board.</p>

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-118	Michael D. Seymour	1/17/96	PP	Requested public hearing regarding the Shift alignment	Caltrans and FHWA have decided that the most effective forum for public input on the Shift alignment would be the placement of the public outreach office directly in the community. The neighborhood office was open for at total of 70 hours from December 27, 1995 to January 11, 1996, on various days, including Saturdays. Over 200 citizens visited this office and hundreds of public comments, incorporated into the public record. Caltrans/FHWA considers this effort more effective than another one day evening meeting and constitutes the public hearing for the Shift alignment.
SLV-5-119	Elizabeth Swidenbank	1/17/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-120	Bianca Richards	1/17/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-121	Margaret M. Warner	1/17/96	C/N	Requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-122	Philip Putnam	1/17/96	OP	Expressed opposition to the Shift alignment.	Comment considered during the decision making process.
SLV-5-123	Kit D. Clark/Sally Furrer	1/17/96	C/N	Expressed opposition to the gap closure project and requested public hearings on the Shift alignment.	Please refer to response to comment SLV-2-6.
SLV-5-124	Hazel R. Coate	1/17/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-125	Margaret M. Stewart	1/17/96	OP	Expressed opposition to the gap closure project and suggested that existing freeways and railways be expanded to accommodate north-south traffic.	Comment considered during the decision making process. Both public transportation and freeways are needed to solve the congestion problems in Los Angeles.
SLV-5-126	Margot Guevara	1/17/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-127	Hope Hamilton	1/18/96	OP	Expressed opposition to the gap closure project and requested preparation of a Supplemental EIR/EIS and holding of public hearings.	Refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-128	Margot Guevara	1/18/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-129	Judy & Nick Bernal	1/18/96	C/N	Requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-130	Susan Serrano	1/18/96	C/N	Requested completion of a Supplemental EIR/EIS on the Shift alignment.	Please refer to response to comment SLV-2-1.
SLV-5-131	Felipa A. De la Cruz	1/18/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-132	Lenore Rodah	1/18/96	C/N	Requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-133	Kathleen Gross	1/18/96	C/N	Requested completion of a Supplemental EIR/EIS on the Shift alignment.	Please refer to response to comment SLV-2-1.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-134	Michael Burch	1/19/96	C/N	Requested a Supplemental EIR/EIS, public hearings and new route adoption hearings at the CTC for the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-135	Ted Forbath	1/19/96	OP	Expressed support of the gap closure project.	Comment considered during the decision making process.
SLV-5-136	James Sullivan	1/19/96	OP	Comment cover letter expressing opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-137	James Sullivan	1/19/96	PD	Asserts that Caltrans is planning on including rail transportation in the gap closure project.	The Los Angeles County Metropolitan Transportation Authority (MTA) has jurisdiction over Light Rail Transit (LRT). MTA did not select the Route 710 Corridor for placement of the Los Angeles to Pasadena extension of the Blue Line LRT. Provision for LRT in the SR-710 Corridor were removed by the Mitigation and Enhancement Advisory Committee as a "footprint" reduction measure.
SLV-5-138	James Sullivan	1/19/96	GEO	EIR inaccurately describes the Highland Park Fault as inactive and fails to include the Elysian Park Anticline.	Seismic considerations were given full evaluation during the Mitigation and Enhancement Advisory Committee process. The Elysian Park Anticline was unknown at the time of the preparation of the FEIS.
SLV-5-139	James Sullivan	1/19/96	AQ	Disagrees with FEIS conclusions regarding effects to air movement, moisture or temperature.	The commentor does not identify any inaccuracy in the analysis and is therefore considered the opinion of the commentor. No response required.
SLV-5-140	James Sullivan	1/19/96	AQ	Asserts that recent improvements in air quality are the result of El Nino conditions.	Recent air quality improvements are more a function of stationary and mobile source emissions controls, and it is well documented that the region has experienced fewer numbers of Stage I Episode alerts per year over the past few decades.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-141	James Sullivan	1/19/96	NOI	Noise impact analysis is faulty since it does not assess sky wave impacts, temperature inversions, or accumulated noise statistics.	The concept of sky waves is unknown to Caltrans/FHWA. Temperature inversions affect air quality by preventing vertical mixing, but they are not known to affect sound transmission. See FEIS, Chapter IV, for a discussion of Freeway noise contribution to ambient noise levels.
SLV-5-142	James Sullivan	1/19/96	SE	Increased transportation noise results in socioeconomic impacts through degradation of the living environment.	See FEIS, Chapter IV, for a discussion of noise impacts on sensitive receptors and proposed noise barriers as mitigation for elevated community noise levels.
SLV-5-143	James Sullivan	1/19/96	NOI	Noise analysis does not consider increases in helicopter noise that will occur when helicopter use the freeway extension as a flyway.	Helicopter noise is considered to be startle noise (such as ambulance sirens or backfiring vehicles) and not traffic generated noise. Caltrans mitigates for traffic generated noise, not startle noise, and we do not anticipate heavy helicopter volumes over the Route 710 Freeway.
SLV-5-144	James Sullivan	1/19/96	SE	FEIS analysis on p. IV-44 fails to address relationship between street crime and freeway access points.	Caltrans is not aware of any empirical data correlating increases in crime to new freeway construction.
SLV-5-145	James Sullivan	1/19/96	HB	FEIS analysis on p. IV-48 fails to address the medical condition, "Relocation Stress."	Caltrans recognizes the trauma caused by displacements of residents and businesses and is ready to assist the displacees and those affected. Caltrans will establish a RAP to aid all residential displacees in locating decent, safe, and sanitary replacement housing.
SLV-5-146	James Sullivan	1/19/96	CIR	Project should include truck scales.	There is no reason to provide truck scales on this project. Truck scales are provided at strategic locations deemed necessary by Caltrans and the California Highway Patrol.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-147	James Sullivan	1/19/96	CIR	FEIS analysis fails to address east/west traffic in the City of Alhambra.	For a discussion of traffic impacts of the project (or without the project), including east/west traffic in Alhambra, please refer to Chapter I of the FEIS.
SLV-5-148	James Sullivan	1/19/96	PS	City of Alhambra currently provides some service to the I-10 Freeway. Construction of the gap closure will require more emergency staff and reduction of services to the residents of the City.	Only one mile of the route 710 Freeway would be in Alhambra, between I-10 and Valley Boulevard, as is the current case with the southern stub. Therefore, there should be no change in service commitment.
SLV-5-149	James Sullivan	1/19/96	PS	Alignment crosses over a landfill that is burning underground.	There is no factual occurrence of a burning underground landfill.
SLV-5-150	Susan Serrano	1/19/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-151	Louis & Margaret Lee	1/19/96	OP	Expressed opposition to the gap closure project and support of the low build alternative.	Comment considered during the decision making process.
SLV-5-152	Raub J. Mathias	1/19/96	OP	Expressed support for the Shift alignment.	Comment considered during the decision making process.
SLV-5-153	Henry Ong	1/19/96	OP	Expressed opposition to the Shift alignment, and requested preparation of a Supplemental EIR/EIS regarding environmental effects of this alignment. Supports the Low Build proposal.	Please refer to responses to comments SLV-2-1 and SLV-2-8.
SLV-5-154	Astrid Omdal	1/20/96	OP	Expressed opposition to the gap closure project and requested preparation of Supplemental EIR/EIS and CTC hearing on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-155	Katie Dempster	1/20/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-156	Robert Dal Porto	1/20/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-157	Saskia T. Asamura	1/20/96	C/N	Expressed opposition to the gap closure project and requested preparation of Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-158	William J. York, Jr.	1/20/96	C/N	Requested completion of a Supplemental EIR/EIS and public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-159	Jacqueline Randolph	1/20/96	OP	Expressed opposition to the gap closure project and supported Low Build proposal.	Comment considered during the decision making process.
SLV-5-160	Drew Maddock	1/20/96	C/N	Requested completion of a Supplemental EIR/EIS on the Shift alignment.	Please refer to response to comment SLV-2-1.
SLV-5-161	Valerie Jeffrey	1/20/96	C/N	Expressed opposition to the gap closure project and requested public hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-162	Maria Pellegrini	1/20/96	C/N	Requested completion of a Supplemental EIR/EIS on the Shift alignment.	Please refer to response to comment SLV-2-1.
SLV-5-163	Cherri Y. Houser	1/20/96	OP	Expresses opposition to the gap closure and support of the Low Build proposal.	Comment considered during the decision making process.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-164	Hi Nakagewa	1/20/96	C/N	Requested a Supplemental EIR/EIS and a public hearing for the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-165	Paul & Claire McGuire	1/21/96	FU	Expressed opposition to the gap closure project and requests identification of funding source.	State and federal funding will be further studied during final design.
SLV-5-166	Donald Hayes	1/21/96	C/N	Requested a public hearing for the Shift alignment. Supports the Low Build proposal.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-167	Lourdes Birba	1/21/96	C/N	Requests Caltrans analyze the environmental effects of the Shift alignment, using current information.	Please refer to response to comment SLV-2-1.
SLV-5-168	Lourdes Birba	1/21/96	GEO	Requests proposed grading plan.	Please refer to response to comment SLV-3-6.
SLV-5-169	Lourdes Birba	1/21/96	GEO	Requests analysis of seismic issues involved with the Shift alignment.	Please refer to response to comment SLV-3-7.
SLV-5-170	Lourdes Birba	1/21/96	NOI	Noise will be intensified in hillside areas.	Please refer to responses to comments SLV-3-8 and SLV-4-4.
SLV-5-171	Lourdes Birba	1/21/96	V	Current landscaping should be replaced or retained.	The plan to replace or retain the current landscape can be found in the 1992 Final EIR/EIS.
SLV-5-172	Lourdes Birba	1/21/96	LU	Physical security of properties along the roadway will be dramatically affected.	Physical security of properties on the right-of-way will be accomplished through the use of sound walls, retaining walls, freeway access, landscaping, etc.
SLV-5-173	Lourdes Birba	1/21/96	SE	What will be the compensation for reduced property values as a result of the gap closure project?	There are no provisions for direct compensation by Caltrans to property owners adjacent to a freeway. In some cases, property values actually increase due to freeway proximity. In those cases where property values do decline, an adjustment to assessed evaluation is made, and County property taxes are reduced.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-174	Mary M. Green	1/22/96	C/N	Expressed opposition to the gap closure project and requested preparation of Supplemental EIR/EIS and hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-175	Eugene & Joanne Peron	1/22/96	C/N	Supports preparation of a Supplemental EIR/EIS and holding of public hearings for the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-176	Eugene & Joanne Peron	1/22/96	PS	How will emergency access be maintained to Maycrest Avenue in the event that the Moffatt Street overpass collapses during a seismic event?	Please refer to responses to comments SLV-3-14 and SLV-3-15.
SLV-5-177	Eugene & Joanne Peron	1/22/96	CIR	Closure of Alpha Avenue will negatively affect traffic flows on Meridian, Fremont, and Fair Oaks Avenues, and Monterey Road.	Currently, Alpha Avenue terminates at Kendall Avenue, which further restricts traffic traveling south or north. Based on input from the public, Caltrans' engineers have successfully lowered the profile of the Shift alignment to match the Meridian Variation Alternative alignment. Please refer to responses to comments SLV-2-5 and SLV-3-14.
SLV-5-178	Eugene & Joanne Peron	1/22/96	CIR	Closure of Alpha Avenue will limit access during emergency situations.	Please refer to responses to comments SLV-3-7, SLV-3-14, and SLV-3-15 above.  In the event of a major earthquake, Caltrans will follow its emergency plans and policies for dealing with such a disaster. It is Caltrans' intent to work with every federal, State, and local agency to ensure that the best emergency response service is available.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-179	Eugene & Joan Peron	1/22/96	AQ/NOI	Residents on Maycrest Avenue and La Fremontia will be exposed to freeway noise and air pollution.	Air quality impacts are discussed in the Final EIR/EIS, pg. IV-13. Caltrans asserts that the air quality analysis is adequate. The United States Environmental Protection Agency has concurred with Caltrans' analysis. The project has completed updated studies under the Clean Air Act, and it complies with provision of the Clean Air Act, as a previously approved project.  Please refer to responses to comments SLV-3-8 and SLV-4-4.
SLV-5-180	South Pasadena High School-Class of 1997	1/22/96	C/N	Expressed opposition to the gap closure project and requested preparation of Supplemental EIR/EIS and hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-181	Marjorie Erway	1/22/96	OP	Expressed opposition to the gap closure project and support of public transportation.	Comment considered during the decision making process.
SLV-5-182	Constance Alden	1/22/96	C/N	Expressed opposition to the gap closure project and requested preparation of Supplemental EIR/EIS and hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-183	Victoria Newcomer	1/22/96	C/N	Requests preparation of an Supplemental EIR/EIS due to inadequate time for public comments.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-184	Gene & Robin Fellner	1/22/96	OP	Expressed opposition to the Shift alignment, and requested preparation of a Supplemental EIR/EIS and holding of public hearings regarding environmental effects of this alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-185	Saskia T. Asamura	1/22/96	OP	Expressed displeasure regarding Caltrans mailing and staff at the public outreach office.	It is unfortunate that commentor's experience during the outreach was less than adequate. Please accept FHWA's apologies.
SLV-5-186	Saskia T. Asamura	1/22/96	OP	Expressed concurrence with the City of South Pasadena letter, dated 1/2/96.	Comment considered during the decision making process.
SLV-5-187	Saskia T. Asamura	1/22/96	GEO	Expressed concern regarding the seismic stability of proposed structures in Monterey Hills.	Please refer to responses to comments SLV-3-6 and SLV-3-7.
SLV-5-188	Saskia T. Asamura	1/22/96	CH	Expressed concern regarding destruction of historic homes.	Comment considered during the decision making process.
SLV-5-189	Saskia T. Asamura	1/22/96	OP	Expresses opposition to the Shift alignment.	Comment considered during the decision making process.
SLV-5-190	Shirley Marneus	1/23/96	C/N	Expressed opposition to the gap closure project and requested preparation of Supplemental EIR/EIS and hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-191	Iris Mason Edinger	1/23/96	OP	Expresses opposition to the Shift alignment.	Comment considered during the decision making process.
SLV-5-192	Mrs. Daniel C. Siegal	1/23/96	C/N	Expressed opposition to the gap closure project and requested preparation of Supplemental EIR/EIS and hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-193	Michael D. Toman	1/23/96	OP	Expressed opposition to the Shift alignment, and requested preparation of a Supplemental EIR/EIS and holding of public hearings regarding environmental effects of this alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-194	Jessie Rogers	1/23/96	OP	Expressed opposition to the Shift alignment, and requested preparation of a Supplemental EIR/EIS and holding of public hearings regarding environmental effects of this alignment.	Please refer to responses to comments SLV-2-1 and SLV-2-6.
SLV-5-195	David Tull	1/23/96	OP	Expressed opposition to the Shift alignment, and requested preparation of a Supplemental EIR/EIS and holding of public hearings regarding environmental effects of this alignment. Supports the Low Build proposal.	Please refer to responses to comments SLV-2-1, SLV-2-6, and SLV-2-8.
SLV-5-196	R. Curtidor	1/24/96	C/N	Expressed opposition to the gap closure project and support for the Low Build proposal. Requested preparation of Supplemental EIR/EIS and hearings on the Shift alignment.	Please refer to responses to comments SLV-2-1, SLV-2-6, and SLV-2-8.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-197	Kornelius Subadya, M.D.	1/24/96	AL	Requested assessment of under grounding the freeway and cost/benefit analysis comparing costs for the proposed gap closure and improving the existing freeway system.	Caltrans has evaluated three types of tunneling plans over the years, none of which adequately address the corridor's transportation problems. To completely tunnel the gap closure project would be too costly. Additional information on tunnels is provided in the Route 710 Meridian Variation Enhancement and Mitigation Advisory Committee's Final Report (Section III-22).  Caltrans' 1997 cost estimate is \$823 million. For information on the benefits of the gap closure project and improving the existing freeway system, refer to the Final EIR/EIS, p. S-1, p. I-1 and p. II-1, and the Environmental Reevaluation. Additional cost estimates can be found in the Route 710 Meridian Variation Enhancement and Mitigation Advisory Committee's final Report (p. III-24).
SLV-5-198	Steve Schwatzer	1/24/96	OP	Expressed opposition to the gap closure project and support of Low Build proposal.	Comment considered during the decision making process.
SLV-5-199	Phyllis C. Marling	1/24/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-200	Mary A. Hiash, M.D.	1/24/96	C/N	Expressed opposition to the gap closure project and requested preparation of Supplemental EIR/EIS and hearings on the Shift alignment.	Comment noted; a public outreach office was open in the community to receive input in 1995 and 1996. Please refer to the Environmental Reevaluation (April, 1998) for a discussion on why a SDEIS is not required.
SLV-5-201	Anthonie M. Voogd	1/24/96	RD	Requested preparation of a Supplemental EIR/EIS for the Shift alignment, and maps showing connection of proposed roads with existing roads.	Please refer to response to comment SLV-2-1.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-202	Gary J. DiSano	1/25/96	OP	Expressed support for the Shift alignment.	Comment considered during the decision making process.
SLV-5-203	Thomas Keiser	1/26/96	OP	Supports extension of 710 to Huntington Drive, rather than Mission Road.	Comment considered during the decision making process. Please refer to the Environmental Reevaluation (April, 1998) and the ROD for a discussion on the commitments on extending Route 710.
SLV-5-204	Shelly Schaffer	1/27/96	OP	Expressed opposition to the Shift alignment.	Comment considered during the decision making process.
SLV-5-205	Steven Edinger	1/27/96	OP	Expressed opposition to the Shift alignment.	Comment considered during the decision making process.
SLV-5-206	Robert Bleuens	1/28/96	RD	Requested information regarding grade and profile for various locations along the alignment and ultimate number of lanes.	Caltrans provided the requested mapping.  As stated in the Summary of the FEIR/EIS, the proposed project is a six lane freeway between I-10 in the City of Alhambra and Route 210 in the City of Pasadena, a distance of approximately 6.2 miles.
SLV-5-207	Gregory Kaiser	1/30/96	RD	Requested information regarding 1) access from Maycrest, 2) freeway profile, and 3) location of property in relationship to the alignment.	Caltrans provided requested mapping.
SLV-5-208	Nellie N. Bowers	1/30/96	C/N	Expressed opposition to the gap closure project and requested hearings on the Shift alignment.	Please refer to response to comment SLV-2-6.
SLV-5-209	Patsy M. Infranca	2/1/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-210	Susan Stone	2/1/96	OP	Expressed support for Meridian Route.	Comment considered during the decision making process.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-211	Pat Bengford	2/14/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-212	Verda Belle Waas	2/3/96	OP	Expressed opposition to the Shift alignment, and requested preparation of a Supplemental EIR/EIS regarding environmental effects of this alignment.	Please refer to response to comment SLV-2-1.
SLV-5-213	Sheri & Greg Kazz	2/6/96	OP	Expressed opposition to the gap closure project.	Comment considered during the decision making process.
SLV-5-214	Natalie Oginz	2/7/96	OP	Expressed opposition to the Shift alignment and concern regarding its effect on property values.	Please refer to responses to comments SLV-5-142 and SLV-5-173.
SLV-5-215	Robert and Beatrice Chun	2/7/96	PS	Expressed opposition to the Shift alignment, particularly its effect on emergency access to the Altos de Monterey development after the closure of Alpha Street.	Please refer to response to comment SLV-3-15.
SLV-5-216	Dr. C. Thomas Williams	2/7/96	OP	Expressed support for the gap closure project and the Shift alignment.	Comment considered during the decision making process.
SLV-5-217	Dr. C. Thomas Williams	2/7/96	C/N	Requested preparation of a Supplemental EIR/EIS regarding environmental effects of the Shift alignment and hold public hearings.	Please refer to responses to comments SLV-2-1 and SLV-2-6.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-218	Dr. C. Thomas Williams	2/7/96	PD	Direct and indirect construction effects of the cut and cover tunnel between Templeton and Poplar, or any other mitigation measures, has not been included in the FEIS or any supplemental documentation.	Impacts associated with the construction of cut-and-cover tunnels would fall under the category of construction activity impacts. For a discussion of construction activity impacts, please refer to page IV-90 of the FEIS.
SLV-5-219	Dr. C. Thomas Williams	2/7/96	OP	The Shift alignment should be modified to further reduce effects and increase benefits to El Sereno.	<p>The purpose of the shift in alignment was, of course, to avoid the Short Line Villa Tract Historic District in the Berkshire area of El Sereno. While the shift resulted in saving an historic resource in El Sereno, it also resulted in the reduction of the number of dwelling units displaced, such as the avoidance of a 43 unit apartment building. Any further shifting is unlikely to produce a similar level of savings, or mitigation, for the community.</p> <p>Several of Dr. Williams' proposals, including the potential for further right-of-way reductions, will be addressed during the final design of the project. In addition, in response to the Enhancement and Mitigation Committee, Caltrans and the Federal Highway Administration (FHWA) have made a firm commitment to many of the mitigation measures Dr. Williams' suggested. Caltrans' engineers have lowered the profile of the newly shifted alignment to match the old alignment profile. Caltrans has adopted the urban mitigation plan adopted by the Mitigation Enhancement Advisory Committee that addressed visual aesthetic concerns in all the impacted communities.</p>

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-219	Dr. C. Thomas Williams (cont.)				The Mitigation Advisory Committee changes to the project resulted in a reduction in grading requirements estimated at 500,000 cubic yards (CY). The Short Line Shift results in a slight increase in grading (under 200,000 CY) in the Monterey Hills section of South Pasadena.
SLV-5-220	Dr. C. Thomas Williams	2/7/96	PD	Recommended reducing below and above grade profiles, leave maximum grade and eliminate Templeton/Poplar cut and cover tunnel.	As a result of the Advisory Committee process, the Templeton/Poplar cut-and-cover tunnel has been incorporated into the project. In addition, Caltrans and FHWA are committed to lowering the profile of the freeway throughout the residential area of El Sereno, if feasible.
SLV-5-221	Dr. C. Thomas Williams	2/7/96	PD	Increase pavement grade allowances to reduce cut/fill and reduce number of houses affected by operational noise.	Many factors go into setting the profile of a freeway. These factors include balancing cuts and fills, cost to dispose of excess material, the terrain of the project area, man-made and natural constraints, safety criteria established by American Association of State Highway and Transportation Officials (AASHTO) of maximum grades in urban areas (four percent or less), and socioeconomic and natural environmental considerations. Also, Caltrans is assessing the feasibility of a depressed profile throughout the residential area in El Sereno.
SLV-5-222	Dr. C. Thomas Williams	2/7/96	PD	Eliminate two circular on-ramps at Huntington Drive; replacing with diamond ramps such as at Alhambra Avenue/Valley Boulevard interchange, reducing right-of-way, and providing for realignment of the roadway to the east.	The design of the Huntington Drive interchange was worked out in cooperation with City of Los Angeles Department of Transportation (LADOT). Redesigning it is not practical at this late date.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-223	Dr. C. Thomas Williams	2/7/96	PD	Realign current and proposed right-of-way from Huntington Drive, south to Valley Boulevard, reducing community disruption and equitably distribute impacts for both Alhambra and El Sereno.	There are no overriding reasons to change the alignment of the freeway in this vicinity. Many alignments have been considered, both in the FEIS and those discussed in the Environmental Reevaluation (April, 1998). Please refer to both documents for a discussion on the alternatives considered.
SLV-5-224	Dr. C. Thomas Williams	2/7/96	NOI	Improve and increase peripheral sound walls and add median sound walls to reduce noise.	Sound walls are an integral part of the mitigation measures proposed for the project. Refer to Chapter IV of the FEIS for proposed sound wall relocations. Placing sound walls in the median is not cost effective.
SLV-5-225	Dr. C. Thomas Williams	2/7/96	VIS	Install controls (e.g. shields, reflectors, etc) for vehicular and right-of-way lighting and glare to reduce community impacts to both El Sereno and Alhambra.	Glare shields are standard accessories on highway lighting standards.
SLV-5-226	Dr. C. Thomas Williams	2/7/96	LU	Install screening and surface contouring to reduce community and residential disruption and structural dominance and provide landmark gateway improvements for all over/underpasses to reduce community impact to both El Sereno and Alhambra.	Please refer to Appendix F (Urban Design Mitigation Report and Visual Analysis) of the Advisory Committee Final Report of June, 1993, where similar ideas are presented. The urban design plan has been incorporated into the project.
SLV-5-227	Dr. C. Thomas Williams	2/7/96	VIS	Install historic theme/style facilities, landscaping and land sculpturing for the I-710 interchange with designated scenic highway, Huntington Drive (Route 66) to improve appearance and reduce adverse effects on LA City Gateway.	Please refer to response to comment SLV-3-17 regarding urban design.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-228	Dr. C. Thomas Williams	2/7/96	LU	Compensate for losses and improve lineal open space and recreation within right-of-way at Huntington Drive North/ Huntington Drive at interchange.	Please refer to response to comment SLV-5-219 regarding urban design.
SLV-5-229	Dr. C. Thomas Williams	2/7/96	VIS	Plant/maintain to maturity three box native trees to replace each existing significant tree destroyed by construction.	Please refer to response to comment SLV-5-219 regarding urban design.
SLV-5-230	Dr. C. Thomas Williams	2/7/96	PP	Incorporate comments and provide responses from additional community meetings regarding the project to be held in El Sereno on March 4-16.	Community comments will be made a part of the project record.
SLV-5-231	Dr. C. Thomas Williams	2/7/96	PP	Establish community (resident), citizen advisory committee after Record of Decision (ROD) issued and before design begins.	It has been established through the Advisory Committee process that such committees will be established on urban design issues, as well as traffic impact issues. Also, refer to the ROD on commitments on a Design Advisory Groups process.
SLV-5-232	Dr. C. Thomas Williams	2/7/96	PD	Eliminate Templeton/Poplar cut and cover section.	This cut and cover tunnel has been retained as part of the project. Comment considered during the decision making process.
SLV-5-233	Dr. C. Thomas Williams	2/7/96	HB	Purchase worst adversely affected single family owner occupied residences near right-of-way, an additional 150-200 units.	There are no federal or State mandates to do this. The Uniform Relocation Act does not provide for the purchase of residences outside the immediate Area of Potential Effect (APE). Noise walls, for example, and other forms of mitigation, may be more suitable and cost effective to accommodate those residences outside of the APE.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-234	Dr. C. Thomas Williams	2/7/96	HB	Upgrade units for noise etc., and release at no cost to City of Los Angeles distribution via drawing to long-term, non-owner (first time buyers) El Sereno residents. Buyers repay costs of residences plus upgrades without interest, and repayments placed in a revolving fund for purchase and resale by the City of Los Angeles of additional less affected residence in El Sereno.	Please refer to the Final Report of the Mitigation and Enhancement Advisory Committee, Chapter IV for a discussion of relocation benefits under the Uniform Act and special programs developed specifically for this project.
SLV-5-235	Dr. C. Thomas Williams	2/7/96	SE	Require training and employment with certified payrolls for residents of El Sereno at a level equivalent to 40 percent of all project labor cost.	A similar program has been developed for the Route 710 project (see Advisory Committee Final Report).
SLV-5-236	Dr. C. Thomas Williams	2/7/96	HB	Provide recent and future new "relocating" residents and owners (of more than five years in the same house) with first (second if original owners request) right-of-refusal for one, existing Caltrans residence to be released due to relocation and mitigation and to buy-outs (discussed in Comment SLV-5-234).	Special benefits have been provided for "re-renters" of State owned properties (refer to Advisory Committee Final Report of June, 1993).
SLV-5-237	Dr. C. Thomas Williams	2/7/96	TR	Install park and ride parking and bus stop facilities for commuters within Alhambra Avenue/Valley Boulevard interchanges area; similar facilities should be acquired in commercial area of Alhambra, east of Huntington Drive interchange (not in El Sereno).	A park-and-ride lot is proposed for the Huntington Drive interchange area.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-238	Dr. C. Thomas Williams	2/7/96	TR	Install pedestrian/commuter access to high occupancy vehicles (HOV)/bus system on both 710 and Huntington Drive to MTA terminal/Union Station and downtown.	A bus station is proposed for the Huntington Drive interchange area.
SLV-5-239	Dr. C. Thomas Williams	2/7/96	PD	Improve on-ramps and off-ramps for long haul trucks (greater than three axle) at Valley/Alhambra Enterprise Zone/CRA Redevelopment Zone, presuming inclusion of truck ban on through trucks on 710.	At this time, there are no provisions for such ramps. Those trucks not making local deliveries may be directed to exit the freeway south of I-10 and north of I-210.
SLV-5-240	Dr. C. Thomas Williams	2/7/96	CIR	Install traffic barriers for truck and through traffic along north side of Alhambra Avenue for streets leading into El Sereno.	This is a design that will be addressed through final design.
SLV-5-241	Dr. C. Thomas Williams	2/7/96	CON	Restrict nighttime construction to south of Alhambra Avenue, prohibiting construction north of Alhambra Avenue between the hours of 7 p.m. and 7 a.m.	Construction times are worked out with the respective cities during the final design stage.
SLV-5-242	Dr. C. Thomas Williams	2/7/96	CON	Require construction contractor vehicle/equipment noise certification (<70 dBA at 50 feet) and notices/signing prior to entry and enforce their use with \$5,000 per incident penalty on contractor paid to traffic compensation fund for El Sereno.	The operation of noisy equipment is largely regulated by local noise ordinances.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-243	Dr. C. Thomas Williams	2/7/96	CON	Initiate construction within three years (1999) and complete the El Sereno portions of 710 northward to at least Huntington Drive as soon as possible; South Pasadena segment can be completed thereafter.	It has been established that construction cannot commence until approximately the year 2005 due to funding, programming, final design, and right-of-way acquisition requirements.
SLV-5-244	Dr. C. Thomas Williams	2/7/96	OP	Residents and communities suffering greatest adverse effects must receive greatest compensatory and mitigative measures.	Residents dislocated as part of the gap closure receive the most benefits because they are impacted the most.
SLV-5-245	Dr. C. Thomas Williams	2/7/96	PD	Ground profiles would be about three percent, steeper grades required only at Huntington Drive and north of Kendall.	Please refer to response to comment SLV-3-6.
SLV-5-246	Dr. C. Thomas Williams. C. Thomas Williams	2/7/96	PD	Provide improved left hand turn lanes onto Huntington Drive on-ramp for southbound peak a.m. commuter period and northbound off-ramp to Huntington Drive; provide adequate left hand turn lanes onto on-ramp for northbound (after origin-destination study for El Sereno residents); and Shift alignment easterly to center on Maycrest/Huntington intersection.	Please refer to response to comment SLV-5-222. The main reason Caltrans and LADOT agreed to the current interchange design at Huntington Drive is because it has a split roadbed at this location. This prevents the turning moves that are being requested. Redesigning Huntington Drive to provide these turning movements is not part of the project at this time.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-247	Dr. C. Thomas Williams. C. Thomas Williams	2/7/96	PD	Move current and proposed alternative right of way east to 1) between Sheffield (east curb) and Winchester Avenue (west curb), south of Huntington and centered on Maycrest (½ block either side) north of Huntington Drive to Newtonia. These changes reduce cut/fill requirements for Huntington Drive portion, eliminate need for Templeton and Poplar bridges for servicing remnant Los Angeles residences along Winchester, and reduce community disruption and equitably distribute impacts.	Please refer to response to comment SLV-5-222.
SLV-5-248	Dr. C. Thomas Williams	2/7/96	PD	Eliminate parks and landscape areas immediately adjacent to freeway and 1) acquire and physically improve equivalent vacant areas within the main community based on children needs (5,000 sq. ft. = one park) and 2) locate parks first south of Huntington Drive but 1,000 feet west of the westerly boundary of the right-of-way, areas most affected by freeway, and 3) if funds available or no vacant land is available, purchase remaining vacant hillside lots, south of Huntington Drive is preferred.	Please refer to response to comment SLV-5-219.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-249	Dr. C. Thomas Williams	2/7/96	PD	Develop Huntington Drive interchange with 1) adequate signally, lane sizing, and other measures to maximize commuter diversion from Huntington Drive to 710 and 2) west of interchange reduce Huntington Drive to two lanes each way plus shoulder.	Please refer to response to comment SLV-5-222.
SLV-5-250	Dr. C. Thomas Williams	2/7/96	PD	At Valley/Alhambra interchange: 1) install new alignment with maximum use of retaining walls to increase length/reduce slopes from ramps under railroad tracks; 2) provide southbound on-ramps at Alhambra Avenue with adequate right turn stacking lane on Alhambra Avenue and left turn lanes on Alhambra Avenue/ Mission Road to accommodate three trucks; 3) provide southbound on ramps at Valley Boulevard with adequate right turn stacking lane on Valley Boulevard to accommodate three trucks; and 4) improve signalization and railroad coordination at Valley/Alhambra intersection and at left turn lane of northbound off-ramp at Valley Boulevard interchange for earliest notification of train movements and optimal routing of trucks.	There are no provisions for any of these design features at this time.
SLV-5-251	Dr. C. Thomas Williams	2/7/96	PD	Install truck restricted bridge for Concord Avenue from Alhambra Avenue to Fremont Avenue leading to the City of Alhambra.	Please refer to response to comment SLV-5-219. These recommendations will be forwarded to the Design Advisory Groups for their consideration.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-252	Dr. C. Thomas Williams	2/7/96	PD	Provide access to Winchester Avenue, north of Huntington Drive, via easement to Alpha Street or Newtonia Drive, rather than westbound Huntington Drive.	This design feature is not a part of the project at this time. However, these recommendations will be forwarded to the Design Advisory Groups for their consideration.
SLV-5-253	Dr. C. Thomas Williams	2/7/96	PD	Integrate ramps with existing collectors and arterials at Alhambra Avenue and Huntington Drive rather than taking residences for “adequate” right-of-way, e.g., Lowell-Alhambra, Concord Avenue, Altmont-Lowell, Winchester-Alpha, etc..	Please refer to response to comment SLV-5-219.
SLV-5-254	Dr. C. Thomas Williams	2/7/96	PH	Initiate relocations, affected residence compensation and housing revolving fund within one year of ROD.	Please refer to response to comment SLV-2-4.
SLV-5-255	Dr. C. Thomas Williams	2/7/96	PP	Establish El Sereno community advisory committee to: 1) develop community based “Basis of Design” for El Sereno section of freeway, 2) provide community input to design and integration requirements, 3) review designs and provide alternatives to minimize residential and community impacts, 4) inform community of project designs and elicit comment and responses, 5) review training and employment opportunities for El Sereno residents, 6) overview contract, bidding and contractor selection, and 7) coordinate construction complaints and organize project responses.	Please refer to response to comment SLV-5-231.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-256	Dr. C. Thomas Williams. C. Thomas Williams	2/7/96	SE	Provide El Sereno residents technical training and positions for design within consultants and Caltrans, starting immediately with approval of ROD and any funding, including: 1) schedule/ select person for training/work study in 1996 and before ROD; 2) initiate training at Cal State LA at ROD issuance; 3) begin work study in Caltrans within three months after ROD; 4) hire on contract basis trained and qualified individuals in professional positions, not as secretaries, draftspersons, CADD operators, etc.; 5) include trainees in development of contract and specifications and implementation of bidding process (including review of prequalifications, proposals and selection of bidders); and 6) require design contractors/ consultants to use El Sereno counterparts, confirmed by certified payrolls.	Please refer to responses to comments SLV-2-4 and SLV-231.
SLV-5-257	Dr. C. Thomas Williams	2/7/96	LU	Upon initiation of acquisition efforts, Caltrans shall define area of adverse effects (noise glare/ lighting, traffic disruption/ congestion) and designate areas as to First (highest), Second, Third and General effects.	This analysis is conducted under Section 106 of the National Historic Preservation Act, with the establishment of an Area of Potential Effects (APE), during the planning stage of a project.

<b>Comment No.</b>	<b>Commentor</b>	<b>Comment Date</b>	<b>Subject Code</b>	<b>Issue</b>	<b>Response/Document Reference</b>
SLV-5-258	Diane F. Stoney	2/7/96	OP	Suggested that gap closure funding be reallocated to the Alameda Corridor project, which is commercially responsible.	Comment considered during the decision making process.
SLV-5-259	Diane F. Stoney	2/7/96	OP	Expressed displeasure regarding lack of information regarding the design and environmental effects of the Shift alignment at the Caltrans public outreach office.	Comment considered during the decision making process.
SLV-5-260	R. Bradbury Clark	2/8/96	CIR	Expressed opposition to the Shift alignment, particularly its effect on resident emergency access to the Altos de Monterey development after the closure of Alpha Street.	Please refer to responses to comments SLV-3-14 and SLV-3-15.