

NORTH HOLLYWOOD TERMINAL

A STUDY OF URBAN DESIGN POTENTIALS RELATED TO TRANSIT

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SUMMARY 1

THE PURPOSE OF THIS STUDY WAS TO PLAN AND DESIGN A MASS TRANSIT STATION IN THE NORTH HOLLYWOOD COMMUNITY. THIS STATION WOULD BE THE NORTHERN TERMINUS STATION OF THE PROPOSED WILSHIRE CORRIDOR LINE - A MASS TRANSIT SYSTEM DESIGNED BY SCRTD. THE SUCCESS OF THE WILSHIRE CORRIDOR STARTER LINE, AND PARTICULARLY, THE NORTH HOLLYWOOD STATION, IS VERY IMPORTANT TO THE NORTH HOLLYWOOD COMMUNITY. WITH THIS IN MIND, CAREFUL ANALYSIS WAS USED IN OUR DESIGN PROCESS TO ENSURE THE MOST FEASIBLE STATION DESIGN AND LOCATION WHICH WOULD MEET BOTH THE NEEDS OF SCRTD AND THE NORTH HOLLYWOOD COMMUNITY.

OUR PROPOSAL CONSISTS OF A BELOW GRADE SUBWAY STATION AND MEZZANINE FACILITY WITH THE STATION PLATFORM LOCATED AT THE GRADE LEVEL. OUR LAND USE DESIGN WAS DEVELOPED IN ANTICIPATION OF THE FUTURE GROWTH OF THE AREA WITH THE HOPE OF OPTIMIZING THE BENEFITS ASSOCIATED WITH THIS FUTURE GROWTH. STATION ACCESSIBILITY WAS DESIGNED TO MINIMIZE THE CONFLICT BETWEEN PEDESTRIAN, AUTO, AND BUS TRAFFIC THROUGH EFFICIENT ROADWAY SERVICEABILITY, ACCESSIBILITY AND SEPARATION.

SPECIFIC DETAILS CONCERNING THE DESIGN PROCESS OF THIS PROPOSAL ARE CONTAINED IN THIS REPORT.

INTRODUCTION 2

STUDY PURPOSE

THIS REPORT WAS PRODUCED FOR AN URBAN DESIGN LABORATORY OFFERED BY THE SCHOOL OF URBAN AND REGIONAL PLANNING AT U.S.C. DURING THE 1980 FALL SEMESTER.

UNDER THE GUIDANCE OF MARK HALL, AIA, AICP AND RICHARD THOMPSON AIA, AICP STUDENTS FROM THE SCHOOLS OF ARCHITECTURE, PUBLIC ADMINISTRATION, AND URBAN AND REGIONAL PLANNING COMBINED THEIR TALENTS AND SKILLS TO EXPLORE THE MULTI-DISCIPLINARY PROBLEM OF THE URBAN ENVIRONMENT. INTERACTION AMONG STUDENTS, FACULTY, AND GUEST EXPERTS FACILITATED A COMPREHENSIVE DESIGN SOLUTION FOR THIS URBAN PROBLEM.

THE STUDIO FOCUSED ON A TIMELY SUBJECT WITH ENORMOUS IMPLICATIONS IN LOS ANGELES, MASS RAPID TRANSIT. THE FOCUS OF THE STUDIO WAS NOT ON RAPID TRANSIT ALONE BUT ON THE IMPLICATIONS OF TRANSIT AS AN AGENT OF CHANGE IN THE URBAN ENVIRONMENT.

AS CURRENTLY PROPOSED, THE LOS ANGELES RAPID TRANSIT SYSTEM STARTER LINE WILL EXTEND FROM THE CENTRAL BUSINESS DISTRICT ALONG WILSHIRE BOULEVARD TO FAIRFAX AVENUE. THE LINE WOULD THEN TURN NORTH TO SERVE HOLLYWOOD AND NORTH HOLLYWOOD WITH A TERMINAL STATION AT LANKERSHIM AVENUE AND CHANDLER BOULEVARD. THE NORTH HOLLYWOOD TERMINAL STATION IS THE CENTER OF OUR STUDY.

SINCE, AS A TERMINAL STATION, NORTH HOLLYWOOD WILL ATTRACT LARGE NUMBERS OF COMMUTERS TRAVELLING BY AUTOMOBILE AND BUS, SPECIAL ARRANGEMENTS BY AUTOMOBILE AND BUS, SPECIAL ARRANGEMENTS FOR ROUTING TRAFFIC AND FACILITATING MOVEMENT IN AND OUT OF THE STATION AREAS MUST ALSO BE DEVELOPED.

RECOMMENDATIONS

THE FOLLOWING IS A SUMMARY OF OUR RECOMMENDATIONS FOR THE NORTH HOLLYWOOD RAPID TRANSIT TERMINAL AND THE SURROUNDING AREA.

- THE RAPID TRANSIT SYSTEM REMAIN A BORED TUNNEL SYSTEM LEADING TO CHANDLER BOULEVARD WHERE IT WOULD BECOME A CUT AND COVER SYSTEM OVER THE TRANSIT STATION.
- THE ASSOCIATED DEVELOPMENT SURROUNDING THE STATION BE A COMBINATION OF NEW MIXED LAND USES
- A REVITALIZATION OF EXISTING INSTITUTIONAL, COMERCIAL, AND RESIDENTIAL AREA
- EXTENSIVE USE OF JOINT DEVELOPMENT AIR RIGHTS OVER THE TRANSIT STATION.
- THE DEVELOPEMNT OF A NEW BUS TRANSIT MALL, A COMPREHENSIVE PEDESTRIAN CIRCULATION SYSTEM, A MODIFICATION OF THE ROADWAY SYSTEM, AND THE DEVELOPMENT OF A PARK AND RIDE CENTER.
- NEW PARKING STRUCTURES WITH CONNECTIONS TO THE LINE-HAUL, LOCAL BUS, AND TAXI SYSTEMS
- INCREASED HOUSING DENSITY

- AN UPGRADING OF LANKERSHIM BOULEVARD FOR A BETTER SHOPPING STREET
- A MAJOR NEW EMPHASIS IS HIGH RISE OFFICE BUILDINGS
- IMPROVED PEDESTRIAN ACCESS TO NORTH HOLLYWOOD PARK FROM THE RESIDENTIAL, COMMERCIAL, AND TRANSIT FACILITIES

REGIONAL SETTING 3

INTRODUCTION

THE SOUTHERN PORTION OF LOS ANGELES COUNTY AND THE NORTH WESTERN PORTION OF ORANGE COUNTY COMPRISE WHAT IS KNOWN AS THE LOS ANGELES URBANIZED AREA. THE DENSEST PART OF THE LOS ANGELES URBANIZED AREA IS REFERRED TO AS THE "REGIONAL CORE" BY THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD). THE REGIONAL CORE IS A 55 SQUARE MILE TRIANGULAR SHAPED AREA WHICH CONTAINS 21% (630,000) OF THE CITY OF LOS ANGELES' RESIDENTS AND 45% (542,000) OF THE CITIES JOBS. ALSO, ACCORDING TO SCRTD'S REPORT ON TRANSIT SYSTEM IMPROVEMENTS IN THE LOS ANGELES REGIONAL CORE, THIS AREA CONTAINS THE "LARGEST CONCENTRATION OF SPECIFIC URBAN RESOURCES." THESE RESOURCES AS LISTED BY THE SCRTD ARE:

- . FEDERAL, STATE, AND LOCAL GOVERNMENT OFFICES AND FOREIGN CONSULATES.
- . BANKS, INSURANCE COMPANIES, BROKERAGE HOUSES, AND CORPORATION HEADQUARTERS.
- . DEPARTMENT STORES.
- . HISTORICAL SITES, AND ARCHITECTURAL LANDMARKS.
- . CULTURAL RESOURCES: THE MUSIC CENTER AND THE HOLLYWOOD BOWL.
- . MAJOR ETHNIC COMMUNITIES: CHINATOWN AND LITTLE TOKYO.
- . THE CINEMA, BROADCASTING, AND RECORDING INDUSTRIES.
- . HOTELS, RESTAURANTS, AND CONVENTION FACILITIES.

WITHIN THE REGIONAL CORE ARE SIX MAJOR LOS ANGELES COMMUNITY PLAN AREAS. THESE

COMMUNITY PLAN AREAS ARE CENTRAL CITY, WESTLAKE, WILSHIRE, HOLLYWOOD, SHERMAN OAKS -STUDIO CITY, AND NORTH HOLLYWOOD. SUBSEQUENT CHAPTERS OF THIS REPORT WILL DEAL PRIMARILY WITH THE PROPOSED RAPID TRANSIT STATION IN THE NORTH HOLLYWOOD AREA.

TRANSIT SYSTEM

HISTORY OF RAPID TRANSIT IN LOS ANGELES

TRANSIT HAS BEEN EXTREMELY INFLUENTIAL IN THE HISTORICAL DEVELOPMENT PATTERNS OF LOS ANGELES. THE SUBURBAN SPRAWL WAS A RESULT OF LAND MARKETING TECHNIQUES CONNECTED WITH EARLY PUBLIC RAIL TRANSIT IN THE 1880'S. THE FIRST ELECTRIC RAILWAYS WERE DEVELOPED IN LOS ANGELES IN THE 1890'S AND BY 1920, A COMPREHENSIVE URBAN NETWORK WAS CONSTITUTED BY THE LOS ANGELES RAILWAY COMPANY (LARC) AND THE LONGER-RANGE PACIFIC ELECTRIC (PE) RAILROAD'S "BIG RED CARS." THESE LINES PROVIDED TRANSPORTATION ONLY BETWEEN SUBURBAN COMMUNITIES AND THE CENTRAL CITY RATHER THAN AMONG SUBURBS. WITH THE POPULARITY OF PRIVATE AUTOMOBILES, THE RAIL SERVICE DETE-RIORATED AND WAS EVENTUALLY REPLACED BY BUSES WHILE A COMPREHENSIVE FREEWAY NETWORK WAS BEING BUILT. THE BUSES THAT REPLACED THE RED CARS COULD NOT MAKE USE OF THE EXCLUSIVE RED CAR RIGHTS-OF-WAY AND SINCE THEY DID NOT OFFER ADVANTAGES OVER THE CAR, THEY SIMPLY SERVED AS A BACK-UP SYSTEM RATHER THAN A PRIMARY MEANS OF TRANSPORTATION.

STUDIES CALLING FOR A COMPREHENSIVE PUBLIC TRANSPORTATION NETWORK IN LOS ANGELES DATE BACK TO 1925 WHEN A COMPREHENSIVE RAPID TRAN-SIT PLAN WAS DEVELOPED FOR THE CITY AND COUNTY OF LOS ANGELES. TWENTY-SIX YEARS LATER IN 1951, THE LOS ANGELES METROPOLITAN TRANSIT AUTHORITY (LAMTA) WAS CREATED TO STUDY THE AREA'S RAPID TRANSIT NEEDS. BY 1958 THE LAMTA ACQUIRED TWO PRIVATELY OWNED LOS ANGELES REGIONAL BUS SYSTEMS BUT THE PROPOSALS DEVELOPED FOR A RAPID TRANSIT SYSTEM WERE NEVER CARRIED OUT.

IN 1964, LAMTA WAS SUCCEEDED BY THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD). SCRTD HAD A LEGISLATIVE MANDATE TO CONSTRUCT AND OPERATE A RAPID TRANSIT SYSTEM IN ITS SERVICE AREA. AMONG THE PRO-POSALS CALLING FOR A COMPREHENSIVE PUBLIC TRANSPORTATION NETWORK WERE EXCLUSIVE BUS LANES ON FREEWAYS, REUSE OF EXISTING PRIVATE RAIL LINES AND FLOOD CONTROL CHANNELS, AERIAL MONORAILS, SUBWAYS AND VARIOUS OTHER MODES. THE 89-MILE, 5 CORRIDOR RAPID TRANSIT SYSTEM PROPOSED IN 1968 DID NOT WIN APPROVAL BY SOUTHERN CALIFORNIA VOTERS. HOWEVER IN 1971, THE TRANSIT DEVELOPMENT ACT (SB 325) WAS PASSED. THIS ACT ENCOURAGED FURTHER RAPID TRANSIT PLANNING BY DESIGNATING PART OF CALIFORNIA'S SALES TAX REVENUES FOR LOCAL TRANSIT SUBSIDIES.

IN RESPONSE TO THAT INITIATIVE A STUDY BEGAN IN 1972 UNDER THE DIRECTION OF SCRTD TO DEVELOP A REGIONAL TRANSPORTATION SYSTEM. A 145-MILE SYSTEM WAS PROPOSED, TO BE FINANCED BY A 1¢ ADDITION TO THE SALES TAX IN L.A. COUNTY; BUT IT MET WITH DEFEAT AT THE POLLS.

HOWEVER, IN JUNE 1974, OVER 60 PERCENT OF THE VOTERS IN THE ENTIRE COUNTY VOTED TO USE UP TO 25 PERCENT OF THE GASOLINE TAX REVENUES ACCRUING TO THE COUNTY FOR FIXED-GUIDEWAY TRANSIT.

RAPID TRANSIT PLANNING EFFORTS STILL CONTINUED WHICH RESULTED IN A FOUR-ELEMENT REGIONAL TRANSIT DEVELOPMENT PROGRAM IN 1976. THESE ELEMENTS WERE DIRECTED AT FACILITATING THE MOVEMENT OF PEOPLE THROUGHOUT THE REGION. THE FOLLOWING IS A LIST OF THE RTD'S FOUR ELEMENTS:

- ELEMENT I: TRANSPORTATION SYSTEMS MANAGEMENT (TSM); LOW-COST IMPROVEMENTS TO THE EXISTING REGIONAL BUS SYSTEMS.
- ELEMENT II: FREEWAY TRANSIT, CONSISTING OF NEW BUSWAYS ON, AND FREE-FLOW IMPROVEMENTS TO FREEWAYS, AND A HIGH-OCCUPANCY-VEHICLE (HOV) PROGRAM.
- ELEMENT III: DOWNTOWN PEOPLE MOVER; A DOWNTOWN LOS ANGELES CIRCULATION SYSTEM INCLUDING A 'PEOPLE-MOVER'.
- ELEMENT IV: REGIONAL CORE RAPID TRANSIT SYSTEM, AN INITIAL SEGMENT OF RAIL RAPID TRANSIT IN THE LOS ANGELES REGION.

IN THIS STUDY WE WILL BE CONCERNED WITH A SEGMENT OF ELEMENT IV KNOWN AS THE PROPOSED WILSHIRE CORRIDOR "STARTER LINE."

THE STARTER LINE

THE FINAL ELEMENT OF THE FOUR-PART PROGRAM IS THE WILSHIRE RAIL STARTER LINE, AN 18-MILE RAPID TRANSIT SUBWAY SYSTEM. THE RAIL LINE WOULD START AT UNION STATION, GO THROUGH THE CENTRAL BUSINESS DISTRICT, WEST ALONG WILSHIRE, TURN NORTH AT FAIRFAX, TRAVEL THROUGH HOLLYWOOD AND CAHUENGA PASS, AND TERMINATE AT THE INTERSECTION OF LANKERSHIM AND CHANDLER IN NORTH HOLLYWOOD, SERVING 17 STATIONS ALONG THE WAY. THIS AREA HAS THE CITY'S HIGHEST POPULATION DENSITY AND EMPLOYMENT, THE HIGHEST TRANSIT RIDERSHIP AND THE MOST CONGESTION. THE PROPOSED SYSTEM WOULD UTILIZE AIR-CONDITIONED CARS, 10.5 FEET WIDE AND 75 FEET LONG, EACH PROVIDING SEATING FOR 75 AND A TOTAL CAPACITY OF 165. TRAINS OF UP TO SIX CARS EACH WOULD RUN ON RUSH HOUR HEADWAYS OF APPROXIMATELY FOUR MINUTES, PROVIDING A PASSENGER CAPACITY OF APPROXIMATELY 1000 PASSENGERS PER TRAIN OR OVER 15,000 PER HOUR IN EACH DIRECTION.

IN JULY 1979, THE LOS ANGELES COUNTY TRANSPORTATION COMMISSION COMMITTED \$100 MILLION IN LOCAL TRANSIT FUNDS FOR THIS PROJECT. THIS, COUPLED WITH \$300 MILLION IN ANTICIPATED STATE FUNDS WILL SATISFY REQUIRED LOCAL FUNDING OBLIGATIONS. THE REMAINING 80 PERCENT OF THE ESTIMATED \$2 BILLION WOULD BE MET BY FEDERAL ASSISTANCE.

THE PROPOSED RAPID TRANSIT STARTER LINE PROJECT SCHEDULE IS AS FOLLOWS:

- JUNE 1980 THROUGH MID 1983: PRELIMINARY ENGINEERING

- MID-1983 THROUGH 1984: FINAL DESIGN & COMMENCE UTILITY RELOCATION & RIGHT-OF-WAY ACQUISITION
- 1984 THROUGH 1989: CONSTRUCTION & START-UP TESTING
- 1990 OPERATION BEGINS

THE ULTIMATE PLAN






THE STARTER-LINE IS THE INITIAL PHASE OF AN ULTIMATE PLAN THAT CALLS FOR A RAPID TRANSIT SUBWAY SYSTEM SERVING THE LOS ANGELES COUNTY. THE SCRTPD HOPES THAT UPON THE CONSTRUCTION AND OPERATION OF THE STARTER-LINE, PEOPLE WOULD FINALLY EXPERIENCE THE FAVORABLE IMPACTS OF THIS RAPID TRANSIT SYSTEM AND WOULD SUBSEQUENTLY VOTE FOR A SALES TAX INCREASE DEVOTED TO THE DEVELOPMENT OF RAPID TRANSIT SUBWAY SYSTEMS IN LOS ANGELES COUNTY.

UPON AVAILABILITY OF ADEQUATE FUNDING, ACCORDING TO THE ULTIMATE PLAN, THE RAIL SYSTEM WOULD BE EXTENDED FROM THE NORTH HOLLYWOOD TERMINUS TO CONOGA PARK. THE ULTIMATE PLAN ALSO ENVISIONS AN EXTENSION OF THE RAPID TRANSIT LINE TO SANTA MONICA AND TO SOUTH BAY (VIA THE LOS ANGELES INTERNATIONAL AIRPORT), AS WELL AS EXTENSIONS TO EAGLE ROCK, EL MONTE AND HARBOR AREA FROM THE UNION STATION.

ULTIMATE TRANSIT PLAN

SOURCE : EIS ON TRANSIT SYSTEMS IMPROVEMENTS, SCRTD

LEGEND

-  STARTER/LINE
-  ULTIMATE SYSTEM
-  COMMUTER RAIL
-  FREEWAY SYSTEM
-  DOWNTOWN PEOPLE MOVER SYSTEM



NORTH HOLLYWOOD TERMINAL

URBAN DESIGN WORKSHOP
 URBAN AND REGIONAL PLANNING
 UNIVERSITY OF SOUTHERN CALIFORNIA

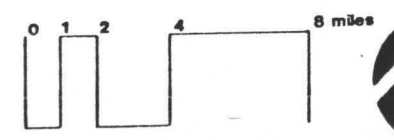


FIGURE 3.1

HISTORIC DEVELOPMENT PATTERNS

THE NORTH HOLLYWOOD COMMUNITY IS LOCATED APPROXIMATELY 12 MILES FROM THE CIVIC CENTER, NORTH OF STUDIO CITY AND UNIVERSAL CITY, EAST OF BURBANK. IT IS PART OF THE ORIGINAL SAN FERNANDO REY MISSION ESTABLISHED BY THE FRANCISIAN FATHERS IN 1797.

IN ITS TRANSITION FROM RURAL TO URBAN, THE NORTH HOLLYWOOD COMMUNITY HAS CHANGED NAMES. WITH THE COMPLETION OF THE SOUTHERN PACIFIC RAILROAD COMPANY STATION IN 1895, THE ORIGINAL NAME OF TOLUCA WAS CHANGED TO LANKERSHIM. IT WAS ANNEXED TO THE CITY OF LOS ANGELES IN 1923 AND THE NAME OF THE COMMUNITY WAS CHANGED TO NORTH HOLLYWOOD IN 1927.

RESIDENTIAL DEVELOPMENT SLOWED IN NORTH HOLLYWOOD DURING THE DEPRESSION, BUT WORLD WAR II AND THE POST-WAR HOUSING BOOM BROUGHT UNPRECEDENTED GROWTH. ALTHOUGH NORTH HOLLYWOOD HAS TRADITIONALLY BEEN A PLACE OF SINGLE-FAMILY RESIDENCES, MULTIFAMILY DWELLINGS ARE SPREADING IN THE AREA TODAY. ITS BUSINESS DISTRICT ALONG LANKERSHIM BLVD. HAS BEEN DECLINING IN THE FACE OF COMPETITION FROM SHOPPING CENTERS, AND IS PRESENTLY THE SUBJECT OF A CITY-SPONSORED REVITALIZATION PROGRAM. AN INDUSTRIAL AREA PRESENTLY EXISTS ALONG THE SOUTHERN PACIFIC RAILROAD LINE WHICH PASSES THROUGH THE NORTHERN PART OF THE AREA.

NATURAL ENVIRONMENT

SEISMICITY

THE CITY OF LOS ANGELES IS LOCATED AT THE JUNCTION OF TWO MAJOR GEOMOPHC UNITS, THE PENINSULA RANGES AND THE TRANSVERSE RANGES. THE GEOLOGIC STRUCTURE OF THE PENINSULAR RANGES WHICH INCLUDES ALL OF LOS ANGELES SOUTH OF THE SANTA MONICA MOUNTAINS, IS PREDOMINATELY NORTHWEST TRENDING. IT INCLUDES SEVERAL MAJOR FAULTS, OF WHICH, ONE IS THE NEWPORT-INGLEWOOD FAULT. THE SOUTHERLY MARGIN OF THE SANTA MONICA MOUNTAINS IS BOUNDED BY A MAJOR FAULT THAT EXTENDS FROM THE WEST OF POINT DUME TO CUCAMONGA ON THE EAST. THIS IS THE SANTA MONICA-HOLLYWOOD FAULT.

ALTHOUGH THERE ARE A TOTAL NUMBER OF SEVEN FAULTS (ACTIVE OR POTENTIALLY ACTIVE) WITHIN THE LOS ANGELES AREA, TWO FAULTS MAY BE OF CONCERN. THE NEWPORT-INGLEWOOD FAULT WHICH IS AN ACTIVE FAULT LIES TWO MILES FROM THE PROPOSED STARTER LINE. ANY EXTENSIONS OF THE STARTER LINE WESTWARD ALONG WILSHIRE BOULEVARD OR SOUTHWARD FROM DOWNTOWN LOS ANGELES WOULD CROSS THIS ZONE. THE SANTA MONICA-HOLLYWOOD FAULT WHICH IS A POTENTIALLY ACTIVE FAULT, ACTUALLY TRAVELS THROUGH THE PROPOSED STARTER LINE. THERE IS NO EVIDENCE OF THIS FAULT AT THE SURFACE NOR WITHIN 200 FEET OF THE SURFACE, AND THERE HAS BEEN NO EVIDENCE OF ACTIVITY ON THIS FAULT WITHIN THE LAST 11,000 YEARS, HOWEVER.

TOPOGRAPHY

THE NORTH HOLLYWOOD COMMUNITY IS SITUATED ON TERRAIN WHICH SLOPES VERY GENTLY TOWARD THE BASE OF THE SANTA MONICA MOUNTAINS. THE ELEVATION RANGES FROM 600 TO 650 FEET ABOVE SEA LEVEL.

SOIL

SOILS IN THE AREA BELONG TO THE HANFORD ASSOCIATION, USUALLY FOUND ON GENTLY SLOPING ALLUVIAL FANS. HANFORD SOILS ARE CHARACTERIZED AS WELL DRAINED WITH SLOW RUN-OFF AND SLIGHT EROSION HAZARD.

TEMPERATURE

MAXIMUM SUMMER TEMPERATURES CAN EXCEED 100 DEGREE F. IN THE DAY TIME. NIGHT TIME TEMPERATURES AVERAGE BETWEEN 65 DEGREES F. AND 40 DEGREES F.

RAINFALL

RAINFALL OCCURS PRIMARILY DURING THE WINTER PERIOD, FROM LATE OCT. TO EARLY APRIL, PRODUCING A YEARLY AVERAGE OF 14 INCHES. SUMMER RAINFALL IS NORMALLY RESTRICTED TO SCATTERED SHOWER ACTIVITY.

WIND

THE TYPICAL DAILY WIND PATTERN IS A DAY TIME SEA BREEZE FROM THE SOUTHEAST WITH NIGHT TIME WINDS REVERSING THE DIRECTION. THIS PATTERN IS INTERRUPTED FROM MID-OCT. TO MARCH BY OCCASIONAL WINTER STORMS AND INTERMITTENT STRONG NORTH-EASTLY SANTA ANA WINDS FROM MOUNTAINS AND DESERT NORTH AND EAST OF THE LOS ANGELES BASIN.

CLIMATE

THE CLIMATE OF THE LOS ANGELES AREA IS GENERALLY CLASSIFIED AS "MEDITERRANEAN" IN TYPE; MILD, SUNNY WINTERS WITH OCCASIONAL RAIN PLUS WARM DRY SUMMERS. THE CLIMATE OF THE NORTH HOLLYWOOD AREA IS CONTROLLED BY THE SURROUNDING MOUNTAIN RANGES WHICH MODIFY THE AIR ENTERING THE SAN FERNANDO VALLEY, PREVENTING THE INTRUSION OF COASTAL FOG AND OF COLDER AIR FROM THE INTERIOR.

THE COMMUNITY PLAN CENTERS CONCEPT

THE CENTERS CONCEPT IS ORIENTED TOWARD THE DEVELOPMENT OF LARGE CONCENTRATIONS OF RESIDENTIAL AND EMPLOYMENT OPPORTUNITIES WHICH WOULD BE THE FOCAL POINTS FOR SOLIDIFYING NEW GROWTH IN THE METROPOLITAN AREA. IT ATTEMPTS TO MINIMIZE THE TRAVEL DISTANCE BETWEEN HOMES AND PLACES OF EMPLOYMENT. THE

CENTER WOULD CONTAIN A WIDE RANGE OF JOBS, SHOPS, SERVICES, AND EDUCATIONAL, CULTURAL, AND RECREATIONAL ACTIVITIES. EACH COMMUNITY WOULD ACCOMMODATE A HIGH PERCENTAGE OF RETAIL SERVICE, OFFICE EMPLOYMENT, AND A SUBSTANTIAL PROPORTION OF INDUSTRIAL EMPLOYMENT.

ACCORDING TO THE DEPARTMENT OF CITY PLANNING, A MASS RAPID TRANSIT SYSTEM IS NEEDED TO CONNECT THE CENTERS BECAUSE OF THEIR STRONG ATTRACTION TO EACH OTHER AND THE HIGH DENSITY OF THE METROPOLIS AS A WHOLE.

THE BASIC FEATURES OF THE CENTERS CONCEPT ARE:

1. "SUBURBS" COMPRISED PRE-DOMINANTLY OF PROTECTED SINGLE-FAMILY RESIDENTIAL AREAS.
2. "CENTERS" WITH A HIGH INTENSITY OF VARIED URBAN ACTIVITIES: RESIDENTIAL, COMMERCIAL, CULTURAL, RECREATIONAL, AND APPROPRIATE INDUSTRIAL USES.
3. OPEN SPACES OF VARIOUS SIZE IN BOTH CENTERS AND SUBURBS, SERVING RECREATIONAL FUNCTIONS AND ENHANCING THE CITY'S APPEARANCE.
4. INDUSTRIAL AREAS THROUGHOUT THE CITY AT LOCATIONS WHICH ARE CONVENIENT TO RESIDENTIAL AREAS, TRANSPORTATION FACILITIES, AND FREIGHT FACILITIES.
5. HIGH-INTENSITY COMMERCIAL FACILITIES, IN GENERAL, TO BE LOCATED IN CENTERS NEAR RAPID TRANSIT STATIONS. MULTIPLE FUNCTION BUILDINGS ARE TO BE ENCOURAGED.
6. A COMPREHENSIVE TRANSPORTATION SYSTEM INCLUDING AN IMPROVED HIGHWAY AND FREEWAY SYSTEM; A RAPID TRANSIT NETWORK WITH FEEDER LINES, PERIPHERAL PARKING, AND LOCAL BUSES; OTHER APPROPRIATE FORMS OF LOCAL BUS AND TAXI SERVICE; BIKEWAY SYSTEMS; A REGION-WIDE AIR

TERMINAL SYSTEM AND A FREIGHT MOVEMENT AND TERMINAL SYSTEM.

THE MAJOR FOCAL POINTS OF ACTIVITY WOULD HELP PEOPLE IDENTIFY MORE READILY WITH THEIR LOCAL CENTERS. JUSTIFICATION OF THE HIGH INVESTMENT IN RAPID TRANSIT WOULD BE DEPENDENT UPON THE RATE OF GROWTH AND THE TYPE AND DESIGN OF FACILITIES IN THE CENTERS.

CENTERS CONCEPT

SOURCE : CENTERS / CONCEPT OF LOS ANGELES

LEGEND

- CENTER
- ✱ CENTERS WHICH CORRESPOND TO STATIONS



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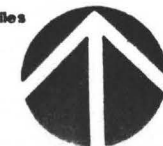


FIGURE 3.2

VICINITY / SITE ISSUES 4

SITE BOUNDARIES

THE STUDY AREA IS LOCATED IN THE NORTH-WEST PORTION OF THE CENTRAL COMMERCIAL DISTRICT OF NORTH HOLLYWOOD. IT IS BOUNDED BY CLIMPSTON STREET TO THE NORTH, MAGNOLIA BOULEVARD TO THE SOUTH, AND THE HOLLYWOOD FREEWAY AND CUHUENGA BOULEVARD TO THE WEST AND EAST RESPECTIVELY.

EXISTING ZONING

THE TOTAL LAND IN THE NORTH HOLLYWOOD COMMUNITY IS APPROXIMATELY 10.3 SQUARE MILES. 81.1% OF THE ACREAGE IS ZONED RESIDENTIAL, 9.6% IS ZONED COMMERCIAL, 8.3% IS ZONED INDUSTRIAL AND THE REMAINING 1.0% IS ZONED FOR PARKING. 32.5% OF THE TOTAL RESIDENTIALLY ZONED LAND IS R3 AND R4 IN NATURE.

THE ZONING CODES HAVE ALLOWED THE DEVELOPMENT OF STRIP COMMERCIAL AND STRIP MEDIUM AND HIGH DENSITY (R3 & R4) RESIDENTIAL AREAS. INDUSTRY IN THE AREA IS MOSTLY CONCENTRATED. CONCENTRATION OF INDUSTRIAL ACTIVITY HOPEFULLY CREATES A MINIMUM OF ANNOYANCE TO THE HOMEOWNER AND THE APARTMENT DWELLERS.

LAND USE

NOT ALL OF THE LAND USES IN NORTH HOLLYWOOD ARE IN COMPLIANCE WITH THE COMMUNITIES ZONING PLANS. 80.7% (4,384 ACRES) OF THE TOTAL RESIDENTIALLY ZONED ACREAGE IS USED

FOR RESIDENTIAL PURPOSES, 40% OF THE MULTIPLE RESIDENTIAL ACREAGE IS BEING USED FOR SINGLE FAMILY HOMES. APPROXIMATELY 61.4% OF THE (644 ACRES) OF THE COMMERCIALLY ZONED LAND IS BEING USED FOR COMMERCIAL PURPOSES, AND ONLY 58.6% OF THE 555 ACRES ZONED FOR INDUSTRY IS BEING USED FOR INDUSTRIAL PURPOSES. THE REMAINING LAND IS USED FOR THE NORTH HOLLYWOOD EXTENSION OF THE HOLLYWOOD FREEWAY (175 ACRES), THE COMMUNITY PARKS (120 ACRES), WITH ONLY 254 ACRES REMAINING IN VACANT LAND.

COMMERCIAL USES ARE FOCUSED ALONG LANKERSHIM BOULEVARD ESPECIALLY BETWEEN CHANDLER AND MAGNOLIA. THIS AREA LACKS A STRONG FOCUS BUT THE AREA HAS A POTENTIAL FOR DEVELOPING ONE.

INDUSTRIAL USES ARE FOUND EAST OF LANKERSHIM BOULEVARD SURROUNDING THE RAILROAD TRACKS, PRIMARILY BETWEEN BURBANK AND MAGNOLIA. PROPERTY VALUES FOR THE AREA ARE GENERALLY QUITE LOW AND MUCH OF THE LAND IS NOT FULLY UTILIZED.

CIRCULATION

VEHICULAR CIRCULATION WITHIN THE NORTH HOLLYWOOD AREA IS ACCOMMODATED BY A GRID STREET PATTERN COMPRISED OF THREE MAJOR AND FOUR SECONDARY HIGHWAYS AS DESIGNATED BY THE HIGHWAYS AND FREEWAYS ELEMENT OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES AS WELL AS NUMEROUS LOCAL COLLECTOR AND RESIDENTIAL STREETS. ARTERIAL ACCESS FOR NORTH-SOUTH THROUGH TRAFFIC IS PROVIDED PRIMARILY BY

LANKERSHIM BOULEVARD, VINELAND AVENUE, AND TWJUNGA AVENUE, WHILE BURBANK, MAGNOLIA, AND CHANDLER BOULEVARDS FUNCTION AS MAJOR EAST-WEST ROUTES. FREEWAY ACCESS TO THE COMMUNITY IS PROVIDED BY THE HOLLYWOOD AND VENTURA FREEWAY. THE PROPOSED "RAPID TRANSIT LINE" WILL COME FROM LOS ANGELES ALONG VINELAND AVENUE AND END AT A TERMINAL TRANSIT STATION ON CHANDLER.

EXISTING ROAD NET/TRAFFIC VOLUMES







BOTH THE HOLLYWOOD AND THE VENTURA FREEWAYS ARE HEAVILY CONGESTED DURING PEAK TRAFFIC HOURS AROUND THE STUDY AREA. IT IS ESTIMATED THAT THE HOLLYWOOD FREEWAY CARRIES 174,000 VEHICLES PER DAY AND THE VENTURA FREEWAY CARRIES APPROXIMATELY 180,000 VEHICLES PER DAY (1977 DATA).

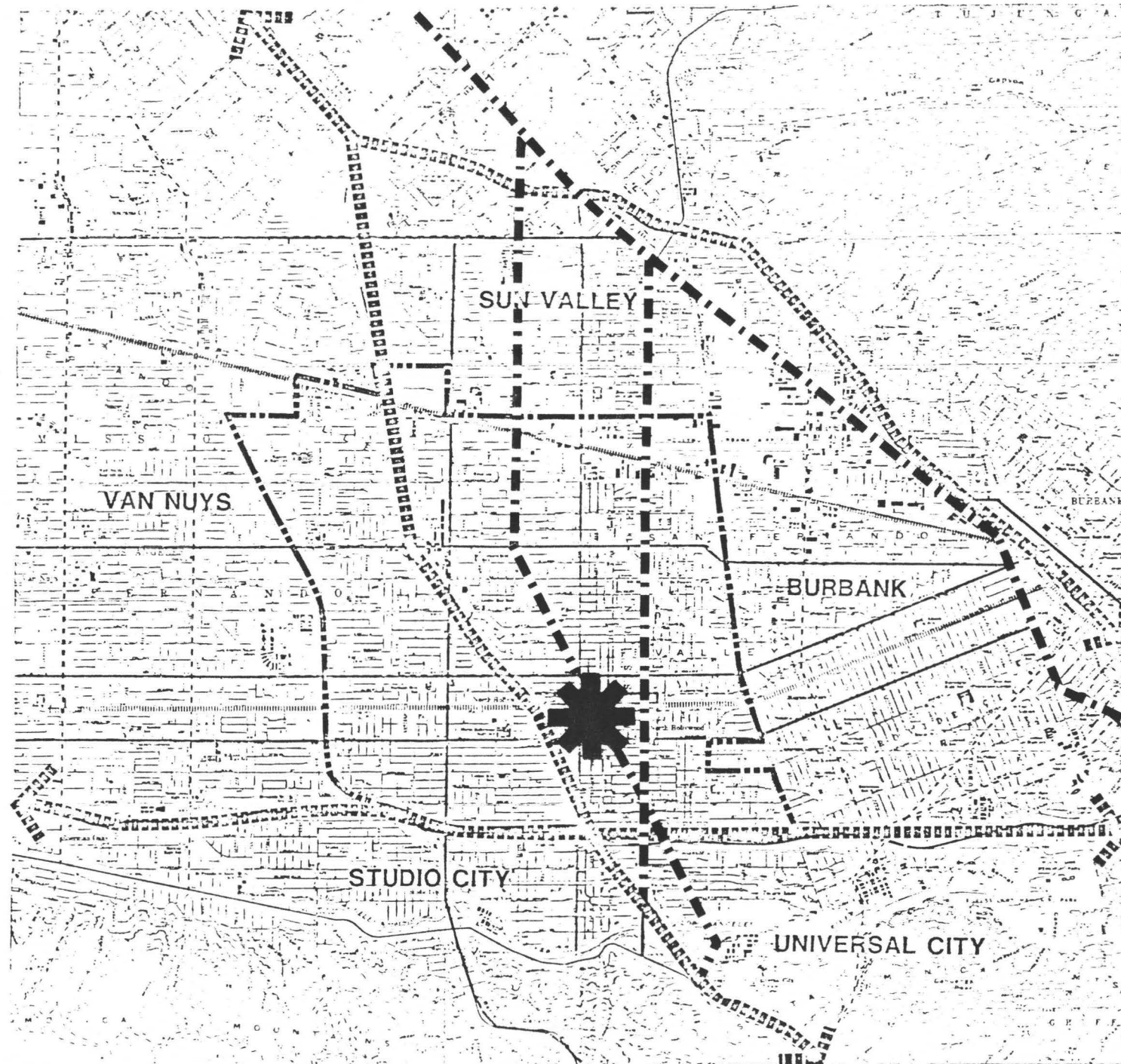
THE MAJOR ACCESS FOR NORTH-SOUTH THROUGH TRAFFIC IS PROVIDED BY LANKERSHIM BOULEVARD AND VINELAND AVENUE. MAGNOLIA BOULEVARD AND BURBANK BOULEVARD FUNCTION AS MAJOR EAST-WEST ROUTES. TWJUNGA AVENUE SERVES AS A SECONDARY HIGHWAY FOR NORTH SOUTH TRAFFIC, AND CHANDLER BOULEVARD IS A DIVIDED SECONDARY HIGHWAY FOR EAST-WEST TRAFFIC. THE SOUTHERN PACIFIC RAILROAD LIES WITHIN AN EAST-WEST CORRIDOR AND FUNCTIONS AS A DIVIDER FOR CHANDLER BOULEVARD. THE TRAFFIC VOLUMES ON A DAILY BASIS FOR THE MAJOR TRAFFIC ROUTES ARE SHOWN IN TABLE 4.1

PROJECT SITE LOCATION

SOURCE : COMMUNITY REDEVELOPMENT AGENCY

LEGEND

-  FREEWAY SYSTEM
-  COLLECTOR ROAD
-  PRIMARY
-  SECONDARY
-  NORTH HOLLYWOOD DISTRICT BOUNDARY
-  SITE



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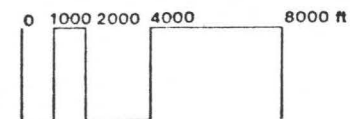


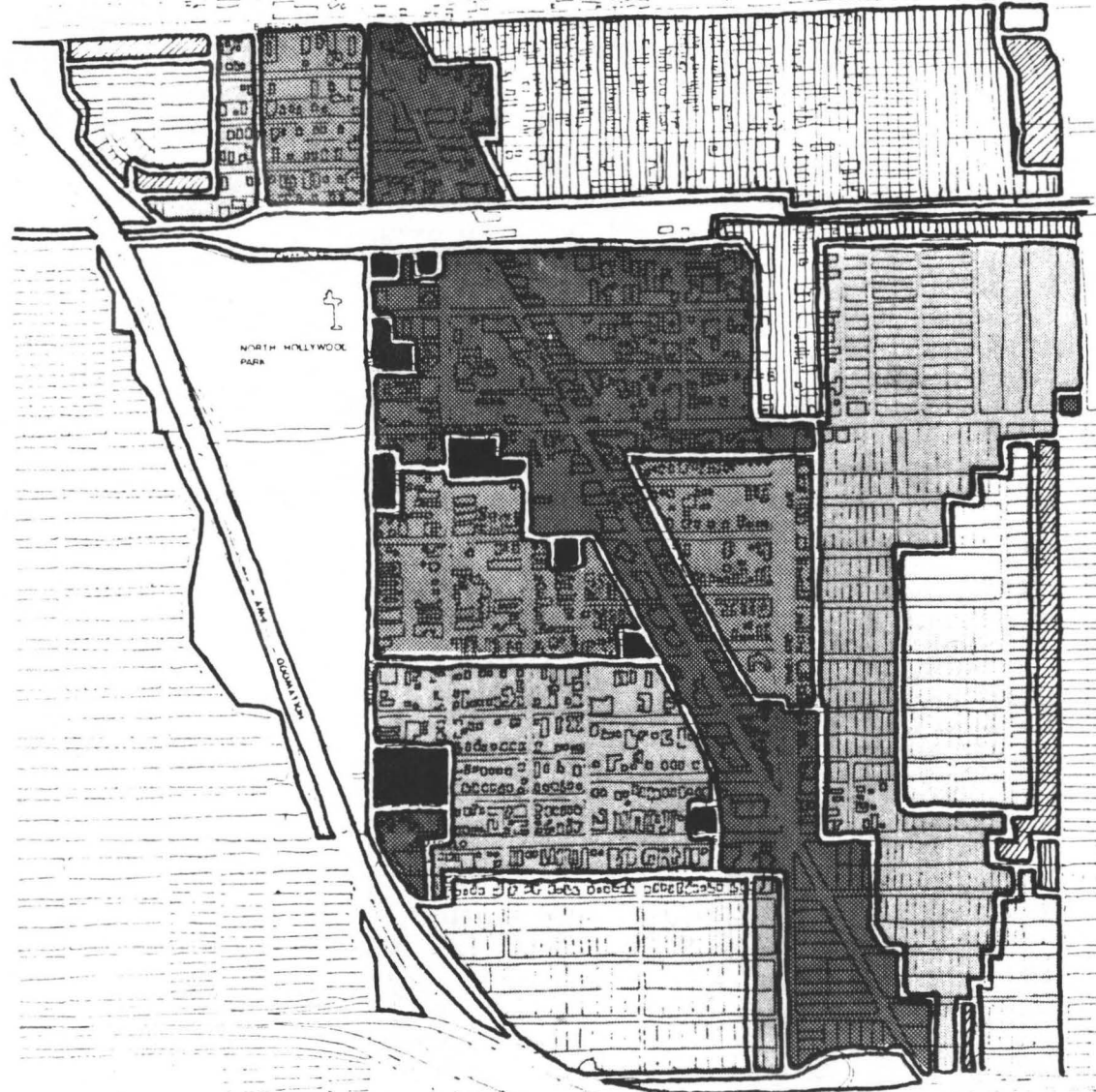
FIGURE 4.1

EXISTING LAND USE

SOURCE · COMMUNITY REDEVELOPMENT AGENCY

LEGEND

- RESIDENTIAL
- LOW DENSITY
 - LOW MEDIUM DENSITY
 - MEDIUM DENSITY
 - HIGH DENSITY
- INDUSTRIAL-LIGHT
- INDUSTRIAL-MEDIUM
- COMMERCIAL
- QUASI PUBLIC
- PARK



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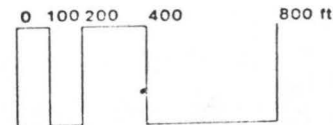


FIGURE 4.2

TABLE 4.1 EXISTING TRAFFIC VOLUMES

MAJOR HIGHWAYS	(1977)
LANKERSHIM BOULEVARD	23,000/day
VINELAND AVENUE	23,000/day
BURBANK BOULEVARD	19,000/day
SECONDARY HIGHWAYS	
MAGNOLIA BOULEVARD	18,000/day
TWJUNGA AVENUE	10,900/day
CHANDLER BOULEVARD	

PROJECTED ROAD NET/ TRAFFIC VOLUMES

THE CONGESTION ON THE FREEWAYS IS NOT EXPECTED TO IMPROVE IN THE FUTURE. BY 1990 THE HOLLYWOOD AND VENTURA FREEWAYS ARE EXPECTED TO BE CARRYING 200,000 AND 218,000 VEHICLES PER DAY RESPECTIVELY, SUCH AN INCREASE WOULD ONLY ADD TO THE ALREADY AGGRAVATED SITUATION.

INFORMATION FOR PROJECTED TRAFFIC VOLUMES FOR THE MAJOR AND SECONDARY HIGHWAYS WAS NOT AVAILABLE.

EXISTING TRANSIT SYSTEMS

THE SCRTD PROVIDES AN EXTENSIVE BUS NETWORK WHICH SERVICES THE ENTIRE LOS ANGELES URBANIZED AREA. THERE ARE SEVERAL RTD LINES WHICH SERVICE THE NORTH HOLLYWOOD STUDY AREA. DESPITE THE EXTENT OF THE BUS NETWORK, IT SUFFERS FROM TWO MAJOR, BUT COMMON, TRANSIT

PROBLEMS: SPEND AND CAPACITY. A TRAILWAYS BUS STATION IS LOCATED ON MCCORMICK STREET AND PROVIDES LONG DISTANCE BUS TRAVEL. ALSO, THE HOLLYWOOD-BURBANK AIRPORT IS LOCATED APPROXIMATELY 4 MILES TO THE NORTH-EAST OF THE PROPOSED RAPID TRANSIT TERMINAL.

EXISTING LAND VALUES

LAND VALUES FOR INDUSTRIAL AND COMMERCIAL USES RANGE FROM 25-35 DOLLARS PER SQUARE FOOT (1980). THE INDUSTRIAL LAND TENDS TO SELL MORE TOWARDS THE LOWER END OF THE PRICE RANGE WHILE THE COMMERCIAL LAND SELLS CLOSER TO 35 DOLLARS PER SQUARE FOOT. RESIDENTIAL LOTS NORTH OF CHANDLER BOULEVARD ARE SELLING FOR APPROXIMATELY \$80,000 PER LOT

EXISTING LAND OWNERSHIP

THE PROJECT AREA IS PRIMARILY COMPRISED OF INDUSTRIAL AND COMMERCIAL LAND USES. THE LARGEST OWNERS OF INDUSTRIAL LAND INCLUDE:

- .SOUTHERN PACIFIC RAILROAD
- .CAL TRANS
- .SOUTHERN CALIFORNIA GAS COMPANY
- .TARZANA LUMBER COMPANY
- .SOUTHERN PACIFIC INDUSTRIAL COMPANY
- .WEDDINGTON INDUSTRIES
- .CUMPSTON ASSOCIATES

THE MAJORITY OF THESE LOTS ARE LOCATED BETWEEN CHANDLER AND CUMPSTON BOULEVARD-THE NORTHERN PROJECT BOUNDARY.

THE LARGE COMMERCIAL AREAS ARE PRIMARILY 4-5 ACRES IN SIZE. THE LARGE COMMERCIAL

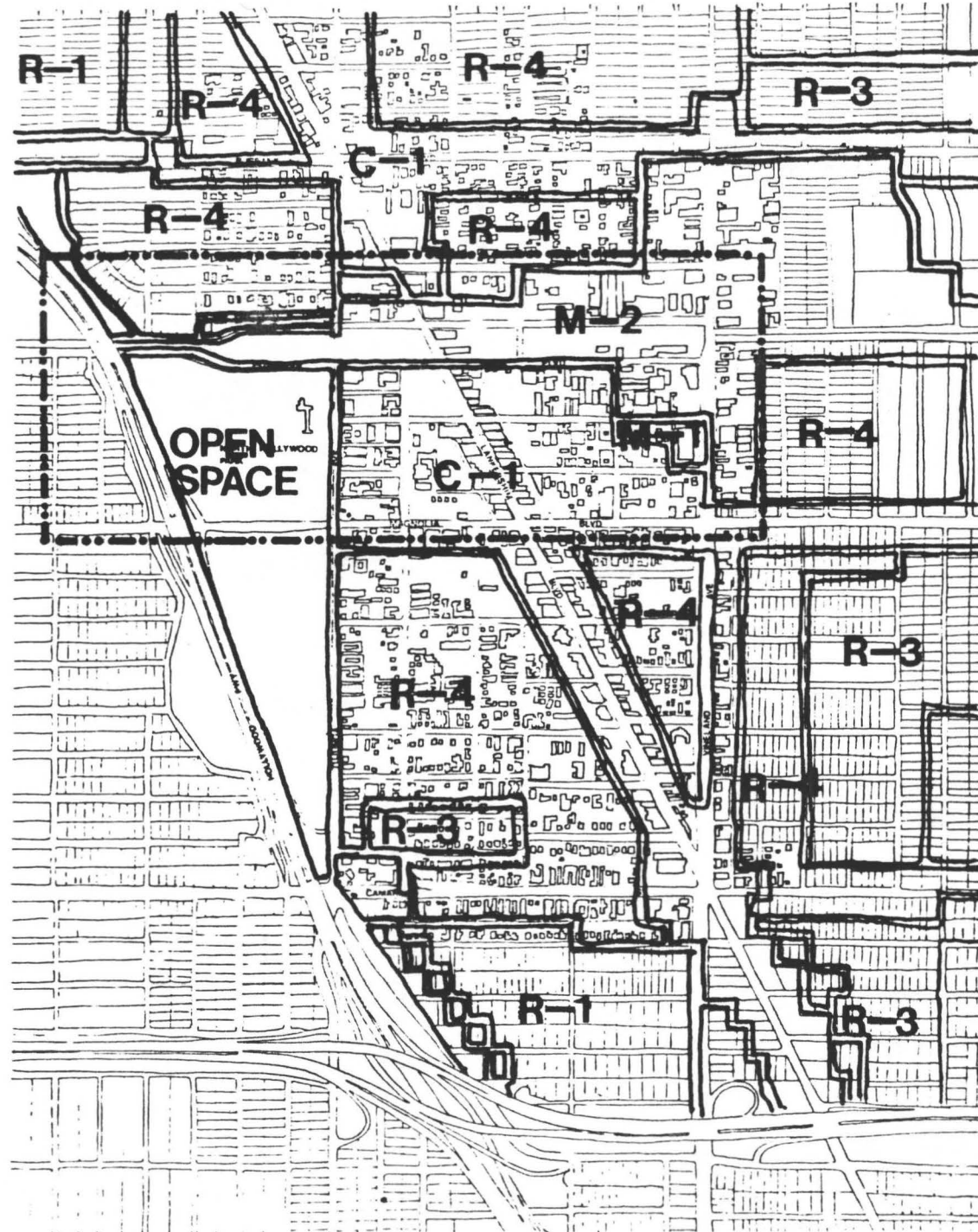
OWNERS ARE:

- .WEDDINGTON INVESTMENT COMPANY
- .ST. PAUL'S FIRST LUTHERN CHURCH
- .DEPARTMENT OF REAL-ESTATE MANAGEMENT
- .J.B. RICHARDS
- .P. YOUNG

EXISTING PLANS FOR CHANGE

CONSISTENT WITH THE PROVISIONS OF THE CALIFORNIA COMMUNITY REDEVELOPMENT LAW A LAND USE AND BUILDING CONDITIONS SURVEY ON ACTIVITIES ASSOCIATED WITH THE CRA STUDY INDICATE THAT THROUGHOUT THE NORTH HOLLYWOOD STUDY AREA THERE ARE NUMEROUS INCIDENCES OF STRUCTURAL DETERIORATION PLUS ENVIRONMENTAL AND LAND USE CONFLICTS THAT DETER SIGNIFICANT PRIVATE INVESTMENT. SUCH CONDITIONS AS SMALL AND IRREGULARLY CONFIGURED LAND PARCELS, THE JUXTAPOSITION OF RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL LAND USES, INADEQUATE CIRCULATION, AND STRUCTURAL DETERIORATION DETRACT FROM AN ENVIRONMENT THAT IS OTHERWISE SUFFICIENTLY STABLE TO PROMOTE PRIVATELY INITIATED REVITALIZATION. THESE CONDITIONS ARE ILLUSTRATED ON THE LAND USE MAP AND THE BUILDING CONDITIONS MAP.

ACCORDING TO THE RESULTS OF THE BUILDING CONDITION SURVEY CONDUCTED IN THE CRA STUDY, VARIOUS GEOGRAPHIC SECTIONS OF THE STUDY AREA WERE DELINEATED AND CATEGORIZED AS EITHER "SOUND", "TRANSITIONAL" OR "DETERIORATING", ACCORDING TO THE NATURE AND EXTENT OF THE PROBLEMS EVIDENT IN EACH AREA. THIS IS ILLUSTRATED ON THE STABILITY TREND MAP.



EXISTING ZONING

SOURCE : L.A. CITY, PLANNING DEPT.

LEGEND

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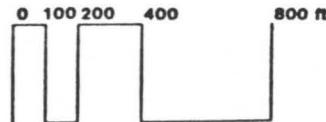
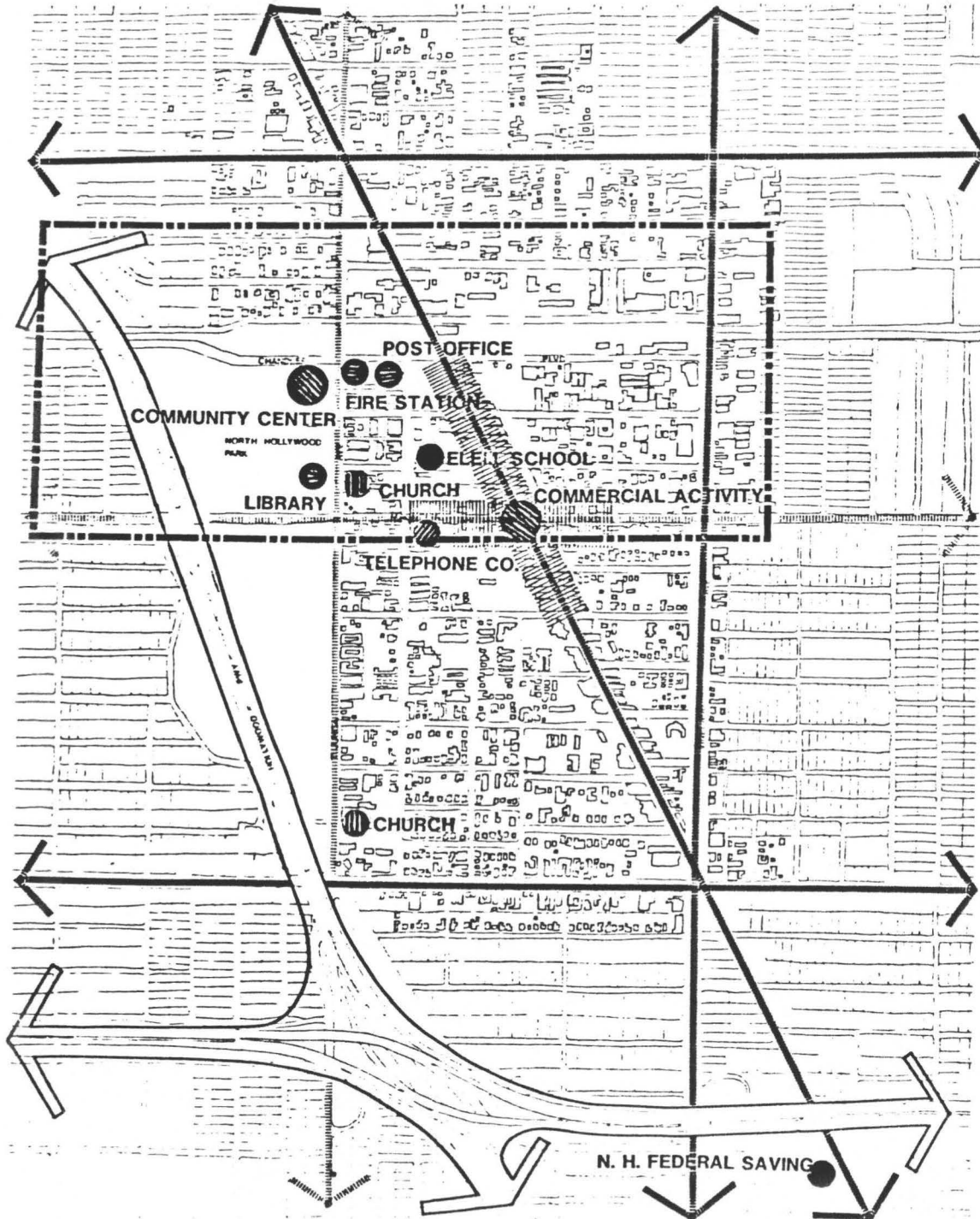


FIGURE 4.3



CIRCULATION & LANDMARKS

SOURCE : NORTH HOLLYWOOD BACKGROUND REPORT

LEGEND

-  PUBLIC FACILITY
-  QUASI-PUBLIC FACILITY
-  EDUCATIONAL FACILITY
-  PUBLIC
-  PRIVATE
-  MAJOR LANDMARK
-  MAJOR ACTIVITY
-  COMMERCIAL ACTIVITY
-  FREEWAY
-  MAJOR MOVEMENT
-  MINOR MOVEMENT

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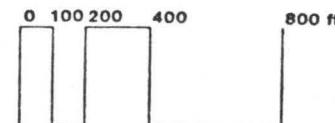
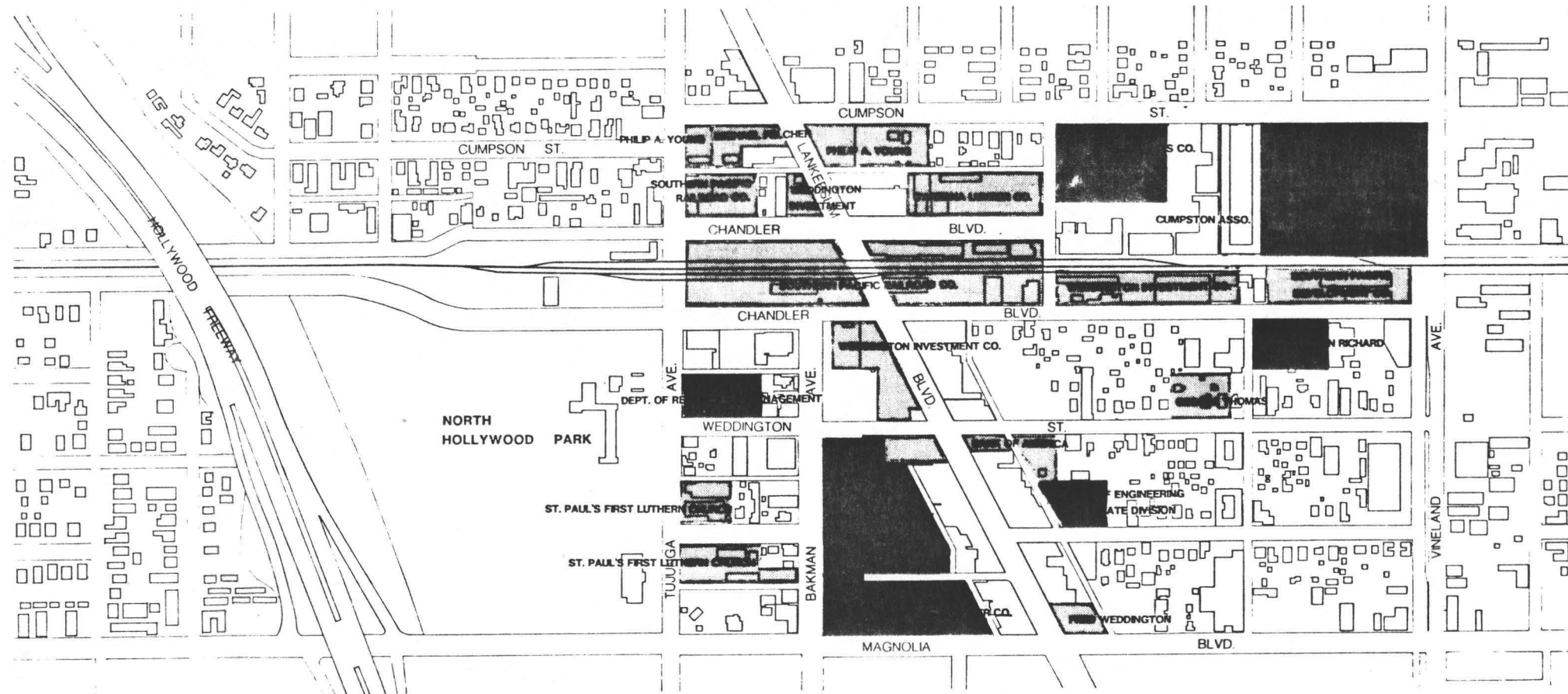


FIGURE 4.4



MAJOR LAND OWNERSHIPS

SOURCE : LA COUNTY HALL OF RECORD

LEGEND

- PUBLIC OWNERSHIP
- PRIVATE OWNERSHIP

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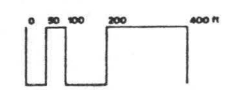


FIGURE 4.5

IN ORDER TO DETERMINE THE DISTRIBUTION AND CONCENTRATION OF PROBLEMS SUCH AS STRUCTURAL DETERIORATION, CONFLICTS IN LAND USE, INADEQUACY OF CIRCULATION AND INAPPROPRIATE LAND SUBDIVISION, DATA FROM THE FIELD SURVEYS WERE TRANSFERRED ONTO ACCURATE PARCEL LEVEL BASE MAPS OF THE AREA. THE BUILDING CONDITIONS MAP SHOWS THE AVERAGE STRUCTURAL CONDITIONS ON A SCALE FROM 0 TO 500. A BLOCK FRONT CONTAINING ONLY SOUND STRUCTURES WOULD BE REPRESENTED BY 0, AND 500 WOULD REPRESENT A BLOCK FRONT CONTAINING ENTIRELY SUBSTANTIALLY DETERIORATED STRUCTURES. THE MAP DISPLAYS A RANGE OF TONES REPRESENTING THE GRADUATION OF CONDITIONS WHICH EXIST IN THE AREA.

RETAIL CHARACTERISTICS

THE NORTH HOLLYWOOD CENTRAL BUSINESS DISTRICT IS DEFINED BY THE UNITED STATES CENSUS AS MAJOR RETAIL CENTER #18, WHICH IN 1972 WAS COMPRISED OF 117 RETAIL ESTABLISHMENTS. IT IS SITUATED ALONG LANKERSHIM BOULEVARD BETWEEN CHANDLER BOULEVARD AND LA MAIDA STREET, AND ALONG MAGNOLIA BOULEVARD BETWEEN BAKMAN AND RIVERTON AVENUES. THESE ESTABLISHMENTS INCLUDE 62 SHOPPING GOODS STORES, 25 CONVENIENCE GOODS STORES, AND 30 MISCELLANEOUS STORES. THE TOTAL AREA OF LEASABLE RETAIL SPACE IS 150,000 SQUARE FEET.

MARKET ANALYSIS RETAIL SALES POTENTIAL

WITHIN THE NORTH HOLLYWOOD AREA THERE IS A SUBSTANTIAL RETAIL SALES POTENTIAL BASED ON EXISTING AND FUTURE POPULATION. THE CURRENT AND FUTURE ADDITIONAL NORTH HOLLYWOOD (N.H.) SALES ARE SHOWN IN MILLIONS OF DOLLARS IN TABLE 4.2

	SALES VOLUME (MILLIONS)	
	EXISTING N.H.	PROPOSED ADDITIONAL N.H.
CONVENIENCE	\$65	\$ 9
PRIMARY SHOPPING	\$25	\$11
SECONDARY SHOPPING	\$54	\$ 8
GENERAL PURCHASE	\$110	\$15
TOTAL	\$304	\$43

DEMOGRAPHICS

POPULATION

THE TOTAL NUMBER OF RESIDENTS WITHIN THE REGIONAL CORE IS PROJECTED AT 7.2% BY 1990 BRINGING THE TOTAL TO 642,000. (TABLE 4.3)

	1970	1977	1990
REGIONAL CORE	559,000	-	642,000
NORTH HOLLYWOOD	90,068	113,000	-
VICINITY	3,490	4,482	-

ETHNICITY

1970 AS WELL AS 1977 CENSUS DATA WERE USED TO ILLUSTRATE THE CHANGING ETHNICITY PATTERNS WITHIN NORTH HOLLYWOOD AND THE PROPOSED STARTER LINE TERMINAL AREA. TABLE 2.4 SHOWS THAT WITHIN THE IMMEDIATE VICINITY, THE WHITE POPULATION HAS BEEN DECLINING FORM 1970 TO 1977, WHILE THE HISPANIC POPULATION HAS BEEN INCREASING STEADILY DURING THIS PERIOD.

	NORTH HOLLYWOOD PERCENT		VICINITY PERCENT	
	1970	1977	1970	1977
ANGLO	72	72	85.8	67.3
HISPANIC	22	23	13.3	24.7
BLACK	1	3	0.0	4.7
OTHER	5	2	.9	3.3
	100.0	100.0	100.0	100.0

AGE COMPOSITION

NORTH HOLLYWOOD HAS ONE OF THE LARGEST CONCENTRATIONS OF SENIOR CITIZENS IN THE CITY OF LOS ANGELES. MANY SENIOR CITIZENS APPEAR TO BE MOVING INTO NORTH HOLLYWOOD FROM THE OTHER DISTRICTS OF THE CITY, SEEKING LESS

EXPENSIVE HOUSING AND A LOWER COST OF LIVING
(TABLE 4.5)

TABLE 4.5 AGE COMPOSITION

	NORTH HOLLYWOOD PERCENT	VICINITY PERCENT
	1977	1977
0-17	25	20.2
18-64	64	66.2
65+	11	13.6
	100	100.0

MEDIAN INCOME

BOTH THE NORTH HOLLYWOOD AREA AND THE STUDY AREA HAVE MEDIAN INCOMES BELOW THE MEDIAN INCOME FOR THE CITY OF LOS ANGELES. TABLE 4.6 SHOWS THE DIFFERENCES IN MEDIAN INCOMES

TABLE 4.6 MEDIAN INCOME

	1977
LOS ANGELES	14,030
NORTH HOLLYWOOD	13,750
VICINITY	12,443

PERSONS IN POVERTY

TABLE 4.7 SHOWS THE PERCENTAGE OF PERSONS IN POVERTY WITHIN THE GREATER NORTH HOLLYWOOD AREA.

TABLE 4.7 PERSONS IN POVERTY
PERCENT OF TOTAL POPULATION

	1977
NORTH HOLLYWOOD	10.0
VICINITY	21.8

TRANSIENCY

BOTH INTER AND INTRA-COMMUNITY TRANSIENCY IS A CHARACTERISTIC OF THE NORTH HOLLYWOOD AREA, AND AS A RESULT THE AREA IS PERCEIVED TO BE SOCIALLY UNSTABLE. NORTH HOLLYWOOD HAS BEEN DESCRIBED AS A "STEPPING STONE" TO OTHER COMMUNITIES IN THE VALLEY. FAMILIES OFTEN REMAIN HERE ONLY UNTIL THEY CAN AFFORD THE HIGHER PRICES IN THE WESTERN SECTIONS OF THE SAN FERNANDO VALLEY.

EMPLOYMENT

THROUGHOUT THE NORTH HOLLYWOOD AREA THE BULK OF THE AVAILABLE EMPLOYMENT OPPORTUNITIES IS LOCATED WITHIN THE MANUFACTURING, RETAIL TRADE, AND THE SERVICE SECTOR CATEGORIES. TABLE 4.8 SHOWS THE TOTAL NUMBER OF JOBS LOCATED IN NORTH HOLLYWOOD AND THE STUDY AREA.

TABLE 4.8 EMPLOYMENT TOTALS (NO. OF JOBS)

	1970
REGIONAL CORE	541,856
NORTH HOLLYWOOD	28,063
VICINITY	7,213

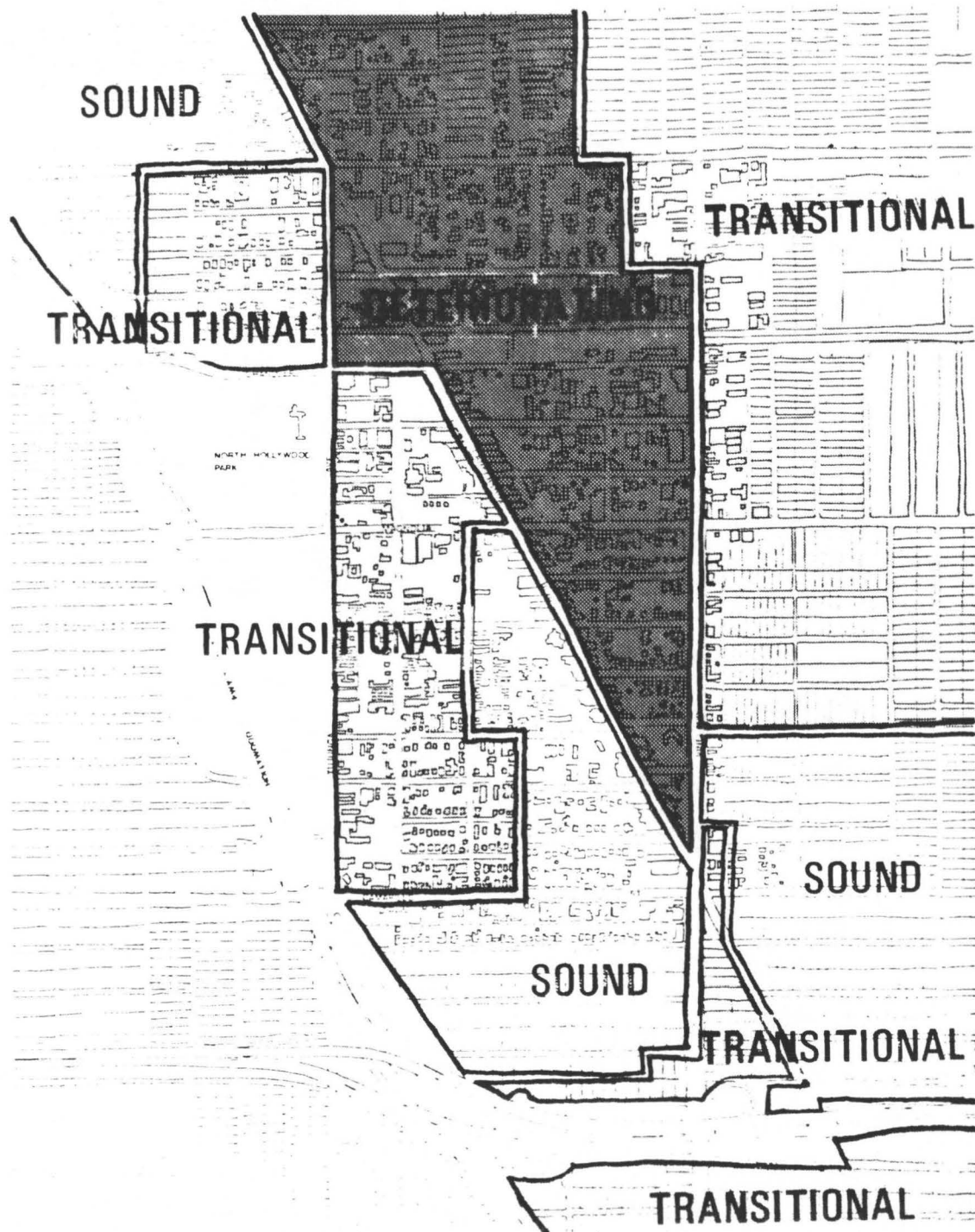
EXISTING VISUAL ENVIRONMENT

WHILE THE NORTH HOLLYWOOD AREA HAS SOME LANDMARKS, THE COMMUNITY LACKS MAJOR PROMINENT FEATURES THAT GIVE A COMMUNITY A MEANS OF IDENTIFICATION AND UNITY. THESE LANDMARKS ARE STRUCTURAL FEATURES WHICH SERVE AS POINTS OF IDENTIFICATION. AS A RESULT THE COMMUNITY TENDS TO ORIENTATE ITSELF BY THE ACTIVITY CENTERS AND BUSINESS DISTRICT. THE MAJOR ACTIVITY CENTERS ARE VALLEY AND LAUREL PLAZA SHOPPING AREAS. THE MAJOR COMMUNITY BUSINESS DISTRICT IS CHARACTERIZED BY AGING AUTO FIRMS WHICH ARE LOCATED NORTH OF CHANDLER BLVD, ALONG LANKERSHIM BLVD.

THE HOLLYWOOD AND VENTURA FREEWAYS, BECAUSE OF THEIR SIZE AND SCALE, CREATE DIVIDERS OR BARRIERS TO COMMUNITY MOVEMENT AND INVOLVEMENT. A SIMILAR TYPE OF IMPACT IS ALSO CREATED BY THE TUJUNGA FLOOD CONTROL AREA.

INDUSTRIAL DISTRICTS ARE LOCATED IN TWO AREAS. ONE IS NORTH AND SOUTH OF SHERMAN WAY AND THE OTHER IS EAST OF LANKERSHIM BLVD, ALONG CHANDLER BLVD.

THE RESIDENTIAL NEIGHBORHOODS ARE NOT EASILY CATEGORIZED. THERE APPEARS TO BE NO RECOGNIZABLE HOMOGENEITY WITHIN THEM. AREAS WHICH ARE RECOGNIZABLE ARE AREAS WHICH ARE IN NEED OF REPAIR, IN A STATE OF TRANSITION, AND AREAS WHICH ARE ONLY HELD "TOGETHER" BY THE LARGE AMOUNT OF TREES AND FOLIAGE WITHIN THEM.



NEIGHBORHOOD STABILITY

SOURCE : NORTH HOLLYWOOD REVITALIZATION STUDY
JULY, 1979 C.R.A.

LEGEND

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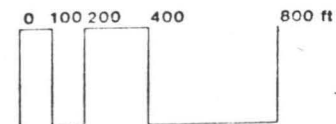
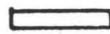
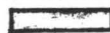
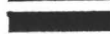


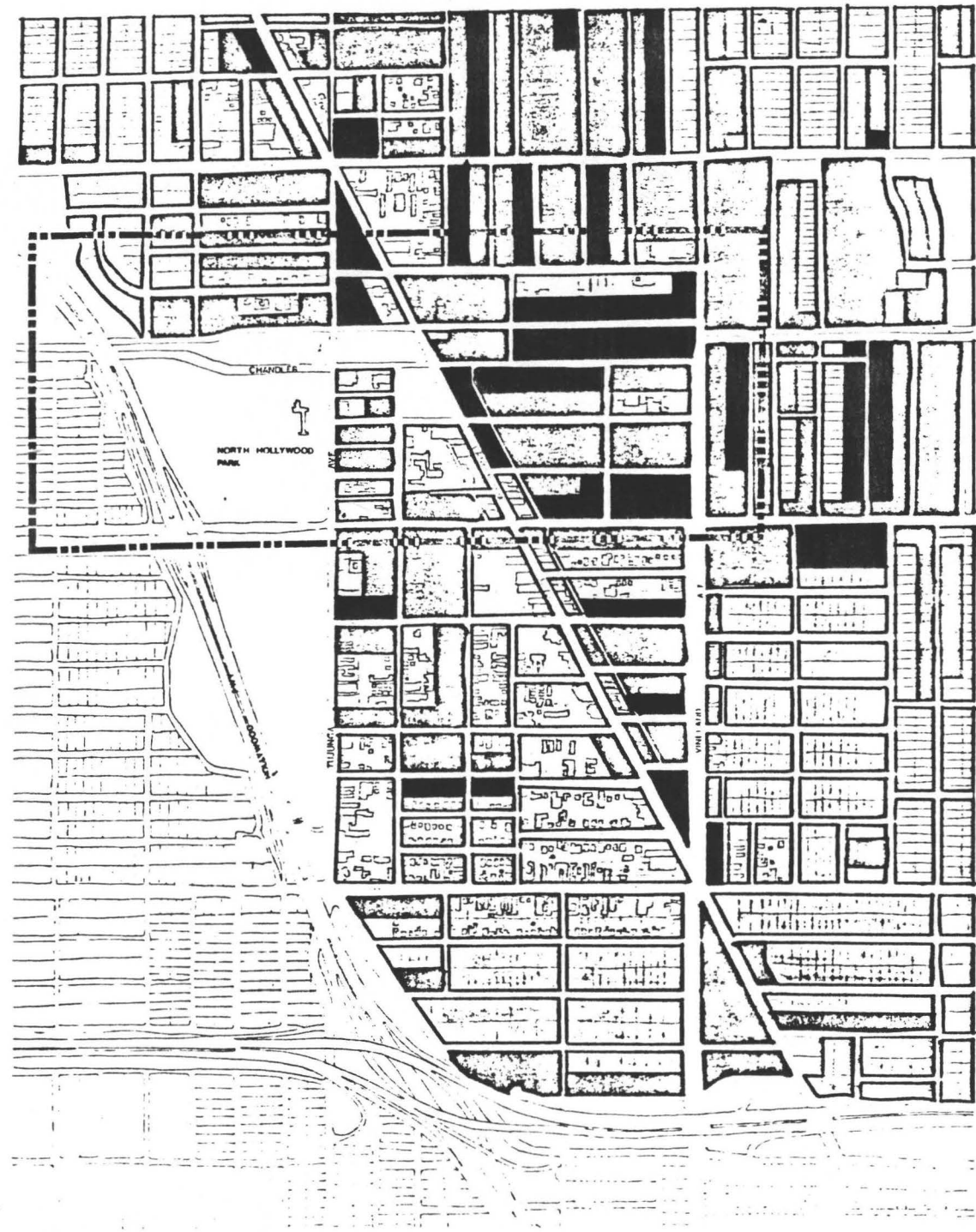
FIGURE 4.6

BUILDING CONDITIONS

SOURCE : NORTH HOLLYWOOD REVITALIZATION STUDY
JULY, 1979 C.R.A.

LEGEND

-  0-25 (PREDOMINATLY SOUND STRUCTURES)
-  26-100 (TRANSITIONAL STRUCTURES)
-  101-500 (PREDOMINATLY DETERIORATED STRUCTURES)



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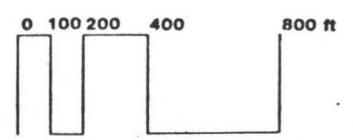


FIGURE 4.7

A VERY PLEASING VISUAL ENVIRONMENT IS THE NORTH HOLLYWOOD PARK WHICH RUNS WEST ALONG TUJUNGA AVENUE. IT APPEARS TO BE WELL TAKEN CARE OF AND EXTENSIVELY USED BY THE RESIDENTS. ALTHOUGH IT FORMS A NICE BUFFER BETWEEN THE COMMUNITY AND THE HOLLYWOOD FREEWAY, IT APPEARS AS AN ISOLATED "PARADISE" WITH NO LINK TO ITS SURROUNDING.

THE MOST VIGOROUS PUBLIC COMMITMENT IS REQUIRED TO CORRECT THE PROBLEMS WHICH CHARACTERIZE THE AREA DESIGNATED CENTRAL LANKERSHIM WHERE THE NORTH HOLLYWOOD TERMINUS FOR THE TRANSIT LINE IS PROPOSED TO BE LOCATED. ALTHOUGH THERE ARE MANY EXAMPLES OF WELL MAINTAINED STRUCTURES AND HEALTHY COMMERCIAL, INDUSTRIAL AND RESIDENTIAL USES IN THIS AREA, MORE THAN HALF OF THE STRUCTURES IN THE AREA, ARE INADEQUATELY MAINTAINED, OR DETERIORATING. LAND USES ARE HIGHLY DIVERSIFIED HERE, INCLUDING SINGLE AND MULTIPLE FAMILY HOUSING, RETAIL AND SERVICE COMMERCIAL, OFFICE COMMERCIAL, WAREHOUSING AND STORAGE, PUBLIC AND PRIVATE INSTITUTIONAL, AND ANCILLARY PARKING FOR EACH USE. DUE TO THE DIVERSITY IN LAND USES AND TO THE CONFIGURATION OF THE EXISTING DEVELOPMENT, THERE ARE SEVERE LAND USE CONFLICTS IN THIS AREA. ADDITIONALLY, THERE ARE PROBLEMS IN PARCEL CONFIGURATION AND VEHICULAR CIRCULATION. THE WEST TRANSITIONAL SPECIAL STUDY AREA IS ALSO PROPOSED AS A REDEVELOPMENT AREA BY CRA BECAUSE IT CONTAINS SOME OF THE OLDEST COMMERCIAL STRUCTURES IN THE DOWNTOWN NORTH HOLLYWOOD COMMERCIAL CORE, AND THERE IS A STRONG POSSIBILITY THAT UNDER FUTURE DEVELOPMENT, SOME OF THESE STRUCTURES WOULD BE REMOVED TO MAKE ROOM FOR NEW COMMERCIAL DEVELOPMENT.

ACCORDING TO GRUEN'S STUDY, A CHANGE IN IMAGE IS NEEDED FOR THE PRESENT COMMERCIAL AREA OF NORTH HOLLYWOOD; ONE THAT WOULD ATTRACT INVESTORS TO DEVELOP NEW USES AND VITALITY FOR THE AREA. IN VIEW OF THE ADJACENT REGIONAL USES SURROUNDING THE NORTH HOLLYWOOD AREA, ANY REVITALIZATION EFFORT MUST PROVIDE FOR A NEW, ATTRACTIVE AND COMPETITIVE URBAN CENTER TO BRING PEOPLE BACK TO THE CORE. AFTER DISCUSSIONS AND TESTING WITH DEVELOPERS OF THE VARIOUS ALTERNATIVES, GRUEN'S STUDY HAS INDICATED THE FEASIBILITY AND ACCEPTANCE OF A MULTI-USE CONCEPT FOR THE CORE OF NORTH HOLLYWOOD, WHICH WOULD BE A SMALLER-SCALED INNER-CITY CENTER INTEGRATED WITH OFFICES, COMMUNITY AND SPECIALITY SHOPPING, CULTURAL EVENTS, HOTEL AND RESIDENTIAL USES.

THE OTHER REVITALIZATION ACTIVITIES STUDIED BY CRA WERE ALSO CONSIDERED IN RELATION TO THE LEVEL OF DETERIORATION IN THIS AREA, THEY ARE:

- . THE ACQUISITION OF PROPERTY, CLEARANCE OF STRUCTURES, SITE IMPROVEMENT AND RELOCATION.
- . THE REPARCELIZATION OF SMALL, FRAGMENTED PARCELS INTO PARCELS OF A LARGER SCALE WHICH, IF MADE AVAILABLE UNDER SINGLE OWNERSHIP, CAN BE PURCHASED BY THE PRIVATE SECTOR FOR THE EXPANSION OF EXISTING USES OR FOR NEW DEVELOPMENT.
- . THE REHABILITATION OF EXISTING RESIDENTIAL, COMMERCIAL AND INDUSTRIAL PROPERTY THROUGH THE AVAILABILITY OF TECHNICAL SERVICES AND LOW INTEREST LOANS.

- . THE PROMOTION OF NEW RESIDENTIAL, COMMERCIAL OR INDUSTRIAL USES FOR WIDE RANGE OF ECONOMIC CAPACITIES.
- . THE IMPROVEMENT OF BOTH VEHICULAR AND PEDESTRIAN CIRCULATION.
- . THE CONSTRUCTION OF NEW PUBLIC FACILITIES, SUCH AS UTILITIES, OPEN SPACE, STREET FURNITURE AND GRAPHICS, AND PUBLIC BUILDINGS.

VICINITY FEATURES

THE MAJOR NEIGHBORHOOD AMENITY IS THE NORTH HOLLYWOOD PARK WEST OF TUJUNGA BOULEVARD. THE PARK CONTAINS THE LANIER LIBRARY, A SENIOR CITIZENS ACTIVITY CENTER, ATHLETIC FIELDS, AND A MONUMENT TO AMELIA EARHART A NATIVE TO NORTH HOLLYWOOD. THE PARK IS THE ONLY IMPROVED OPEN SPACE WITHIN THE STUDY AREA. IT ADDS A PLEASING AESTHETIC DIMENSION TO THE NEIGHBORHOOD AND ACTS AS A BUFFER BETWEEN RESIDENTIAL AREAS AND THE HOLLYWOOD FREEWAY.

THE SITE ALSO CONTAINS SOME ARCHITECTUALLY INTERESTING BUILDINGS. ONE OF WHICH IS AN OLD SOUTHERN PACIFIC RAIL ROAD STATION ALONG CHANDLER BOULEVARD WHICH IS PRESENTLY OCCUPIED BY HENDRICKS BUILDERS SUPPLY COMPANY. ANOTHER IS A BOOK STORE ON THE NORTH-WEST CORNER OF LANKERSHIM AND WEDDINGTON

STATION FACILITIES & REQUIREMENTS

THE ASPECT OF A RAPID TRANSIT SYSTEM WHICH HAS THE MOST IMMEDIATE AND DRAMATIC EFFECT UPON THE PUBLIC IS THE DESIGN OF THE STATIONS AND WAY STRUCTURES. STATIONS HAVE TO BE DESIGNED TO ACCOMMODATE LARGE CONCENTRATIONS OF PASSENGERS WITH SAFETY, COMFORT AND SPEED. WHILE ALIKE FUNCTIONALLY, THEY WILL VARY ARCHITECTURALLY DEPENDING ON WAY CONFIGURATION CAPACITY REQUIREMENTS, ACCESS AND INDIVIDUAL SITE CONDITIONS. ALL WILL HAVE A PLATFORM LEVEL, A CONCOURSE LEVEL (MEZZANINE), AN

AREA OF INTERFACE WITH OTHER MODES OF TRANSPORTATION AND NON-PUBLIC AREAS DEVOTED TO SYSTEM OPERATIONS. THE PLATFORM WILL PERMIT THE LATERAL MOVEMENT OF PASSENGERS BOARDING AND ALIGHTING FROM THE TRANSIT VEHICLES; THE CONCOURSE (MEZZANINE) WILL CONTAIN THE AUTOMATIC FARE COLLECTION EQUIPMENT AND THE STATION EMPLOYEE FACILITIES. ALL VERTICAL CIRCULATION WILL BE ACCOMPLISHED WITH ESCALATORS OPERATING IN BOTH DIRECTIONS IN ADDITION TO STAIRWAYS AND ELEVATORS FOR HANDICAPPED PATRONS.

STATION CHARACTERISTICS

FOUR STATION TYPES MAY BE IDENTIFIED AS DESCRIPTIVE OF ALL TRANSIT STATIONS AND ARE VARIOUSLY APPLICABLE TO THE STATIONS PROPOSED BY SCRTD. THEY ARE ACTIVITY CENTER STATIONS, ON-LINE STATIONS, INTERMODAL STATIONS, AND TERMINAL STATIONS. NORTH HOLLYWOOD TERMINAL

IS A TERMINAL STATION WHICH MAY HAVE ALL THE CHARACTERISTICS OF AN INTERMODAL TRANSFER STATION BUT MUST INCLUDE ADDITIONAL LAND FOR TRAIN YARDS AND TRACKS FOR TURNING BACK TRAINS. THESE CAN HAVE A TREMENDOUS VISUAL IMPACT ON SURROUNDING USES AND MUST BE SITED ACCORDINGLY. INTERMODAL STATIONS EMPHASIZE BUS AND AUTO ACCESS RAMPS AND LANES, SPECIAL BUS LANES AND RAMPING WITH PLATFORMS OR TERMINALS TO FACILITATE PASSENGER TRANSFERS.

CONSTRUCTION TYPE

FOUR METHODS OF STATION CONSTRUCTION ARE TYPICAL IN TRANSIT STATION DESIGN: ON-GRADE, CUT AND COVER, MINED AND AERIAL. ACCORDING TO SCRTD, ALL OF THE STATIONS IN THE VARIOUS ALIGNMENTS WITH THE EXCEPTION OF THE TWO NORTHERNMOST, NORTH HOLLYWOOD AND UNIVERSAL CITY, HAVE BEEN ASSUMED TO BE A MINED OR BORED TUNNEL TYPE CONSTRUCTION.

MEZZANINE CONFIGURATION

THE STATION MEZZANINE IS TYPICALLY FOUND IN ONE OF FOUR LOCATIONS: SEPARATE FROM THE TRAINROOM AND ABOVE THE PLATFORM LEVEL, SEPARATE FROM THE TRAINROOM AND AT THE PLATFORM LEVEL, SEPARATE FROM THE TRAINROOM AND AT THE STREET LEVEL, AND WITHIN THE TRAINROOM AND ABOVE THE PLATFORM LEVEL. EACH OF THESE LOCATIONS AFFECTS THE STATION VOLUME AND PROCEDURES FOR EXCAVATION, THUS AFFECTING THE STATION COST. IN ADDITION, EACH LOCATION HAS IMPLICATIONS FOR LAND ACQUISITION, SURFACE DISRUPTION AND JOINT

DEVELOPMENT OPPORTUNITIES.

MEZZANINE ACCESS

TWO CONDITIONS OF MEZZANINE ACCESS FROM STREET LEVEL CAN BE IDENTIFIED -- SPREAD AND CENTER LOADING. THE SPREAD MEZZANINE HAS TWO SEPARATE FREE AREAS REQUIRING SEPARATE TICKETING FACILITIES. THE PURPOSE OF THIS CONFIGURATION IS TO MAXIMIZE THE SPREAD BETWEEN POINTS OF STATION ACCESS IN ORDER TO PROVIDE BETTER PEDESTRIAN SERVICE AND VISIBILITY. THE CENTER LOADING CONFIGURATION HAS ONE FREE AREA AND ONE TICKETING AREA THUS REQUIRING LESS OPERATING PERSONNEL. IT MAY BE USED WHERE ACCESS IS CENTRALIZED, FOR INSTANCE IN A TERMINAL STATION WHEN RIDERSHIP DERIVES PRIMARILY FROM CARS WHICH CAN BE PARKED AROUND A SINGLE ENTRANCE, OR WHERE BUS ACCESS CAN EASILY BE CHanneLED TO ONE POINT OF ENTRY.

PLATFORM CONFIGURATION

MAXIMUM TRAIN LENGTH DETERMINES THE LENGTH OF THE PLATFORM AND, THEREFORE, OF THE STATION; SCRTD ASSUMED TRAIN LENGTH IS 450 FEET, AND PLATFORM LENGTH IS SET AT 500 FEET. STATION WIDTH IS A FUNCTION OF TRAIN WIDTH AND PLATFORM WIDTH. THE SUBWAY VEHICLES PLANNED ARE APPROXIMATELY 10½ FEET WIDE.

DETERMINING PLATFORM WIDTH IS A MORE DIFFICULT DESIGN PROBLEM. A NUMBER OF METHODS MAY BE USED BUT THEY GENERALLY FALL INTO THE CATEGORIES OF EITHER SAFETY-EMERGENCY FACTORS OR PEAK VOLUME DEMAND. IN THE PEAK VOLUME

SIZING. 8 SQUARE FEET IS ALLOWED PER PERSON ON THE PLATFORM. THE SAFETY SIZE ASSUMES 4 SQUARE FEET OF SPACE PER PERSON IN AN EMERGENCY SITUATION.

THE NUMBERS GENERATED BY THESE CALCULATIONS IN MAJOR METROPOLITAN AREAS TEND TO RANGE FROM 18 TO 38 FEET. THE SMALLER STATIONS SUGGESTS A STANDARDIZATION OF PLATFORM WIDTH WITHIN A RANGE OF 20 TO 30 FEET. ANCILLARY SPACE IS GENERALLY ADDED TO THE ENDS OF THE PLATFORM WITHIN THE PLATFORM WIDTH.

AREA REQUIREMENT

STATION PLATFORMS HAVE THREE POSSIBLE CONFIGURATIONS IN A SIMPLE LINE STATION: SIDE, CENTER, AND STACKED ONE ABOVE THE OTHER. (FIG. 6.1) THE FIRST TWO ARRANGEMENTS ARE IN COMMON USE. THE VERTICALLY STACKED PLATFORM CONFIGURATION IS A SELECTIVELY USED, DUAL TRAIN ROOM STATION WHOSE MAJOR ASSETS ARE A NARROW RIGHT-OF-WAY REQUIREMENT AND CERTAIN OPERATIONAL BENEFITS WHEN USED AT THE JUNCTION OF TWO LINES. CENTER PLATFORMS ARE GENERALLY CONSIDERED TO BE OPERATIONALLY THE SUPERIOR ARRANGEMENT. THEY PROVIDE MORE AREA TO HANDLE PEAK HOUR VOLUMES, ESPECIALLY THE HEAVY TRAFFIC OCCURRING AT TERMINAL STATIONS, AND REQUIRE FEWER STAIRS AND ESCALATORS, REDUCING CAPITAL AND OPERATING COSTS.

SIDE-LOADED PLATFORMS ARE PREFERRED FOR AERIAL AND ON-GRADE STATIONS BECAUSE:

- THE TRAIN TRACKAGE CAN BE CONTINUED IN A STRAIGHT LINE THROUGH THE STATION.

- A STATION CAN BE LENGTHENED OR A NEW ONE ADDED AT ANY POINT ALONG THE AERIAL WAY STRUCTURE.
- THE LENGTH OF THE WIDENED STRUCTURE RESULTING FROM THE TRANSITION OF TRACKS AROUND A CENTER PLATFORM CAN BE MINIMIZED.
- THEY ARE STRUCTURALLY MORE FEASIBLE IN A STREET MEDIAN WHERE A SINGLE COLUMN SUPPORT IS NECESSARY.

MEZZANINE SIZING

A ROUGH MEZZANINE AREA TAKE-OFF MAY BE ACCOMPLISHED BY LOOKING AT THE COMPONENTS OF THE MEZZANINE SPACE.

- TURNSTILES: ASSUMED 3-FEET-WIDE EACH WITH 20 FEET CLEAR ON EITHER SIDE FOR QUEUING.
- ESCALATORS: ONE UNIT (2 ESCALATORS, 1 STAIR) ASSUMED TO BE 16-FEET-WIDE WITH 20 FEET OF QUEUING SPACE (4 UNITS EQUALS 1280 SQUARE FEET).
- ANCILLARY SPACE: ASSUMED TO BE APPROXIMATELY 800 SQUARE FEET.
- GENERAL CIRCULATION: 20% OF THE ABOVE AREAS IS ADDED FOR GENERAL CIRCULATION FOR PASSENGERS AND PERSONEL.

RELATED TRANSPORTATION REQUIREMENTS

1. AUTO PARKING: SPACE STANDARDS FOR LONG AND SHORT TERM PARKING ON-GRADE ARE ASSUMED TO BE 325 SQUARE FEET PER CAR. ACCORDING TO THE STUDIES BY SCR TD, THE PARKING REQUIREMENT AT THE NORTH HOLLYWOOD TERMINAL IS 3,100 CARS OR 23 ACRES.
2. KISS AND RIDE: THERE ARE TWO TYPES OF KISS AND RIDE FACILITIES: DROP-OFF, WHICH CONSISTS OF CURB SPACE, AND WAIT SPACE, WHICH IS IDENTICAL TO PARKING SPACE. CURB SPACE WILL BE ESTABLISHED AT 20 FEET OF LENGTH PER CAR: STALLS WILL BE 325 SQUARE FEET PER CAR. THE REQUIREMENT OF KISS AND RIDE IN NORTH HOLLYWOOD TERMINAL, ACCORDING TO SCR TD, IS 150 CARS OR 1.1 ACRES.
3. BUS: BUS STALLS AT GRADE WILL REQUIRE 1,800 SQUARE FEET PER BUS. THE TOTAL REQUIREMENT IS 6 STALLS OR 0.25 ACRES.
4. PEDESTRIAN: PEDESTRIAN ACCESS TO THE STATION FROM PARKED CARS SHOULD NOT EXCEED A 2 MINUTE WALK OR 500 FEET. PEDESTRIAN ACCESS FROM BUS OR KISS AND RIDE FACILITIES SHOULD BE IMMEDIATE AND WITHIN 100 FEET OF STATION ENTRY POINTS.
5. YARD FACILITIES: SWITCHING AND TRAINCAR STORAGE WILL OCCUR AT TERMINAL STATIONS LIKE NORTH HOLLYWOOD. SPACE REQUIREMENTS FOR THESE FACILITIES ARE ESTIMATED BY SCR TD TO BE 4 ACRES AT-GRADE.

**CONSTRAINTS &
POTENTIALS**

5

INTRODUCTION

THE EXISTING AND PROJECTED DEVELOPMENT PATTERNS FOR THE NORTH HOLLYWOOD STUDY AREA REPRESENT A VARIETY OF OPPORTUNITIES AND CONSTRAINTS FOR THE DEVELOPMENT OF THIS PROJECT. THESE OPPORTUNITIES AND CONSTRAINTS INCLUDE SITE CONFIGURATION, TRANSPORTATION ACCESSIBILITY, AND ENVIRONMENTAL FACTORS. THE PRELIMINARY DESIGN CONCEPT FOR THIS PROJECT WILL BE DEVELOPED FROM A SERIES OF CRITERIA EVALUATIONS RESULTING FROM A REVIEW OF THESE LOCAL CONDITIONS.

NATURAL CONSTRAINTS

THE EXISTING NATURAL ENVIRONMENTAL CONDITIONS ON AND AROUND THE PROJECT AREA AS SHOWN IN FIG. 5.1 COULD AFFECT THE DEVELOPMENT OF THE PROJECT AS FOLLOWS:

TOPOGRAPHY

THERE IS A GRADUAL SLOPE TO THE SOUTH-EAST IN THE NORTH HOLLYWOOD AREA. THIS SLOPE RESULTS IN A 20 FOOT ELEVATIONAL DIFFERENCE FROM THE NORTH-WEST TO THE SOUTH-EAST OF THE PROJECT AREA. THERE IS A 2000 FOOT CROSS DISTANCE FROM NORTH TO SOUTH OF THE PROJECT AREA THEREFORE THE SLOPE DIFFERENCE WILL NOT HAVE A SUBSTANTIAL IMPACT OF THIS PROJECT.

WIND

DURING THE WINTER MONTHS STRONG SANTA ANA WINDS BLOW FROM THE NORTH-EAST. A WIND BUFFER COULD BE PLACED IN THE NORTH-EAST SECTION OF THE PROJECT AREA TO PROTECT THE SITE FROM THESE WINDS. SUMMER BREEZES COME FROM THE SOUTH-EAST DURING THE DAY AND FROM THE NORTH-WEST DURING THE NIGHT. PRECAUTIONS SHOULD BE TAKEN TO AVOID THE FORMATION OF A WIND TUNNEL ALONG LANKERSHIM BLVD.

SOLAR CONSIDERATIONS

THE POSSIBLE INCREASE IN THE BUILDING HEIGHTS IN THE STUDY AREA COULD INTERFERE WITH SOLAR ACCESS TO THE LOW-RISE RESIDENTIAL AREA TO THE NORTH. IT IS IMPORTANT TO PROTECT "ADEQUATE" SOLAR ACCESS TO THIS AREA.

NOISE

THE NORTH HOLLYWOOD PARK ACTS AS A NOISE BUFFER BETWEEN THE STUDY AREA AND THE HOLLYWOOD FREEWAY. NOISE FROM THE FREEWAY IMPACTS THE PORTION OF THE SITE TO THE NORTH OF THE PARK. INTERMITTENT NOISE OCCURS ALONG CHANDLER BOULEVARD BECAUSE OF THE EXISTENCE OF A SOUTHERN PACIFIC RAILROAD LINE WHICH IS USED ONCE A DAY. THE NOISE IMPACT WHICH WILL BE GENERATED BY THE PROPOSED TRANSIT LINE WILL DEPEND UPON THE STRUCTURE OF THE SYSTEM E.G. AT GRADE, AERIAL, OR BELOW GRADE.

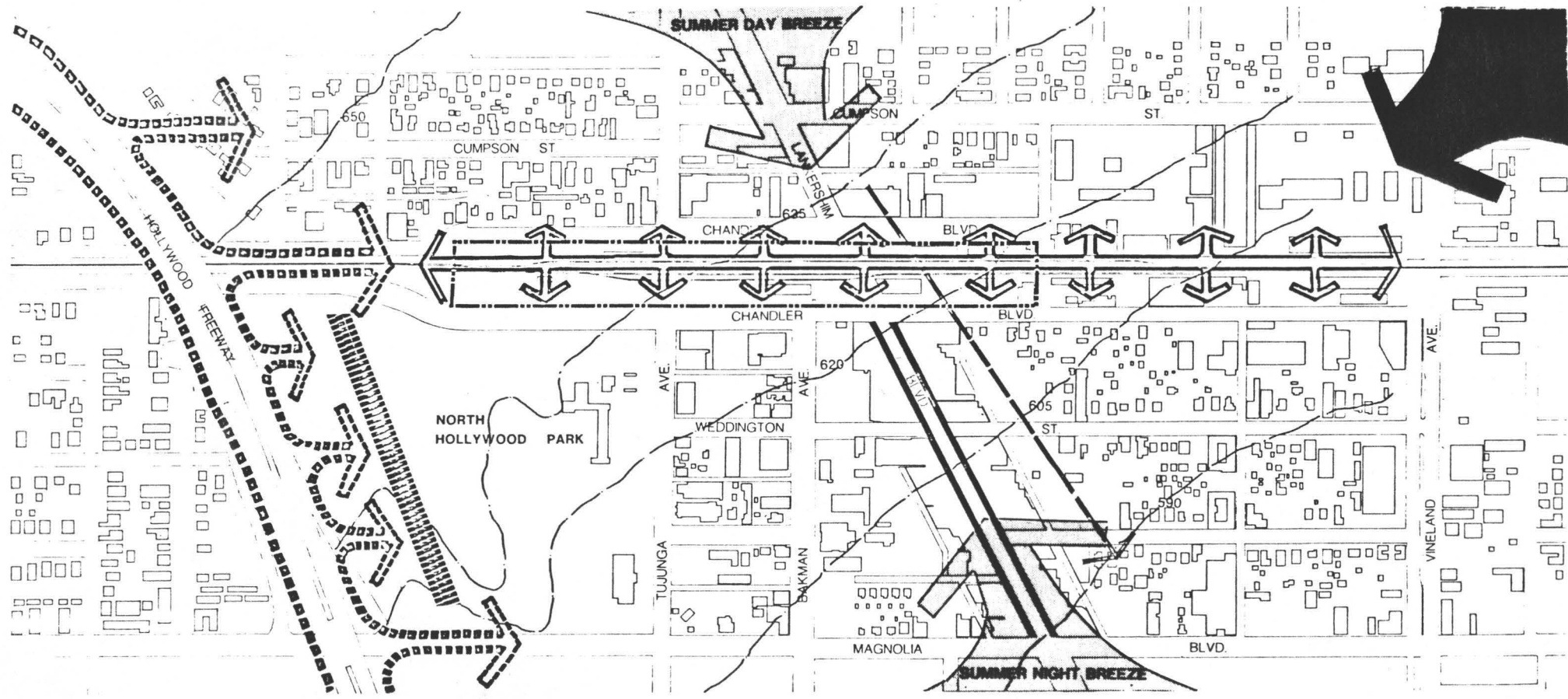
ACCESS CONSTRAINTS & POTENTIALS

ACCESS TO THE PROPOSED NORTH HOLLYWOOD RAPID TRANSIT TERMINUS IS VERY IMPORTANT TO THE OVERALL SUCCESS OF THIS PROJECT. A NUMBER OF ASPECTS MUST BE CONSIDERED IN THE PLANNING AND DESIGN PROCESSES TO ENSURE ADEQUATE ACCESSIBILITY. THESE ASPECTS INCLUDE DIRECT ACCESS FROM THE FREEWAYS, BUS ACCESS, ARTERIAL STREET ACCESS, AND PEDESTRIAN ACCESS.

THE IMAGE OF THE NORTH HOLLYWOOD AREA CAN BE GREATLY ENHANCED BY THE ADDITION OF THE RAPID TRANSIT STATION IF THE MAJOR ACCESS ROUTES CAN BE DESIGNED AS "GATEWAYS" INTO THE AREA. THIS WILL AID IN ENHANCING THE PROJECT'S SUCCESS IN THE NORTH HOLLYWOOD AREA.

FREEWAYS

THE HOLLYWOOD AND VENTURA FREEWAYS PROVIDE DIRECT ACCESS TO THE SITE FROM THE SURROUNDING AREAS. THE EXISTING OFF RAMP (ON LANKERSHIM, MAGNOLIA, AND BURBANK BLVD.S) ARE LOCATED WITHIN CLOSE PROXIMITY TO THE PROPOSED STATION SITE THE MAGNOLIA BLVD. RAMP WOULD MOST LIKELY BE THE MOST CONGESTED BECAUSE OF ITS SUPERIOR LOCATION TO THE STATION SITE. TRAFFIC VOLUMES ARE EXPECTED TO INCREASE AND WILL FURTHER ADD TO THE CONGESTION PROBLEMS ON THE FREEWAYS DURING PEAK HOURS.



NATURAL CONSTRAINTS

- LEGEND**
- WIND
 - SUMMER
 - WINTER
 - NOISE
 - ▬ FREQUENCY (CONSTANT)
 - ▬ RAILROAD (INTERMITTENT)
 - ▬ PARK (NOISE BUFFER)
 - ▬ EXISTING LANDSCAPE
 - ▬ STORM DRAIN
 - ▬ SLOPE
 - ▬ PROPOSED STATION BOUNDARY

NORTH HOLLYWOOD TERMINAL

URBAN DESIGN WORKSHOP
 URBAN AND REGIONAL PLANNING
 UNIVERSITY OF SOUTHERN CALIFORNIA

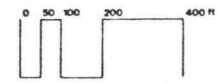


FIGURE 5.1

MAJOR ARTERIES

ACCESS TO THE STATION VIA MAJOR ARTERIES INCLUDE LANKERSHIM BLVD. FROM THE NORTH AND SOUTH, TUJUNGA FROM THE SOUTH, VINELAND AVE. FROM THE SOUTH, AND CHANDLER BLVD. FROM THE EAST AND WEST.

THESE ARTERIES CAN HANDLE FAIRLY LARGE VOLUMES OF TRAFFIC AND ARE ALSO IMPORTANT LINKAGES FROM THE HOLLYWOOD AND VENTURA FREEWAYS (EXCEPT CHANDLER BLVD.). IN SOME INSTANCES IT MAY BE FEASIBLE TO WIDEN STREETS TO ACCOMMODATE THE EXPECTED TRAFFIC VOLUMES.

CONGESTION PROBLEMS ALONG THESE ARTERIES WILL BE A MAJOR PROBLEM DURING PEAK TRAFFIC HOURS. STRATEGIC PLANNING OF PARKING FACILITIES CAN BE USED TO EASE OR REROUTE THE EXPECTED CONGESTION AWAY FROM AREAS WHERE IT WOULD RESULT IN AN ADVERSE IMPACT ON PARTICULAR LAND USES.

BUS ACCESSIBILITY

THERE ARE SEVERAL BUS ROUTES IN THE NORTH HOLLYWOOD AREA AT THE PRESENT TIME, BUS RIDERSHIP IS EXPECTED TO INCREASE AS A RESULT OF THE STATION CONSTRUCTION. CAREFUL SCHEDULING DECISIONS SHOULD BE MADE TO ENSURE AN EXTENSIVE AND CONVENIENT PUBLIC TRANSIT NETWORK. AN INCREASE IN THE NUMBER OF BUS ROUTES TO AND FROM THE NORTH HOLLYWOOD STATION IS RECOMMENDED. ALSO, INCORPORATION OF THE TRAILWAYS BUS COMPANY INTO THE SYSTEM IS ADVISED.

PEDESTRIAN

PEDESTRIAN TRAFFIC GENERATED BY THE EXISTING PARK, ELEMENTARY SCHOOLS, COMMERCIAL AREA, AND THE PROPOSED REDEVELOPMENT AREA WILL COME INTO CONFLICT WITH THE EXPECTED INCREASE OF TRAFFIC IN THIS AREA. CERTAIN MEASURES MUST BE TAKEN TO ENSURE THE SAFETY OF THE PEDESTRIAN. A DISTINCTION BETWEEN PEDESTRIAN AND VEHICULAR "SPACES" CAN BE MADE THROUGH THE USE OF CREATIVE DESIGN. SOME DISTINCTIONS CAN BE MADE BY CONSTRUCTION OF PEDESTRIAN PLAZAS, PEDESTRIAN/VEHICULAR OVER/UNDER PASSES, CHANGES IN PAVING AND INCREASED SIGNAGE.

THE STUDY AREA SHOULD BE DESIGNED IN SUCH A WAY AS TO CREATE A SENSE OF COHESION BETWEEN THE TRANSIT STATION AND THE SURROUNDING NORTH HOLLYWOOD COMMUNITY. A DANGER EXISTS TO THE NORTH HOLLYWOOD COMMUNITY IF ACCESSIBILITY TO THE PROPOSED STATION IS ACHIEVED AT THE EXPENSE OF THE COMMUNITY'S VIABILITY.

NEIGHBORHOOD CONSTRAINTS & POTENTIALS

THE STUDY AREA IS BOUNDED BY CUMPSTON ST. TO THE NORTH, VINELAND AVE. TO THE EAST, MAGNOLIA BLVD. TO THE SOUTH, AND THE HOLLYWOOD FREEWAY TO THE WEST (APPROX. 160 ACRES). THE EXISTING CONDITIONS IN LARGE PORTIONS OF THIS AREA ARE ADVERSE TO THE ENVIRONMENTAL GOALS OF THE COMMUNITY. THE PROBLEMS OF STRUCTURAL AND VISUAL BLIGHT HAVE PLAGUED THIS AREA FOR MANY YEARS. HOWEVER, IT IS RECOMMENDED THAT THE FOLLOWING SECTIONS OF THE STUDY AREA SHOULD NOT BE ALTERED (FIG. 5.2):

WHERE THE CONDITIONS OF THE STRUCTURES ARE SOUND AND SHOULD BE PRESERVED:

- THE NORTH-WEST CORNER OF THE STUDY AREA, IS APPROX. 5 ACRES OF SINGLE FAMILY RESIDENTIAL STRUCTURES
- THE BLOCK NORTH OF MAGNOLIA BLVD. BETWEEN BAKMAN AND TUJUNGA AVE., APPROX. 3 ACRES

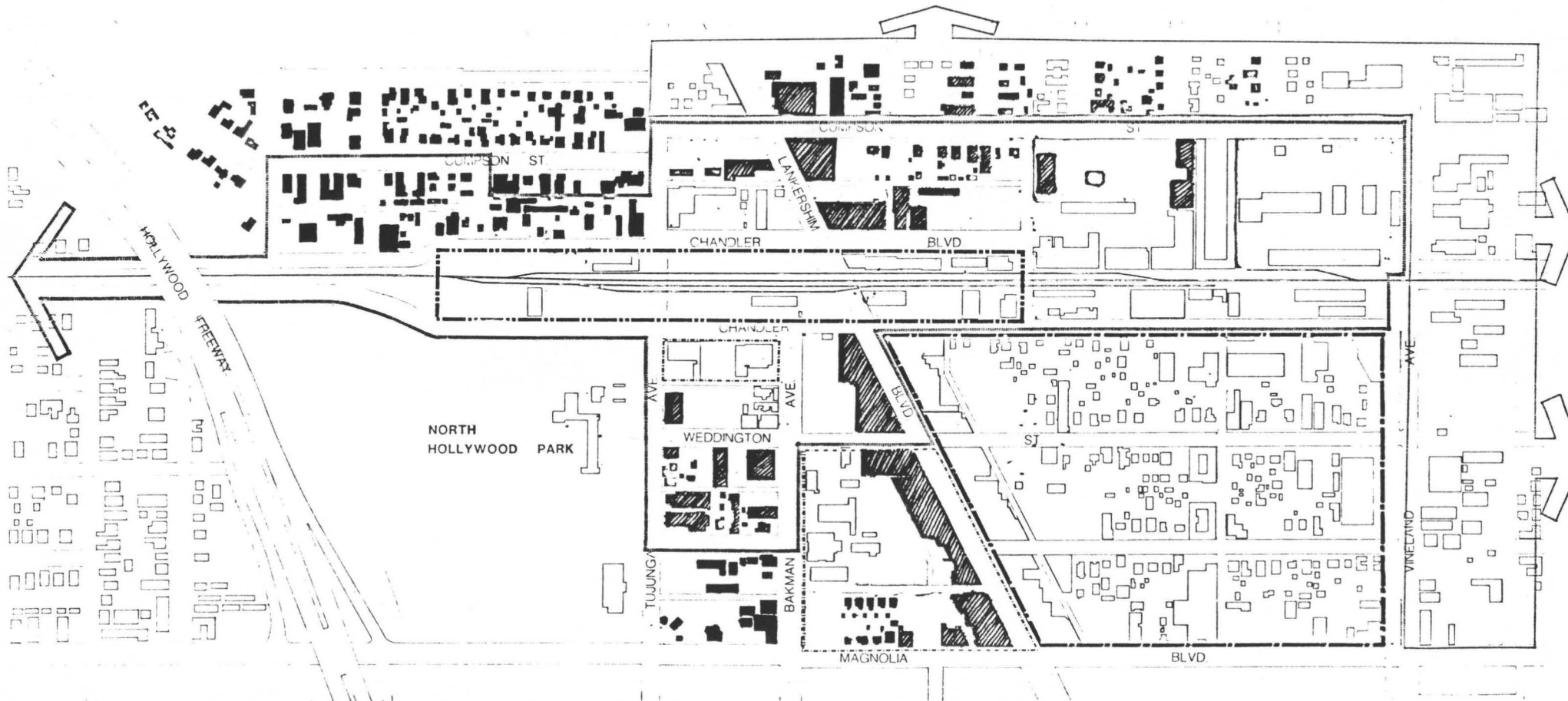
EXISTING DEVELOPMENT PROPOSALS

- EXISTING REDEVELOPMENT PROPOSAL AREA BOUNDED BY LANKERSHIM BLVD., VINELAND AVE., AND MAGNOLIA BLVD., APPROX. 32 ACRES, GRUEN ASSOC. HAS DEVELOPED A PROPOSAL FOR THE NORTH HOLLYWOOD C.R.A. WHICH WILL INCLUDE SPACE FOR COMMERCIAL, OFFICE, RETAIL, AND RESIDENTIAL ACTIVITIES

NEIGHBORHOOD CONSTRAINTS & POTENTIALS

LEGEND

- MAJOR LAND OWNERSHIP
 - PUBLIC
 - PRIVATE
- BUILDING CONDITION
 - SOUND
 - ▨ TRANSITIONAL
 - ▩ DETERIORATING
- PROPOSED STATION BOUNDARY
- EXISTING REDEVELOPMENT PROPOSAL AREA
- GRUEN PLAN
- SPECIAL STUDY AREA
- PROJECT AREA BOUNDARY
 - PHASE 1 PRESENT
 - PHASE 2 FUTURE



NORTH
HOLLYWOOD
TERMINAL

URBAN DESIGN WORKSHOP
URBAN AND REGIONAL PLANNING
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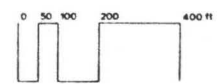


FIGURE 5.2

PUBLIC PROPERTY/COMMERCIAL

- THE BLOCK BOUNDED BY LANKERSHIM BLVD., WEDDINGTON ST., BAKMAN AVE., AND MAGNOLIA BLVD., APPROX. 3 ACRES. THIS AREA INCLUDES LANKERSHIM ELEMENTARY SCHOOL AND SOME COMMERCIAL BUILDINGS ALONG LANKERSHIM BLVD.
- THE NORTHERN PORTION OF THE BLOCK BOUNDED BY WEDDINGTON ST., TWJUNGA AVE., CHANDLER BLVD., AND BAKMAN AVE. THIS AREA INCLUDES A POST OFFICE AND A FIRE STATION.
- THE NORTH HOLLYWOOD PARK

IT IS HOPED THAT THE DEVELOPMENT OF ACTIVITIES IN THE STUDY AREA WILL EVENTUALLY INDUCE REVITALIZATION OF SURROUNDING BLIGHTED AREAS FURTHER TO THE NORTH AND SOUTH OF THE STUDY AREA.

JOINT DEVELOPMENT POTENTIALS

RAPID TRANSIT LINES ARE GENERATORS OF REAL ESTATE DEVELOPMENT; PARTICULARLY AS LAND AROUND STATIONS BECOME MORE VALUABLE, NEW DISTRICTS ARE OPENED UP TO MORE INTENSIVE DEVELOPMENT. JOINT DEVELOPMENT IS REAL ESTATE DEVELOPMENT THAT IS CLOSELY LINKED TO PUBLIC TRANSPORTATION SERVICES AND STATION FACILITIES AND RELIES TO A CONSIDERABLE EXTENT ON THE MARKET AND LOCATIONAL ADVANTAGES PROVIDED BY TRANSIT FACILITIES. JOINT DEVELOPMENT FOCUSES ON NEGOTIATED BUSINESS ARRANGEMENTS BETWEEN LOCAL GOVERNMENT AGENCIES AND PRIVATE DEVELOPERS.

FOR JOINT DEVELOPMENT TO OCCUR, LAND AROUND THE STATION MUST BE AVAILABLE FOR DEVELOPMENT IN APPROPRIATE USES AND DENSITIES. ONE OF THE MAJOR DETERMINANTS OF JOINT DEVELOPMENT IN THE AREA AROUND THE STATION IS THE EXISTENCE OF GOOD MARKET CONDITIONS. THE LOS ANGELES COMMUNITY RENEWAL AGENCY HAS IDENTIFIED FOR NORTH HOLLYWOOD THE FOLLOWING POTENTIAL DEVELOPMENT OPPORTUNITIES (1977-1995):

- 130,000 SQUARE FEET OF OFFICE SPACE
- POTENTIAL FOR THE DEVELOPMENT OF A NEW RETAIL CENTER (700,000 SQUARE FEET) WITH TOTAL TAXABLE RETAIL SALES PROJECTED TO INCREASE BY \$35-\$60 MILLION
- 5-10 ACRES OF COMMERCIAL LAND FOR THE CONSTRUCTION OF FINANCIAL INSTITUTIONS AND CONSUMER SERVICE FACILITIES
- 83-138 ACRES OF NEW INDUSTRIAL LANDS
- 5000 DWELLING UNITS.

HOWEVER, THE CONCEPTUAL PLANNING BY GRUEN ASSOCIATES FOR CRA HAS DETERMINED THAT NO MAJOR REGIONAL SHOPPING CENTER IS LIKELY FOR THE NORTH HOLLYWOOD REDEVELOPMENT PROJECT. RATHER, IT PROPOSES A SMALLER-SCALED COMMUNITY TYPE SHOPPING CENTER INTEGRATED WITH AN URBAN OFFICE CENTER.

IN THEIR STUDY FOR SCRTD, THE ECONOMIC RESEARCH ASSOCIATES (E.R.A.) BELIEVE THAT BECAUSE OF THE GENERAL CHARACTER OF NORTH HOLLYWOOD AND THE PRESSURES FOR PRIMARY OFFICE DEVELOPMENT ALONG VENTURA BLVD, OFFICE DEVELOPMENT RESULTING FROM THE RTD STATION WILL BE ORIENTED PRIMARILY TOWARD NEIGHBORHOOD/COMMUNITY RATHER THAN REGIONAL REQUIREMENTS. IT FORECASTS A SCALE OF DEVELOPMENT OF 100,000 - 200,000 SQUARE FT., FOR THE PERIOD 1980 - 1990. REGARDING THE POTENTIAL OF THE AREA FOR RETAIL DEVELOPMENT,

THE E.R.A. EXPECTS THAT DUE TO THE PROXIMITY OF REGIONAL SHOPPING CENTERS (LAUREL PLAZA, VICTORY PLAZA) AND THE GENERAL CHARACTERISTICS OF THE STATION AREA, THERE IS NOT GOING TO BE A SUBSTANTIAL RETAIL DEVELOPMENT IN NORTH HOLLYWOOD. THEIR PROJECTION IS 15,000 SQUARE FEET FOR THE PERIOD 1980 - 1990.

E.R.A. ALSO PROJECTS THE POTENTIAL FOR RESIDENTIAL DEVELOPMENT RELATED TO THE RTD STATION TO BE IN THE RANGE OF 250 NEW DWELLING UNITS DURING THE SAME PERIOD. IT ALSO PREDICTS THAT SHOULD ZONING AND LAND ASSEMBLY FACTORS PERMIT, THE STATION AREA MAY BE APPROPRIATE FOR LIGHT INDUSTRIAL DEVELOPMENT.

IT MUST BE NOTED THAT JOINT DEVELOPMENT IS NOT AN INEVITABLE RESULT OF THE ESTABLISHMENT OF A RAPID TRANSIT TERMINAL; RATHER, THE SUCCESSFUL IMPLEMENTATION OF JOINT DEVELOPMENT DEPENDS UPON INITIATIVES TAKEN BY PUBLIC AND PRIVATE PARTIES AND THE DEGREE OF COOPERATION AMONG THE RTD, THE CITY AND THE STATE.

IT IS VERY DIFFICULT TO ESTIMATE THE ACTUAL IMPACTS OF THE TRANSIT STATION ON THE MARKET SITUATION OF THE SURROUNDING AREA PRIOR TO ITS COMPLETION. THEREFORE, WE BELIEVE THE ESTIMATES PROVIDED BY THE ECONOMIC RESEARCH ASSOCIATES MAY BE CONSERVATIVE WHEN CONSIDERING LONG RANGE POTENTIALS FOR THE NORTH HOLLYWOOD AREA. THEREFORE RECOMMENDATIONS CONTAINED IN THIS STUDY ARE BASED UPON FUNCTIONAL DEMAND.

LAND ACQUISITION & RELOCATION

THE PURCHASE OF PRIVATE PROPERTY FOR PUBLIC USE IS NECESSARY FOR MANY PUBLIC PROJECTS TO OCCUR. PUBLIC AGENCIES HAVE METHODS WHICH ARE GRANTED TO THEM UNDER THE STATE AND FEDERAL CONSTITUTIONS AT THEIR DISPOSAL TO PURCHASE SUCH PROPERTIES.

BEFORE LANDS CAN BE ACQUIRED FOR A PUBLIC PROJECT, EXTENSIVE STUDIES MUST BE MADE TO DETERMINE THE OPTIMUM SITE LOCATION. SOCIAL ENVIRONMENTAL, ECONOMICAL, PHYSICAL, AND POLITICAL CONSIDERATIONS ARE ALL VITAL TO THE LOCATION DECISION. A SENSITIVE AND THROUGH ANALYSIS OF THESE CONSIDERATIONS YIELD A SOLUTION WHICH MINIMIZES INCONVENIENCES AND INJURY TO THE RESIDENTS OF A COMMUNITY.

THE APPRAISAL AND PURCHASE OF PROPERTIES THAT ARE NECESSARY FOR THE CONSTRUCTION OF THE

RAPID TRANSIT STARTER LINE IS THE RESPONSIBILITY OF THE STATE DEPARTMENT OF TRANSPORTATION. A RELOCATION ASSISTANCE PROGRAM WILL BE ESTABLISHED TO AID PERSONS AND BUSINESSES WHO MUST RELOCATE. A DETAILED REPLACEMENT HOUSING PLAN WILL BE COMPLETED BEFORE THE DEPARTMENT WILL REQUIRE ANYONE TO MOVE.

THE PROCESS OF PROPERTY APPRAISAL WILL BE STARTED EARLY ENOUGH TO ALLOW AMPLE TIME FOR PERSONS AND BUSINESSES TO MOVE PRIOR TO PROJECT CONSTRUCTION. IT IS POSSIBLE FOR FORMER OWNERS OF PROPERTY TO RENT BACK PROPERTY ONCE IT HAS BEEN SOLD TO THE STATE UNTIL THE PROPERTY IS NEEDED FOR CONSTRUCTION. THIS PROVIDES THE INDIVIDUAL WITH MORE TIME TO SELECT A NEW PLACE OF RESIDENCE. THE STATE WILL GIVE THE TENANT A 90 DAY NOTICE, IN WRITING BEFORE ASKING HIM/HER TO MOVE. THE APPRAISAL VALUE OF PROPERTY WILL REFLECT ALL THE FEATURES OF AND IMPROVEMENTS TO THE PROPERTY WHICH ADD TO ITS VALUE. THE STATE DEPARTMENT OF TRANSPORTATION ASSURES THAT NO ONE WILL NEED TO SELL HIS/HER PROPERTY FOR LESS THAN ITS FAIR MARKET VALUE. IF ONLY A PORTION OF THE PROPERTY IS REQUIRED, COMPENSATION WILL BE PROVIDED TO ENSURE AGAINST ANY LOSS IN VALUE TO THE REMAINING PROPERTY.

WHEN REAL ESTATE IS PURCHASED BY THE DEPARTMENT OF TRANSPORTATION, THE DEPARTMENT WILL PAY ANY FEES REQUIRED IN CLOSING THE SALE. THE PROPERTY OWNER THUS RECEIVES THE FULL MARKET VALUE IN CASH. IN ADDITION, IT MAY NOT BE NECESSARY TO PAY INCOME TAX OR CAPITAL GAINS TAXES WHEN PROPERTY IS SOLD TO A GOVERNMENTAL AGENCY FOR PUBLIC PURPOSES. THE REQUIREMENTS THAT MUST BE MET TO RECEIVE A

TAX EXEMPTION ARE SPECIFICALLY DEFINED BY THE INTERNAL REVENUE SERVICE.

IF THE PROPERTY OWNER AND THE STATE CANNOT AGREE UPON THE TERMS OF THE SALE, THE STATE HAS AN INHERENT RIGHT TO PURCHASE PRIVATE PROPERTY FOR PUBLIC USE THROUGH THE PROCESS OF EMINENT DOMAIN. THE RIGHTS OF THE PROPERTY OWNER ARE GUARANTEED BY THE STATE AND FEDERAL CONSTITUTIONS AND BY CERTAIN STATE LAWS WHICH GUARANTEE THE OWNER JUST COMPENSATION FOR HIS PROPERTY. WHEN A PURCHASE PRICE CANNOT BE AGREED UPON, CONDEMNATION PROCEEDINGS BECOME NECESSARY TO ESTABLISH THE AMOUNT OF COMPENSATION TO BE PAID.

THE AMOUNT OF RELOCATION THAT WILL BE NECESSARY IN THE NORTH HOLLYWOOD AREA WILL DEPEND UPON THE DESIGN OF THE TRANSIT SYSTEM IN THAT AREA. THERE ARE FOUR TYPES OF DESIGN POSSIBILITIES: AERIAL, AT GRADE, CUT AND COVER, AND A BORED TUNNEL SYSTEM. THE BORED TUNNEL METHOD WOULD REQUIRE THE LEAST AMOUNT OF RELOCATION AND DISRUPTION TO THE COMMUNITY.

BORED SUBWAY SYSTEM CONSTRUCTION WOULD BE ENTIRELY UNDERGROUND. ANY SURFACE WORK AREAS THAT WOULD BE NEEDED COULD BE PLACED TO MINIMIZE DISRUPTION. THOSE AREAS WOULD NEED TO EITHER BE PURCHASED OR LEASED. ANY LAND PURCHASED FOR WORK AREAS WOULD BE AVAILABLE FOR NEW BUILDINGS ONCE CONSTRUCTION WAS COMPLETE.

A CUT AND COVER TYPE SYSTEM WOULD REQUIRE THE PURCHASE OF NUMEROUS PROPERTIES ALONG THE ROUTE. FOR EXAMPLE, WHERE THE ROUTE

URNS FROM VINELAND AVENUE ONTO CHANDLER BOULEVARD, EVEN THOUGH THE CUT AND COVER TUNNEL WOULD VE BENEATH THE SURFACE IT WOULD BE CLOSE ENOUGH TO THE SURFACE TO CAUSE SUBSTANTIAL DISTURBANCE TO BUILDINGS OVER OR CLOSE TO THE WORK AREA.

AN AERIAL SYSTEM WOULD REQUIRE THE MOST DIS- PLACEMENT DUE TO THE EXTENSIVE RIGHT-OF-WAY WHICH WOULD BE NEEDED FOR CONSTRUCTION AND FOR A BUFFER ZONE FOR RESIDENTIAL AREAS. THE AMOUNT OF LAND REQUIRED TO MAKE THE RADIUS OF CURVATURE FROM VINELAND TO CHANDLER INCREASES THE DISRUPTION. THE AT GRADE SYSTEM WOULD RESULT IN A SIMILAR AMOUNT OF DISRUPTION.

IN ADDITION TO THE DISPLACEMENT CAUSED BY THE CONSTRUCTION OF THE TRANSIT SYSTEM, DISPLACE- MENT WOULD ALSO RESULT FROM THE CONSTRUCTION OF THE REQUIRED PARKING FACILITIES AND STORAGE YARDS. ACCORDING TO SCR TD, APPROXIMATELY 7.3 ACRES WOULD BE NEEDED FOR A FOUR-LEVEL PARKING STRUCTURE FOR 3,800 SPACES AND APPROXIMATELY 13.4 ACRES WOULD BE NEEDED FOR TRAIN MAIN- TENANCE AND STORAGE YARDS.

**PLANNING ALTERNATIVES &
RECOMMENDED PLAN**

6

TRANSIT STATION LOCATION

THE PROPOSED LOCATION FOR THE NORTH HOLLYWOOD TRANSIT TERMINAL IS THE AREA BOUNDED BY NORTH CHANDLER BLVD, TO THE NORTH, SOUTH CHANDLER BLVD, TO THE SOUTH, THE HOLLYWOOD FREEWAY TO THE WEST, AND VINELAND AVE, TO THE EAST. THE LENGTH OF THIS AREA IS APPROX. ~~3700~~ FEET AND THE WIDTH VARIES FROM ~~60~~ TO ~~210~~ FEET.

AFTER CAREFUL CONSIDERATION OF THE AVAILABLE TRANSIT SYSTEM CONSTRUCTION METHODS (BORED-TUNNEL, CUT AND COVER, ON GRADE, AND AERIAL) WE FEEL THAT THE MOST APPROPRIATE METHODS TO USE IN THE NORTH HOLLYWOOD AREA ARE THE BORED-TUNNEL AND THE CUT AND COVER METHODS. THE BORED TUNNEL SYSTEM WOULD GRADUALLY ASCEND FROM ~~75/200~~ FEET TO APPROXIMATELY ~~20/30~~ FEET ALONG VINELAND AVE, AND WOULD THEN TURN WESTWARD ONTO CHANDLER BLVD. AT THIS POINT IT WOULD BECOME A CUT AND COVER SYSTEM. A ~~1200~~ FOOT (APPROXIMATELY 1 MILE) TURNING RADIUS IS NECESSARY TO COMPLETE THE TURN FROM VINELAND TO CHANDLER. THIS PROPOSED COMBINATION OF METHODS WOULD MINIMIZE THE DISRUPTION TO SURFACE STRUCTURES. DISRUPTION WOULD BE RESTRICTED TO THE LAND BETWEEN NORTH AND SOUTH CHANDLER BLVD, WHERE THE CUT AND COVER CONSTRUCTION WOULD BEGIN.

THE OTHER CONSTRUCTION SYSTEMS WERE DISREGARDED FOR THE FOLLOWING REASONS:

- AN ON GRADE TRANSIT LINE WOULD REQUIRE AN EXTENSIVE AMOUNT OF LAND TO ASCEND FROM AN UNDERGROUND TO AN ON GRADE SYSTEM. IT WOULD ALSO INTERFERE WITH THE EXISTING TRAFFIC PATTERNS AND CAUSE

CONSIDERABLE CONGESTION.

- THE USE OF AN AERIAL, ON GRADE, OR CUT AND COVER METHOD FOR THE VINELAND TO CHANDLER TURN WOULD SUBSTANTIALLY INTERFERE WITH THE REDEVELOPMENT PLAN BY GRUEN ASSOCIATES FOR THE NORTH HOLLYWOOD C.R.A.
- THE ADVERSE IMPACTS TO THE REDEVELOPMENT AREA AND TO THE EXISTING DEVELOPMENT WOULD NOT JUSTIFY THE USE OF AN AERIAL SYSTEM IN THIS AREA
- THE AMOUNT OF LAND ACQUISITION NECESSARY FOR THE USE OF AN AERIAL, ON GRADE, OR A CUT AND COVER SYSTEM WOULD BE SUBSTANTIAL.

WE FEEL THAT A SYSTEM WHICH COMBINES THE BORED-TUNNEL METHOD WITH A LIMITED CUT AND COVER SECTION WOULD BE THE OPTIMAL SOLUTION. IT WILL MINIMIZE DISRUPTION TO THE AREA AND WILL ALLOW GREATER FLEXIBILITY FOR SELECTION OF A CONSTRUCTION DESIGN FOR THE FUTURE EXPANSION OF THE SYSTEM.

WE ALSO PROPOSE THAT NORTH CHANDLER BLVD, BE EXTENDED TO VINELAND AVE. THIS EXTENSION WOULD IMPROVE CIRCULATION FOR THE TRANSIT STATION AND SUPPORTING PARKING STRUCTURE AND WOULD AID IN DEFINING THE BOUNDARIES OF THE STATION.

ALTHOUGH THE TRANSIT SYSTEM WILL BE UNDERGROUND LAND COSTS, LAND REUSE, AND CONSTRUCTION COSTS WERE DECIDING FACTORS FOR LOCATING THE TRAIN STORAGE YARDS ON GRADE. THE MOST SUITABLE LOCATION FOR THE YARDS WILL BE THE AREA TO THE WEST OF VINELAND AVE, BETWEEN SOUTH CHANDLER BLVD, AND THE PROPOSED EXTENSION OF NORTH CHANDLER BLVD.

LAND-USE ALTERNATIVES

SIX DIFFERENT LAND USE ALTERNATIVES OR DESIGNS WERE PREPARED FOR THE NORTH HOLLYWOOD RAPID TRANSIT SITE. THESE SIX INCLUDED;

- AN EDUCATIONAL EMPHASIS
- A RECREATIONAL EMPHASIS
- A COMMERCIAL AND RETAIL EMPHASIS
- A RESIDENTIAL EMPHASIS
- AN INDUSTRIAL EMPHASIS, AND
- A MIXED LAND USE DESIGN.

THE FIRST FIVE ALTERNATIVES WERE EACH DESIGNED SEPARATELY, INCLUDING APPROPRIATE SUPPORTING LAND USES, TO ENCOMPASS THE ENTIRE PROJECT SITE. THEY WERE THEN EVALUATED TO DETERMINE WHICH WOULD BE THE MOST APPROPRIATE. THE EXISTING CONDITIONS OF THE AREA, ITS CONSTRAINTS AND POTENTIALS, AS WELL AS FUTURE BENEFITS RELATED TO THE STATION WERE USED IN THE EVALUATION PROCESS. THE ADVANTAGES AND DISADVANTAGES OF EACH ALTERNATIVE ARE LISTED BELOW.

EDUCATIONAL

- THIS DESIGN EMPHASIS WOULD FEATURE A SMALL COLLEGE OR A JUNIOR COLLEGE FACILITY.

ADVANTAGES:

- 1) THERE ARE NO OTHER COLLEGES LOCATED IN THE AREA.
- 2) THERE IS ADEQUATE SPACE AVAILABLE.
- 3) THE AREA WILL BE EASILY ACCESSIBLE BY MEANS OF THE SUBWAY ITSELF AS WELL AS THE EXISTING FREEWAYS.

DISADVANTAGES:

SINCE THIS AREA HAS BEEN DESIGNATED AS A RE-DEVELOPMENT AREA;

- 1) THIS IS NOT THE MOST OPTIMAL USE OF THE LAND.
- 2) AN EDUCATIONAL FACILITY IS NOT A HIGH PRIORITY FOR THE AREA.
- 3) IT WOULD NOT PROVIDE THE NEEDED STIMULUS FOR THE LOCAL ECONOMY.

RECREATIONAL

THIS DESIGN EMPHASIS WOULD PROVIDE ADDITIONAL RECREATIONAL FACILITIES - INCLUDING AN AMUSEMENT PARK AREA.

ADVANTAGES:

- 1) ADEQUATE SPACE IS AVAILABLE.
- 2) IT IS EASILY ACCESSIBLE BY THE NEW TRANSIT SYSTEM AS WELL AS BY THE EXISTING FREEWAYS.
- 3) IT WOULD BE A NICE ATTRACTION FOR THE NORTH HOLLYWOOD AREA.
- 4) IT WOULD COMPLEMENT THE EXISTING NORTH HOLLYWOOD PARK.

DISADVANTAGES:

- 1) IT IS NOT THE MOST OPTIMAL USE OF THE LAND FOR A REDEVELOPMENT AREA.
- 2) SIGNIFICANT REVENUES WOULD NOT BE RETAINED IN THE LOCAL TAX BASE.
- 3) DEMAND FOR SUCH USE IS QUESTIONABLE.

COMMERCIAL

THIS ALTERNATIVE WOULD CONVERT THE PROJECT AREA INTO A COMMERCIAL AND OFFICE AREA AT A REGIONAL SCALE.

ADVANTAGES:

- 1) E.R.A. MAINTAINS THAT THIS AREA COULD BE COMPETITELY ATTRACTIVE AS AN OFFICE LOCATION.
- 2) THE EXISTING BLIGHTED AREA WOULD BE SIGNIFICANTLY ENHANCED.
- 3) THERE IS COMMUNITY SUPPORT FOR COMMERCIAL DEVELOPMENT.
- 4) ADDITIONAL COMMERCIAL FACILITIES WOULD GREATLY ENHANCE THE LOCAL TAX BASE.
- 5) INCREASED COMMERCIAL ACTIVITY COULD BE SUPPORTED BY THE LARGE NUMBER OF PEDESTRIANS THAT WILL BE PASSING THROUGH THE AREA.

DISADVANTAGES:

- 1) THERE WOULD NOT BE SUFFICIENT DEMAND FOR COMMERCIAL DEVELOPMENT AT THE REGIONAL SCALE.
- 2) THE NEIGHBORING SHOPPING CENTERS, LAUREL PLAZA AND VICTORY PLAZA WOULD CREATE TOO MUCH COMPETITION. (E.R.A. BELIEVES THE DEVELOPMENT SHOULD NOT EXCEED MORE THAN 100,000 TO 200,000 SQUARE FEET.

RESIDENTIAL

THIS EMPHASIS WOULD FEATURE SINGLE FAMILY, MULTIFAMILY, AND SENIOR CITIZEN HOUSING.

ADVANTAGES:

- 1) THERE IS A NEED FOR ADDITIONAL HOUSING IN THE AREA.
- 2) THE CREATION OF NEW JOBS IN THE AREA AS A RESULT OF THE STATION COULD CREATE A GREATER DEMAND FOR HOUSING.
- 3) THE ADDITIONAL PROPERTY TAXES WOULD HELP THE LOCAL TAX BASE.

DISADVANTAGES:

- 1) THERE WOULD NOT BE SUFFICIENT DEMAND TO CONVERT THE ENTIRE AREA INTO RESIDENTIAL STRUCTURES. E.R.A. RECOMMENDS ONLY 200 TO 250 UNITS.
- 2) THE NEW HOUSING UNITS MAY NOT BE AFFORDABLE TO MANY OF THE PRESENT RESIDENTS DUE TO THEIR LOW LEVELS OF INCOME.

INDUSTRIAL

THIS EMPHASIS WOULD FEATURE A MODERATE AND LIGHT INDUSTRIAL SETTING.

ADVANTAGES:

- 1) INDUSTRIAL SITES ARE LOCATED WITHIN THE PROJECT SITE AT PRESENT.
- 2) A SIGNIFICANT NUMBER OF NEW JOBS COULD BE CREATED, AVAILABLE TO BOTH THE LOCAL RESIDENTS AND OTHERS.
- 3) LOCAL UNEMPLOYMENT WOULD BE REDUCED.
- 4) THE ADDITIONAL JOBS WOULD ADD ADDITIONAL REVENUE TO THE LOCAL TAX BASE.
- 5) THE JOBS WOULD EASILY BE ACCESSIBLE BY THE NEW TRANSIT SYSTEM AS WELL AS BY THE EXISTING FREEWAYS.

DISADVANTAGES:

- 1) ADDITIONAL NOISE IMPACTS,
- 2) RISE IN LAND VALUES WOULD POSE A DISINCENTIVE FOR INDUSTRIES TO MOVE IN.

RECOMMENDED LAND USE

OUR RECOMMENDED PROPOSAL IS A MIXED LAND USE DESIGN COMBINING RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND RECREATIONAL ELEMENTS. THE RETAIL - COMMERCIAL SECTOR WOULD BE CONCENTRATED ALONG THE MAJOR ARTERIALS, LANKERSHIM AND BURBANK WITH POCKETS OF RETAIL ACTIVITY ALONG MAGNOLIA AND TUJUNGA. OFFICE SPACE WILL BE LOCATED ON THE CORNERS OF LANKERSHIM AND CHANDLER, WITH THE EXCEPTION OF THE SOUTH-EASTERN CORNER. FOUR MAJOR PARKING FACILITIES WILL BE LOCATED ON THE TWO CHANDLER STREETS.

RESIDENTIAL UNITS WILL BE LARGELY DISPERSED THROUGHOUT THE SITE. MEDIUM TO HIGH DENSITY UNITS WILL BE LOCATED EAST OF TUJUNGA, NORTH FROM CHANDLER TO BURBANK BOULEVARD. ELDERLY HOUSING WILL BE ON THE WEST SIDE OF VINELAND FROM MAGNOLIA TO CHANDLER. ADDITIONAL HOUSING WILL BE LOCATED ON THE EASTERN SIDE OF TUJUNGA BETWEEN MAGNOLIA AND CHANDLER.

LIGHT INDUSTRIAL USE IS PROPOSED BETWEEN CHANDLER AND CUMPSTON EXTENDING FROM LANKERSHIM TO VINELAND.

ADDITIONAL INTENSIVE RECREATIONAL SPACE WILL BE ADDED BETWEEN THE TWO CHANDLER STREETS WEST TO TUJUNGA.

TRAFFIC ALTERNATIVES

THE NORTH HOLLYWOOD TRANSIT STATION IS ONE OF THE MOST IMPORTANT STATIONS IN THE SYSTEM BECAUSE IT IS A TERMINUS STATION. IT WILL ATTRACT PASSENGERS FROM A WIDER GEOGRAPHICAL AREA THAN THE OTHER STATIONS, THEREFORE IT WILL REQUIRE A THOROUGH FEEDER SERVICE.

ALTERNATIVE FEEDER SERVICES INCLUDE:

- . MONO RAIL OR PEOPLE MOVER
- . BUSES
- . PRIVATE AUTOMOBILES
- . TAXIS

THOROUGH EXAMINATION OF THE ALTERNATIVES EARLY IN THE PROJECT ENABLED US TO RULE OUT THE USE OF A MONO RAIL SYSTEM BECAUSE OF ITS HIGH COSTS AND LACK OF VERSATILITY. WE CONCLUDED THAT A COMBINATION OF AUTO AND BUS TRANSPORTATION WOULD BE NEEDED FOR AN EFFICIENT AND VERSATILE FEEDER SYSTEM.

VEHICULAR

IN OUR EXAMINATION OF THE ROADWAYS WE CONCLUDED THAT NORTH CHANDLER BOULEVARD SHOULD BE EXTENDED TO VINELAND AVENUE. THIS EXTENSION WOULD FACILITATE TRAFFIC CIRCULATION AROUND THE TRANSIT STATION. THE DECISION TO EXTEND NORTH CHANDLER MADE IT POSSIBLE TO CONSIDER CHANGING TRAFFIC FLOW FROM ONE WAY TO TWO WAY ALONG NORTH AND SOUTH CHANDLER BOULEVARDS.

LEAVING NORTH AND SOUTH CHANDLER BLVDS. ONE WAY OFFERS A REDUCTION IN TRAFFIC CONGESTION AND A SMOOTHER FLOW OF TRAFFIC AROUND THE TRANSIT STATION. OUR PROPOSED PROJECT PLAN RECOMMENDS THAT NORTH AND SOUTH CHANDLER BLVDS. REMAIN ONE WAY. TWO WAY TRAFFIC ALONG THESE ROADS WOULD ONLY CREATE ADDED AND UNNECESSARY CONGESTION.

ALTERNATIVE LOCATIONS FOR A BUS TERMINAL:

- . ON THE CORNER OF CHANDLER BLVD. AND TUJUNGA AVENUE
- . ON CHANDLER BLVD. AT THE TRANSIT STATION
- . THE DEVELOPMENT OF BAKMAN AVENUE AS A TRANSIT MALL FOR USE BY BUSES ONLY

THE "TRANSIT MALL" ALTERNATIVE WAS FOUND TO OFFER THE GREATEST ADVANTAGES AND WOULD MINIMIZE CONGESTION BY SEPERATING BUS TRAFFIC FROM AUTO TRAFFIC. IT ALSO WILL ADD A UNIQUE CONCEPT AND CHARACTER WHICH WILL BLEND IN WELL WITH THE TRANSIT STATION, THE PARK, THE COMMERCIAL DISTRICT, AND THE PEDESTRIAN TRAFFIC.

PEDESTRIAN

THE EXPECTED INCREASE IN TRAFFIC AND PEDESTRIAN FLOW AROUND THE TRANSIT STATION DIRECTED OUR ATTENTION TO MINIMIZING PEDESTRIAN VEHICULAR CONFLICTS. WE CONCLUDED THAT THE USE OF PEDESTRIAN OVER PASSES, BECAUSE OF THEIR LOW RATE OF SUCCESS AND THEIR COST, WOULD NOT BE APPROPRIATE IN THIS AREA. THE USE OF CONSTRUCTION MATERIALS TO DISTINGUISH PEDESTRIAN CROSS AREAS, SIGNAGE, AND TRAFFIC

SIGNALS CAN BE AN EFFECTIVE WAY TO REDUCE CONFLICTS IF CORRECTLY USED.

BUS INTERFACE

WE RECOMMEND THE CONSTRUCTION OF A FOUR LANE BUS TERMINAL ON BAKMAN AVE. ACCESS ON BAKMAN WOULD BE RESTRICTED TO BUSES ONLY. THE TERMINAL WOULD BE A TWO WAY TRANSIT MALL WITH A TRAVEL LANE AND STOPPING LANE IN EACH DIRECTION.

ALL BUSES FROM MAGNOLIA, VINELAND, TUJUNGA, LANKERSHIM, AND CHANDLER WILL DROP OFF AND PICK UP PASSENGERS ALONG BAKMAN BETWEEN MAGNOLIA AND CHANDLER. THE SEPARATION OF BUS ACTIVITY FROM AUTOMOBILE TRAFFIC WILL REDUCE CONFUSION AND CONGESTION IN THIS AREA.

ACCORDING TO OUR MOST CONSERVATIVE ESTIMATES, AT LEAST ONE BUS WILL ENTER THE MALL EVERY FOUR MINUTES DURING PEAK TIMES. THIS IS AN INDICATION OF HOW ACTIVE THE TRANSIT MALL WILL BE.

THE BUS TERMINAL BLENDS WELL WITH THE RAPID TRANSIT STATION. ACCESS TO THE RAPID TRANSIT SYSTEM WILL BE PROVIDED BY ESCALATORS ON THE BOTH SIDES OF BAKMAN. AT THE CHANDLER INTERSECTION, ACCESS TO THE NORTH HOLLYWOOD PARK AND TO THE COMMERCIAL ACTIVITIES ALONG LANKERSHIM BOULEVARD IS PROVIDED VIA THE PEDESTRIAN MALL ON WEDDINGTON STREET.

AUTO CIRCULATION

THE PRIVATE CARS WILL ARRIVE AT THE NORTH HOLLYWOOD SITE BY MEANS OF FREEWAYS AND THE MAJOR ARTERIALS OF VINELAND, TUJUNGA, LANKERSHIM, MAGNOLIA, AND BURBANK BLVD. MOST OF THE CARS WILL CONVERGE AT PARKING STRUCTURES LOCATED ALONG CHANDLER BLVD. CHANDLER BLVD., AS MENTIONED EARLIER, WILL CONTINUE AS A ONE WAY ROADWAY TO MINIMIZE THE ANTICIPATED CONGESTION. LANKERSHIM BLVD IS THE MAJOR COMMERCIAL STREET IN OUR PROJECT AREA. OUR PROPOSED PLAN CALLS FOR A REDUCTION OF TRAFFIC ALONG LANKERSHIM BY MEANS OF:

- A) WIDENING OF THE SIDE WALKS
- B) THE REMOVAL OF SOME ON STREET PARKING
- C) INSTALLING A LANDSCAPED MEDIAN STRIP
- D) PEDESTRIAN SCALE LIGHTING.
- E) MID BLOCK CROSSWALK.

THE RESULTING REDUCTION IN TRAFFIC ALONG LANKERSHIM, THROUGH THE ABOVE MENTIONED MEANS WILL FORCE INCREASED USE OF TUJUNGA AND VINELAND, ESTABLISHING THEM AS THE MAJOR NORTH/SOUTH ARTERIALS.

RECOMMENDED PLAN

A DEFINITIVE CHANGE IN VISUAL IMAGE IS NEEDED FOR THE PRESENT COMMERCIAL AREA OF NORTH HOLLYWOOD; ONE THAT WOULD ATTRACT INVESTORS TO DEVELOP NEW USES AND FACILITIES AND CREATE VITALITY FOR THE AREA. THE CONCEPTUAL PLANNING PREPARED BY GRUEN ASSOCIATES HAS DETERMINED THAT AT THIS TIME NO MAJOR REGIONAL SHOPPING CENTER WITH TWO OR THREE MAJOR ANCHOR STORES IS LIKELY FOR THE NORTH HOLLYWOOD REDEVELOPMENT PROJECT. HOWEVER, A CAREFULLY PLANNED SMALLER-SCALE COMMUNITY TYPE INNER-CITY SHOPPING CENTER INTEGRATED WITH AN URBAN OFFICE CENTER IS CONSIDERED AS FEASIBLE.

LOCATION OF NEW CENTER

- THE DEVELOPMENT CORE STUDY AREA IS BOUNDED BY: CHANDLER BLVD. ON THE NORTH, MAGNOLIA BLVD. ON THE SOUTH, TUJUNGA AVE. ON THE WEST AND VINELAND AVE. ON THE EAST.
- ACCESS TO BOTH HOLLYWOOD AND VENTURA FREEWAYS IS VIA BURBANK, MAGNOLIA, VINELAND AND TUJUNGA STREETS.
- THE ESTABLISHED STREET NETWORK CONSISTS OF LANKERSHIM, MAGNOLIA, VINELAND, TUJUNGA AND BURBANK.

COMMERCIAL AND OFFICE USES

- COMMERCIAL MAGNETS OF PLAN INCLUDE: RETAIL, OFFICES, CULTURAL, POSSIBLE HOTEL FACILITIES AND THE SUBWAY TERMINAL.
- INTEGRATED RETAIL SCHEME COMBINES TWO SEPARATE RETAIL ELEMENTS (CONVENIENCE AND SPECIALTY).
- CONVENIENCE RETAIL FACILITIES COMPRISE MARKET, DRUG AND JUNIOR DEPARTMENT STORES, AND LOCALLY-ORIENTED RETAIL SERVICES FOR NEIGHBORHOOD AND COMMUNITY NEEDS (APPROX. 150,000 SQ. FT.)
- SPECIALTY RETAIL FACILITIES FOR OFFICE WORKERS INCLUDING RESTAURANTS AND BOUTIQUES (APPROX. 135,000 SQ. FT.)
- TOTAL NEW OFFICE SPACE PROJECTED IS APPROXIMATELY 1,150,000 SQ. FT.
- OFFICES BEING INTEGRATED WITH RETAIL ACTIVITY AT PEDESTRIAN LEVEL REINFORCE THE MAIN CONCEPT AND THE IMAGE OF THE STREET.
- REINFORCING THE IMAGE OF THE STREETScape (EXISTING PALM TREES) ALONG LANKERSHIM BLVD. IS CONSIDERED IMPORTANT.
- VARIETY OF BUILDING ORIENTATIONS MAXIMIZES THE VISIBILITY OF THE LANKERSHIM/CHANDLER INTERSECTION AND HELPS IDENTIFY THE SUBWAY TERMINAL AS WELL AS CREATING AN OFFICE CORE THAT WOULD INCREASE MARKETABILITY AND WOULD PROVIDE ADDITIONAL EXPOSURE TO STORES AT THE STATION SITE.

VEHICULAR CIRCULATION & PARKING

- WEDDINGTON IS DESIGNATED TO ACCOMMODATE PEDESTRIAN ACTIVITY AT GROUND LEVEL CONNECTING VINELAND AVE. TO NORTH HOLLYWOOD PARK.
- WIDENING OF MAGNOLIA AND CHANDLER TO ACCOMMODATE THE INCREASED TRAFFIC GENERATED BY THE COMMERCIAL USES, THE SUBWAY TERMINAL AND THE ADDITIONAL HOUSING UNITS.
- PARKING TO BE PLANNED ADJACENT TO EACH ACTIVITY (OFFICES, RETAIL, HOUSING AND SUBWAY TERMINAL)
- THREE TO FOUR LEVELS OF PARKING STRUCTURES DESIGNATED FOR OFFICE AND TERMINAL STATION USE WITH AN ABOVE-GRADE CONNECTION.
- CHANDLER BLVD. IS PLANNED TO BE A ONE-WAY COUPLET
- A BUS TRANSIT MALL IS PLANNED ALONG BAKMAN FROM MAGNOLIA TO CHANDLER

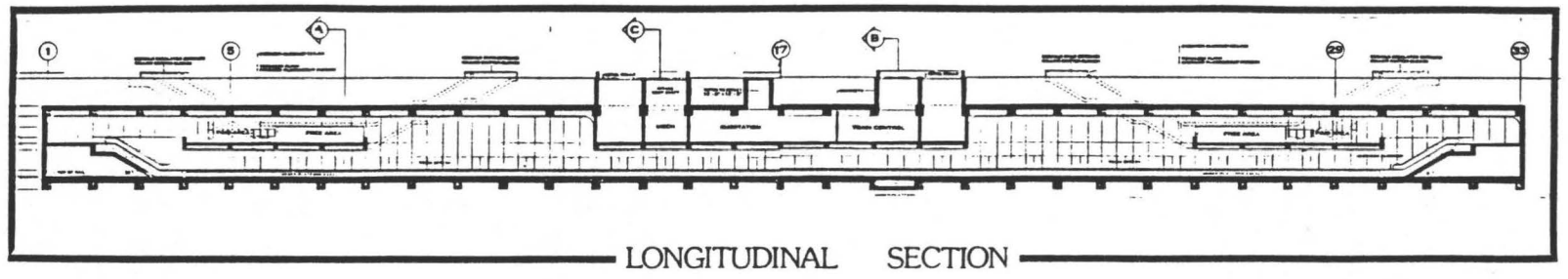
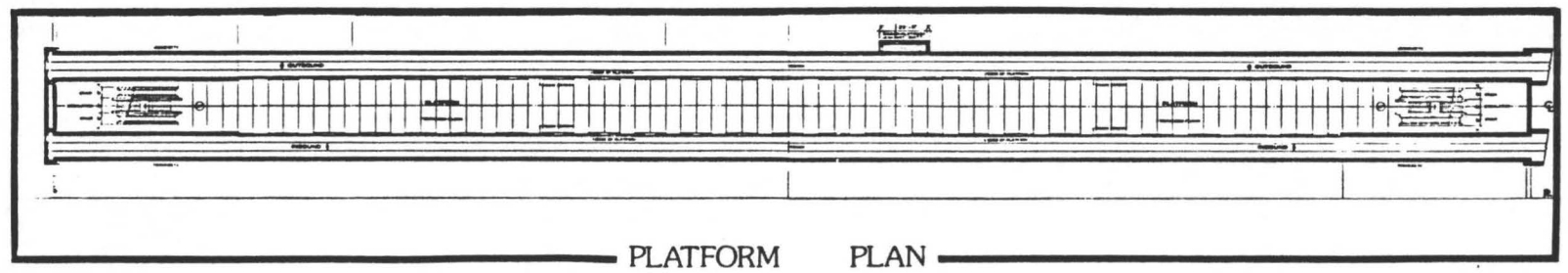
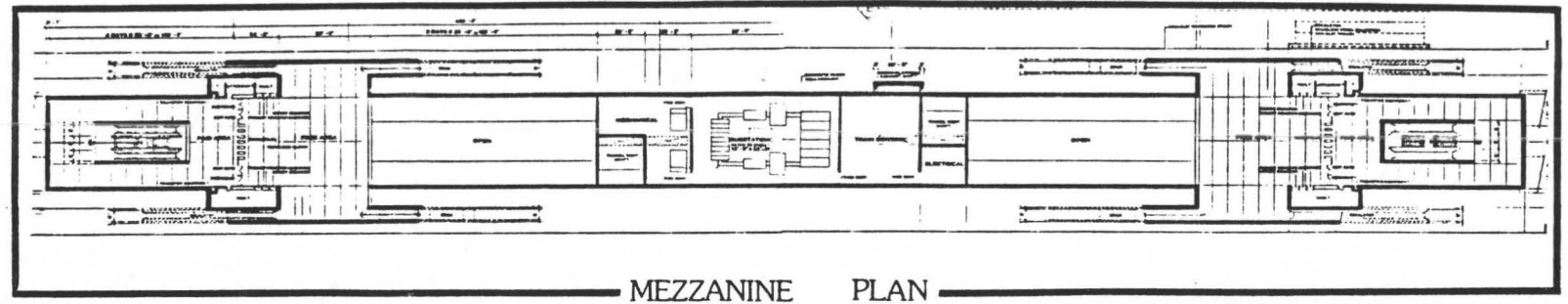
PEDESTRIAN CIRCULATION

- A SERIES OF PEDESTRIAN ORIENTED PLAZAS ARE DESIGNED AS PART OF THE URBAN CENTER, INTERCONNECTED BY A MAJOR PEDESTRIAN MOVEMENT WHICH PROGRESSES FROM THE HOUSING CORE TO THE COMMERCIAL ACTIVITY, THEN PROCEEDS TO THE BUS MALL TERMINATING AT THE ENTRANCE OF THE NORTH HOLLYWOOD COMMUNITY CENTER WHICH IS LOCATED WITHIN THE PARK.

- STREETScape TO INCLUDE LANDSCAPING AND PEDESTRIAN AMENITIES (SEATING, DRINKING FOUNTAINS, SIGNS) FOR ENCOURAGING PEDESTRIAN MOVEMENT THROUGH THE CORE.
- CULTURAL CENTERS PROVIDING PERFORMANCE STAGES, AND MEETING WITHIN THE OVERALL CONCEPT OF EACH PLAZA.

REHABILITATION

- SELECTED REHABILITATION OF COMMERCIAL USES ON THE WEST SIDE OF LANKERSHIM, PROVIDING SERVICE ALLEYS AND PARKING TO SERVE THE USES.
- REUSE OF THE EL PORTAL THEATRE TO BE CONSIDERED FOR FUTURE EVALUATION.



STATION PROTOTYPE

- LEGEND**
- FREE AREA
 - PAID AREA
 - PLATFORM

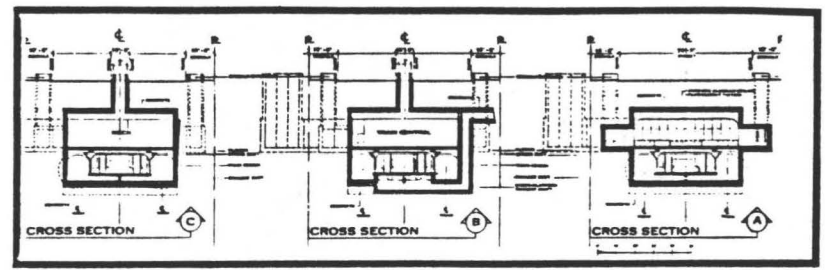


FIGURE 6.1

RECOMMENDED PLAN

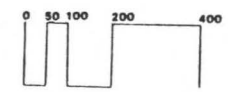
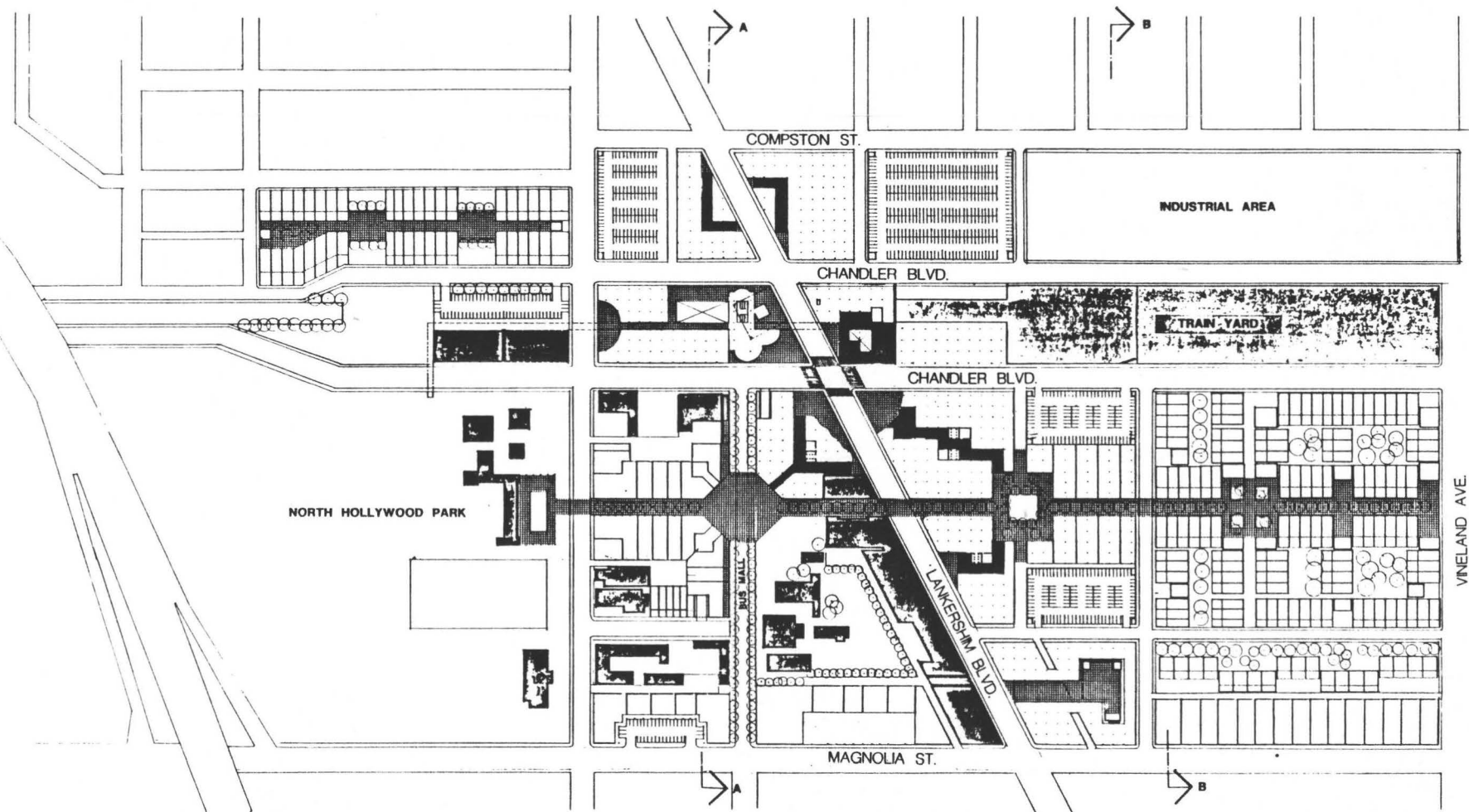
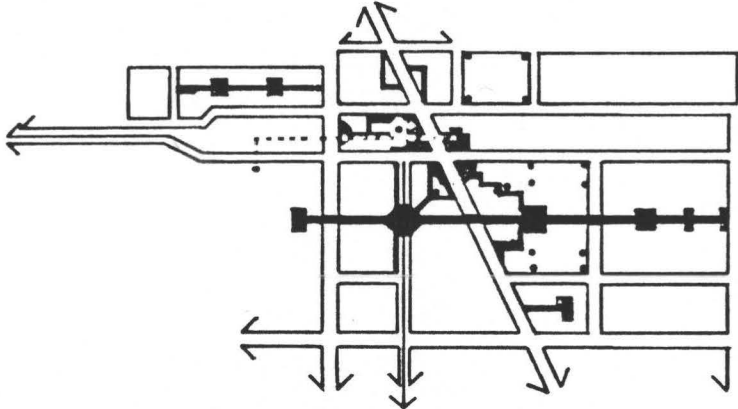
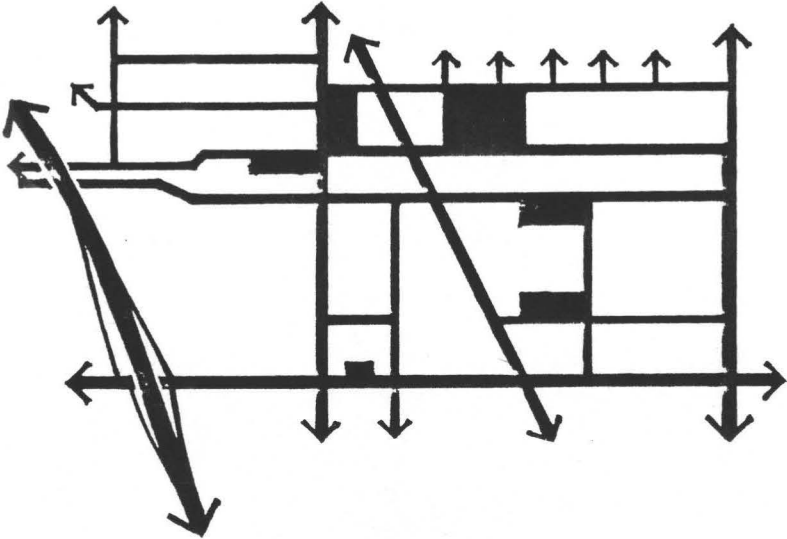


FIGURE 6.2

CIRCULATION



PEDESTRIAN



VEHICULAR

Fig. 6.3

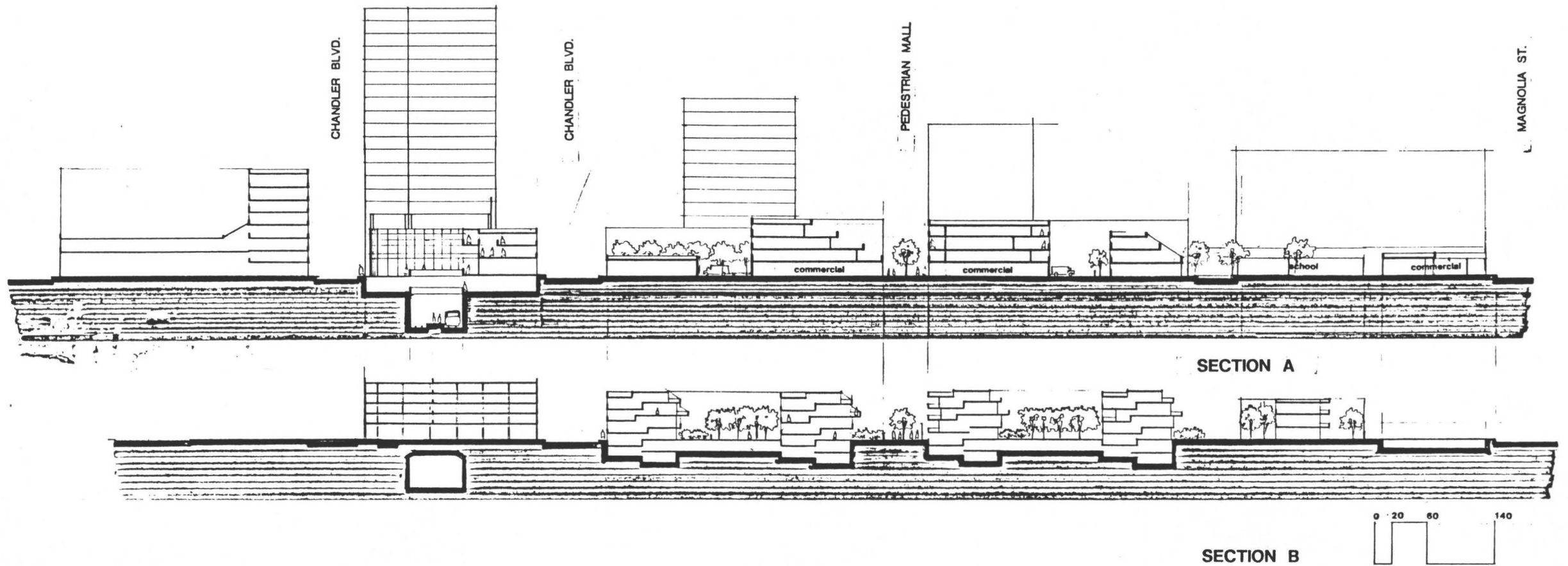
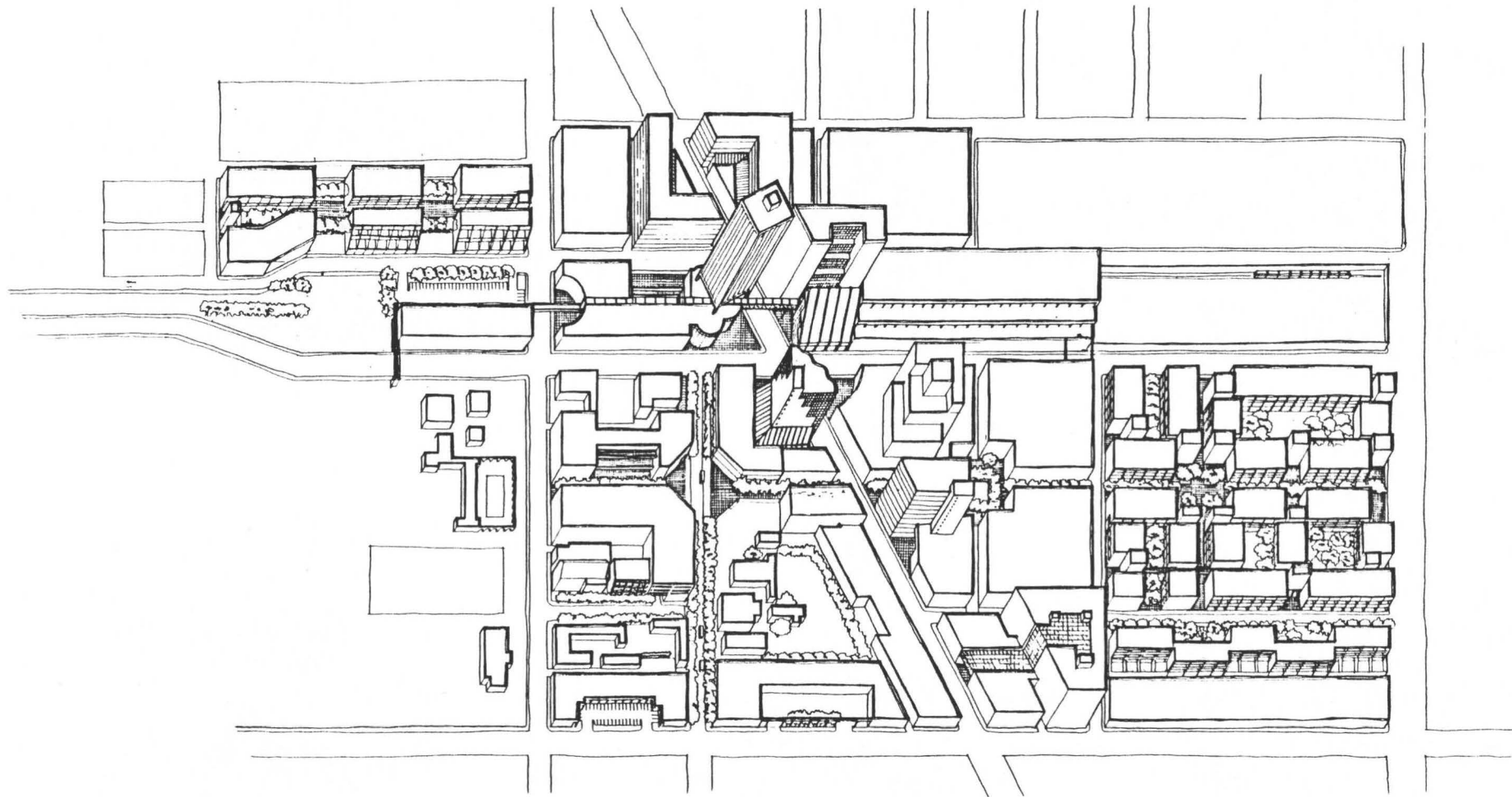


FIGURE 6.4

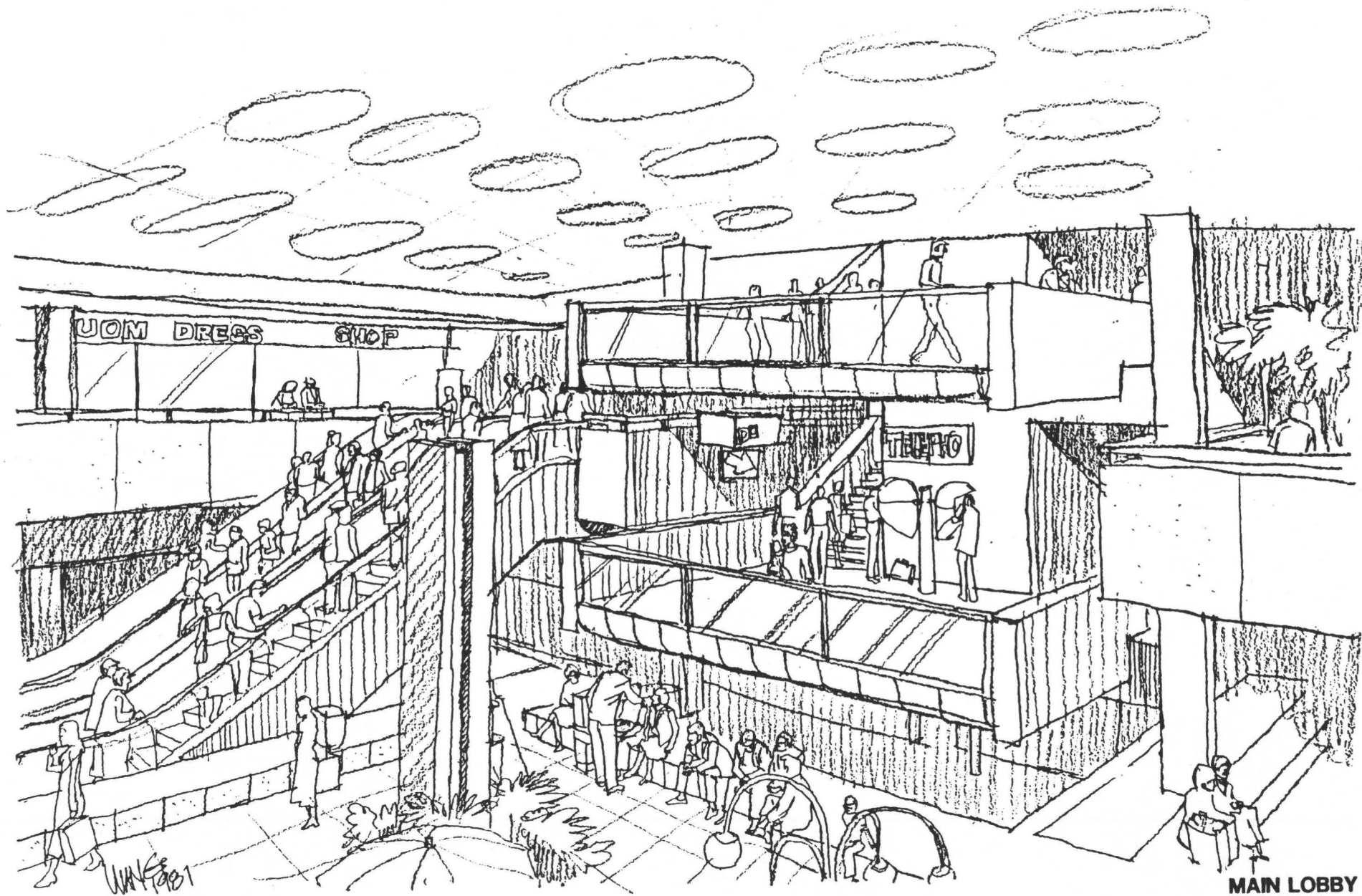


AXONOMETRIC

FIGURE 6.5



PEDESTRIAN MALL FIGURE 6.6



MAIN LOBBY

FIGURE 6.7

FUNDING SOURCES

FUNDING FOR THE IMPLEMENTATION AND OPERATION OF THE RAPID TRANSIT SYSTEM IS PROVIDED AT BOTH THE FEDERAL AND STATE LEVELS. THE URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA) PROVIDES THE MAJOR FEDERAL PORTION OF TRANSIT FUNDING THROUGH TWO PROGRAMS:

- SECTION 3: IS A CAPITAL GRANT PROGRAM WHICH IS AVAILABLE FOR 30 PERCENT FUNDING OF THE CAPITAL PROJECTS.
- SECTION 5: IS ANOTHER GRANT PROGRAM WHICH ALLOCATES FUNDS NATIONALLY BASED ON POPULATION DENSITIES.

THE FEDERAL HIGHWAY ADMINISTRATION ALSO ALLOCATES FUNDS TO OTHER TRANSPORTATION PROGRAMS IN ADDITION TO HIGHWAYS, WITH THE EXCEPTION OF SECTION 5 FUNDS WHICH MAY BE USED TO SUBSIDIZE OPERATION COSTS, ALL OTHER AVAILABLE FUNDS CAN ONLY BE APPLIED TO CAPITAL COSTS.

THE PROPOSITION 5 FUNDS CONSTITUTE THE MAJOR SOURCE OF FUNDING PROVIDED BY THE STATE. IN 1974, PROP. 5 AMENDED THE STATE CONSTITUTION TO PERMIT THE USE OF MOTOR VEHICLE REVENUES FOR THE RESEARCH, PLANNING, AND CONSTRUCTION OF MASS TRANSIT GUIDEWAYS AND THEIR FIXED FACILITIES. THE STATE'S PORTION OF THE PROP. 5 FUNDS DEVELOPED IN L.A. COUNTY CAN PROVIDE THE MAJOR PORTION OF THE LOCAL MATCHING FUNDS REQUIRED FOR THE RAIL RAPID TRANSIT PROJECT. THE MAXIMUM AMOUNT OF THESE FUNDS WHICH COULD BE USED WITHIN THE NEXT 10 YEARS IS ESTIMATED TO TOTAL \$300-400 MILLION.

TDA SALES TAX REVENUE (SB 325) FUNDS, DERIVED FROM 1/4 % SALES TAX ARE ALSO AVAILABLE FOR TRANSIT CAPITAL AND OPERATION COSTS WITHIN CALIFORNIA. IN LOS ANGELES COUNTY, THE SORTD DISTRICT RECEIVED MORE THAN 91 PERCENT OF THE TOTAL COUNTY SB 352 FUNDS FOR TRANSIT. THESE FUNDS ARE EXPECTED TO GROW AT A RATE OF 8 PERCENT REFLECTING THE INCREASE IN PRICES AND THE GROWTH IN VOLUMES OF TAXABLE SALES.

ANOTHER POTENTIAL SOURCE OF LOCAL FUNDS COULD BE THE USE OF THE 1913 ACT ASSESSMENT DISTRICT PROCEDURE APPLIED TO THE AREA AROUND THE STATION. THIS ACT ALLOWS ASSESSMENT AGAINST PROPERTIES BENEFITING FROM THE RAIL RAPID TRANSIT PROJECT. THE USE OF JOINT DEVELOPMENT/VALUE CAPTURE TECHNIQUES COULD LEAD TO ANOTHER POTENTIAL SOURCE OF FUNDING THROUGH DEVELOPING INCOME AND ALLOWING THE TRANSIT STATION TO BENEFIT FINANCIALLY FROM THE INCREASED MARKET VALUE GENERATED IN AREAS ADJACENT TO THE STATION SITE. HOWEVER, THIS SOURCE OF INCOME WOULD NOT BE IMMEDIATELY AVAILABLE DURING THE INITIAL STAGES OF PROJECT IMPLEMENTATION.

THE FUNDING SOURCES CITED ABOVE RELATE TO THE TRANSIT STATION AND THE CONSTRUCTION OF THE RAIL RAPID TRANSIT SYSTEM. ADDITIONAL FUNDING FOR THE IMPLEMENTATION OF PLANS WITHIN THE PROJECT AREA MAY BE PROCURED THROUGH OTHER FEDERAL OR STATE PROGRAMS SUCH AS:

- THE UDAG PROGRAM (URBAN DEVELOPMENT ACTION GRANT PROGRAM)
- THE ECONOMIC DEVELOPMENT ADMINISTRATION PROGRAM (EDA)
- THE FEDERAL NATIONAL MORTGAGE ASSOCIATION (FNMA)

- TAX INCREMENT FINANCING
BLOCK GRANT FUNDING CAN PROVIDE THE INITIAL FUNDING FOR PLANNING, ACQUISITION, RELOCATION AND SITE PREPARATION IN ORDER TO CREATE INCENTIVES FOR THE PRIVATE SECTOR TO RESPOND. THE EDA GRANTS PROVIDE FUNDING FOR THE COSTS OF PUBLIC WORKS, PUBLIC SERVICES AND DEVELOPMENT FACILITIES. THE EDA HAS ALSO DEVELOPED TWO LOAN PROGRAMS FOR INDUSTRIAL AND COMMERCIAL BUSINESSES.

THE FNMA PROVIDES FUNDING THROUGH LOCAL LENDERS TO OWNER-OCCUPANTS WHO WISH TO PRESERVE AND MAINTAIN THEIR COMMUNITY. TAX-INCREMENT FINANCING ALLOWS A LOCAL PUBLIC AGENCY TO RECOVER PART OF THE INCREASE IN TAX REVENUE AND USE THAT TO REPAY PROJECT COSTS SUCH AS LAND ACQUISITION, RELOCATION, PUBLIC IMPROVEMENTS AND RELATED PROFESSIONAL SERVICES.

**ENVIRONMENTAL
IMPACT**

7

POTENTIAL ENVIRONMENTAL IMPACTS

THE FOLLOWING ENVIRONMENTAL IMPACTS HAVE BEEN CONSIDERED IN THE DEVELOPMENT OF THE PLAN. PRELIMINARY MITIGATION MEASURES ARE ALSO IDENTIFIED TO BE ACCOMPLISHED AS PART OF THE PLANNING PROCESS, OR TO BE ADDRESSED IN MORE DETAILED IMPLEMENTATION DESIGN.

GEOLOGIC

1. GEOLOGIC IMPACTS: TUNNELING FOR THE SUBWAY WOULD NOT POSE SERIOUS PROBLEMS (POSSIBILITY OF GROUND-WATER INFLOW; TAR, OIL OR GAS SEEPS)
2. SEISMIC IMPACTS: THERE ARE NO INDICATIONS OF EARTHQUAKE FAULT LINES WITHIN THE PROJECT AREA. IMPACT COULD BE FURTHER MINIMIZED WHEN STATION IS BUILT IN COMPLIANCE WITH SEISMIC SAFETY REQUIREMENTS. THIS IS EARTHQUAKE COUNTRY. SEISMIC EFFECTS ARE ALSO MINIMAL IN DEEP TUNNELS, WITH DAMAGE LIKELY TO OCCUR AT THE CONTACT OF DIFFERENT GEOLOGIC FORMATIONS, NONE OF WHICH ARE IN EVIDENCE IN THE NORTH HOLLYWOOD PROJECT AREA.

ECOLOGICAL

METEOROLOGY:
 WIND EFFECTS: NON (SUBWAY THEREFORE NO IMPACT)
 HEAT BUILDUP: IN PAVED PARKING AND PLAZA AREAS AND BESIDE BUILDING SURFACES. MITIGATION MEASURES INCLUDE LANDSCAPING, CHOICE OF BUILDING MATERIALS AND COLORS.
 VEGETATION AND WILDLIFE: NO IDENTIFIED ENDANGERED SPECIES ARE WITHIN THE PROJECT AREA.

AIR QUALITY

1. STATIONARY SOURCES: NO IMPACT
2. MOBILE SOURCES: REDUCTION IN POLLUTION BY REDUCING TRIPS (AUTO) NOT-SIGNIFICANT ON THE REGIONAL SCALE. AIR QUALITY IMPACT AT THE VICINITY OF THE STATION WILL HAVE MOST ADVERSE IMPACTS AT PEAKHOURS. THERE WILL BE AN INCREASE IN BOTH PUBLIC AND PRIVATE TRAFFIC AROUND THE STATION; STOP AND START TRAFFIC, COUPLED WITH PARKING FACILITIES WILL COMBINE TO INCREASE CONCENTRATIONS OF CARBON MONOXIDE AND OTHER EMISSIONS IN THE VICINITY OF THE STATION.

CARBON MONOXIDE EMISSIONS EXPERIENCED AT 50, 100, 150 FEET AT A HEIGHT OF 5 FEET DURING THE PEAK ONE-HOUR AND EIGHT-HOUR PERIODS

CO AT LANKERSHIM AND CHANDLER BLVD.
 ONE-HOUR PPM CONCENTRATION

PROJECTED VEHICLES/HR. BOTH DIRECTIONS (DUE TO TRANSIT ONLY)	DISTANCE FROM POLLUTION SOURCE		
	50'	100'	150'
LANKERSHIM 2300	5.6	5.0	3.8
CHANDLER 3180	2.3	2.0	1.8

EIGHT-HOUR PPM CONCENTRATION

LANKERSHIM	4.8	4.0	3.1
CHANDLER	2.1	1.8	1.6

ONE-HOUR-40ft. 1986	
LANKERSHIM	5.6
CHANDLER	2.3
AMBIENT	14.0
TOTAL	22.2 PPM

EIGHT-HOUR-50 FEET-1986	
LANKERSHIM	4.8
CHANDLER	2.1
AMBIENT	8.5
TOTAL	15.4 PPM

STATE STANDARD FOR CO (FOR ONE-HOUR CONCENTRATION): NOT TO EXCEED 40 PPM
 FEDERAL STANDARD FOR CO (FOR ONE-HOUR CONCENTRATION): 35PPM

STATE STANDARD FOR CO (FOR 12-HOUR CONCENTRATION) : 12 PPM
FEDERAL STANDARD FOR CO (FOR 8-HOUR CONCENTRATION): 9 PPM

THEREFORE IT IS PROJECTED THAT FEDERAL AIR POLLUTION STANDARDS MAY BE EXCEEDED (FOR THE 8-HOUR PERIOD) WHEN TRANSIT IS IMPLEMENTED. MITIGATION MEASURES MAY BE REQUIRED AS FOLLOWS:

- DESIGN OF PARKING STRUCTURES
- PLACEMENT OF THE ENTRANCES AND EXITS
- BUS DROP - OFF POINTS
- KISS AND RIDE ZONES

ALL THESE POINTS ARE IMPORTANT IN DETERMINING AIR QUALITY CONDITIONS IN THE FUTURE AND MITIGATING IMPACTS. MITIGATION MEASURES SHOULD MAXIMIZE DISPERSION AND MINIMIZE CONGESTION. POLLUTANTS MAY BE CONTROLLED BY ENCLOSING PARKING STRUCTURES AND INSTALLING AIR COLLECTION FILTERS.

NOISE & VIBRATION

1. INCREASE IN NOISE LEVELS DUE TO BUS AND AUTO ACCESS VOLUMES
2. NOISE IMPACT OF THE SUBWAY OPERATIONS FROM VENTILATION SHAFTS LOCATED IN RESIDENTIAL OR PEDESTRIAN AREAS.
3. POTENTIAL FOR VIBRATION-INDUCED NOISE INSIDE BUILDINGS CLOSE TO THE SUBWAY LINE AND WHEN THE LINE IS IN SHALLOW DEPTH AS IT APPROACHES THE STATION

MITIGATION MEASURES INCLUDE CAREFUL LOCATION OF VENTILATION SHAFTS AND THE USE OF TECHNIQUES KNOWN FOR REDUCING GROUND-BORNE NOISE

AND VIBRATIONS.

NOISE LEVELS AROUND THE STATION WOULD RISE SLIGHTLY AS A RESULT OF A SIGNIFICANT BUS FEEDER VOLUME FROM A BACKGROUND OF L_{dn} OF 71dBA to 72-73d BA (when $L_{dn} = 55$ dBA, INCREASED NOISE IS PROHIBITED BY THE LOS ANGELES NOISE ORDINANCE IN RESIDENTIAL AREAS), NOISE INCREASES DUE TO FEEDER BUS VOLUMES WOULD BE CONFINED TO AN AREA WITHIN A FEW BLOCKS OF THE STATION.

FURTHER MITIGATION MEASURES MAY BE REQUIRED TO REDUCE AMBIENT NOISE FROM 71 dBA, AND TRANSIT RELATED NOISE FROM 72-73dBA, DOWNWARD TO 55 dBA. NOISE BUFFERING AND MODIFICATION OF TRANSIT/TRAFFIC OPERATIONS SHOULD BE INVESTIGATED.

ENERGY

POTENTIAL IMPACTS MAY BE DUE TO:

- ENERGY EFFICIENCY
- ELECTRIC POWER DEMAND
- ENERGY REQUIRED FOR CONSTRUCTION

CONSTRUCTION IMPACTS

POTENTIAL IMPACTS COULD EMERGE IN THE FORM OF:

- DISPOSAL OF MATERIALS
- TRAFFIC CONGESTION
- ADDITIONAL AIR POLLUTION
- ADDITIONAL NOISE
- DISRUPTION OF UTILITY SERVICES
- INTERFERENCE WITH COMMERCIAL ACTIVITIES
- DISPLACEMENT OF RESIDENCES AND BUSINESSES.

VISUAL IMPACTS

CONSTRUCTION OF THE TRANSIT STATION WOULD HAVE ADVERSE VISUAL IMPACT DURING THE CONSTRUCTION, BUT WOULD ENHANCE THE VISUAL ENVIRONMENT OF THE AREA AFTER IMPLEMENTATION.

HISTORICAL VALUES

POTENTIAL IMPACTS AND MITIGATION MEASURES INCLUDE:

- OLD TRAIN STATION: RELOCATION MAY BE REQUIRED
- BOOKSTORE: TO BE RETAINED IN RE-DEVELOPMENT
- AMELIA: NO IMPACT PROJECTED

POPULATION

POTENTIAL IMPACTS INCLUDE:

- INCREASE IN POPULATION
- IMPACT ON THE COMPOSITION AND DISTRIBUTION OF THE POPULATION.

ECONOMIC IMPACTS

POTENTIAL IMPACTS INCLUDE:

- POSITIVE IMPACT ON PROPERTY VALUES
- INCREASE IN COMMERCIAL ACTIVITIES
- POSITIVE EMPLOYMENT AND FISCAL IMPACT.

**IMPACT ON REGIONAL PLANS
& PROGRAMS**

FURTHER ANALYSIS WILL BE REQUIRED IN THIS
AREA PRIOR TO THE IMPLEMENTATION OF THE
PLAN.

APPENDIX

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