

**TASK 2.6 STUDY FOR THE
EXPOSITION-SANTA MONICA TRANSIT STUDY**

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TABLE OF CONTENTS

	<u>PAGE</u>
SECTION 1: Introduction to Study	1-1
Purpose of this Study	1-1
Description of Proposed Project	1-1
Environmental Setting	1-2
SECTION 2: Land Use Characteristics of Study Area	2-1
Introduction	2-1
Existing Land Uses - Study Segment A	2-3
Existing Land Uses - Study Segment B	2-3
Existing Land Uses - Study Segment C	2-4
Existing Land Uses - Study Segment D	2-5
Existing Land Uses - Study Segment E	2-6
Existing Land Uses - Study Segment F	2-6
Existing Land Uses - Study Segment G	2-7
Existing Land Uses - Study Segment H	2-7
SECTION 3: Demographic Characteristics of Study Area	3-1
Introduction	3-1
Housing, Population and Employment Characteristics of the Study Area	3-2
Segment A Characteristics	3-4
Segment B Characteristics	3-5
Segment C Characteristics	3-6
Segment D Characteristics	3-6
Segment E Characteristics	3-7
Segment F Characteristics	3-8
Segment G Characteristics	3-9
Segment H Characteristics	3-9

TABLE OF CONTENTS

	<u>PAGE</u>
SECTION 4: Identification of Planned Uses	4-1
Introduction	4-1
Planned Land Uses - Segment A	4-1
Planned Land Uses - Segment B	4-2
Planned Land Uses - Segment C	4-2
Planned Land Uses - Segment D	4-2
Planned Land Uses - Segment E	4-3
Planned Land Uses - Segment F	4-3
Planned Land Uses - Segment G	4-3
Planned Land Uses - Segment H	4-4
SECTION 5: Constraints and Opportunities	5-1
Introduction	5-1

LIST OF TABLES

	<u>PAGE</u>
TABLE 3-1 Demographic Characteristics	3-3
TABLE 3-2 Employment: 2010	3-3
TABLE 3-3 Population Figures by Route	3-4
TABLE 5-1 Constraints and Opportunities	5-1
TABLE 5-2 Cumulative Development Projects List	5-8

LIST OF EXHIBITS

		FOLLOWS <u>PAGE</u>
Exhibit 1-1	Regional Location	1-2
Exhibit 1-2	Study Alignment	1-2
Exhibit 2-1	Study Segments	2-2
Exhibit 2-2	Existing Land Use - Segment A	2-3
Exhibit 2-3	Existing Land Use - Segment B	2-4
Exhibit 2-4	Existing Land Use - Segment C	2-5
Exhibit 2-5	Existing Land Use - Segment D	2-6
Exhibit 2-6	Existing Land Use - Segment E	2-6
Exhibit 2-7	Existing Land Use - Segment F	2-7
Exhibit 2-8	Existing Land Use - Segment G	2-7
Exhibit 2-9	Existing Land Use - Segment H	2-8
Exhibit 3-1	Census Tract Map	3-1
Exhibit 4-1	Planned Land Use - Segment A	4-1
Exhibit 4-2	Planned Land Use - Segment B	4-2
Exhibit 4-3	Planned Land Use - Segment C	4-2
Exhibit 4-4	Planned Land Use - Segment D	4-2
Exhibit 4-5	Planned Land Use - Segment E	4-3
Exhibit 4-6	Planned Land Use - Segment F	4-3
Exhibit 4-7	Planned Land Use - Segment G	4-3
Exhibit 4-8	Planned Land Use - Segment H	4-4
Exhibit 5-1	Opportunities - Segment A	5-14
Exhibit 5-2	Constraints - Segment A	5-14
Exhibit 5-3	Opportunities - Segment B	5-14
Exhibit 5-4	Constraints - Segment B	5-14
Exhibit 5-5	Opportunities - Segment C	5-14
Exhibit 5-6	Constraints - Segment C	5-14
Exhibit 5-7	Opportunities - Segment D	5-14
Exhibit 5-8	Constraints - Segment D	5-14
Exhibit 5-9	Opportunities - Segment E	5-14
Exhibit 5-10	Constraints - Segment E	5-14
Exhibit 5-11	Opportunities - Segment F	5-14
Exhibit 5-12	Constraints - Segment F	5-14
Exhibit 5-13	Opportunities - Segment G	5-14
Exhibit 5-14	Constraints - Segment G	5-14
Exhibit 5-15	Opportunities - Segment H	5-14
Exhibit 5-16	Constraints - Segment H	5-14

SECTION 1: INTRODUCTION TO STUDY

PURPOSE OF THIS STUDY

The Los Angeles County Transportation Commission is conducting a Preliminary Planning Study to determine future transit uses of a 12-mile corridor extending from Exposition Park to Santa Monica. This corridor is referred to as the "Exposition" right-of-way, named after the boulevard adjacent to the alignment. Four additional routes are being considered as alternatives to the Exposition alignment. The purpose of this study is to gain an understanding of the physical and environmental feasibility, as well as the community sentiment regarding the transportation and route options summarized in Section 2.

A land use inventory of the study corridor was conducted at two levels: existing land uses were first noted followed by the identification of the general plan land use designations. Analysis of the existing general plan land uses indicated land use opportunities and future development are likely to occur.

The demographic analysis was completed to provide an estimate of the planning area's population. Estimates are provided at three levels: the planning area's existing population, using 1990 Census data; the existing population living in housing units immediately adjacent to the study alignments; and projections of the planning area's future population using SCAG projection data.

The land use survey also included identification of major development in the planning areas adjacent to the study alignment and the identification of opportunity areas within the transit corridor for both interim and long-term development. The survey of land use constraints also indicate land use conflicts within the planning area which could be adversely impacted by future transit development. Finally, existing and future development immediately adjacent to the study alignments which could benefit from future transit development is noted.

DESCRIPTION OF PROPOSED PROJECT

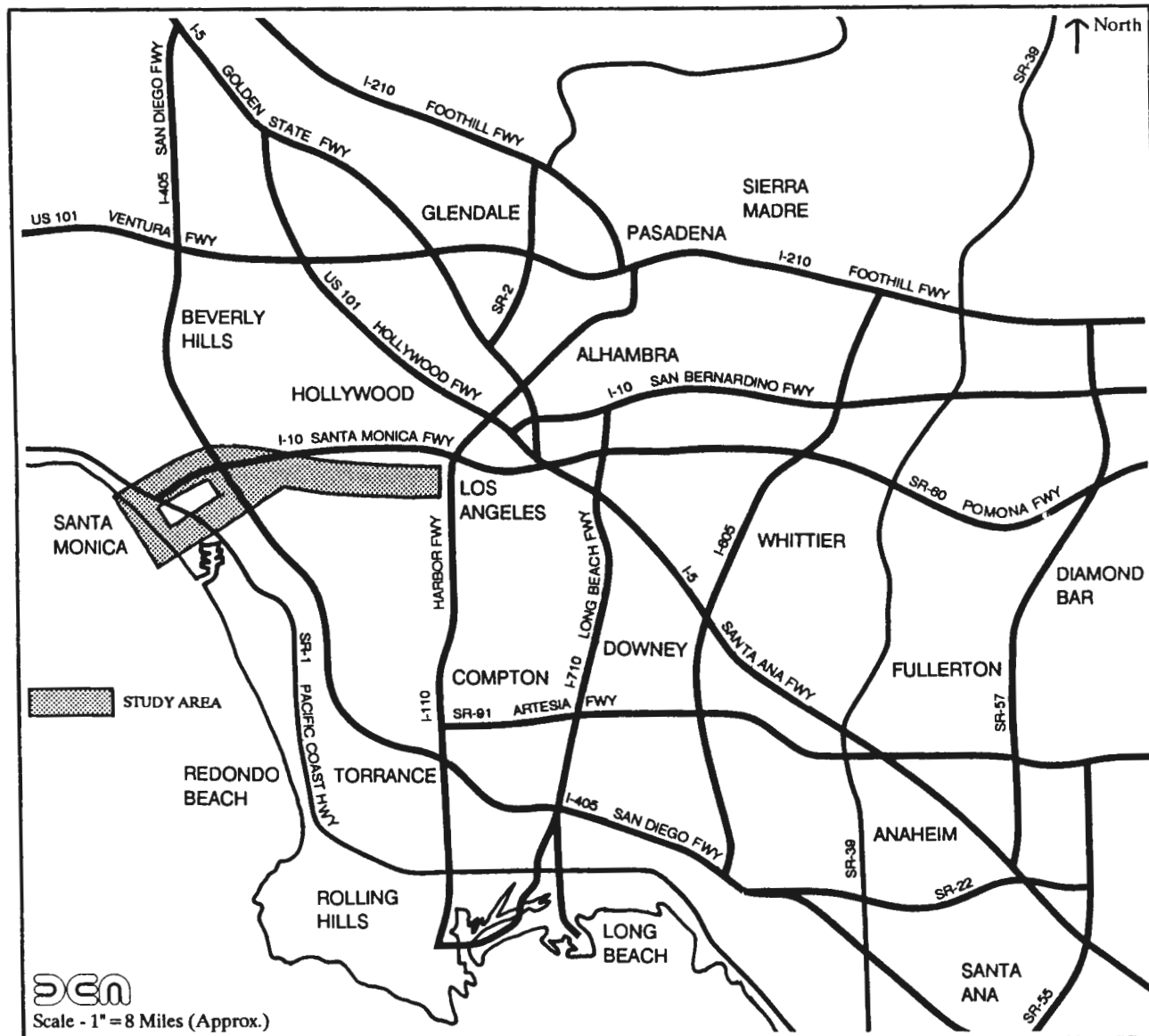
The Southern Pacific Transportation Company (SPTC) used the "Exposition" railroad line as a link between downtown Los Angeles and Santa Monica. Freight and interurban passenger service were offered until the late 1950's when passenger service was dropped. Limited local freight service continued into the 1980's with the western portion abandoned by 1986 and the more industrial eastern segment finally abandoned in 1989. In November 1990, the Los Angeles County Transportation

Commission purchased the right-of-way, intending to use the corridor for some form of public transportation. Exhibit 1-1 shows the location of the study area in a regional context. Four alternative routes were proposed, all of which use the eastern portion of the alignment, but separate at the Venice Boulevard-Robertson Avenue intersection. The study area considered in this analysis includes a 1/2 mile wide corridor along the study alignments. Exhibit 1-2 shows the Exposition right-of-way alignment, the four other proposed routes and their respective study boundaries.

ENVIRONMENTAL SETTING

The project area lies within the Coastal Plain and is bounded by the Santa Monica Mountains to the north, the San Gabriel Mountains to the east, Baldwin Hills and Palos Verdes Hills to the south, and the Pacific Ocean to the west.

The project area is located in Los Angeles County, within the cities of Los Angeles, Santa Monica and Culver City. The project area is urbanized, with open space limited to parks. As an established metropolis, there is considerable variation in land uses: neighborhoods range from clusters of single-family homes on large lots to higher density multi-family dwellings. Commercial uses, likewise, range from small commercial establishments to large scale commercial and employment-related centers that serve a regional market. Both types of commercial establishments are primarily concentrated along arterials. Industrial uses are located close to thoroughfares, and ideally removed from single-family neighborhoods. Open space, public institutional and special uses are interspersed throughout the study area.

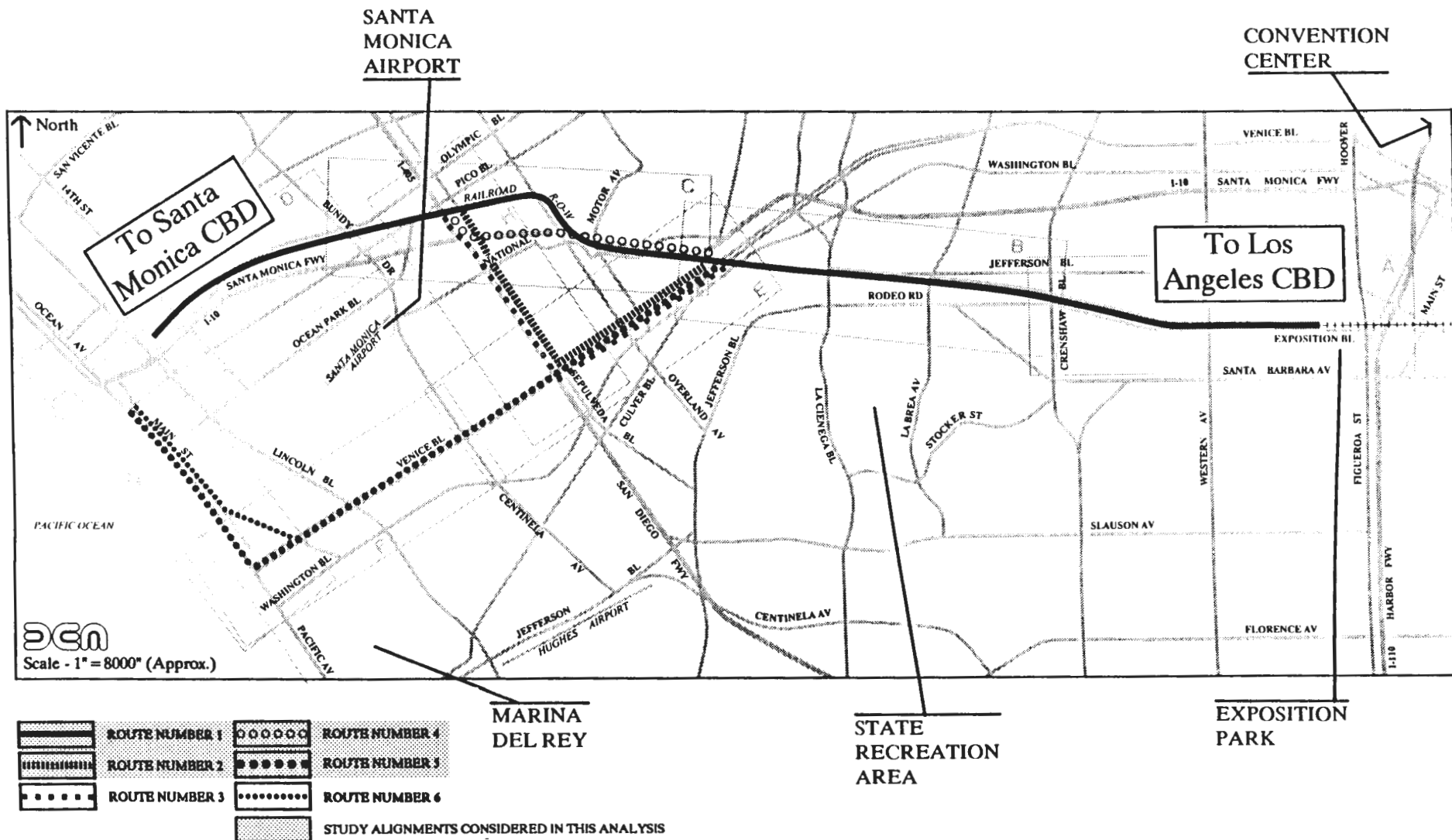


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EXHIBIT 1-1
Regional Location



SECTION 2: LAND USE CHARACTERISTICS OF STUDY AREA

INTRODUCTION

This section describes the existing land uses in the project area. The objectives of the analysis include the following:

- To identify land uses and development adjacent to the study alignments in order to characterize potential displacement impacts.
- To complete a generalized identification of development within the vicinity of the transit corridor to assist in projecting future patronage.
- To identify sensitive land uses that might be adversely affected by construction and operational impacts.
- To identify major development adjacent to the alignments that could benefit from an operational transit system within the study area.

The project team obtained aerial photographs of the project area at a scale suitable for mapping land uses and delineated the alternative alignments directly onto the aerials. The survey was conducted at two levels: first, a precise survey of development and land uses immediately adjacent to the alignment was completed followed by a more generalized survey of land uses one-quarter mile on each side of the study corridor.

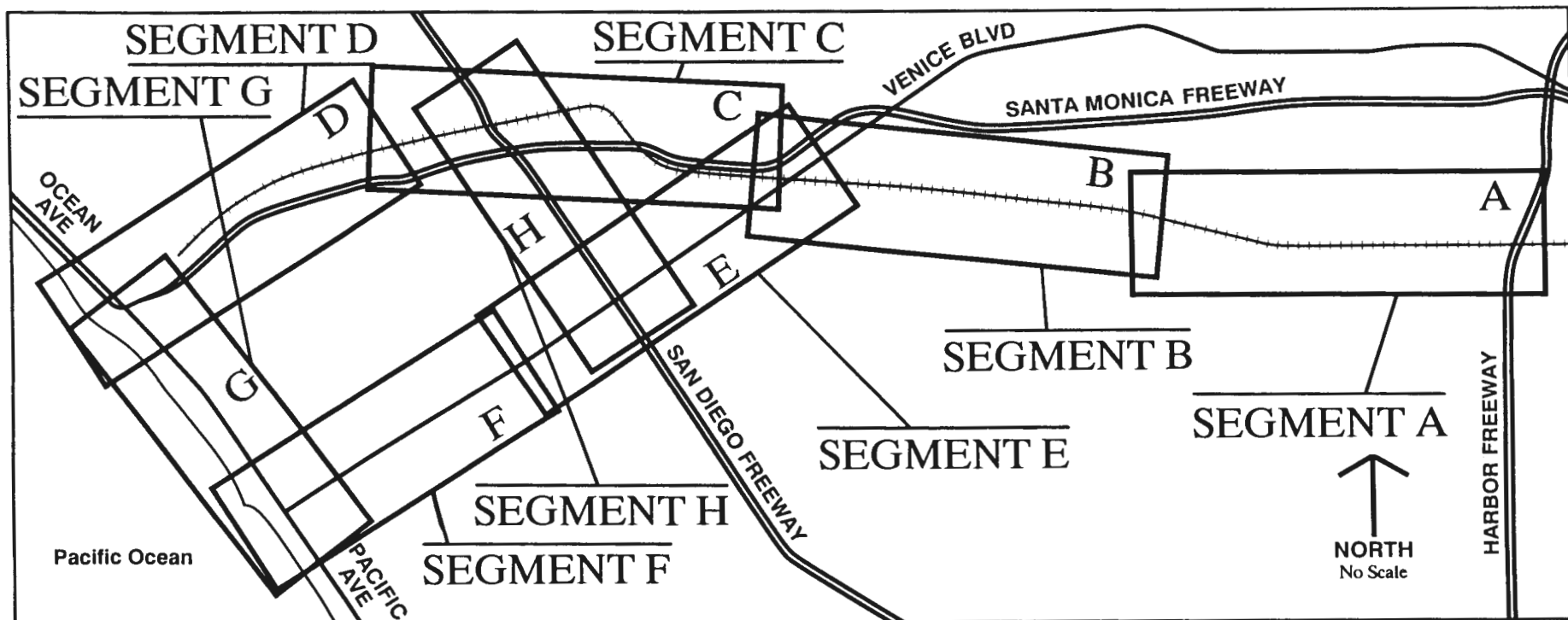
Planners then classified land uses that were identified in land use surveys. The classification system contains the following categories:

- **Single-family Residential.** This land use category is characterized by single-family detached homes. Neighborhoods where single-family residential uses predominate were placed in this category.
- **Duplex/Lower Density and Multiple-Family Residential.** This category corresponds to residential development where 2 or more units are included in a single structure. Neighborhoods where lower density and multiple-family residential housing, including duplexes, triplexes, condominium developments, apartments, and senior citizen housing predominate, were placed in this category.

- **Highway Commercial.** Strip commercial development typically found along major arterial roadways are placed in this category. Businesses found in this category include smaller neighborhood retail, automotive services, specialty retail, services, and a host of other smaller establishments.
- **Community Commercial.** Shopping centers are included in this category. Community commercial centers generally contain a supermarket, miscellaneous specialty shops, and other retailing uses that serve the local community.
- **Regional Commercial.** Regional commercial shopping centers are included in this category. The commercial uses generally serve a regional market.
- **Office/Professional.** Development in this category includes larger office development.
- **Industrial/Warehousing.** Major employment activities or areas where there are concentrations of smaller manufacturing uses are included in this category.
- **Public/Institutional.** Land uses in this category include schools, hospitals, churches, and other public and quasi-public uses.
- **Open Space.** Land uses in this category include areas used for the preservation of natural open space and outdoor recreation.
- **Specialty Land Uses.** A number of land uses along the corridor are unique and cannot be placed into any of the defined categories. Land uses such as Exposition Park and the University of Southern California are examples of land uses placed in this category.

Prior to going into the field, *DEA* planners classified as much of the development as possible using the aerial photographs. Following this, a windshield survey of the study alignments was conducted to identify the remaining land uses that could not otherwise be identified. The land uses were noted directly on the aerial photographs.

The study corridor was divided into 8 segments, (referred to as Segments A through H). As shown in Exhibit 2-1, each segment is bounded by major thoroughfares and



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EXHIBIT 2-1
Study Segments

includes some overlapping of the adjacent segment. Various land use, demographic and related project information have been recorded for each of the study segments. Characteristics of the study segments are first discussed in general terms, then followed by more detailed discussions at the neighborhood and individual parcel level.

EXISTING LAND USES - STUDY SEGMENT A

This segment is characterized by institutional and specialized land uses at the most eastern portion of the segment, and a mix of single- and multiple-family neighborhoods in the western portion of the segment. Commercial uses are located along several of the major thoroughfares. Industrial uses front Exposition Boulevard at the western portion of the Segment.

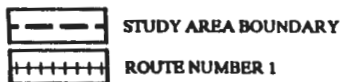
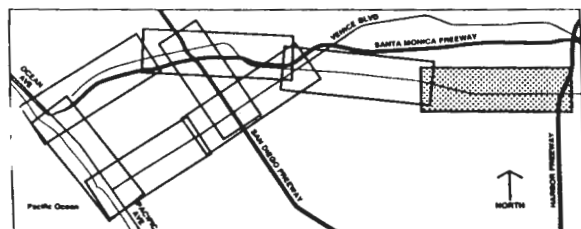
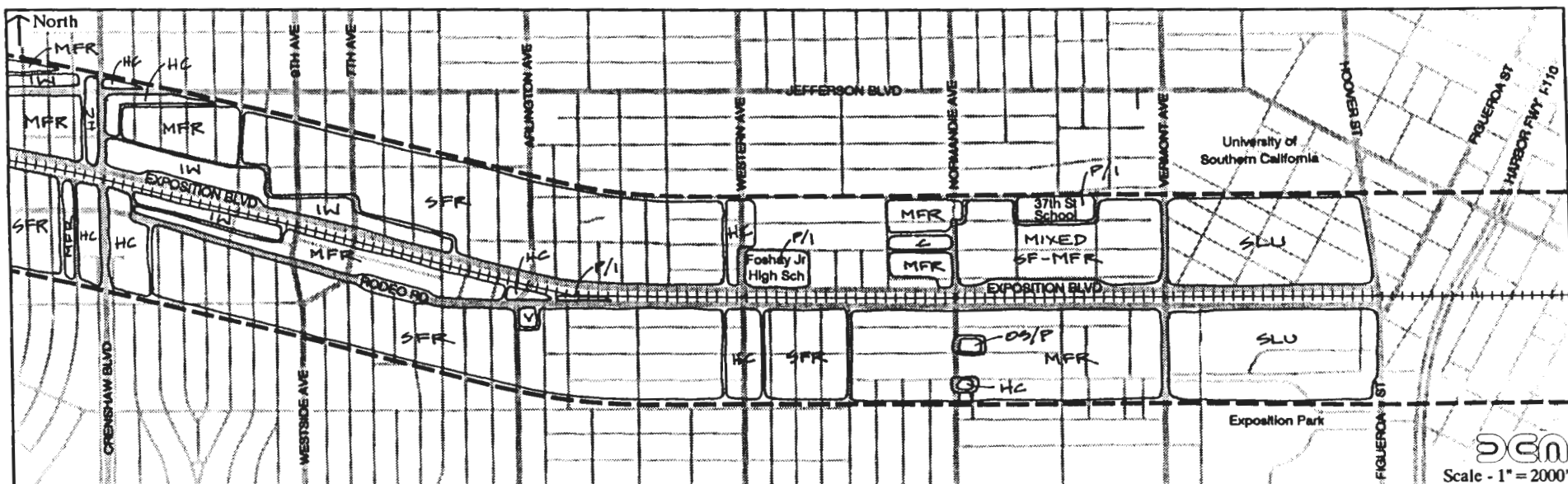
The Exposition right-of-way alignment begins at the Figueroa St. and Exposition Blvd. intersection. The right-of-way separates the University of Southern California campus from Exposition Park and is located in close proximity to the Shrine Auditorium and the University Village Mall.

At Vermont Avenue multi-family developments are the dominant land use, separated by only a neighborhood park along Normandie and an elementary school along 37th Street. This pattern continues until Denker Avenue where single-family neighborhoods become the dominant land use. Neighborhoods are separated by highway commercial developments along Western Avenue and Foshay Junior High School at the southeastern corner of Exposition and Western Avenue.

West of Arlington Avenue, industrial uses front the Exposition Boulevard alignment, along with several blocks of multi-family developments, commercial uses at the Arlington-Exposition Boulevard intersection and a few blocks of single-family homes. South of Rodeo Road, single-family neighborhoods are present with the exception of community commercial uses on the eastern side of Crenshaw Boulevard. The Exposition right-of-way in this segment is approximately 40 feet wide with few obstacles. Segment A ends at Crenshaw Boulevard. Existing land uses for Segment A are shown in Exhibit 2-2.

EXISTING LAND USES - STUDY SEGMENT B

Land uses in Segment B contain a mix of multi-family and industrial uses. The eastern portion of the segment includes smaller single-family neighborhoods interspersed among multi-family, public/institutional and open space uses. The



SFR	SINGLE FAMILY RESIDENTIAL
MS/MR	MIXED SINGLE & MULTI FAMILY
MFR	MULTI-FAMILY RESIDENTIAL
HC	HIGHWAY COMMERCIAL
IW	INDUSTRIAL WAREHOUSING
P/I	PUBLIC/INSTITUTIONAL
OS/P	OPEN SPACE/PARKS
SLU	SPECIALTY LAND USE
V	VACANT

SOURCE: David Evans and Associates, Inc.

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EXHIBIT 2-2
Existing Land Use
Segment A

western portion of the segment is characterized by large industrial areas located near multi-family developments. Smaller amounts of highway commercial, public/institutional, and open space uses exist along Venice and Exposition Boulevards.

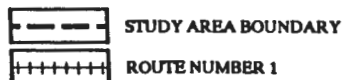
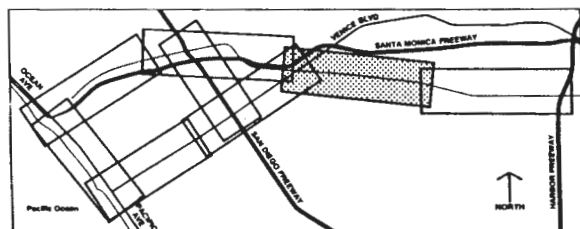
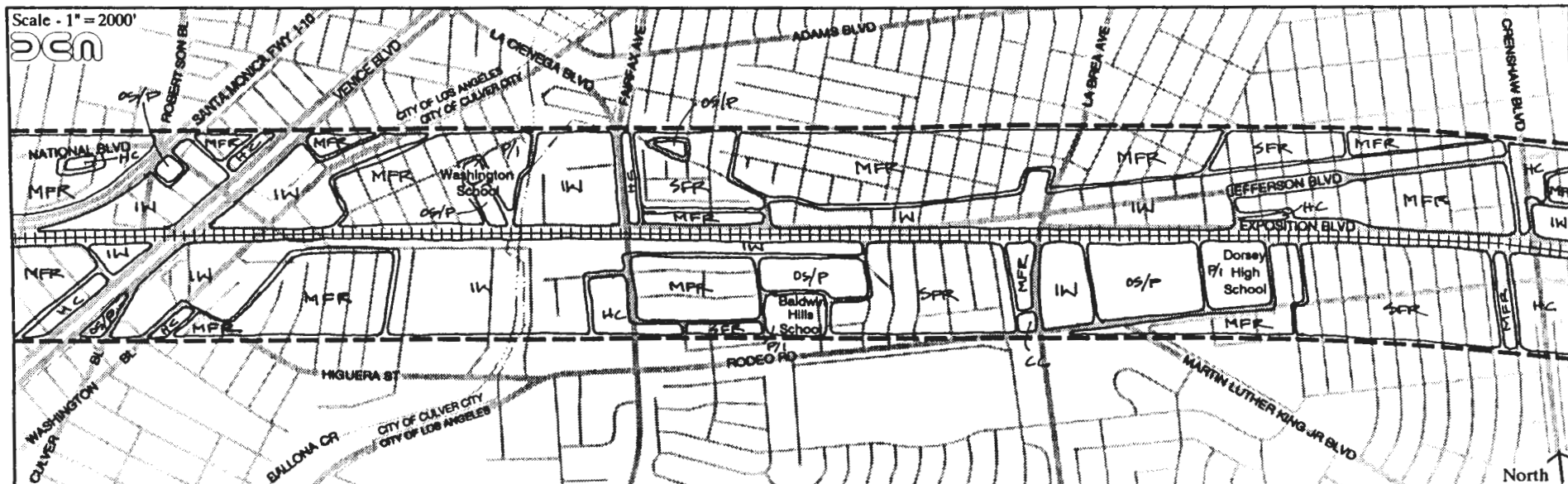
West of Crenshaw, single-family homes dominate the south side of the alignment, and multi-family units dominate the north side. Rancho La Cienaga Recreation Center and Dorsey High School are located east of La Brea Avenue and surrounded by industrial uses to the north and west, and multi-family residential units south of Exposition Boulevard.

At La Brea Avenue, the alignment separates from Exposition Boulevard, continues along an industrial corridor and surfaces again at La Cienaga Boulevard. West of La Cienaga Boulevard, the alignment crosses over Ballona Creek through La Brea Avenue, where industrial uses front the right-of-way, separated by single- and multi-family housing developments. Baldwin Hills Recreation Center is situated south of the Hauser and Exposition Boulevard intersection. Segment D ends just west of the Robertson-Venice Blvd. intersection. Single- and multiple-family housing units are located behind industrial uses along this segment. Exhibit 2-3 illustrates existing land uses within the Segment B study area.

EXISTING LAND USES - STUDY SEGMENT C

Multiple-family developments are the dominant land use in the eastern portion of Segment C. The community of Rancho Park, located west of Motor Avenue and continuing to Sepulveda Boulevard, is characterized by single-family homes. West of Sepulveda Boulevard, industrial and warehousing activities front the north side of Exposition Boulevard, while the south side contains single- and multi-family uses and highway commercial developments. Public/institutional uses are interspersed throughout this portion of the segment.

The alignment separates from the roadway at Robertson Boulevard, continues under the Santa Monica freeway through a ravine and is elevated above grade level at Butterfield Road. This portion of the alignment is inaccessible to vehicular traffic. From Robertson Boulevard to Motor Avenue, multi-family uses dominate both sides of the right-of-way with neighborhood commercial centers, enclaves of single-family neighborhoods and a few industrial sites also present. A children's home, bordered by I-10 to the south and Manning Avenue to the north is approximately two and a half blocks long. A limited industrial-designated historical site fronts Exposition Boulevard and is surrounded by industrial, multi-family and commercial uses.



SFR	SINGLE FAMILY RESIDENTIAL
MFR	MULTI-FAMILY RESIDENTIAL
HC	HIGHWAY COMMERCIAL
CC	COMMUNITY COMMERCIAL
IW	INDUSTRIAL WAREHOUSING
P/I	PUBLIC/INSTITUTIONAL
OS/P	OPEN SPACE/PARKS

SOURCE: David Evans and Associates, Inc.

EXPOSITION

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EXHIBIT 2-3
Existing Land Use
Segment B

West of Motor Avenue, the alignment continues underneath I-10 and through single-family neighborhoods until reaching Military. The right-of-way is recessed approximately 30 feet and landscaped from Northvale to Dunleer, then elevated at Butterfield Road, returning to grade level just east of Overland Avenue. This portion of the segment also contains one elementary school, one senior high school, Palms Park, Rancho Park Library and the Westside Pavilion, an upscale regional shopping center.

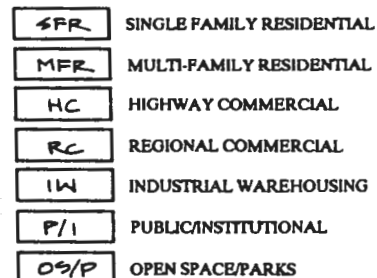
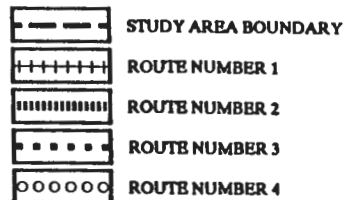
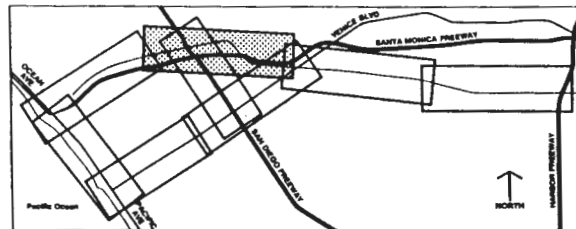
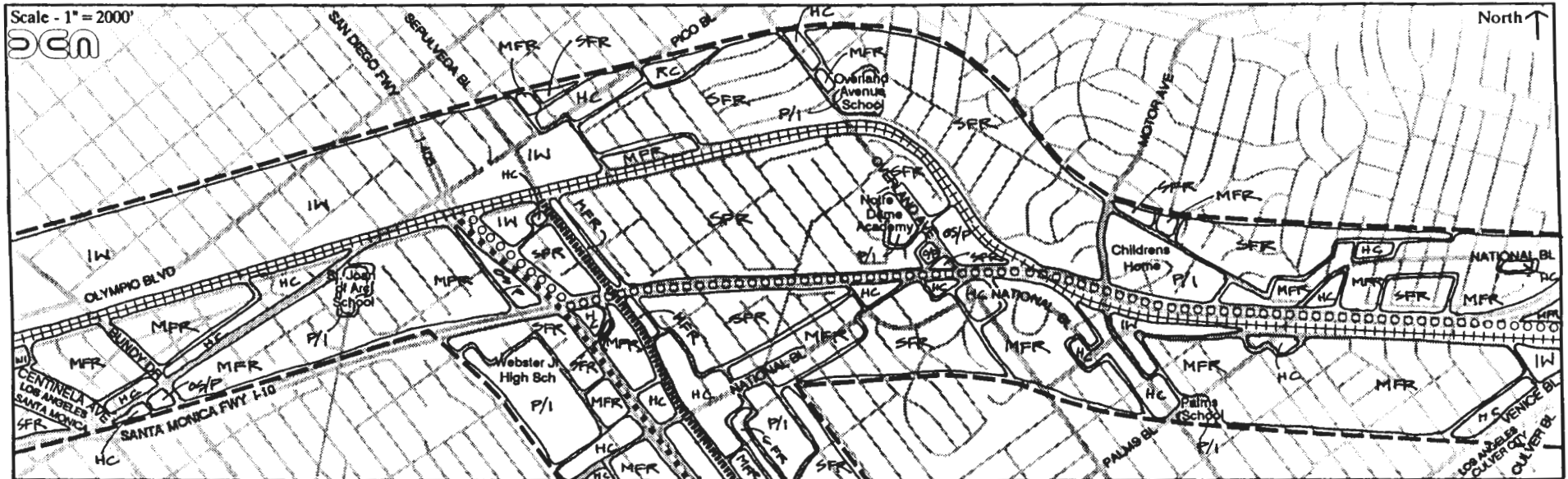
At Military, north of Exposition Boulevard, single-family neighborhoods become subordinate to industrial uses. This pattern continues to Bundy Drive, broken almost regularly by public works and social service facilities. Single-family residences are the major land use until Sepulveda Boulevard, then secede to multi-family developments on both sides of the San Diego Freeway.

At Sepulveda Boulevard, the right-of-way travels through a narrow corridor between industrial uses. This portion of the corridor is inaccessible to vehicular traffic except where crossing major thoroughfares. Home Junction is located immediately east of Sepulveda Boulevard between Pico and Exposition Boulevards. West of Barrington, commercial uses are located along Pico Boulevard, and surrounded by multi-family and single-family developments. Segment C terminates at Bundy Drive. Existing land uses are illustrated in Exhibit 2-4.

EXISTING LAND USES - STUDY SEGMENT D

Industrial/warehousing and office/professional uses comprise the majority of the segment with single-family neighborhoods and a combination of multi-family and community commercial uses located at the eastern and western portions of the segment, respectively. Throughout Segment D, the alignment is narrow and travels between industrial and commercial uses, except where crossing arterials and thoroughfares.

West of Bundy Drive, Exposition Boulevard travels through Santa Monica and West L.A.'s industrial, office/professional and commercial center. Three large scale commercial centers are currently under construction: The Water Garden, bounded by Olympic Boulevard, Colorado Avenue, Cloverfield Avenue and 26th Street; Colorado Place at 2500 Broadway; and the Arboretum at 2000-2224 Colorado Avenue. West of Cloverfield, the Exposition right-of-way travels through multi-family residential neighborhoods to the northwest and industrial uses to the southeast. The Exposition alignment terminates at the Fisher Lumber property at 17th Street and



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EXHIBIT 2-4
Existing Land Use
Segment C

Colorado Avenue. The existing land uses for Study Segment D are shown in Exhibit 2-5.

EXISTING LAND USES - STUDY SEGMENT E

This segment shows Alternate routes 2, 3 and 5 as well as portions of the Exposition alignment. Industrial uses at the Venice Boulevard/Robertson Boulevard intersection are surrounded by multi-family uses. Three of the five proposed routes use Venice Boulevard and are surrounded by multi-family developments east of Sepulveda Boulevard, and single-family neighborhoods west of Sawtelle Boulevard. Segment E includes the San Diego Freeway. Multi-family uses are located adjacent to the freeway and single-family uses are located on the outskirts of the study corridor. Public/institutional uses are interspersed throughout Segment E.

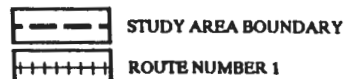
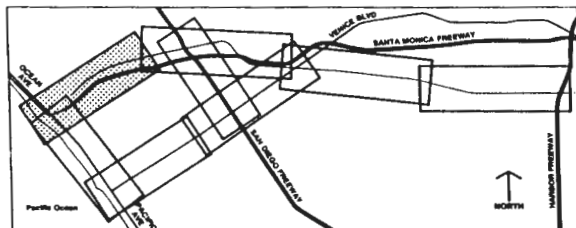
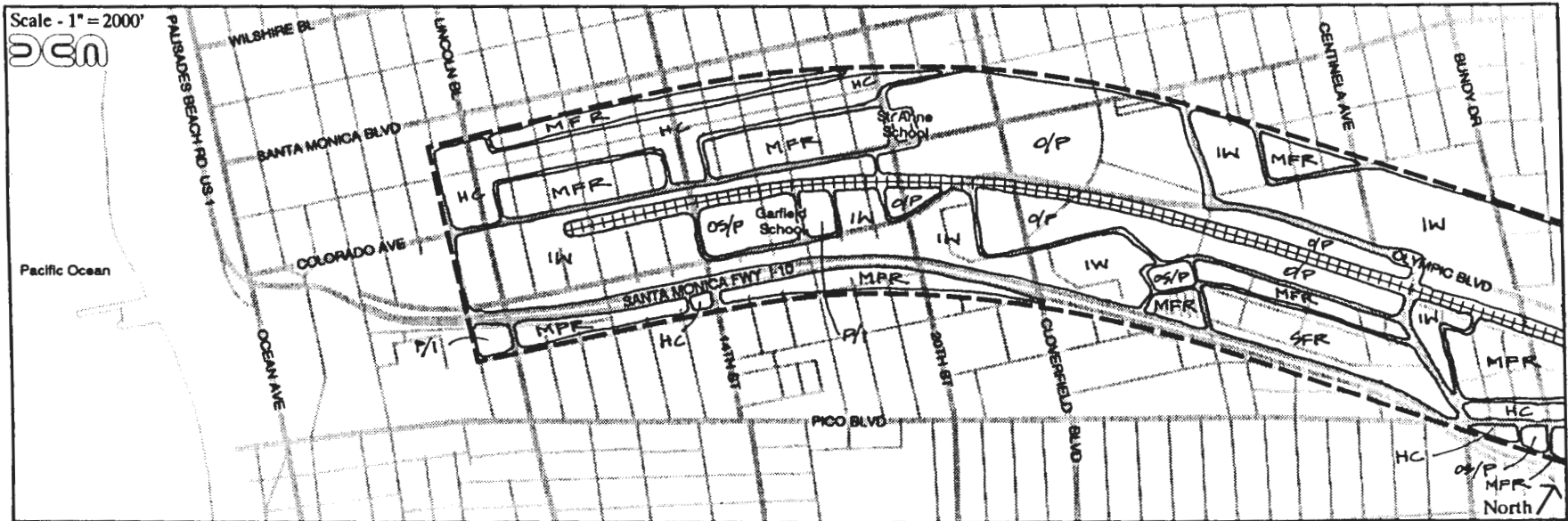
Commercial uses exist almost exclusively on both sides of Venice Boulevard, with multi-family neighborhoods to the north and south of the commercial strips. A hospital is located south of Venice Boulevard at the Hughes Avenue and Washington Boulevard intersection. Sony Studios and the Culver Center, are both located at the Overland Avenue-Washington Boulevard intersection. The Culver Junction and a substation site are located immediately west of the National and Venice Boulevard intersection.

West of the San Diego Freeway, commercial and multi-family units front Venice Boulevard and single-family neighborhoods claim the outskirts of the study corridor, with pockets of multi-family units and industrial uses also appearing. The existing land uses in Segment E are shown in Exhibit 2-6.

EXISTING LAND USES - STUDY SEGMENT F

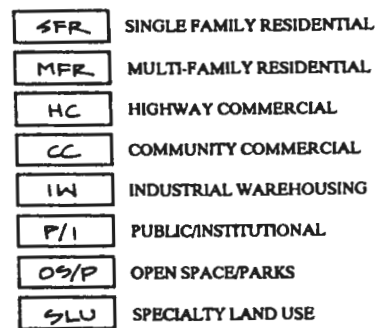
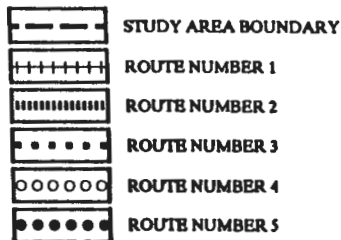
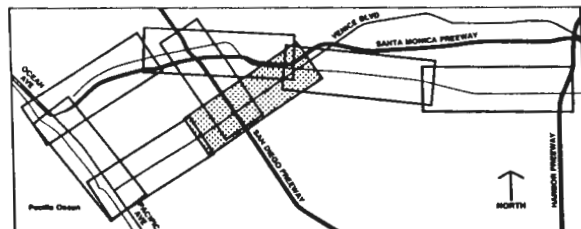
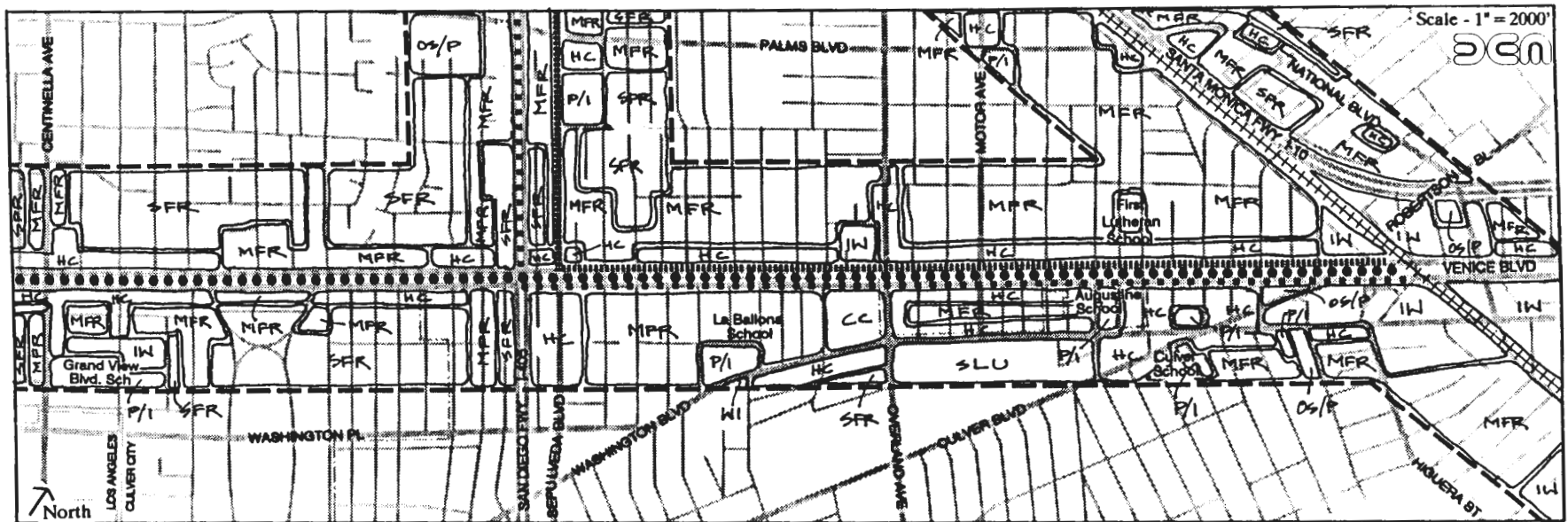
This segment contains Route 5, the Venice Boulevard/Pacific and Main Avenue route options. Land uses in Segment F are characterized by multi-family uses fronting Venice Boulevard, and the multiple-family development, in turn, is surrounded by single-family neighborhoods west of Lincoln Boulevard and north and south of the Venice Boulevard/Pacific Avenue intersection. Public institutional facilities are also interspersed throughout the segment.

This segment is a mix of commercial, single-family and multi-family uses. In a typical portion of this segment, commercial uses are found along major thoroughfares, while multiple-family units, including UCLA married student housing located along Sawtelle and Sepulveda Boulevards. Single-family neighborhoods are located to the



SFR	SINGLE FAMILY RESIDENTIAL
MFR	MULTI-FAMILY RESIDENTIAL
HC	HIGHWAY COMMERCIAL
O/P	OFFICE/PROFESSIONAL
IW	INDUSTRIAL WAREHOUSING
P/I	PUBLIC/INSTITUTIONAL
OS/P	OPEN SPACE/PARKS

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EXHIBIT 2-6
Existing Land Use
Segment E

east and west of these thoroughfares. An elementary school, a junior high school, the Mar Vista Recreation Center and the Sepulveda Flood Control Channel are located within this portion of the segment. Continuing north past the Santa Monica and San Diego Freeway junction, to the most northwestern portion of the study corridor, is a mix of single-family, multi-family and commercial uses with the latter concentrated northwest of Exposition Boulevard. The existing land uses along Segment F are shown in Exhibit 2-7.

EXISTING LAND USES - STUDY SEGMENT G

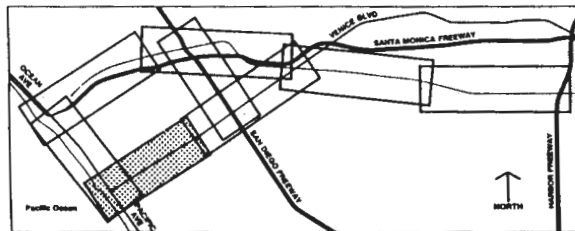
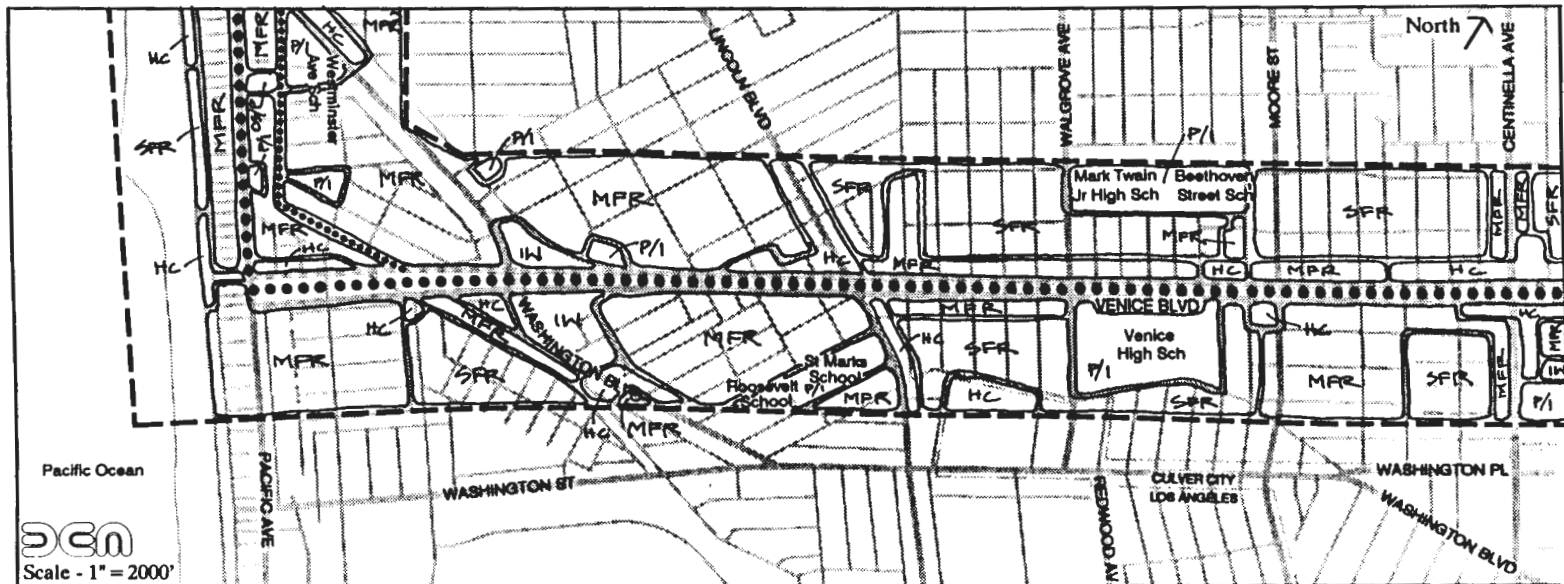
This segment includes the proposed Main and Pacific Avenue routes. The City of Los Angeles boundary line separates the Venice community from the City of Santa Monica, dividing the segment into nearly equal halves. The Venice portion contains a large number of multi-family neighborhoods separated by single-family neighborhoods, clusters of highway commercial developments and public/institutional uses, all south of Washington/Abbott Kinney Boulevard. In the City of Santa Monica, multi-family uses are located west of Neilson Way, highway commercial is present east of Neilson Way and the Santa Monica Civic Center is located at the most northern portion of the segment.

West of Centinela, highway commercial and multi-family units border Venice Boulevard. Venice High School is located between Walgrove and Lyceum Avenues. Single-family homes are the dominant land use type east of Lincoln Boulevard. North of Venice Boulevard, single-family neighborhoods are separated by a public junior high and an elementary school.

West of Lincoln Boulevard, multi-family and highway commercial properties border Venice and Lincoln Boulevards, with two large portions of property designated for industrial and warehousing uses located at the Venice Boulevard-Abbot Kinney intersection. Public/institutional uses are interspersed frequently within this portion of the segment. West of Abbot Kinney, highway commercial uses, many geared to the tourist population, are located along both sides of Venice Boulevard and extend to Pacific Avenue. Multiple-family uses, including the architecturally noted developments overlooking the Venice Canals, surround the commercial development. Existing land uses within Segment G are shown in Exhibit 2-8.

EXISTING LAND USES - STUDY SEGMENT H

Segment H includes all 5 of the routes and present the greatest diversity of development. Multi and single-family uses dominate the eastern and western areas



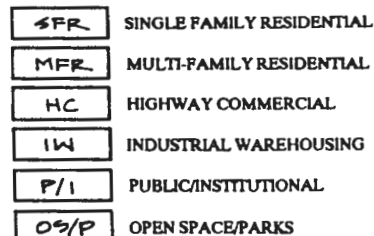
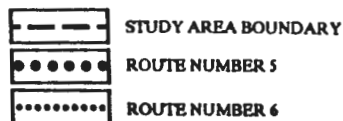
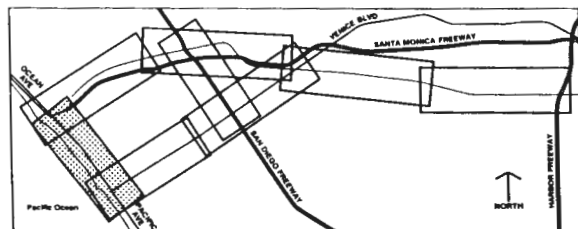
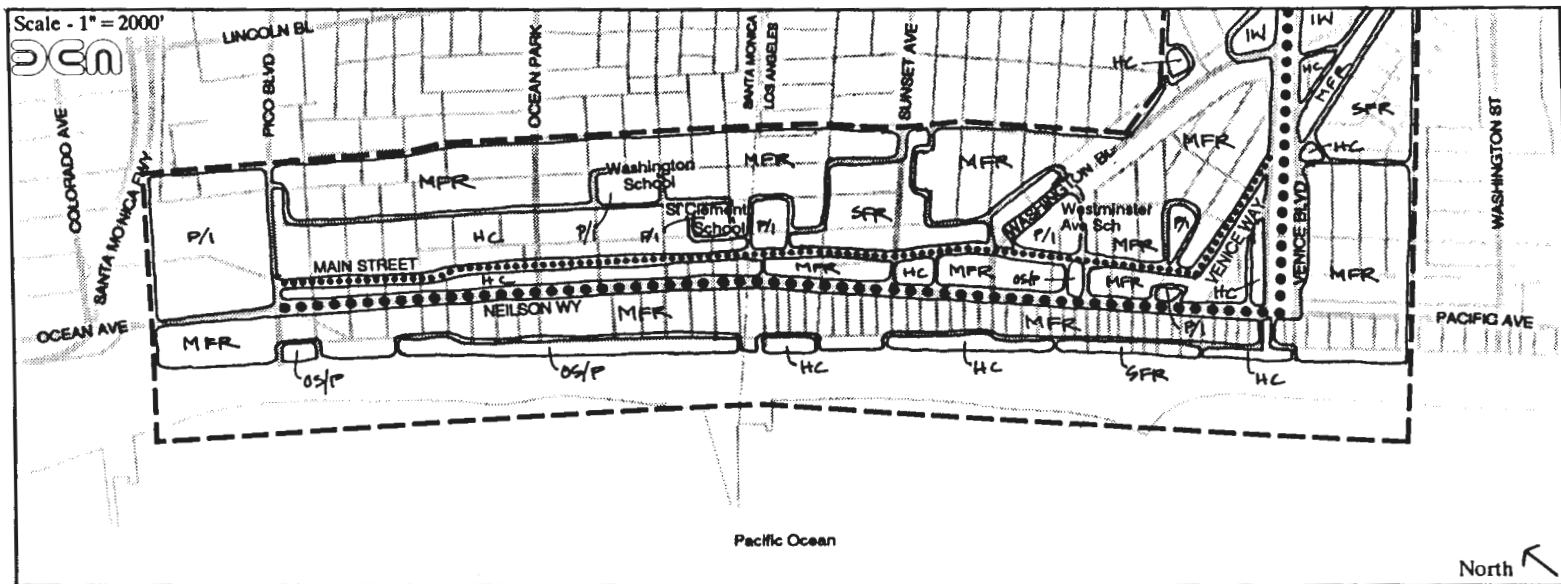
	STUDY AREA BOUNDARY		SINGLE FAMILY RESIDENTIAL
	ROUTE NUMBER 5		MULTI-FAMILY RESIDENTIAL
	ROUTE NUMBER 6		HIGHWAY COMMERCIAL
			INDUSTRIAL WAREHOUSING
			PUBLIC/INSTITUTIONAL
			OPEN SPACE/PARKS

SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 2-7
Existing Land Use
Segment F



SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

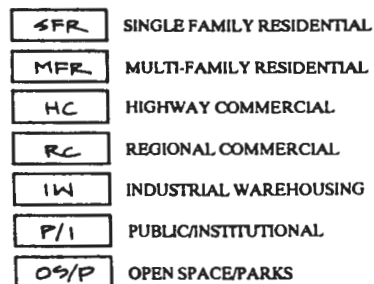
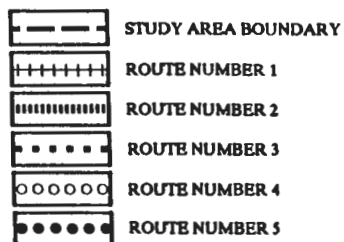
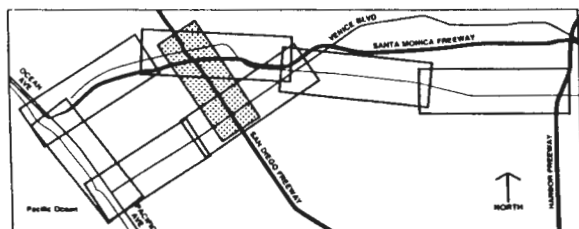
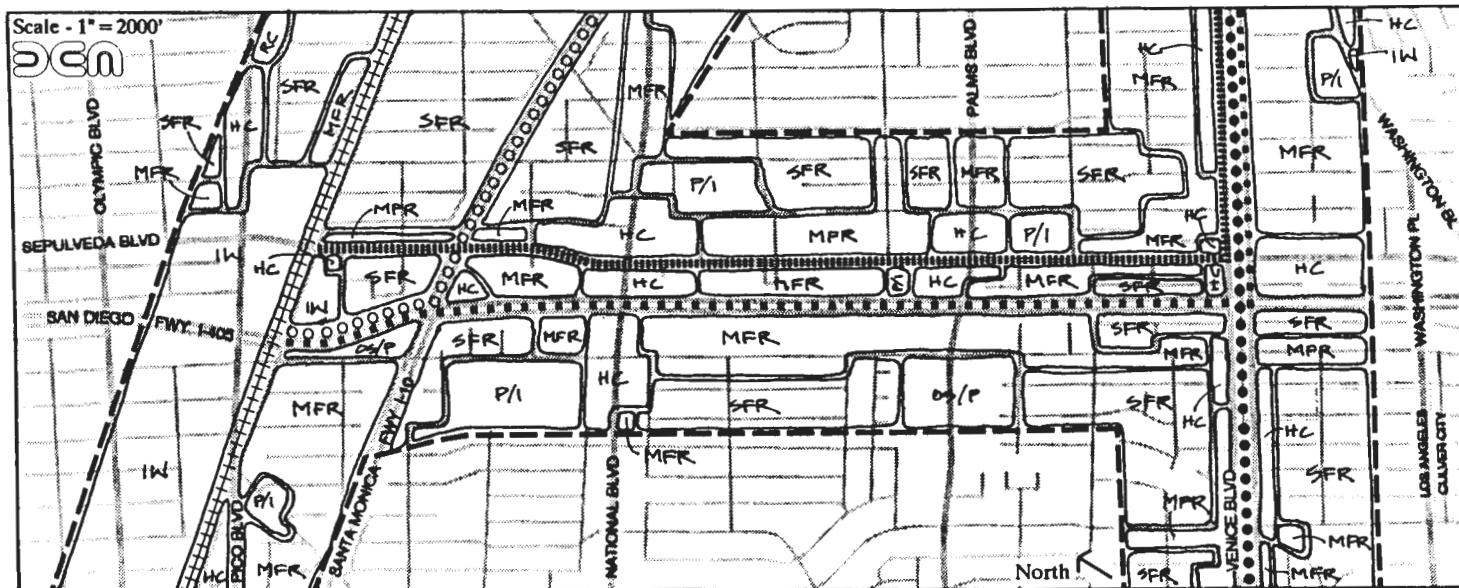
EXHIBIT 2-8
Existing Land Use
Segment G

of the Venice Boulevard segment, respectively. Multi-family uses are located adjacent to the San Diego Freeway with single-family neighborhoods located in the interior areas. Single-family uses predominate east of Sepulveda Boulevard with industrial/warehousing uses comprising a majority of the land southwest of this major arterial.

The last segment approximates the shape of an H. The southern portion includes the City of Culver City and the communities of West Los Angeles and Venice. Multi-family developments are the primary land use west of Sepulveda Boulevard; single-family uses comprise the majority of land uses west of the San Diego Freeway.

The center portion of Segment H includes a portion of the Palms/Mar Vista community, and contains a nearly even mix of single- and multiple-family neighborhoods. UCLA married student housing is located along both sides of the San Diego Freeway, while single-family uses lie to the east and west of these developments. This portion includes two public elementary schools, the Mar Vista Recreation Center and highway commercial uses at two key intersections.

The northern portion of this segment includes a portion of the West Los Angeles community. Single-family neighborhoods predominate east of Sepulveda Boulevard, with high commercial uses located along Pico Boulevard. West of Sepulveda Boulevard, industrial/warehousing uses front the northern side of Exposition Boulevard and multi-family uses line the south side. The existing land uses in this segment are illustrated in Exhibit 2-9.



SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 2-9
Existing Land Use
Segment H

SECTION 3: DEMOGRAPHIC CHARACTERISTICS OF STUDY AREA

INTRODUCTION

A second task of the project team was to identify the existing and future population and housing characteristics of the corridor planning area. The following objectives were completed during this task:

- To estimate the planning area's existing population using 1990 Census data to develop aid in estimating patronage.
- To estimate the existing population living in housing units immediately adjacent to the study alignments.
- To project the planning area's future population, housing, and employment characteristics using projections obtained from the Southern California Association of Governments (SCAG).

The project team obtained tract level data and the accompanying census tract statistics maps from the U.S. Census Bureau. The planning area (1/4 mile on each side of the alignments) was delineated on the tract maps. Following this, tracts were identified and tract statistics consulted to obtain population and housing unit counts. Finally, the 1990 population and housing unit counts for those tracts were tabulated. Census tracts are shown in Exhibit 3-1.

The project team reviewed land use survey notes and the Census statistics to obtain an accurate count of housing units and persons living adjacent to the alignment. The study alignments were mapped and divided according to the proposed routes.

The Southern California Association of Governments (SCAG), the designated areawide planning agency for the Southern California region, is responsible for the preparation and adoption of the Growth Management Plan (GMP). The GMP presents the regional forecasts and policies to guide anticipated growth between today and 2010. The GMP forecasts the amount of population and employment figures, and housing units expected in Southern California in the future. The project team used these projections using growth rates supplied by the Growth Management Plan.

Census figures were obtained for the entire study corridor and catalogued according to the 8 segment boundaries. Census tract population and housing unit figures were first obtained and recorded. Total population of the census tract was divided by total

housing units to yield an average household size. Dwelling units adjacent to the proposed routes were obtained through a combination of consulting aerial photographs and conducting site visits. Multiplying the average household size by the number of dwelling units adjacent to the proposed route gives an estimated population living adjacent to the proposed routes.

Employment figures are highest within Segments C and H, which includes portions of West Los Angeles and Culver City. Land uses in these segments include large areas of commercial uses. Segments F and G, which include the cities of Culver City and Santa Monica and the community of Venice show the smallest employment figures. Large portions of these segments are designated as residential, with the bulk of commercial activities located at beach access point.

HOUSING, POPULATION AND EMPLOYMENT CHARACTERISTICS OF THE STUDY AREA

All segments but one are projected to experience population increases of between 2.7 and 24.7 percent between 1987 and the year 2010. The majority of the tracts predicted to experience a loss of population are located in Segments A and B. Likewise, the largest population increases are expected for the fourth and seventh segments, both within the City of Santa Monica and the Venice community. In all segments, tracts that predominately contain multiple-family uses are predicted to have higher growth rates compared to those tracts containing single-family dwellings.

Segments A and B are located closer to the downtown Los Angeles central business district and represent a well-established area consisting of older single-family neighborhoods, multi-family neighborhoods and areas in transition. These segments include large populations, the highest household sizes of the 8 segments and large populations living adjacent to the Exposition right-of-way.

Portions of the city of Santa Monica and the Venice community are located in Segments D, F and G. Segment D roughly encloses Santa Monica's industrial and office/professional district, with a small amount of single- and multi-family housing units. Segments F and G represent the fifth route alternative and contain a majority of low/medium density multiple-family housing units along Venice Boulevard and Pacific Avenue.

Demographic statistics indicate that Segments C and E contain the greatest number of housing units. These larger numbers may be attributed to the larger areas bounding these segments, and a high proportion of the land devoted to residential

uses. Although Segments A and B show large populations, both have lower totals of housing units, perhaps indicating a greater number of medium and high density residential units, and more persons on the average, inhabiting each unit. All four of the above mentioned segments (A, B, C, E) comprise the bulk of housing units in all 5 of the proposed routes.

The demographic statistics and projections for the eight study segments are summarized below in Table 3-1. Employment figures for 2010 have been compiled and are shown in Table 3-2. Population figures by route number are shown in Table 3-3.

TABLE 3-1 DEMOGRAPHIC CHARACTERISTICS			
Segment	1990 Pop.	2010 Pop.	% Growth
A	48,975	50,958	2.73%
B	48,263	45,036	-12.93%
C	51,469	61,730	15.67%
D	17,185	22,592	24.71%
E	68,127	78,403	11.18%
F	29,045	36,107	20.36%
G	19,527	24,969	22.53%
H	22,598	28,575	14.32%
Sources: 1990 U.S. Census. 1990 Southern California Association of Governments (SCAG) Projections			

TABLE 3-2 EMPLOYMENT: 2010	
Segment	Total Employment
A	25,830
B	20,709
C	45,658
D	27,648
E	35,229
F	12,014

TABLE 3-2 EMPLOYMENT: 2010	
Segment	Total Employment
G	8,726
H	40,020
Source: SCAG Small Area Forecasting Data, 1991.	

TABLE 3-3 POPULATION FIGURES BY ROUTE			
Route	1990	2010	% Growth
Route 1 (A, B, C,D)	165,891	188,956	14%
Route 2 (A, B, D,E, H)	205,147	234,204	14%
Route 3 (A, B, D,E, H)	205,147	234,204	14%
Route 4 (A, B, C, D)	165,891	188,956	14%
Route 5 (A, B, E,F,G)	213,936	244,113	14%
Source: Bureau of the Census, 1991. SCAG Small Area Forecasting Data, 1991.			

SEGMENT A CHARACTERISTICS

The Exposition right-of-way begins at the Exposition Boulevard-Vermont Avenue intersection and is surrounded by the University of Southern California (USC) and Exposition Park. Segment A uses the right-of-way exclusively and terminates at Crenshaw Boulevard. Multiple-family housing units dominate the eastern half of the segment, with single-family housing units largely comprising the western portion of the segment.

Segment A contains an estimated 17,400 housing units, with an average household size of 2.79 persons. Approximately 300 units are directly adjacent to the alignment

within this segment. An estimated 49,000 persons live in the 10 tracts bordering the right-of-way. This large figure may be the result of the segment's proximity to the central business district and a higher than average number of persons inhabiting each dwelling unit. Approximately 850 persons live in the 300 units adjacent to the alignment.

Overall, population growth in Segment A is expected to increase by approximately 2.73 percent. Considerable variation exists within Segment A; several tracts are projected to have growth rates between 17 and 23 percent and others are predicted to have sharp declines in population. This latter trend may be due in part to the aging of the area's population and a decline in the average household size. Other factors may also include the conversion of residential uses to non-residential uses.

Employment forecasts for Segment A show higher figures at the most eastern portion of the study corridor and within a tract bordering Crenshaw Boulevard to the northeast. These tracts correspond to commercial areas as identified in the existing land use survey. Residential areas have significantly lower employment figures.

SEGMENT B CHARACTERISTICS

Segment B begins at Crenshaw Boulevard and continues west to Robertson Boulevard, using the Exposition right-of-way. The eastern portion of this segment contains an even mix of single- and multi-family housing units. Multiple-family housing units are located between industrial/warehousing uses in the western portion of the segment.

Approximately 19,000 housing units are contained within the census tracts located within this segment. An estimated 131 units are located adjacent to the right-of-way. The average household size is 2.60 persons. Segment B is also densely populated; approximately 48,000 persons are living within census tracts located in the segment. An estimated 350 persons live in housing units adjacent to the alignment. This figure is lower than the adjacent population in Segment A due to the large number of industrial/warehousing uses located adjacent to the tracks.

Segment B's population is projected to decline between 1990 and 2010. A majority of the tracts are projected to lose population and only a few are predicted to have significant population increases. Such decreases may be the result of plans to replace housing with commercial ventures. Similarly, increases in population may be the result of increasing the number of high density dwellings or a higher number of persons occupying each unit.

Forecasts for Segment B show one tract comprising more than half the total figure for Segment B. This tract is located in the most northeastern portion of Culver City and is almost exclusively designated for industrial warehousing uses. Employment figures for the majority of Segment B tracts correspond to residential land uses.

SEGMENT C CHARACTERISTICS

Segment C begins at Robertson Boulevard and continues west to Centinela Avenue, and includes the communities of West L.A., Palms/Mar Vista, and a very small portion of West Adams/Baldwin Hills/Leimert District. Segment C shows the Exposition right-of-way (Route 1) and the I-405 deviation from the right-of-way at Robertson Boulevard. This segment shows multi-family units at the eastern portion of the segment, single-family units at the center portion and a mix of industrial/warehousing, single- and multi-family uses at the western portion.

The census tracts in Segment C contain approximately 26,000 housing units. The average household size of 2.09 persons is lower than the related figures of Segments A and B. An estimated 275 units are adjacent to the proposed routes. Approximately 51,500 persons live within census tract boundaries included within the one-half mile study boundary. Nearly 600 persons live in housing units adjacent to the Exposition right-of-way and the Route 4 alternative.

Population growth in the census tracts located in the West L.A./Mar Vista area is predicted to rise by nearly 16 percent. All tracts but one show increases in growth. Population growth for Segment C is comparatively low compared to other Westside segments, and possibly may be attributed to the higher number of units designated as single-family dwellings. Typically, single-family neighborhoods predict slower growth rates than multi-family neighborhoods.

Projected employment figures for Segment C indicate a majority of tracts include significant employment activity. The western portion of Segment C contains the bulk of the forecasted employment figure, corresponding to a majority of the land used for commercial activity. Similarly the eastern portion shows smaller employment figures, with large areas of the land designated as residential.

SEGMENT D CHARACTERISTICS

Segment D begins at Bundy Drive and continues west to 17th Street in Santa Monica, using the final portion of the Exposition right-of-way. This segment consists

of industrial/warehousing and office/professional uses. Single- and multiple- family units are limited to the outskirts of the study boundary.

The four census tracts within Segment D contain a total of 7,940 housing units. Compared to other segments, this lower figure is most likely the result of the large proportion of industrial warehousing and office professional uses contained in Segment D. Housing units are not adjacent to the right-of-way in this segment. Nearly 17,200 persons live within the four census tract boundaries with an average household size of 2.13 persons per dwelling unit.

A 24 percent increase in population is projected for those tracts located in Segment D. All tracts are projected to experience growth rates between 19 and 30 percent between 1990 and 2010. The expected increase may indicate that a substantial number of low/medium housing units will be replaced with higher density complexes or older non-residential area uses converted to residential living.

Employment figures for Segment D indicate the area will continue to be a major employment area for the City of Santa Monica. This portion of the study corridor includes industrial uses at the eastern and western portions and three major commercial developments comprising the bulk of the center portion. The majority of land is designated as industrial/warehousing or office/professional and this is reflected in high employment projection figures.

SEGMENT E CHARACTERISTICS

Segment E begins at the Robertson-Venice Boulevard intersection and continues west to Centinela Avenue using Venice Boulevard, and focuses on Route 5. Small portions of Routes 1 through 4 are also included. Multi-family dwelling units dominate the eastern portion of the segment; single-family units comprise a majority of land uses west of the San Diego Freeway.

Segment E (the largest segment in terms of population) contains 13 tracts and nearly 33,000 housing units. Community commercial uses, however, border a large portion of Venice Boulevard, and serve as a partial explanation for the smaller figure of 162 units adjacent to the proposed routes. Most of the housing units are located away from the proposed routes. Approximately 68,000 persons live within the study boundaries establishing Segment E. An average of 2.14 persons inhabit each dwelling unit. An estimated 375 persons live adjacent to the proposed route.

An eleven percent increase in population is projected between 1990 and 2010. All tracts except one show increases, with considerable variation among the tracts. Typically, multi-family neighborhoods show larger growth increases than single-family neighborhoods.

Employment figures for Segment E show the bulk of activity will continue to be located at the eastern portion of the segment. This area is designated for industrial/warehousing uses at the most eastern portion and community commercial uses west of Motor Avenue. The residential western portion shows significantly smaller employment figures.

SEGMENT F CHARACTERISTICS

Segment F begins at Centinela Avenue and extends west to Pacific Avenue, then north at the Venice Boulevard and Pacific and Main Avenue intersections. The segment utilizes Route 5 exclusively and is largely residential. The eastern portion of the segment contains a mix of single- and multiple-family units with the latter bordering Venice Boulevard almost exclusively. The western and northern portions of the segment are largely comprised of multiple-family units.

Residential land uses comprise a majority of Segment F. Nearly 14,350 dwelling units occupy the 8 census tracts located within the segment study area. Approximately 208 units are located immediately adjacent to the proposed route. Approximately 29,050 persons live within the census tracts, with an average household size of 2.10 persons. An estimated 422 persons live adjacent to alignment in the segment.

A 20.5 percent increase is projected for this segment. All tracts show growth increases between 7 and 28 percent. When a large area of the segment is devoted to multiple-family and community commercial uses, it may follow that a large number of low/medium residential units will be converted to higher densities.

Segment F is predominately residential with community commercial land uses located primarily along arterials. Likewise, Segment F contains the smallest employment forecast figures, with the bulk of the employment activity located at the western portion of the segment. This area consists largely of commercial uses serving the beachgoers and tourist population.

SEGMENT G CHARACTERISTICS

Segment G utilizes the Main and Pacific Avenue extensions of Route 5 and includes portions of the Venice community and the City of Santa Monica. The Venice portion includes a majority of single-family neighborhoods and the Santa Monica portion is a nearly even mix of multi-family and community commercial uses. Segment G ends at Pico Boulevard.

Four census tracts are located in Segment E. The large proportion of housing units is reflected in the approximate figure of 11,600 housing units. Nearly 110 housing units front on Venice Boulevard and Pacific Avenue. Segment E contains approximately 19,500 persons. This figure is low compared to 6 other tracts and may indicate a large number of low and medium density housing units. An average of 1.72 persons occupy each housing unit, perhaps indicative of a significant single population.

A 23 percent increase in population is predicted for this segment. The trend in the Santa Monica/Venice areas is to replace older, low/medium units with newer, more dense units. It is expected that this trend is likely to continue.

Employment figures for Segment G indicate the employment activity is expected to occur at the northern portion. A majority of these land uses are designated as community commercial, and a majority serve the tourist and beachgoing populations. The center portion is largely residential and this is reflected in smaller employment figures. The most southern portion, is largely composed of commercial areas, and is reflected in larger employment figures.

SEGMENT H CHARACTERISTICS

Segment H includes all five of the proposed routes as well as portions of the City of Culver City and the communities of Palms/Mar Vista and West Los Angeles. This segment contains an even mix of single- and multiple-family uses, with highway commercial uses located along arterials. Industrial uses are located at the most northwestern portion of Segment H.

Segment H contains 10,800 housing units. Compared to other segments, this figure is low and may indicate a larger number of single-family homes and low/medium density housing units. Nearly 175 units border the proposed route. Approximately 22,600 persons live within census tracts contained in Segment H. The average household size is 2.13 persons, an average figure for all tracts west of Robertson

Boulevard. An estimated 400 persons live in the 175 units located adjacent to the proposed routes.

A 14 percent (from 1990 to 2010) increase in population is projected for the census tracts located in this segment. All tracts but one show significant increases in population. As this segment contains a majority of single- and multiple-family uses, it is predicted that these units will increase in allowed density over time.

Employment figures for Segment H indicate interspersed areas of employment. This corresponds to the varied land use patterns. Tracts bordering Sepulveda and Sawtelle Boulevards largely consist of commercial uses and are reflected in higher employment figures. Similarly areas not containing arterials show the lowest employment figures.

SECTION 4: IDENTIFICATION OF PLANNED USES

INTRODUCTION

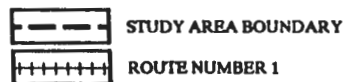
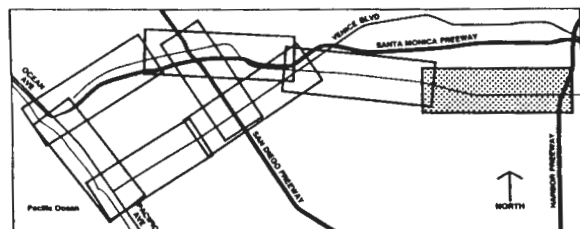
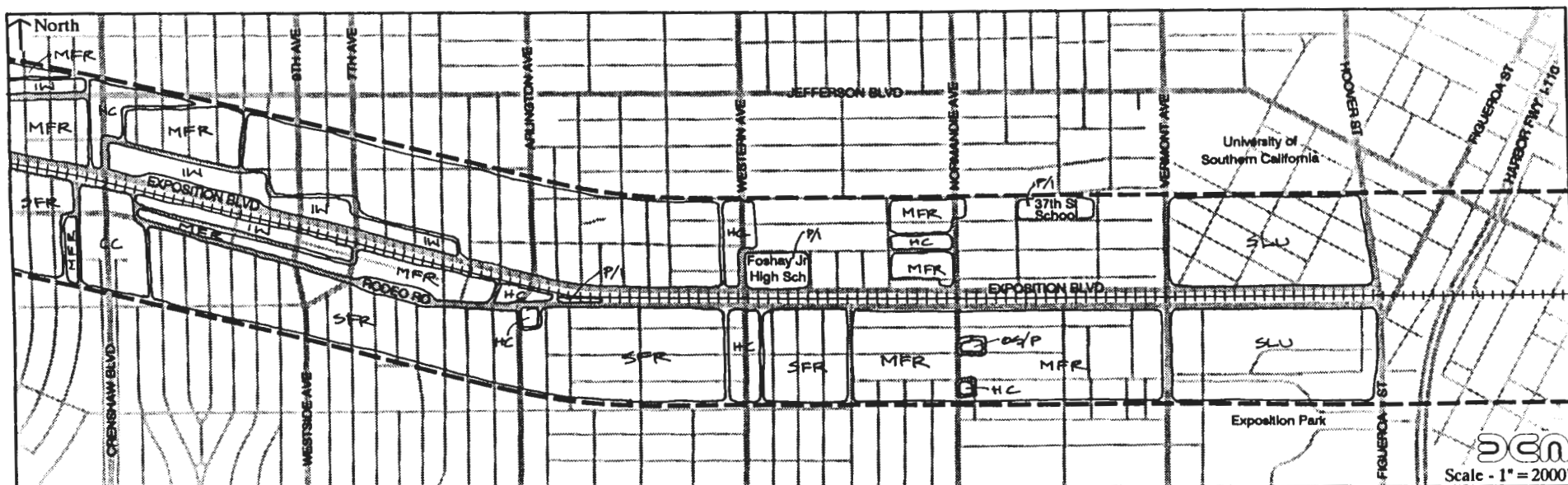
The objectives of this task focused on identify future development along the study corridors. The objectives of this effort included the following:

- To identify major development in the planning area that may benefit from the future transit alternatives.
- To identify future development immediately adjacent to the study alignments that may be adversely affected by the proposed transit alternatives.
- To identify opportunity areas within the project corridor for both interim and long-term development.

The project team began this task by identifying *related projects* within the project area. The project team reviewed local general plans for Los Angeles, Culver City, and Santa Monica. In addition, the project team identified major projects that are proposed, planned, approved, or under construction. Following a review of the general plans, the planned land uses were mapped for each of the 8 segments (Segments A through H). The planned uses are summarized in the following sections.

PLANNED LAND USES - SEGMENT A

Exhibit 4-1 illustrates the general plan designations for the Segment A study area. The City of Los Angeles General Plan (South Central Community Plan) governs land uses within this study segment. The general plan designations correspond to existing development found within the study area. Major specialty land uses including Exposition Park and the University of Southern California are reflected in the Community Plan designations. Higher density residential land uses are proposed along the western end of the corridor while lower density (single-family) residential is the predominant land use designation between Western Avenue and Crenshaw Boulevard, largely reflecting existing development. Most of the properties located east of 9th Avenue and immediately adjacent to the alignment are designated for either higher density residential development or industrial/warehousing uses.



SFR	SINGLE FAMILY RESIDENTIAL
MFR	MULTI-FAMILY RESIDENTIAL
HC	HIGHWAY COMMERCIAL
CC	COMMUNITY COMMERCIAL
IW	INDUSTRIAL WAREHOUSING
P/I	PUBLIC/INSTITUTIONAL
OS/P	OPEN SPACE/PARKS
SLU	SPECIALTY LAND USE

SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 4-1

Planned Land Use
Segment A

PLANNED LAND USES - SEGMENT B

Exhibit 4-2 indicates the general plan designations for the Segment B study area. The City of Los Angeles General Plan (West Adams-Baldwin Hills-Leimert District and South Central Community Plans) and the City of Culver City govern land uses within this study segment. There is a considerable mix in the plan designations that apply to this segment which is largely a reflection of the distribution of existing development. A large portion of the segment is designated for industrial activities, including most of the parcels immediately adjacent to the alignment. South of Exposition Boulevard and east of La Cienega Avenue, the majority of the interior residential neighborhoods are designated for lower density residential development (again, a reflection of existing land uses). Residential land use designations providing for higher density development are located in the interior neighborhoods that line the Exposition Boulevard alignment.

PLANNED LAND USES - SEGMENT C

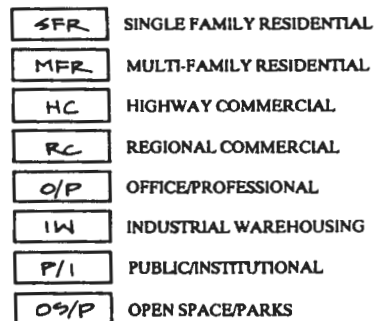
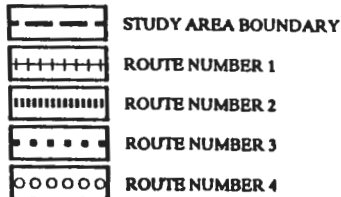
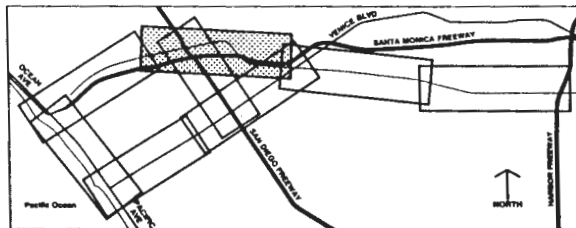
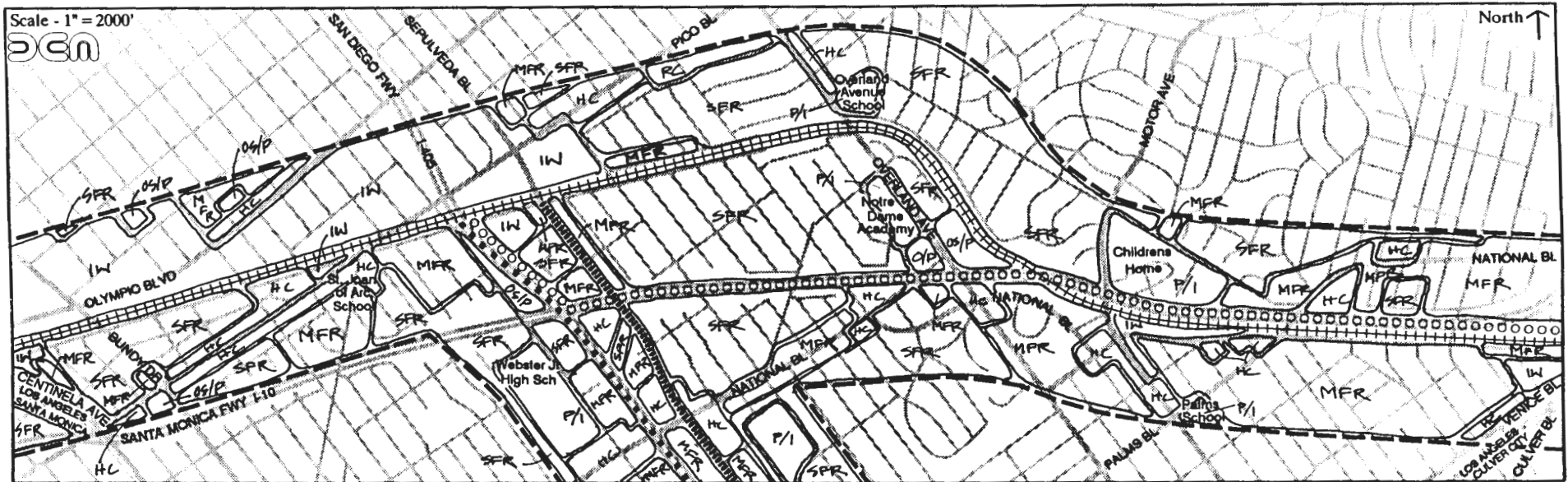
Exhibit 4-3 illustrates the general plan designations for the Segment C study area. The City of Los Angeles General Plan (West L.A. and Palms-Mar Vista-Del Rey Community Plan) governs land uses within this study segment. Although there is considerable variation in land uses across the entire segment, particular portions show discernible patterns. Multi-family uses are the dominant planned land use east of Motor Avenue, while single-family neighborhoods are shown between Motor Avenue and Sepulveda Boulevard. West of Sepulveda Boulevard, industrial uses comprise the majority of land north of Exposition Boulevard. A mix of single- and multi-family neighborhoods with highway commercial uses are planned along arterials and thoroughfares. South of Exposition Boulevard planned land uses closely reflect existing development patterns.

PLANNED LAND USES - SEGMENT D

Exhibit 4-4 indicates the general plan designation for the Segment D study area. The City of Los Angeles General Plan (West Los Angeles Community Plan) governs land east of Centinela Avenue and the City of Santa Monica governs land west of the arterial. The eastern portion of the segment is an even mix of office/professional and industrial/warehousing uses, with small areas of single- and multi-family neighborhoods located at the most eastern portion of the segment. West of 20th Street, industrial/warehousing uses surround the right-of-way, and multi-family neighborhoods and highway commercial uses are planned towards the outskirts of the

Scale - 1" = 2000'

DCN

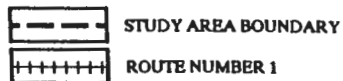
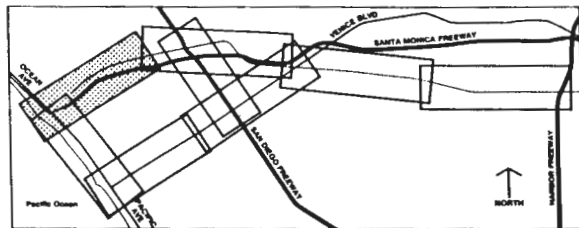
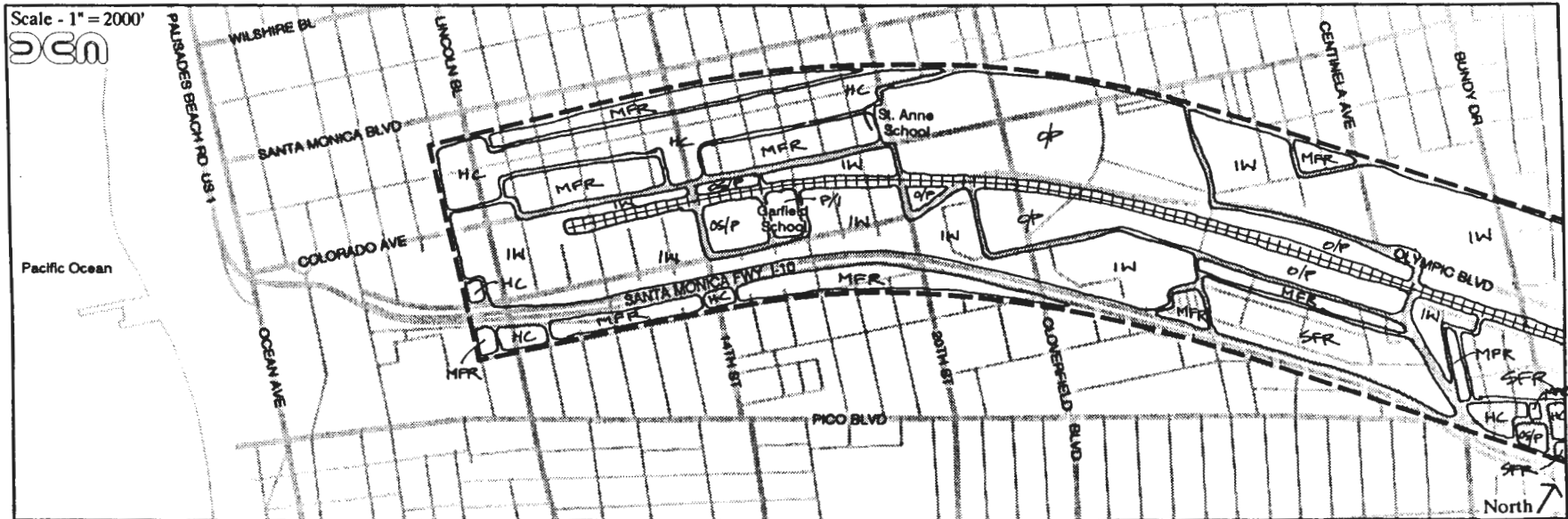


SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 4-3
Planned Land Use
Segment C



SFR	SINGLE FAMILY RESIDENTIAL
MFR	MULTI-FAMILY RESIDENTIAL
HC	HIGHWAY COMMERCIAL
O/P	OFFICE/PROFESSIONAL
IW	INDUSTRIAL WAREHOUSING
P/I	PUBLIC/INSTITUTIONAL
OS/P	OPEN SPACE/PARKS

SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 4-4
Planned Land Use
Segment D

established study corridor. Planned land uses closely parallel existing development in this segment.

PLANNED LAND USES - SEGMENT E

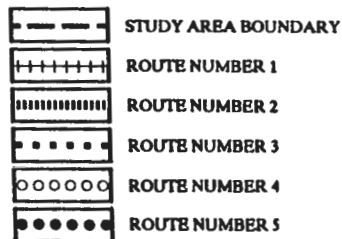
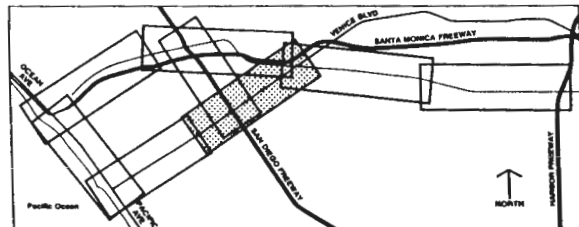
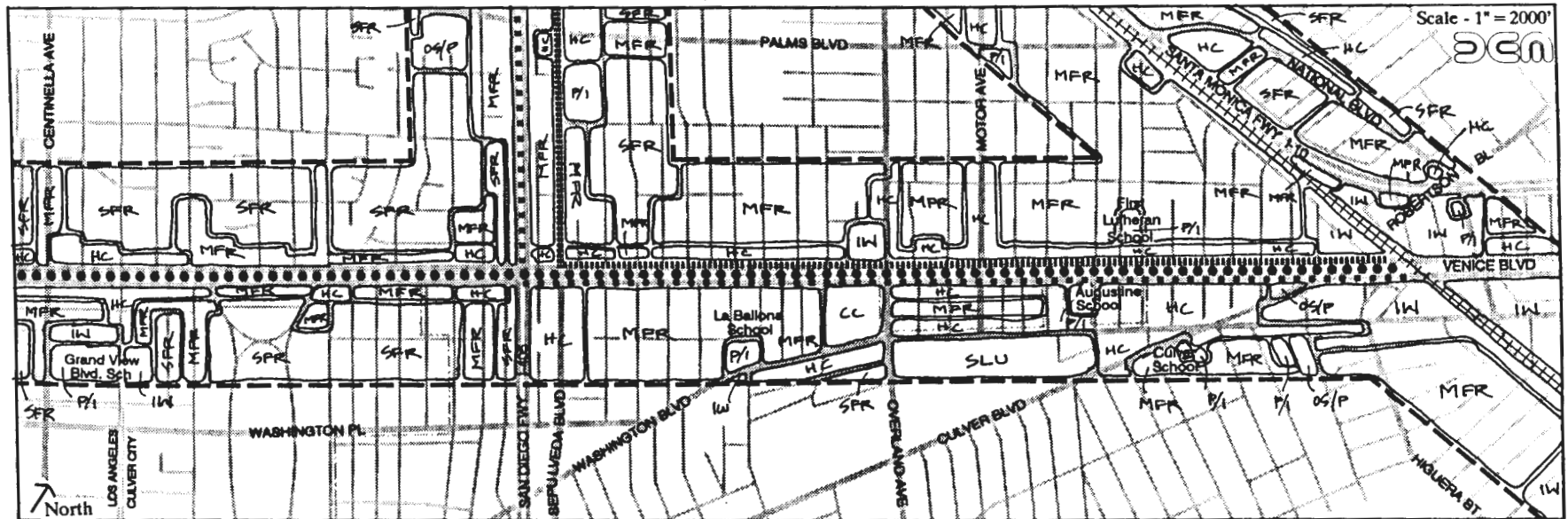
Exhibit 4-5 indicates the general plan designations for the Segment E study area. The City of Los Angeles General Plan (West Adams Baldwin Hills-Leimert District Community Plan) and the City of Culver City governs land uses within this study segment. There is a considerable mix in the plan designations that apply to this segment. Higher density residential development and commercial development fronts Venice Boulevard. West of the San Diego Freeway, the interior neighborhoods are designated for higher density residential development while lower density (single-family) designations are located west of the San Diego Freeway. The substantial land area that falls under the higher density residential land use designations translates into a high concentration of housing units. This fact is borne out by both the 1990 Census statistics which indicate this segment has the greatest population (compared to the other seven segments) and is projected to have the greatest population (78,000+) by the year 2010.

PLANNED LAND USES - SEGMENT F

Exhibit 4-6 illustrates the general plan designations for the Segment F study area. The City of Los Angeles General Plan (Venice Community Plan) governs land uses within this study segment. The study area follows route alignment number five which travels along Venice Boulevard to Main and Pacific Avenue where the alignment turns in a northwesterly direction. The general plan designations generally correspond to the character and location of existing development in the area. Planned land uses immediately adjacent to the corridor include a mix of multiple-family residential development and highway commercial uses. The general plan for this community does provide for large areas of multiple-family residential northwest of Lincoln Boulevard.

PLANNED LAND USES - SEGMENT G

Exhibit 4-7 indicates the general plan designations for the Segment G study area. The Santa Monica General Plan and the City of Los Angeles General Plan (Venice Community Plan) were consulted to identify the planned land uses along the route alternative number five. The general plan land use designations along the route (Venice Boulevard to Ocean Avenue and then northwest) correspond very closely with the types and mix of existing land uses. Multiple-family residential designations



SFR	SINGLE FAMILY RESIDENTIAL
MFR	MULTI-FAMILY RESIDENTIAL
HC	HIGHWAY COMMERCIAL
CC	COMMUNITY COMMERCIAL
IW	INDUSTRIAL WAREHOUSING
P/I	PUBLIC/INSTITUTIONAL
OS/P	OPEN SPACE/PARKS
SLU	SPECIALTY LAND USE

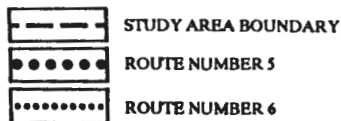
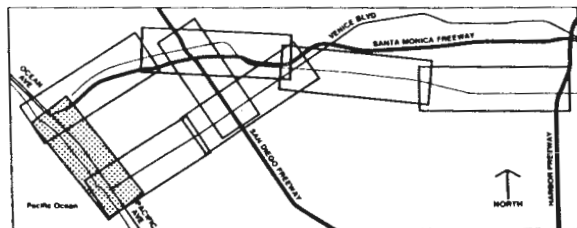
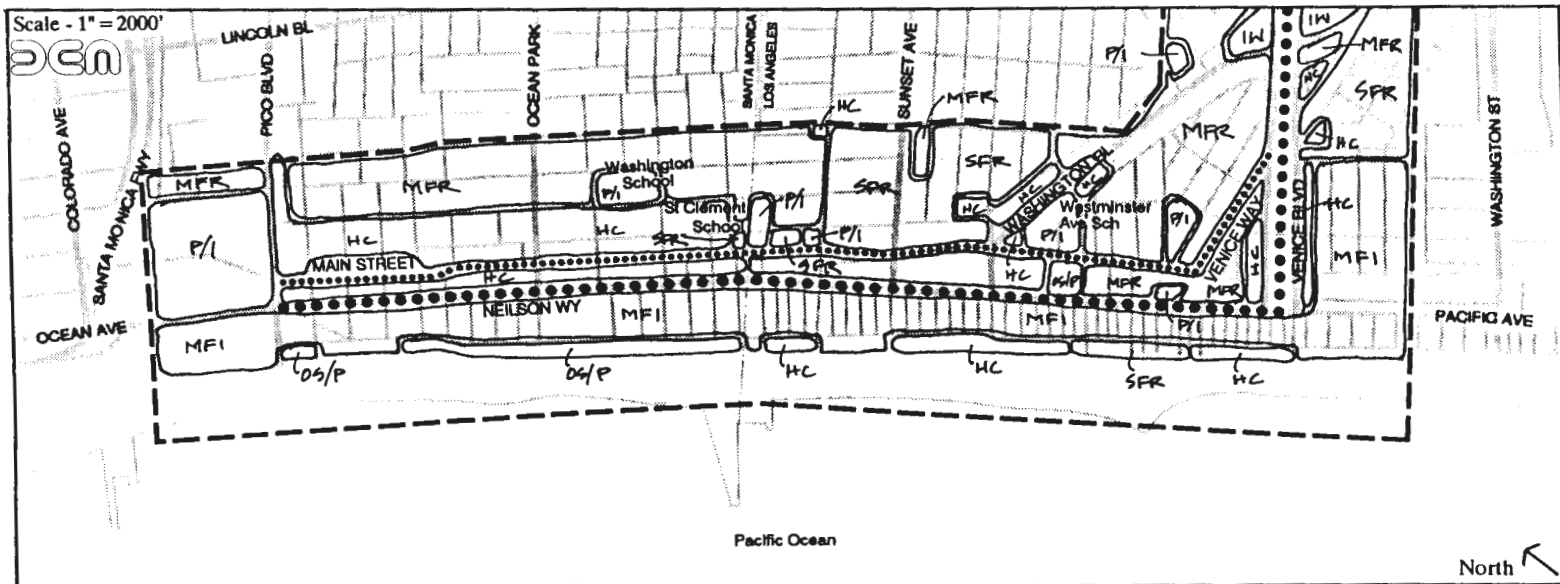
SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 4-5

Planned Land Use
Segment E



SFR	SINGLE FAMILY RESIDENTIAL
MFR	MULTI-FAMILY RESIDENTIAL
HC	HIGHWAY COMMERCIAL
IW	INDUSTRIAL WAREHOUSING
P/I	PUBLIC/INSTITUTIONAL
OS/P	OPEN SPACE/PARKS

SOURCE: David Evans and Associates, Inc.

EXPOSITION

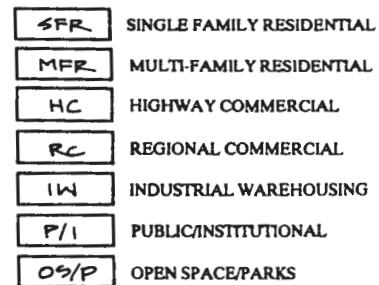
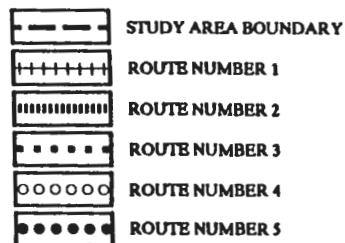
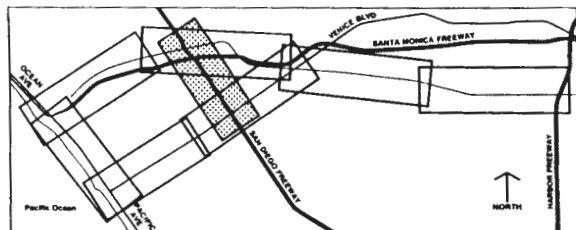
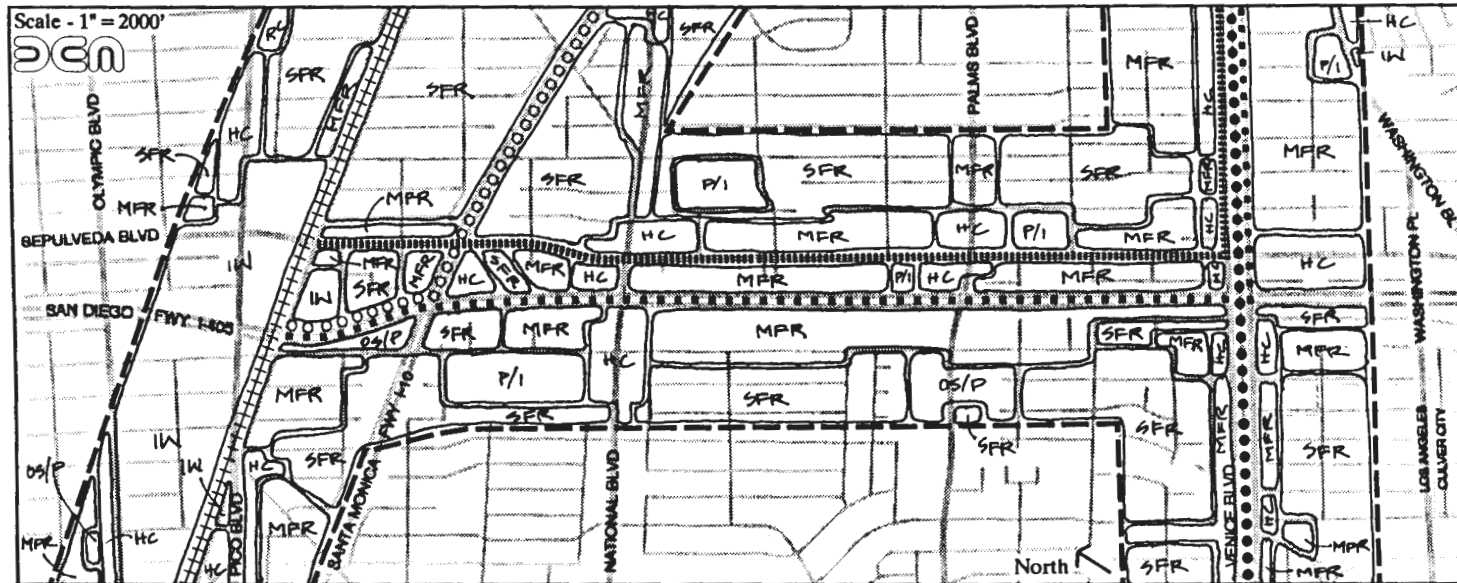
RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 4-7
Planned Land Use
Segment G

front the alignment along Venice Boulevard and along both sides of Pacific Avenue and Neilson Way between Venice Boulevard and City of Santa Monica Boundary. Continuing in a northwesterly direction, the areas to the east of Pacific Avenue are designated as highway commercial and multiple-family residential designations are located along the western side of Pacific Avenue and Neilson Way.

PLANNED LAND USES - SEGMENT H

Exhibit 4-8 indicates the general plan designations within the Segment H study area. In general, the land use designations contained in the City of Los Angeles General Plan (Palms-Mar Vista-Del Rey Community Plan) for this area correspond to the existing types and distribution of development. Higher density residential uses are permitted along alternative route 2 (Sepulveda Boulevard), alternative route 3 (Venice Boulevard to the San Diego Freeway), and alternative route 5 (Venice Boulevard). Along the Exposition right-of-way, lower density residential development is planned north of Sepulveda Boulevard, and industrial/warehousing uses are planned south of this thoroughfare.



SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 4-8
Planned Land Use
Segment H

SECTION 5: CONSTRAINTS AND OPPORTUNITIES

INTRODUCTION

Following the completion of the land use surveys, the project team indicated those areas that could benefit from transit development along the study corridors. In addition, the survey identified those land uses that could be adversely impacted by transit operations such as that envisioned in this study. Table 5-1 summarizes those land uses that could benefit or be benefitted by the transit projects being planned as well as those uses that could be sensitive to harsh development. All opportunities and constraints are illustrated in Exhibits 5-1 through 5-16. A cumulative development projects list for the cities of Culver City and Santa Monica is provided in Table 5-2.

A summary of constraints noted frequently within Table 5-1 may be useful in anticipating issues which should be addressed in subsequent studies. Potential noise impacts include sensitive receptors (such as residences, hospitals and school facilities) which could be adversely affected by noise generated from the proposed transportation modes. Short-term construction impacts may include both noise generated from construction equipment and pedestrian and vehicular access difficulties encountered during project construction. Potential pedestrian constraints include safety concerns and restricted access following project implementation.

TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
EXPOSITION ALIGNMENT ONE			
Northeastern corner of Western and Exposition Blvd.	Foshay Junior High School	Potential noise impacts due to transitway operations (LRT, trolley, HOV lane). Short-term construction impacts. Potential pedestrian hazards.	Student generation associated with proposed transit development.
Between 5th Ave. and Crenshaw Blvd.	Industrial Corridor	Rear access may be affected	Potential trip generator and destination.

TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
Exposition Blvd. & Crenshaw Blvd.	Highway & Community Commercial Uses.	Billboard removal.	Potential transit station.
La Brea Ave. and Exposition Blvd.	Rancho Cienaga Recreation Center	Potential impacts are minimal. Short-term construction impacts. Potential pedestrian access constraints.	Improved accessibility for residents and visitors to utilize recreation facilities.
Southwest corner of Farmdale and Exposition Blvd.	Dorsey High School	Potential noise impacts due to transitway operations (LRT, trolley, HOV lane). Short-term construction impacts. Potential pedestrian access constraints.	Student generation associated with proposed recreation facilities.
Southwest corner of Hauser and Exposition Blvd.	Baldwin Hills Recreation Center	Potential noise impacts due to transitway operations (LRT, trolley, HOV lane). Short-term construction impacts. Potential pedestrian constraints.	Improved accessibility for residents and visitors to utilize recreation facilities.
Northwest corner of Jefferson and Exposition Blvd.	McManus Park	Potential noise impacts due to transitway operations (LRT, trolley, HOV lane). Short-term construction impacts. Potential pedestrian constraints.	Potential trip generator and destination.
Southwest corner of National Blvd. and Vinton Ave.	Woodbine Park	Short-term construction impacts.	Potential trip generator and destination.

TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
Southeast corner of Overland and the I-10.	Notre Dame Academy/Palms Park and Rancho Park Library	Potential noise impacts. Short term construction impacts.	Potential trip generator and destination.
Pico Blvd. and Overland	Westside Pavilion	Short-term construction impacts.	Major trip generation and destination.
Between Manning and Edith	Children's Home	Short-term construction impacts.	Potential transit destination. Minimal.
Northwest corner of Exposition and Overland	Overland Avenue Elementary School.	Potential pedestrian constraints, noise impacts, short-term construction impacts.	Student generation associated with proposed transit project.
Gateway south of Exposition Blvd.	St. Joan of Arc School and Parish	Potential pedestrian constraints, noise impacts, short-term construction impacts.	Student generation associated with proposed transit project.
20th St. and Colorado	St. Anne's Parish and School	Potential noise impacts, short-term construction impacts.	Student generation associated with proposed transit project.
17th and Colorado	Garfield High School	Potential pedestrian constraints, noise impacts, short-term construction impacts.	Student generation associated with proposed transit project.
2 blocks south of Exposition Blvd. along Stewart	Stewart Street Park	Short-term construction impacts.	Improved accessibility for residents and visitors to utilize recreation opportunities.
Between Sepulveda Blvd. and I-405	Home Junction	Potential pedestrian constraints.	Right-of-way open and clear; possible use for yard facility.

TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
Main Street, between 4th Street and Ocean Avenue	Santa Monica Civic Center	Short-term construction impacts.	Major trip generator and destination.
Four blocks south of Colorado along 4th Street	Santa Monica High School	Short-term construction impacts.	Potential transit station connection. Student generation associated with proposed transit project.
14th Street and Olympic Blvd.	Memorial Park	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Minimal
Denker Avenue to Arlington, along Exposition Blvd.	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved mobility to residential, commercial and industrial uses along transit corridor.
Vermont Ave. to Dalton Ave. (north side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
Arlington to 4th Street, along Exposition Blvd. (north side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
Victoria to Potomac, along Exposition Blvd. (South side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.

TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
Crenshaw Blvd. to Farmdale Avenue (north side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
La Brea to Dunsmuir, along Exposition Blvd.	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
Melvil Ave. to Helms Ave. (south side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
Livonia Ave. to S. Beverly Dr. (north side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
So. Durango Ave. to Hughes Ave. (south side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
Mentone Ave. to Cheriot Vista Pl. (south side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.

TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
Motor Ave. to Military Ave.	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
Military to Sepulveda Blvd. (south side only)	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
Sawtelle Blvd. to Butler Avenue (south side only)	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
Barrington Ave. to Bundy Dr. (south side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
20th St. to 15th St. (north side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
14th St. to 9th St. (north side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.

TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
Motor Avenue to Camden, along Exposition Blvd. (north side only)	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial and industrial land uses along corridor.
26th Street and Colorado.	The Arboretum	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Large employment center. Potential trip generator and destination.
Colorado and Broadway	Colorado Place	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Large employment center. Potential trip generator and destination.
Olympic Boulevard Colorado Avenue Cloverfield Avenue and 26th Street	The Water Garden	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Large employment center. Potential trip generator and destination.
ROUTE TWO: VENICE BLVD./SEPULVEDA BLVD. DEVIATION			
Venice Blvd. and Canfield	Media Park	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Potential trip generator.
Venice Blvd. and Hughes Avenue	Brotman Medical Center	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Minimal.

TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
Southeast corner of Venice Blvd. and Overland Avenue.	The Culver Center.	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Potential trip generator and destination. Potential transit station connection.
Venice Blvd., between Clarrington and Jasmine.	St. Augustine Parish and School	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Student generation associated with proposed transit project.
Two blocks south of Venice Blvd. along Washington Blvd.	Sony Studios	Short-term construction impacts.	Minimal.
Sepulveda Blvd. and Charnock	Charnock Road School.	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Student generation associated with proposed transit project.
Along Sepulveda Blvd., between Rose Avenue and National Blvd.	UCLA Student Housing	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Potential trip generator and destination.
Midway Avenue to Bentley Avenue (south side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial, and industrial land uses.
Venice Blvd. to Charnock Road (east side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial, and industrial land uses.

TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
Venice Blvd. to Palms Blvd. (west side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial, and industrial land uses.
Rose Avenue to Clover Avenue.	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial, and industrial land uses.
Sardis Avenue to Brookhaven Avenue (west side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial, and industrial land uses.
Sardis Avenue to Exposition Blvd. (east side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial, and industrial land uses.
ROUTE 3 - VENICE BLVD. TO I-405 * same uses along Venice Blvd., see Route 2.			
Between Venice Blvd. and Charnock, adjacent to I-405.	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.
Southwest corner of Palms Blvd. and Sawtelle Blvd.	Mar Vista Recreation Center.	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Potential trip generator and destination.
Charnock Road to Clover Ave. (west side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.

Section 5: Constraints and Opportunities (continued)

TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
Charnock Road to Palms Blvd. (east side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.
Rose Ave. to Queensland St. (east side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.
Clarkson Ave to I-10 (east side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.
ROUTE 4 - I-10/I-405			
Oakhurst to Beverly Drive, adjacent to I-10	Residential Area	Potential noise impacts, short-term construction impacts.	Improved accessibility to residential, commercial, and industrial land uses.
Between Manning and Edith	Children's home	Potential noise impacts, short-term construction impacts.	Minimal.
Along Overland Avenue, one block north of National Blvd.	Notre Dame Academy Elementary and Girl's High School.	Short-term construction impacts, potential pedestrian constraints.	Student generation associated with proposed transit project.
Between Motor Ave. to Sepulveda Blvd., north side	Residential Area	Potential noise impacts, short-term construction impacts.	Improved accessibility to residential, commercial, and industrial land uses.

Section 5: Constraints and Opportunities (continued)

TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
Between Overland Ave. and Sepulveda Blvd., south side.	Residential Area	Potential noise impacts, short-term construction impacts.	Improved accessibility to residential, commercial, and industrial land uses.
ROUTE 5: VENICE BLVD. TO PACIFIC/MAIN AVE.			
I-405 to Albright Avenue (south side only)	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.
Berryman Avenue to Barrington Avenue (north side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.
Rosewood Avenue to Lincoln Blvd.	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.
Walgrove Avenue to Venesia Avenue (south side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.
Linden Avenue to Shell Avenue (east side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.
Mildred Avenue (south side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.

TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
Ocean Avenue to Pico Blvd. (south side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.
Abbott Kinney to Venice Way (north side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.
Venice Way to Vernon Avenue (east side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian hazards.	Improved accessibility to residential, commercial, and industrial land uses.
Sunset Avenue to Marine Street (east side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial, and industrial land uses.
Venice Blvd. to Pico Blvd. (west side only).	Residential Area	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Improved accessibility to residential, commercial, and industrial land uses.
Southeast corner of Venice Blvd. and Walgrove.	Venice High School	Potential noise impacts, short-term construction impacts, potential pedestrian constraints.	Student generation associated with proposed transit project.
Along Main Street, between Pico Blvd., and Colorado Ave.	Santa Monica Civic Center, including Civic Auditorium, Courthouse and City Hall	Short-term construction impacts, potential pedestrian constraints.	Potential trip generator and destination. Potential transit station connection.

Section 5: Constraints and Opportunities (continued)

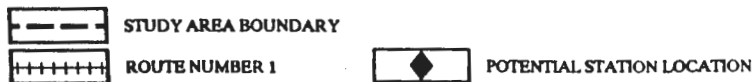
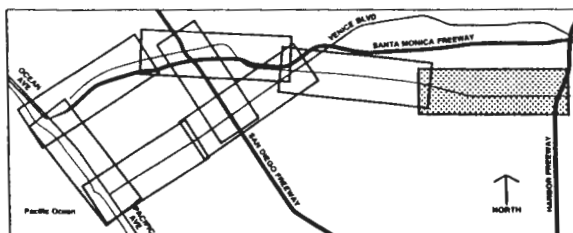
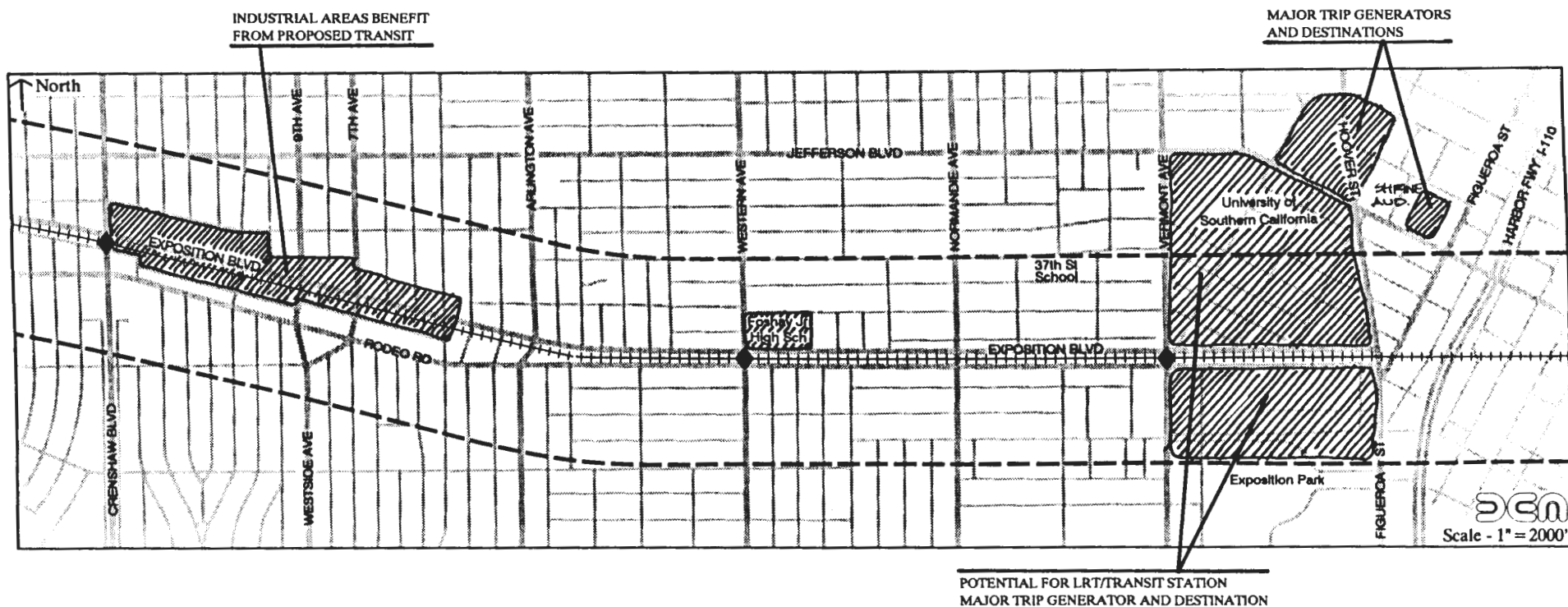
TABLE 5-1 CONSTRAINTS AND OPPORTUNITIES			
Location	Land Use	Constraints	Opportunities
Pico Blvd and 4th Street, 4 blocks east of Ocean Avenue	Santa Monica High School.	Short-term construction impacts, potential pedestrian constraints.	Student generation associated with proposed transit project.
Between Washington Blvd. & Pacific Ave.	Unused center strip.	Debris clearance needed.	Possible use as transit facility.
Along Main Street between Westminster and Brooks Ave.	Westminster Avenue School	Potential noise impacts. Short-term construction impacts. Potential pedestrian constraints.	Student generation associated with proposed transit project.
West side of Main Street between Brooks and Thornton Ave.	RTD yard facility.	Minimal impacts anticipated.	Possible use as transit and maintenance facility.
One block east of Main Street between Marine St. and Ashland Ave.	St. Clement School	Short-term construction impacts. Potential pedestrian constraints.	Student generation associated with proposed transit project.
Source: David Evans and Associates, Inc., 1991.			

TABLE 5-2 CUMULATIVE DEVELOPMENT PROJECTS LIST			
Project/Type of Development	Location	Square Feet	Status
New City Hall	9770 Culver Blvd.	80,000 sf & future additional 20,000 sf	Schematic design approved by Cerain 5/91; demolition completed.
Culver Studios Enterprises	9336 Washington Blvd.	Renovation of 318,000 sf studio facility	Complete in 1992
developer CCRA	3844-64 Wateseka Avenue	108,723+ sf, 333 parking spaces	1992

Section 5: Constraints and Opportunities (continued)

Project/Type of Development	Location	Square Feet	Status
Culver Center Expansion	Bounded by Venice & Washington Blvds, Overland Ave & Midway St.	500,221 sf with 2,625 parking spaces	unknown
Sony Studios	10202 Washington Blvd.	1,849,950 g.s.f. In multi-phased buildout.	unknown
New Culver City Fire Station #1	SW corner of Culver/Irving		1992
Rancho Park Post Office	Exposition Blvd. between Sepulveda & Sawtelle	180,000 sf incl. parking lot.	completed 12/91
Venice Canal Renovation	between Venice & Washington Blvd.		1994
Colorado Place Phase II B; Office	2500 Broadway	260,000 sf total office	Under construction
The Arboretum	2000-2224 Colorado Ave.	1,040,490 total 270,000 hotel (250 rooms) 25,000 restaurant 10,000 retail 60,000 health club 35,000 medical off. 37,048 health club 20,000 savings 7 loan Remainder permitted to be: comm. off.	DA approved, by CC, 1987 Project expected to proceed in phases.
Phase A		93,647 office	Filed 3/19/91.
Phase B		260,000 office & retail	Under construction
			PC approved

TABLE 5-2 CUMULATIVE DEVELOPMENT PROJECTS LIST			
Project/Type of Development	Location	Square Feet	Status
The Water Garden/Office Development	2425 Olympic Blvd.	Phase I-629,788 total sf. Phase II-629,788 total sf. 1,259,578 office 20,000 med. office 40,000 retail 50,000 restaurant 25,000 health club 30,000 banks/S&L's 7,000 child care facility	Phase I under construction. Phase II 2-7 year start date.
Santa Monica Beach Hotel	1 Pico Blvd.	120,016 total, 194 rooms, 8,000 restaurant	under construction
Construction of west-bound 4th St. freeway on-ramp	4th St. at Santa Monica Freeway		under construction thru 12/91



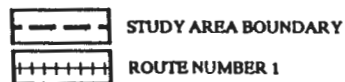
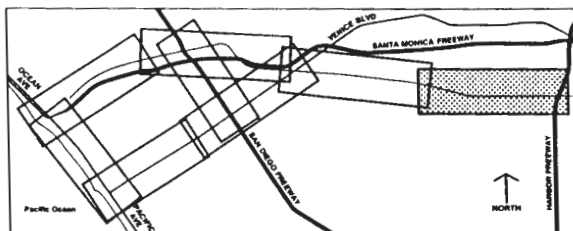
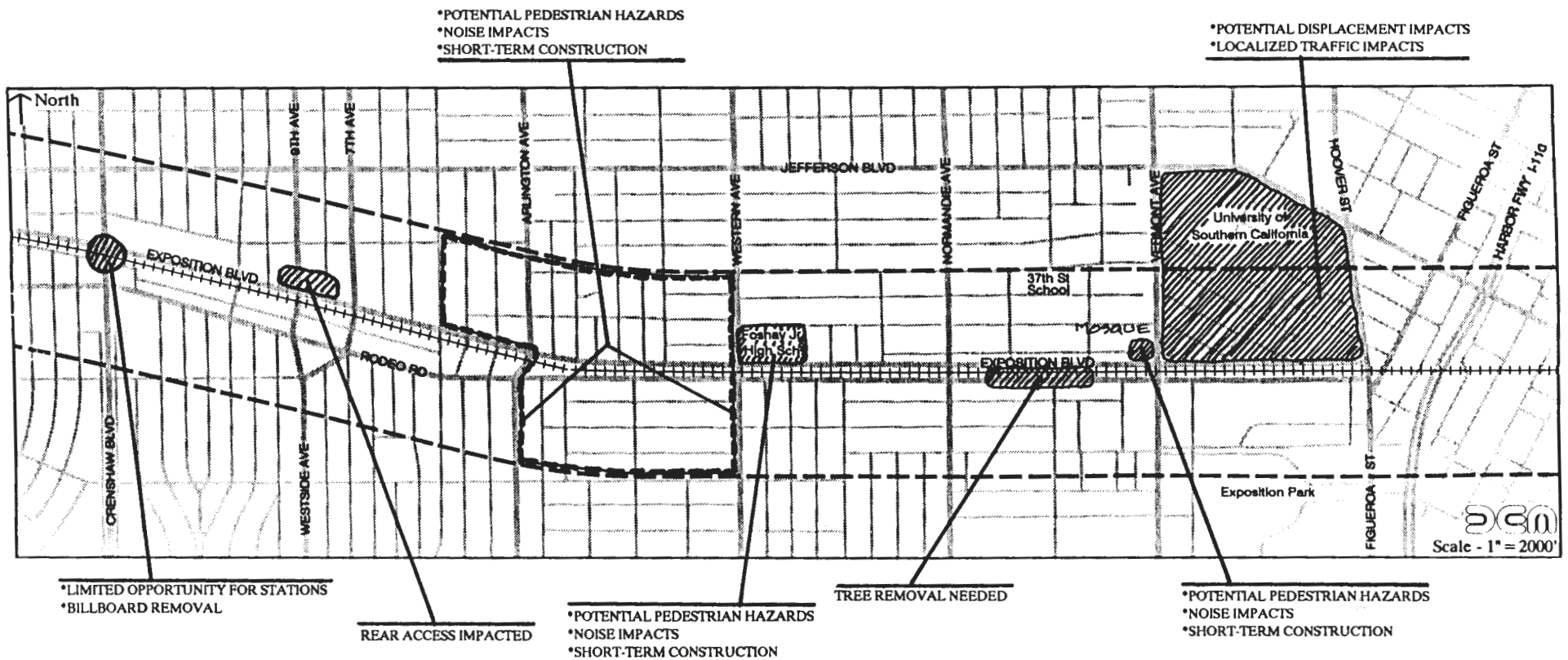
SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 5-1

Opportunities Segment A

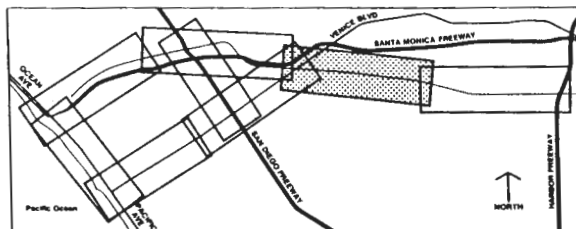
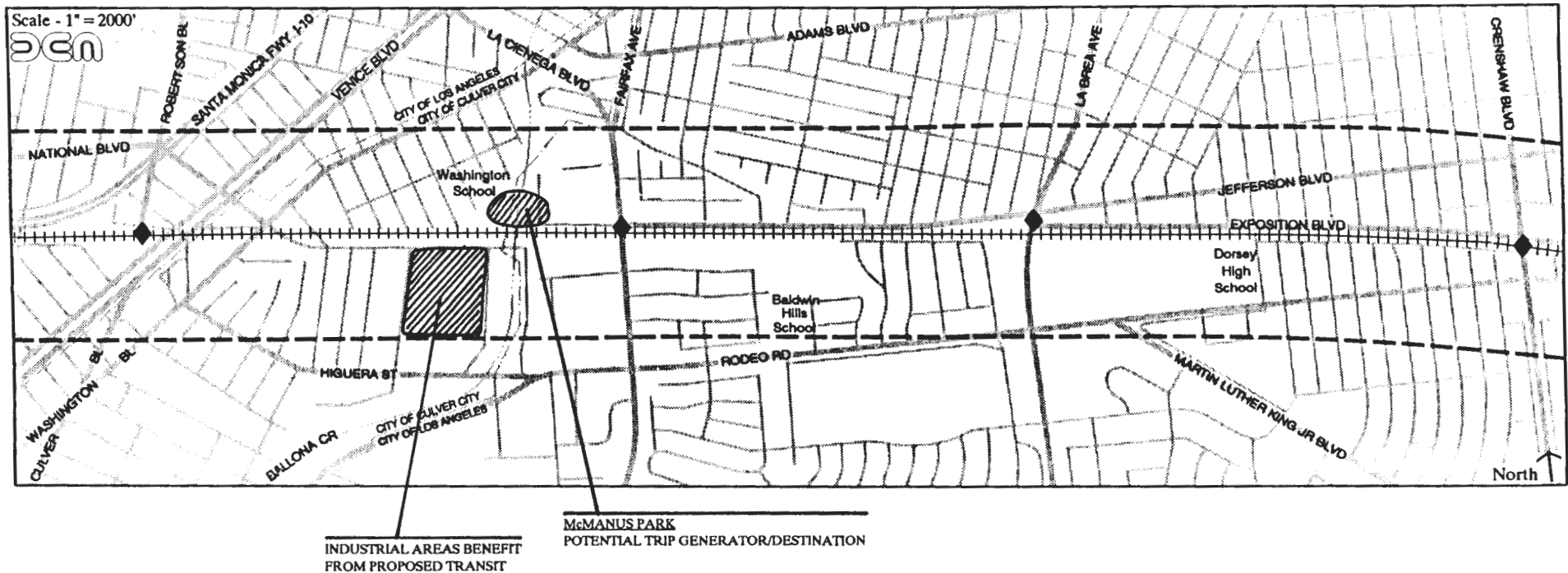


SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 5-2
Constraints
Segment A



SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

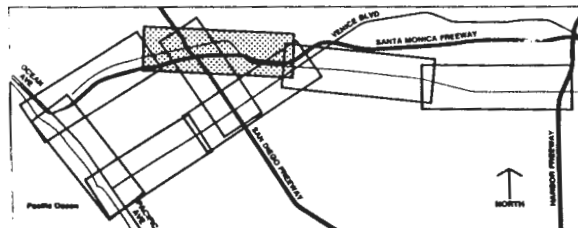
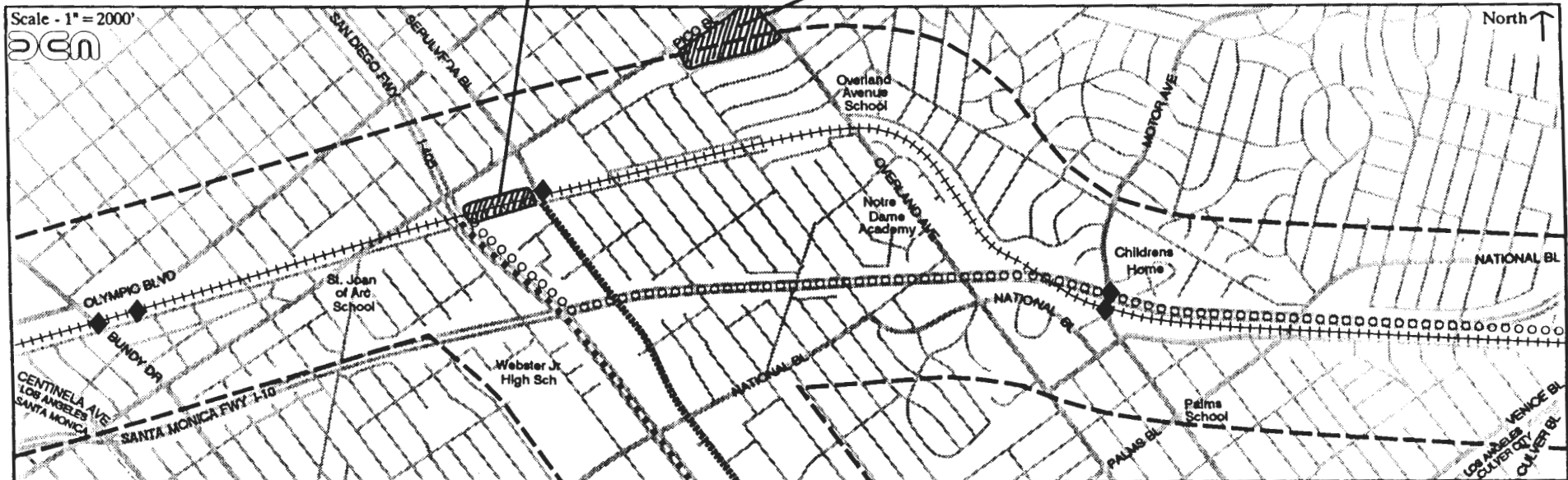
EXHIBIT 5-3
Opportunities
Segment B


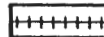


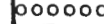
R-O-W OPEN, CLEAR & UNUSED
POTENTIAL FOR TRANSIT STATION,
YARD FACILITY

WESTSIDE PAVILION
*MAJOR TRIP GENERATOR/DESTINATION
*POTENTIAL TRANSIT CONNECTION

Scale - 1" = 2000'

ECN



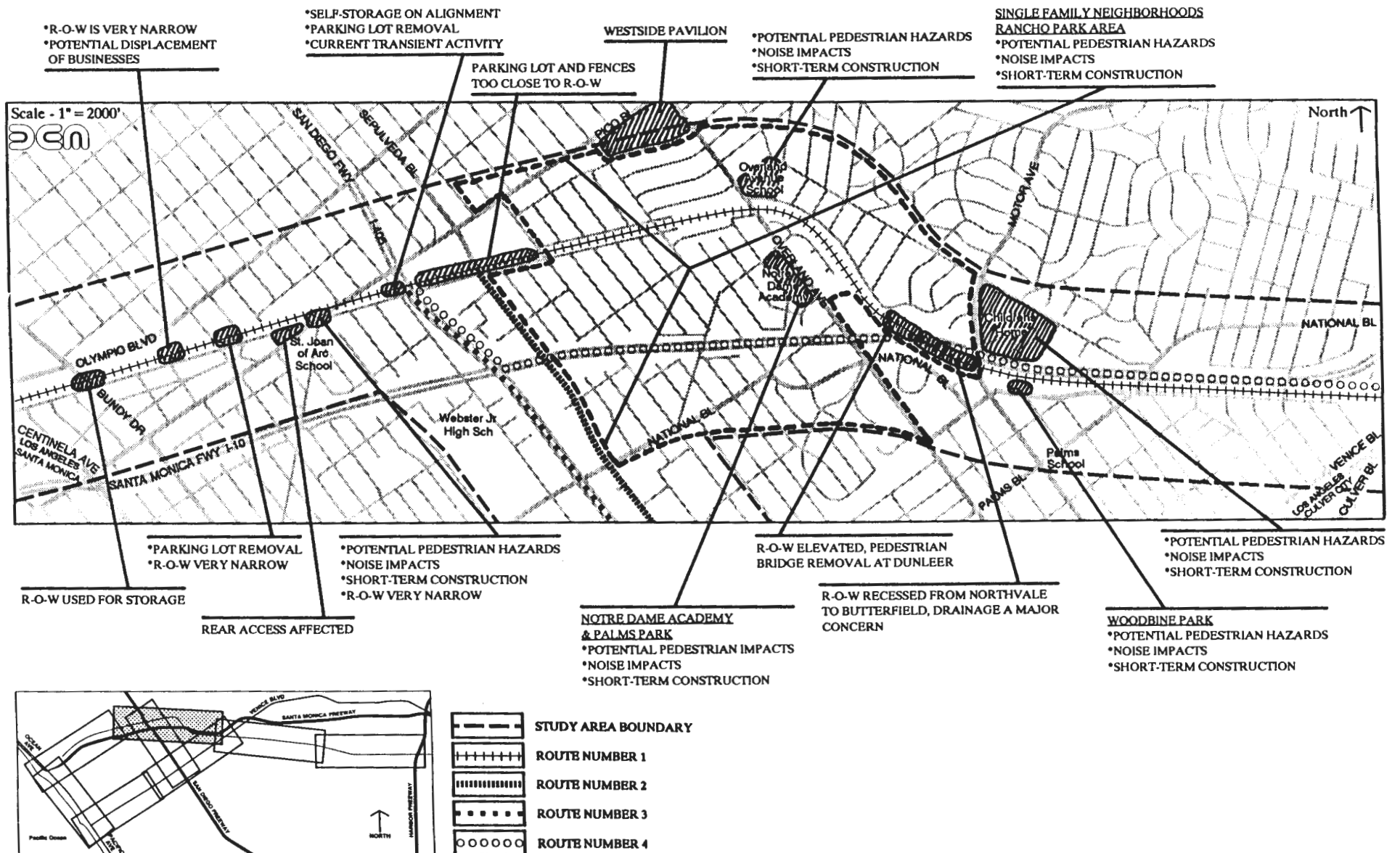
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-  ROUTE NUMBER 1
-  ROUTE NUMBER 2
-  ROUTE NUMBER 3
-  ROUTE NUMBER 4

 POTENTIAL STATION LOCATION

SOURCE: David Evans and Associates, Inc.

EXPOSITION
RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 5-5
Opportunities
Segment C

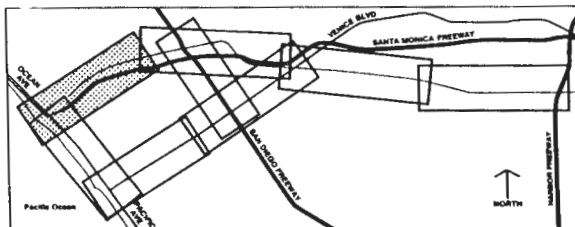
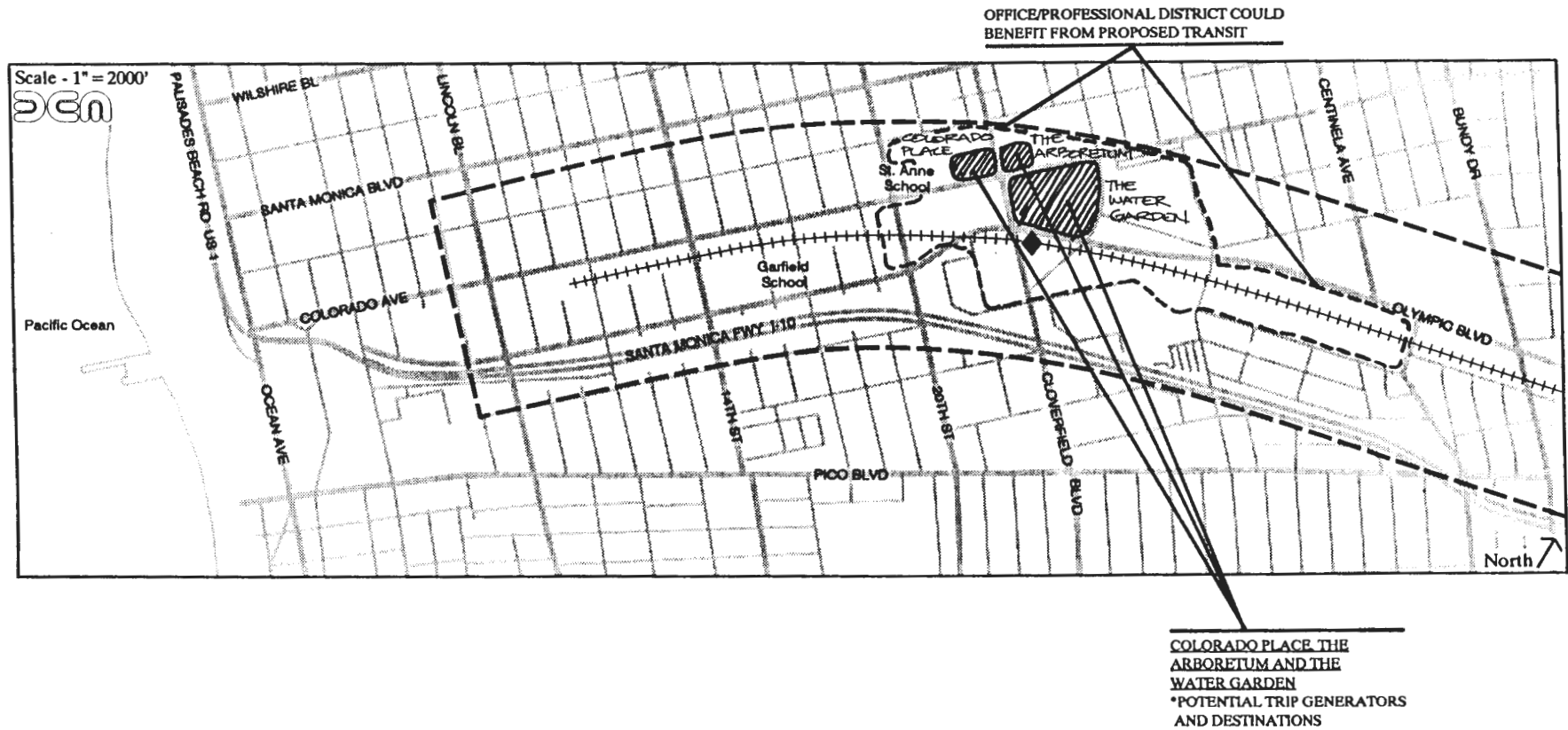


SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 5-6
Constraints
Segment C

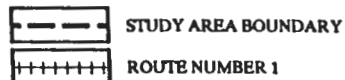
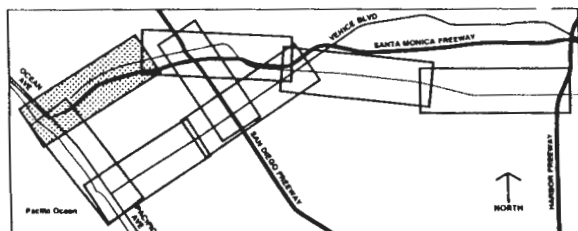
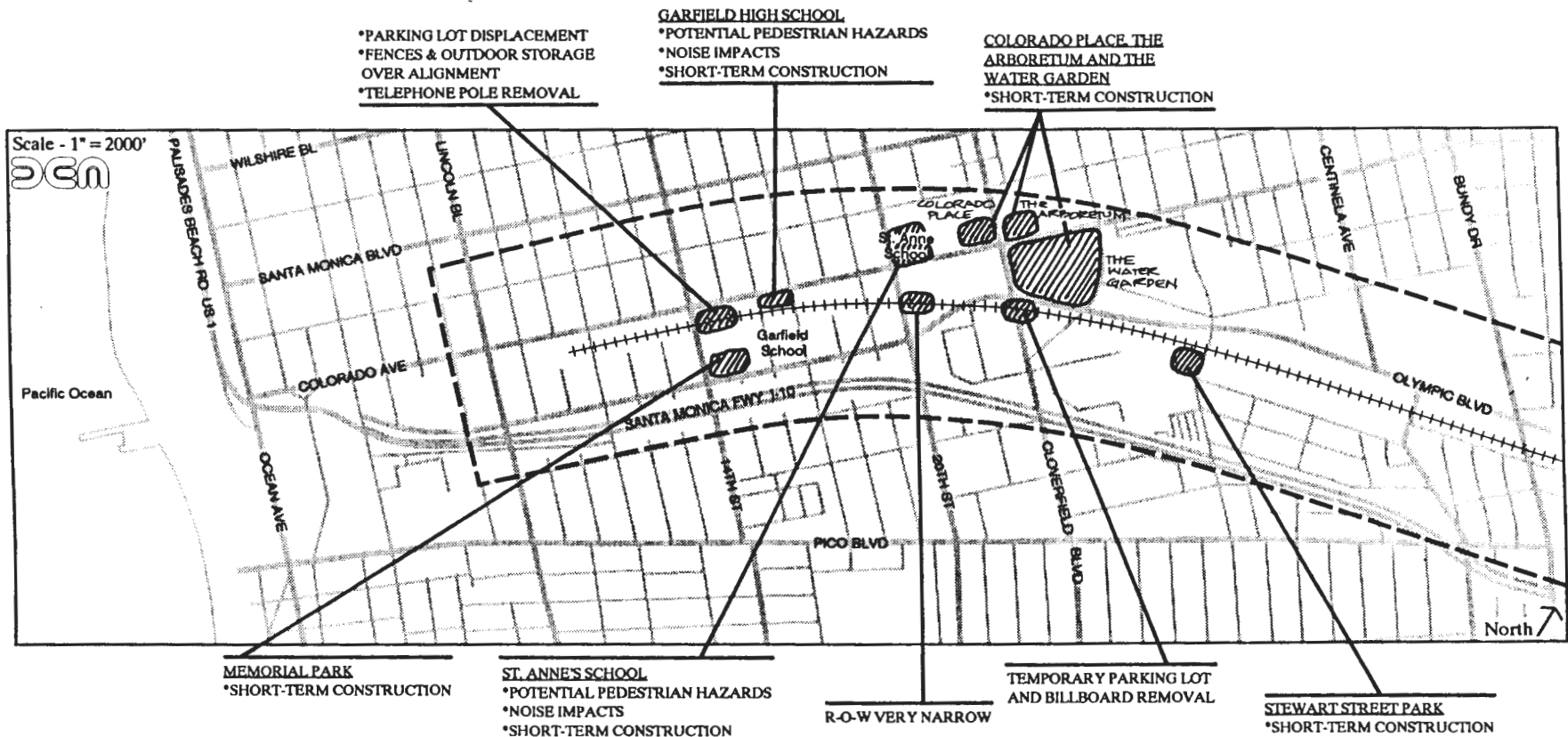


SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 5-7
Opportunities
Segment D

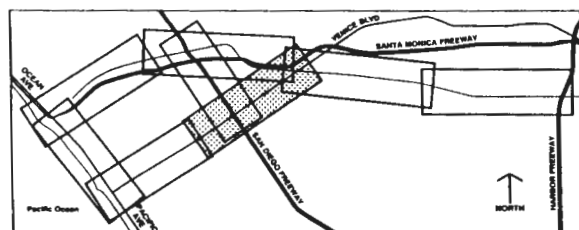
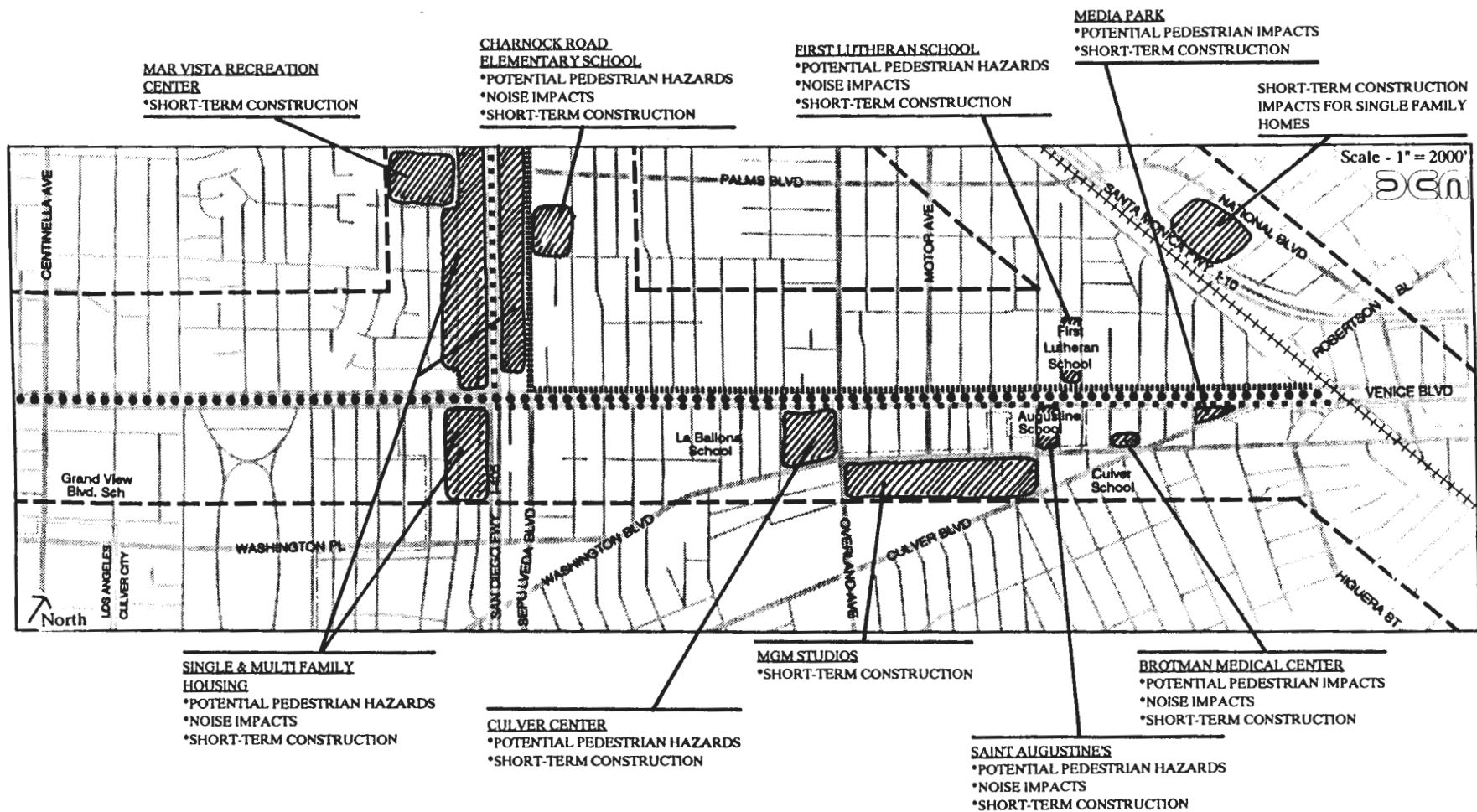


SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

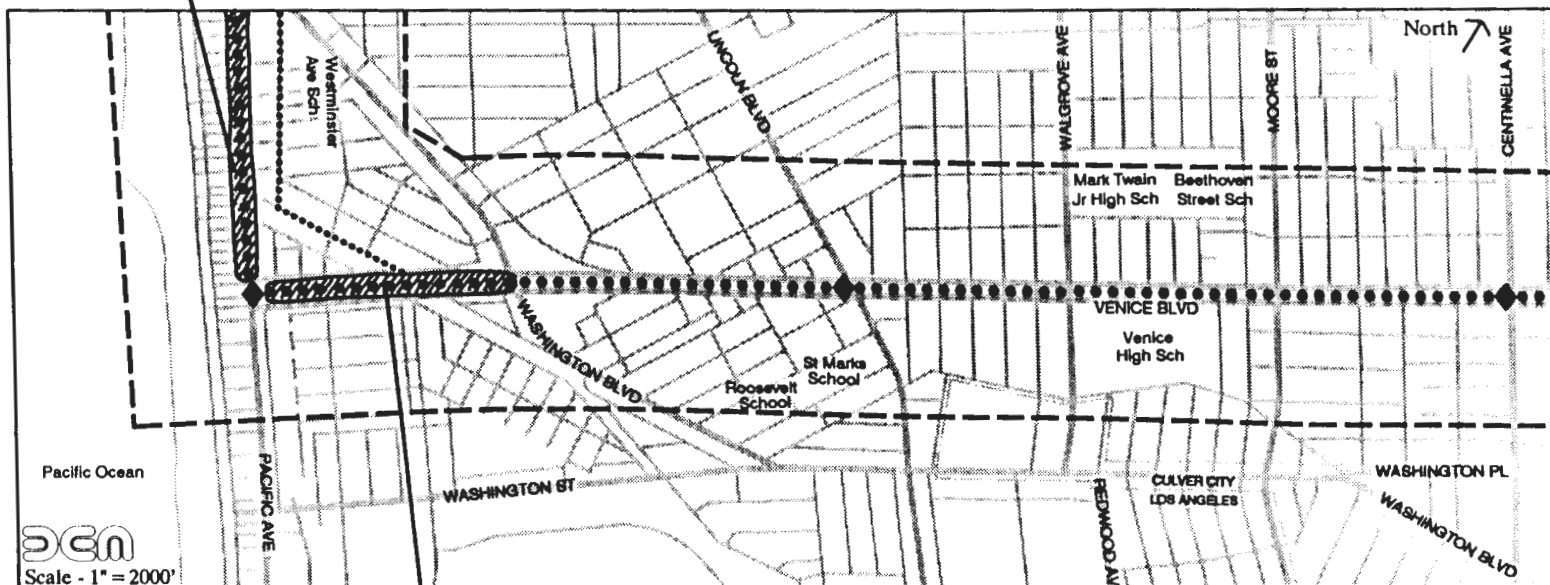
EXHIBIT 5-8
Constraints
Segment D



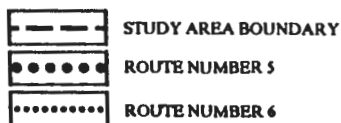
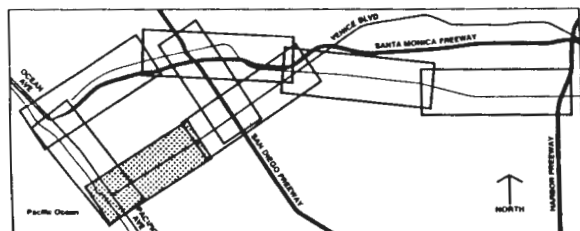
[Dashed Line]	STUDY AREA BOUNDARY
[Single Vertical Line]	ROUTE NUMBER 1
[Double Vertical Line]	ROUTE NUMBER 2
[Triple Vertical Line]	ROUTE NUMBER 3
[Four Vertical Line]	ROUTE NUMBER 4
[Five Vertical Line]	ROUTE NUMBER 5

SOURCE: David Evans and Associates, Inc.

TRANSIT LINE COULD BENEFIT
BEACHGOERS AND TOURISTS,
RELIEVE COASTAL CONGESTION



LARGE UNUSED R-O-W BETWEEN
WASHINGTON BLVD. & PACIFIC AVE.
COULD BE USED AS A PARK AND
RIDE FACILITY

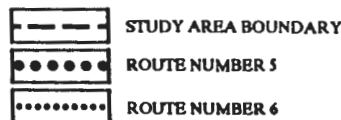
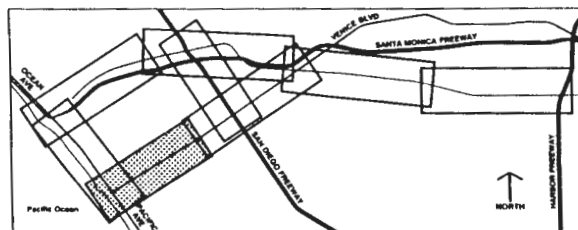
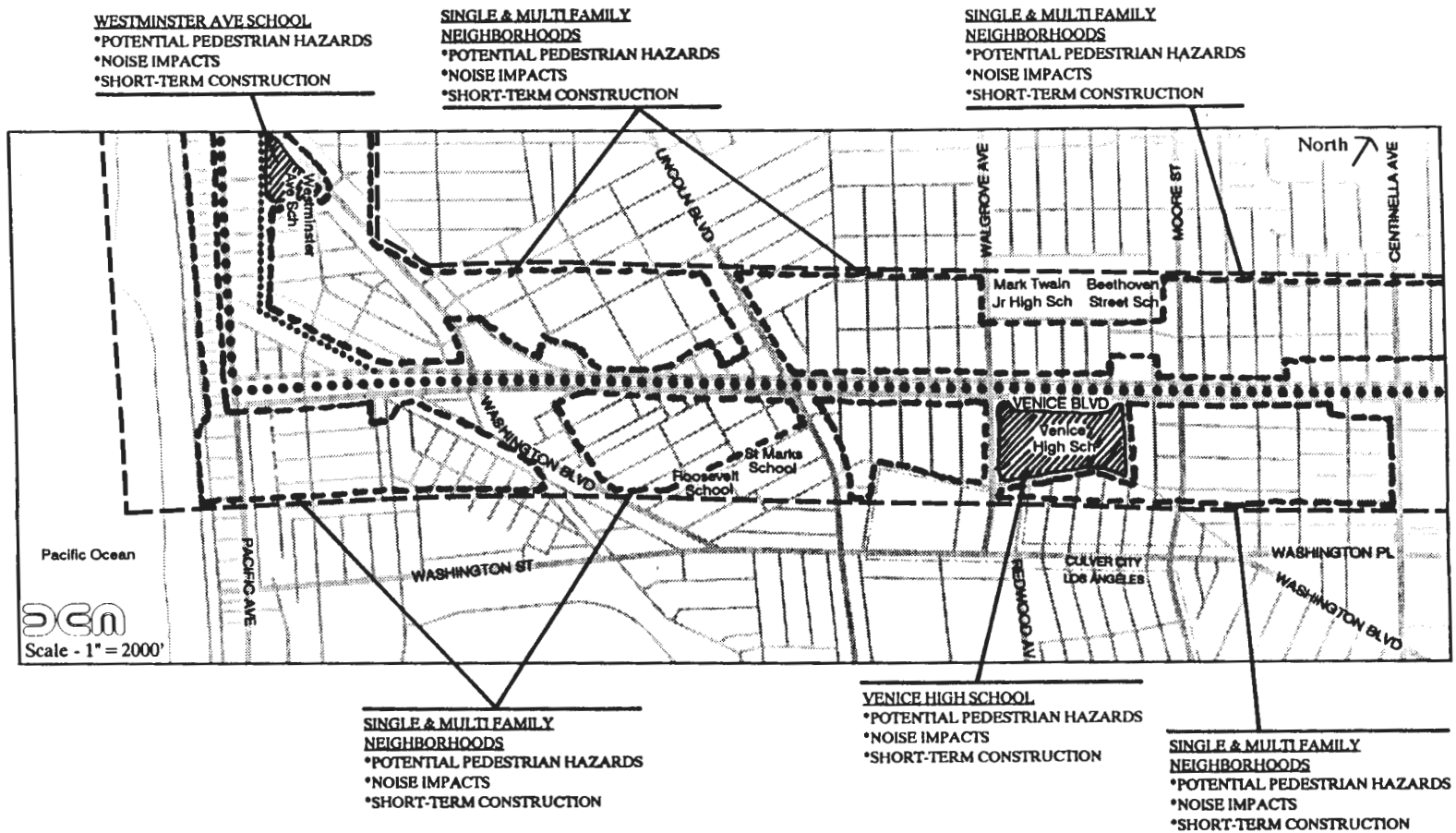


SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 5-11
Opportunities
Segment F

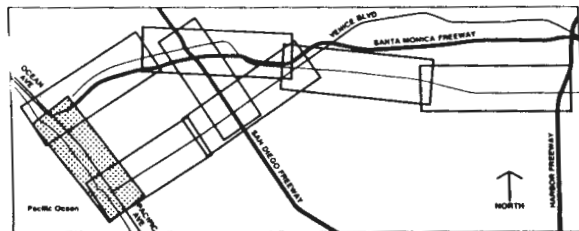
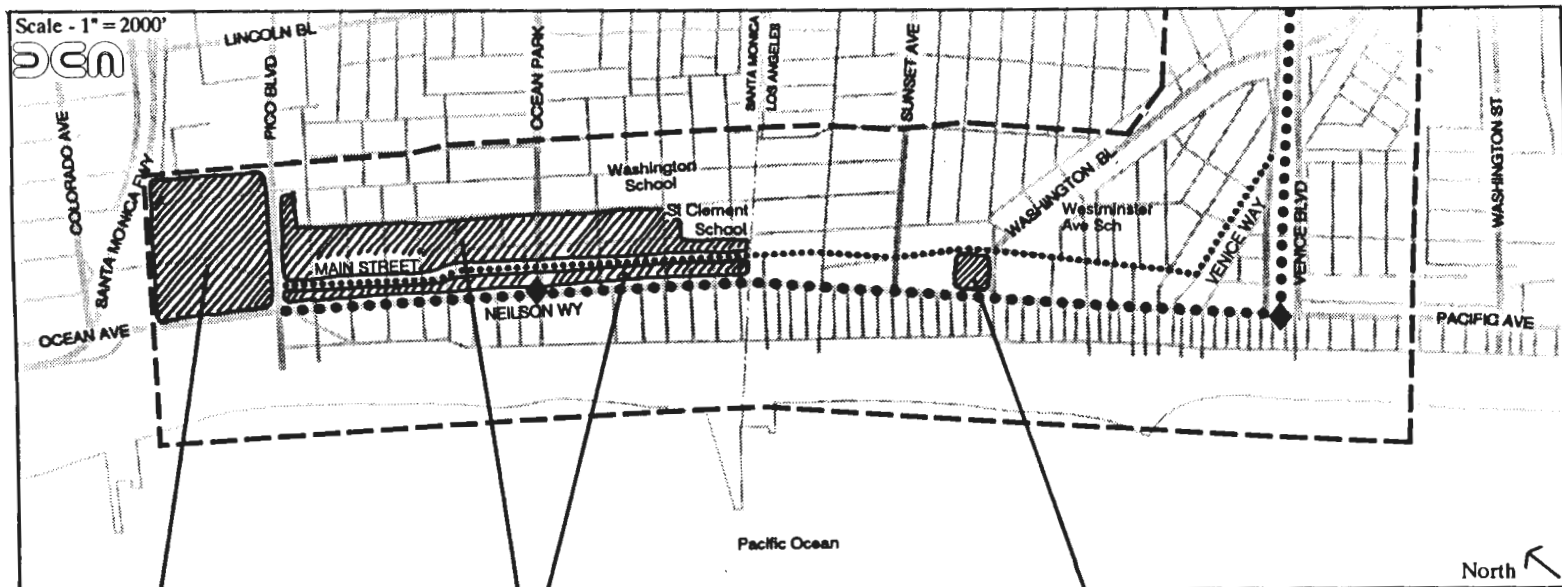


SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 5-12
 Constraints
 Segment F



- STUDY AREA BOUNDARY
- ROUTE NUMBER 5
- ROUTE NUMBER 6

POTENTIAL STATION LOCATION

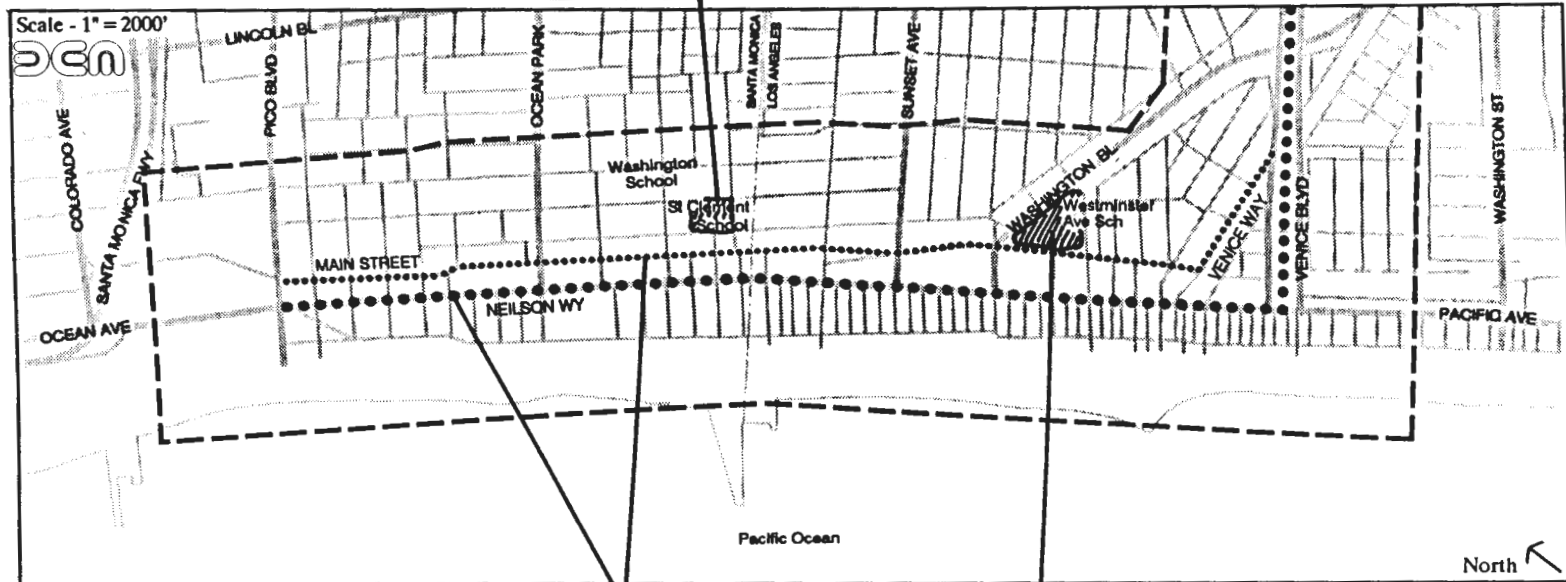
SOURCE: David Evans and Associates, Inc.

EXPOSITION

RIGHT OF WAY PRELIMINARY PLANNING STUDY

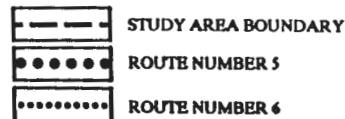
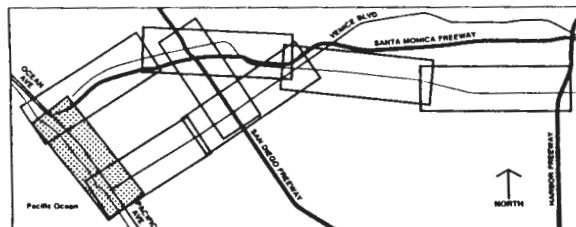
EXHIBIT 5-13
Opportunities
Segment G

SAINT CLEMENT
ELEMENTARY SCHOOL
*ADJACENT TO MAIN AVE. EXTENSION
*POTENTIAL PEDESTRIAN HAZARDS
*NOISE IMPACTS
*SHORT-TERM CONSTRUCTION

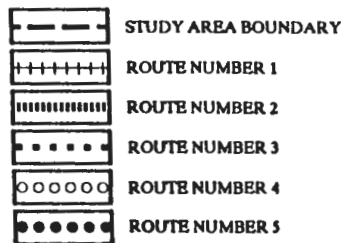
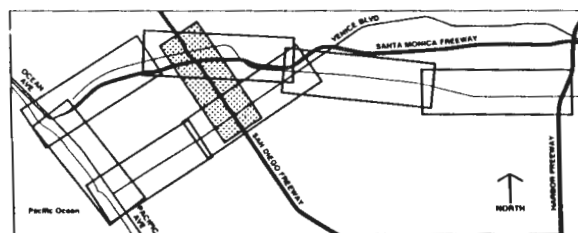
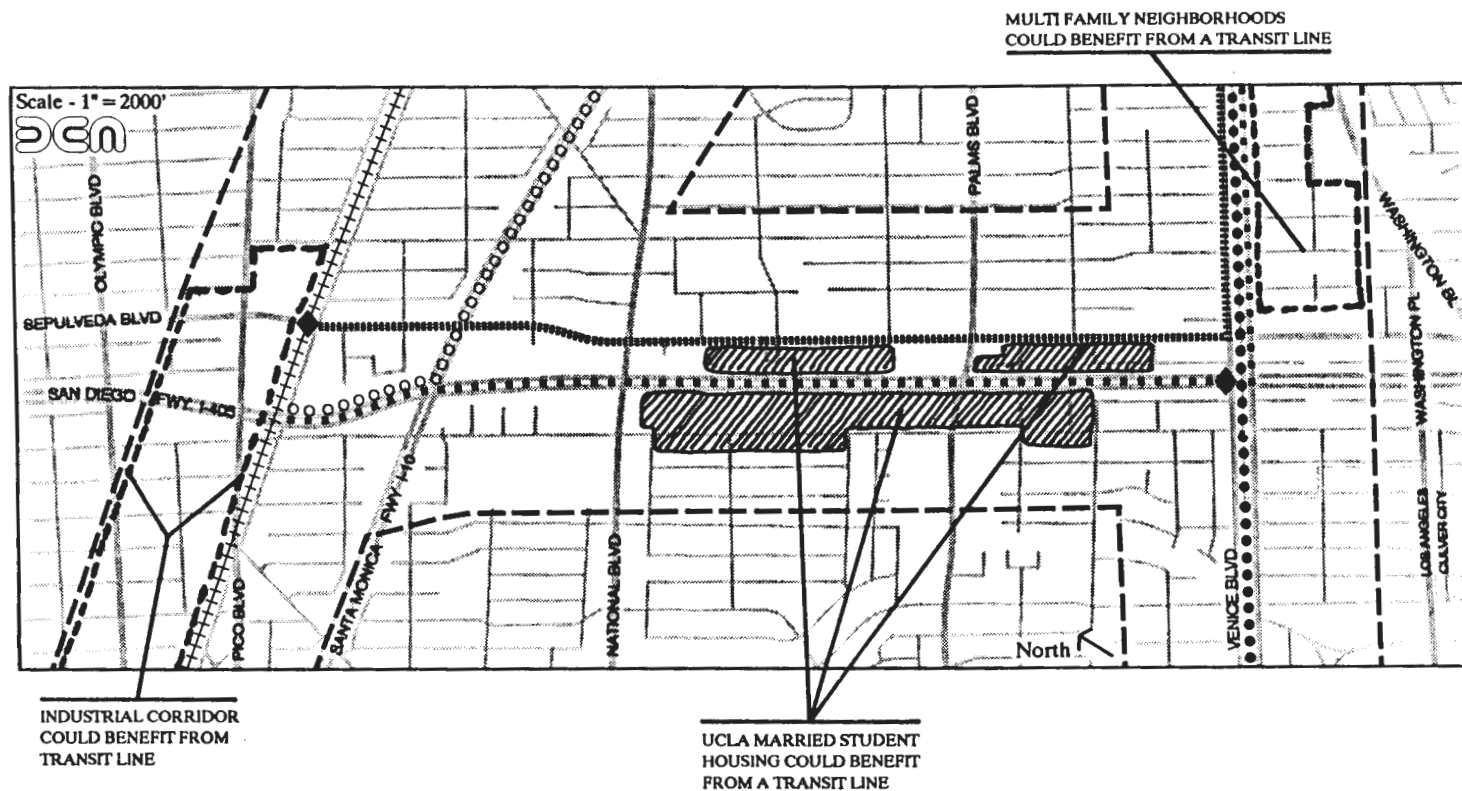


NEILSON WY/PACIFIC AVE AND
MAIN ST ARE NARROW AND
HEAVILY CONGESTED

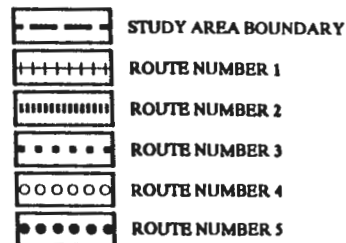
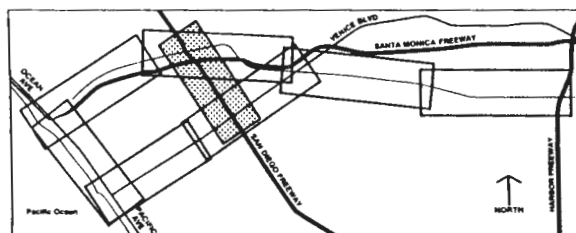
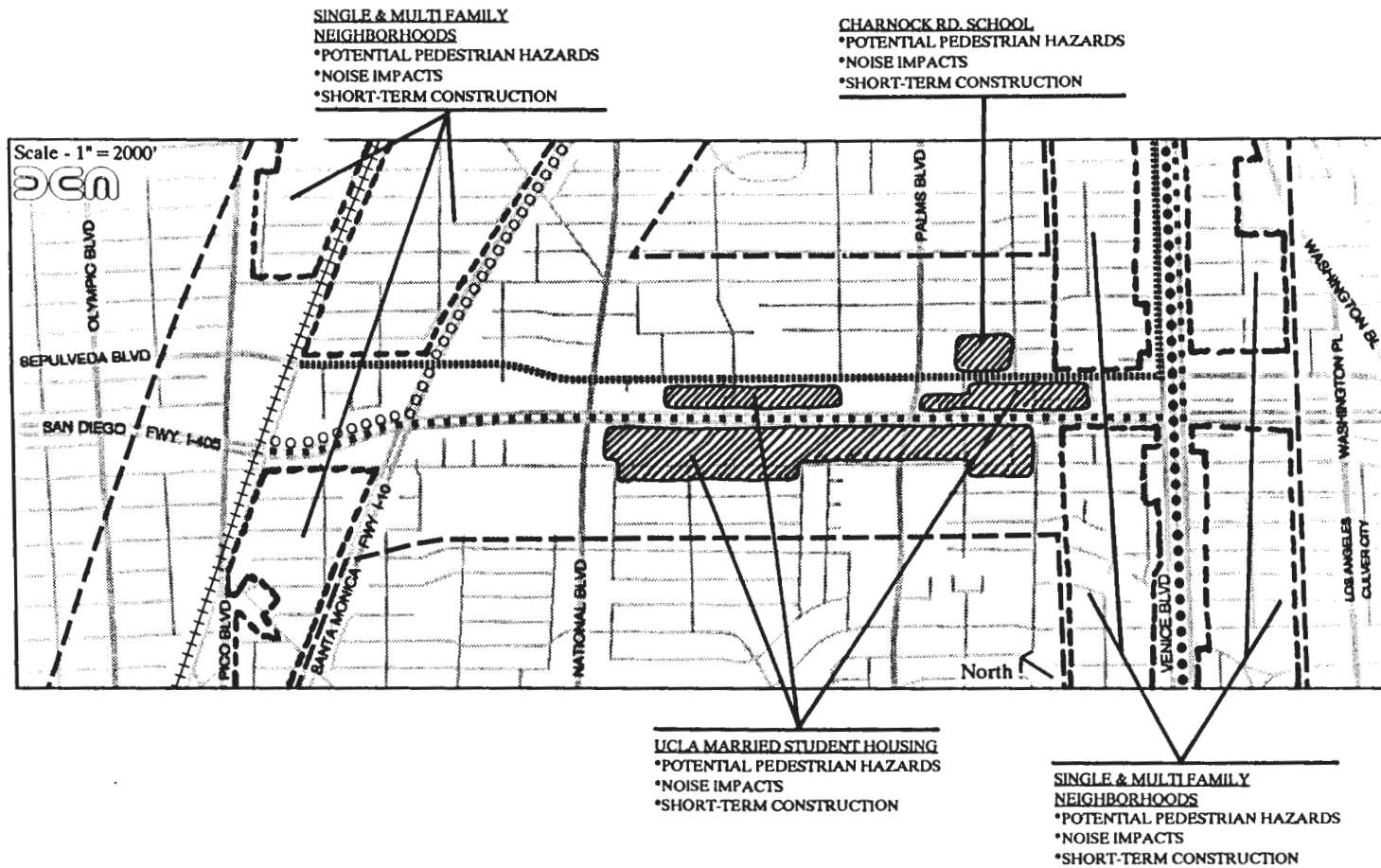
WESTMINSTER AVE SCHOOL
*ADJACENT TO MAIN AVE EXTENSION
*POTENTIAL PEDESTRIAN HAZARDS
*NOISE IMPACTS
*SHORT-TERM CONSTRUCTION



SOURCE: David Evans and Associates, Inc.



SOURCE: David Evans and Associates, Inc.



SOURCE: David Evans and Associates, Inc.

EXPOSITION
 RIGHT OF WAY PRELIMINARY PLANNING STUDY

EXHIBIT 5-16
 Constraints
 Segment H

