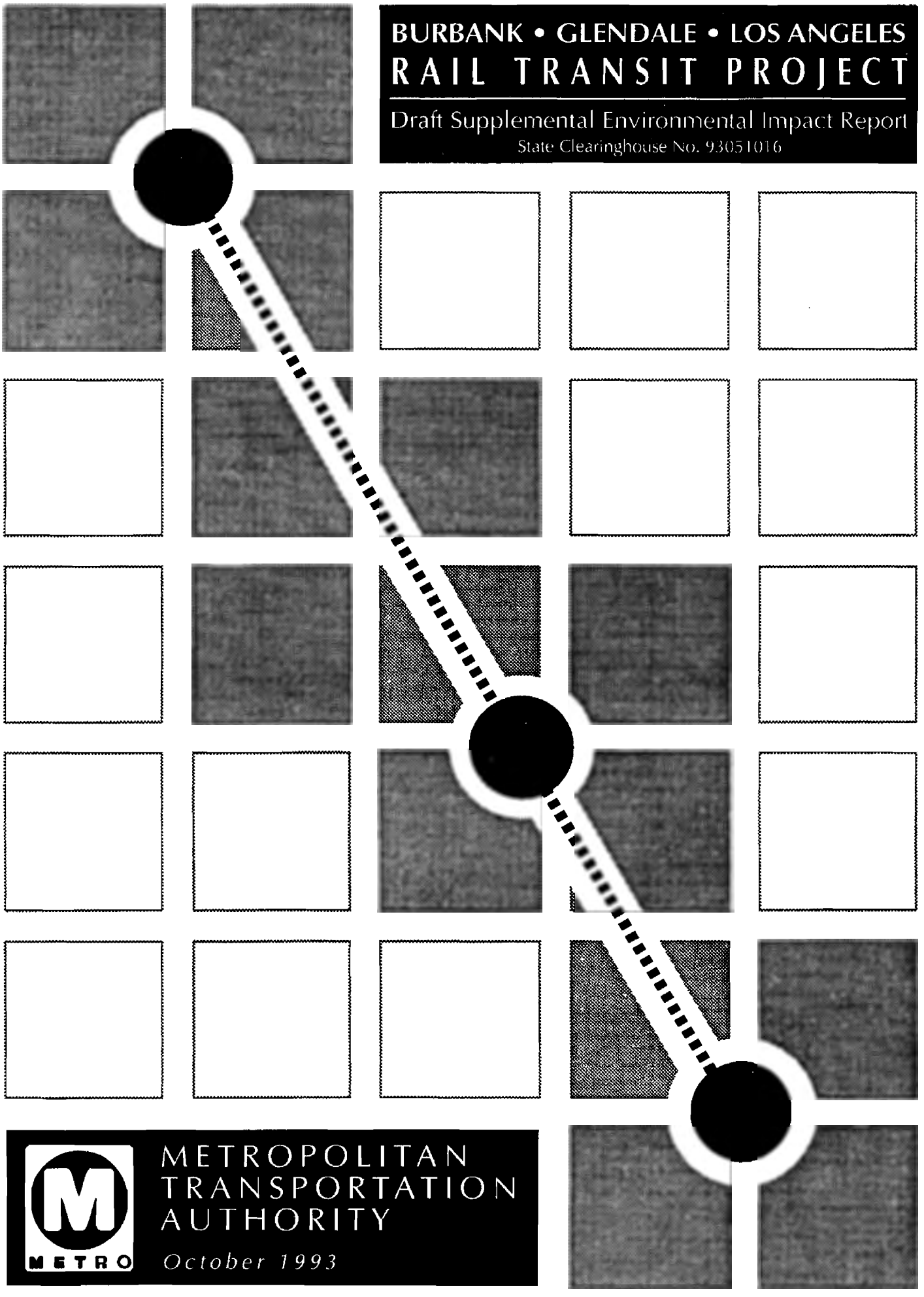
BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT

Draft Supplemental Environmental Impact Report

State Clearinghouse No. 93051016



METROPOLITAN TRANSPORTATION AUTHORITY

October 1993

Burbank-Glendale-Los Angeles Rail Transit Project

Draft Supplemental Environmental Impact Report

State Clearinghouse No. 93051016

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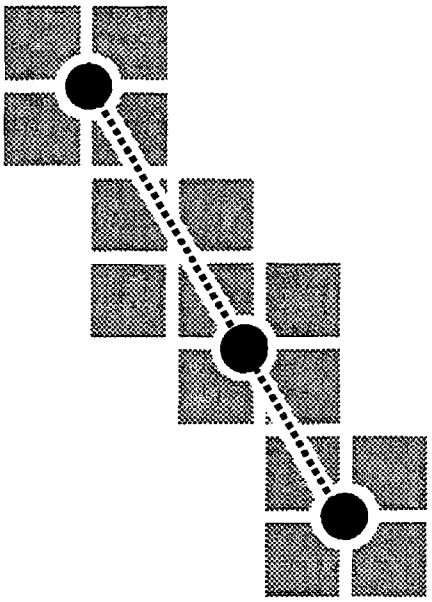

CHAPTER 1.0

INTRODUCTION AND SUMMARY

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1.1 BACKGROUND

In October 1992, the Los Angeles County Transportation Commission (LACTC), predecessor to the Metropolitan Transportation Authority (MTA), completed the Burbank-Glendale-Los Angeles Rail Transit Project Final Environmental Impact Report (EIR). To complete the environmental process, LACTC directed that findings be prepared for the proposed project alignment studied in the EIR's environmental issues analysis discussion. In January 1993, the environmental component of the project came to a close when the document and its associated Findings and Mitigation Monitoring Program received certification.

Because of issues related to other proposals that have the potential to affect the proposed project, the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR indicated that supplemental environmental analysis would be necessary to evaluate possible effects associated with the results of the *Taylor Yard Development Study*, originally scheduled to be completed in the Spring of 1993. In addition, the completion of the *Pasadena-Los Angeles Metro Blue Line Supplemental EIR* (January 1993) revealed that no permanent LRT maintenance facility site had been selected to serve both the Pasadena-Los Angeles line and the proposed project. Instead, the Midway Yard, located between Elysian Park and the Los Angeles River, will be utilized as an interim 40-vehicle fleet facility for the Pasadena-Los Angeles Metro Blue Line. This decision left the Burbank-Glendale-Los Angeles light rail transit alignment without a maintenance facility, necessitating the analysis of a permanent LRT yard for the proposed project. In order to study each of the issues associated with Taylor Yard and the LRT maintenance facility, the MTA, in March 1993, commissioned the preparation of this Supplemental Environmental Impact Report.

1.2 PURPOSE AND SCOPE OF THE SUPPLEMENTAL EIR

This Supplemental Environmental Impact Report (SEIR) identifies, describes, analyzes, and evaluates significant effects associated with the Burbank-Glendale-Los Angeles Rail Transit Project. Traversing portions of each of these cities in the East San Fernando Valley and Northeast Los Angeles area, the 11.9-mile proposed rail transit route forms part of the larger regional transportation system that would link these centers with Metro Rail service in Downtown Los Angeles and beyond. Prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines, this SEIR intends to primarily serve two purposes:

- To provide the lead agency, responsible jurisdictions, civic decision makers, and the general public with detailed information of the proposed project's potential environmental impacts, and;

- To serve as a tool for decision makers to facilitate the decision-making process on the proposed project.

For the purposes of this SEIR, the following new components of the proposed project will be specifically addressed:

- Possible alternative rail transit alignments and station sites in Taylor Yard, which may exacerbate potential land use, noise, air, and traffic impacts in the vicinity.
- Analysis of potential impacts related to the development and implementation of a LRT maintenance and storage facility near the northern terminus of the proposed alignment.
- Comparison of alignment alternatives at the Pasadena-Los Angeles Blue Line Junction, including issues related to the Lincoln Heights Jail and a non-revenue connector.
- Assessment of possible hazardous waste materials and construction impacts at the proposed LRT maintenance yard sites.

In March and April 1993, MTA began the formal environmental process by performing an Initial Environmental Study which assisted in determining the environmental issues to be analyzed in this document. Upon completion of the Initial Study, MTA prepared a Notice of Preparation (NOP) and circulated it to the State of California Office of Planning and Research, all identified responsible agencies, and to persons and organizations on the project mailing list. The Initial Study and the NOP appear in Appendix A, while comments and responses to the NOP are included in Appendix B.

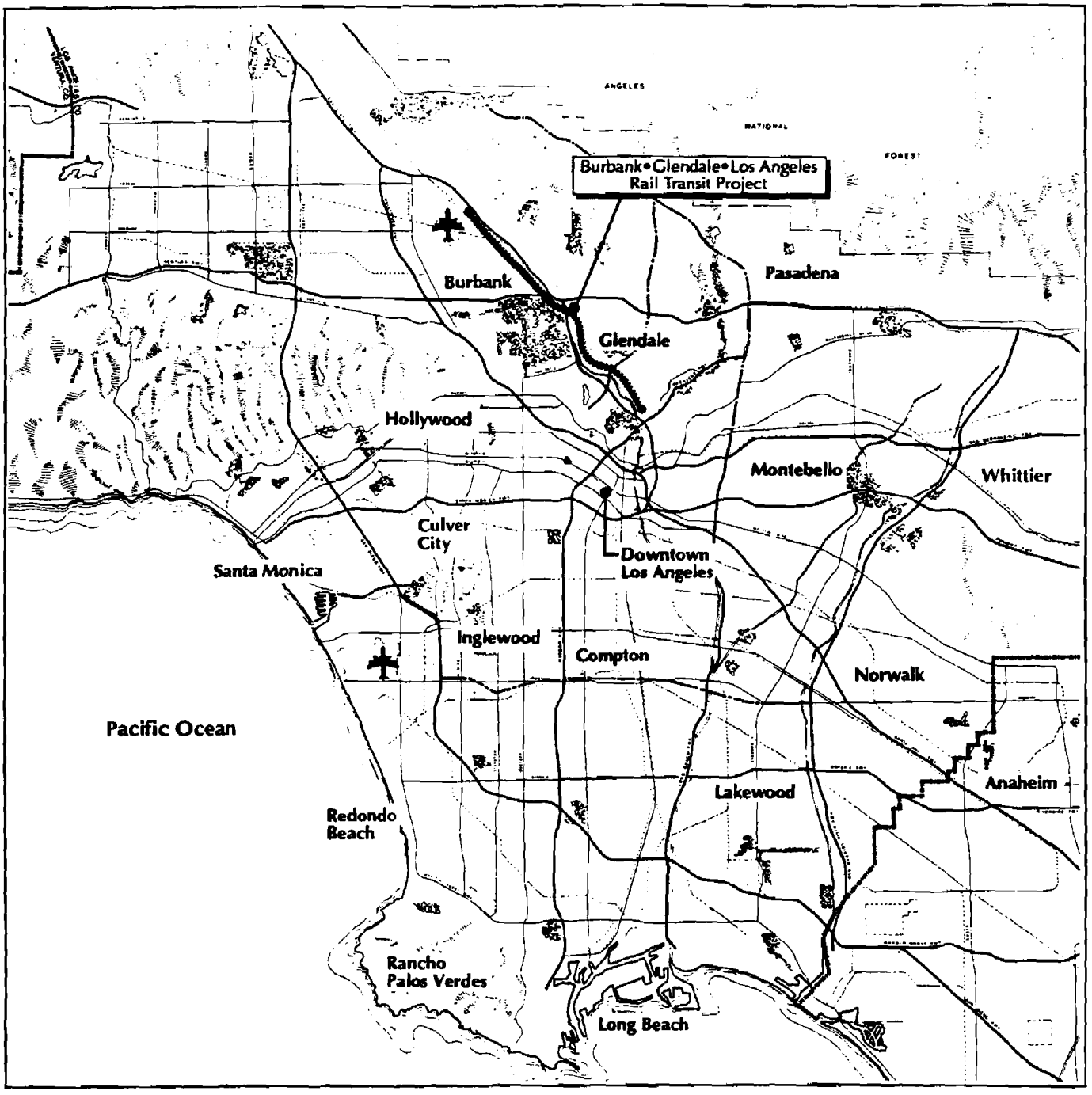
1.2.1 Incorporation of Contents of the Final EIR

In addition to the project's new elements, this SEIR incorporates by reference, as permitted by CEQA, the contents of the *Burbank-Glendale-Los Angeles Rail Transit Project Final EIR.*[1] In an effort to avoid repetition of general background information that does not contribute directly to the analysis of the project's new issues, the SEIR incorporates the Final EIR's environmental setting and previous relevant project description with respect to route alignment and unaltered station sites. These project components have been omitted from the SEIR and a summary of their content appears on the following page. They can be referenced for greater detail in the Final EIR, which is available for public inspection at MTA headquarters and at local libraries.

Relevant Project Description

The Final EIR's project description outlines the prominent characteristics of the Burbank-Glendale-Los Angeles Rail Transit Project. Traversing through the East San Fernando Valley and Northeast Los Angeles area (**Figure 1,** on the following page), the light rail transit alignment would travel from the Pasadena-Los Angeles Blue Line Junction in South Taylor Yard

[1] *Burbank-Glendale-Los Angeles Rail Transit Project Final EIR, Findings, and Mitigation Monitoring Program, California State Clearinghouse No. 91101017,* LACTC, Gruen Associates et al., October 1992.



GRAPHICS BY GRUEN ASSOCIATES

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FIGURE 1
Regional Context

to Hollywood Way in the vicinity of the Burbank-Glendale-Pasadena Airport (Burbank Airport). Information provided in the project description includes narrative and graphic illustration of the alignment's rail technology, ridership and operations, route alignment, and transit stations. Nine of the ten proposed stations in the Final EIR remain unchanged, with the lone exception being the Taylor Yard Station at Arvia Street just west of San Fernando Road. This station, as well as other issues related to Taylor Yard, are depicted in greater detail in Chapter 2.0 of this document.

Environmental Setting

This chapter of the Final EIR presents an overview of the existing regional and subregional setting as it relates to the proposed rail transit project. Due to the urban nature of growth within the Southern California Region, and more specifically, the project corridor study area, this chapter provides an overview of the environmental setting as it is projected to evolve in the future. The topics of discussion in the Environmental Setting Chapter include the following:

- Regional Environmental Setting
- Geotechnical and Seismic Character
- Hydrologic Character
- Demographic Characteristics
  - Population
  - Employment
  - Jobs/Housing
- Land Use
- Transportation
- Air Quality
- Noise
- Basis for Cumulative Analysis

1.3 PROJECT OVERVIEW

The following project overview provides general background to some of the project's key components. The Planning History section traces the project's planning process from approval of Proposition A in 1980 to the preparation of this Supplemental EIR. The Project Purpose discussion outlines the goals which the rail transit project intends to achieve. The Public Review of the Project narrative provides a concise yet comprehensive summary of the public's opportunity to review and comment on the contents of this document. And finally, the Permits and Approvals discussion highlights a listing of those agencies which may use this SEIR to process the issuing of permits, approvals, or cooperative agreements required for construction.

1.3.1 Planning History

In November 1980, voters of the County of Los Angeles approved Proposition A. This initiative authorized LACTC, forerunner to the MTA, to assess a Countywide half-cent sales tax to improve and expand the existing County public transit system, and to construct and operate a rail rapid transit network. As illustrated in **Figure 2**, a segment of the initial rail transit plan called for an extension of the system into Northeast Los Angeles, Glendale, and the East San Fernando Valley.

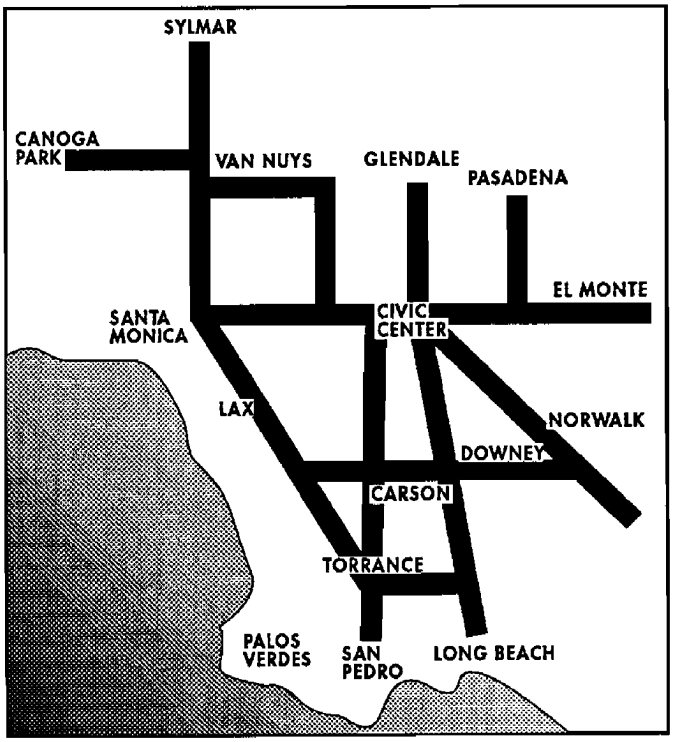
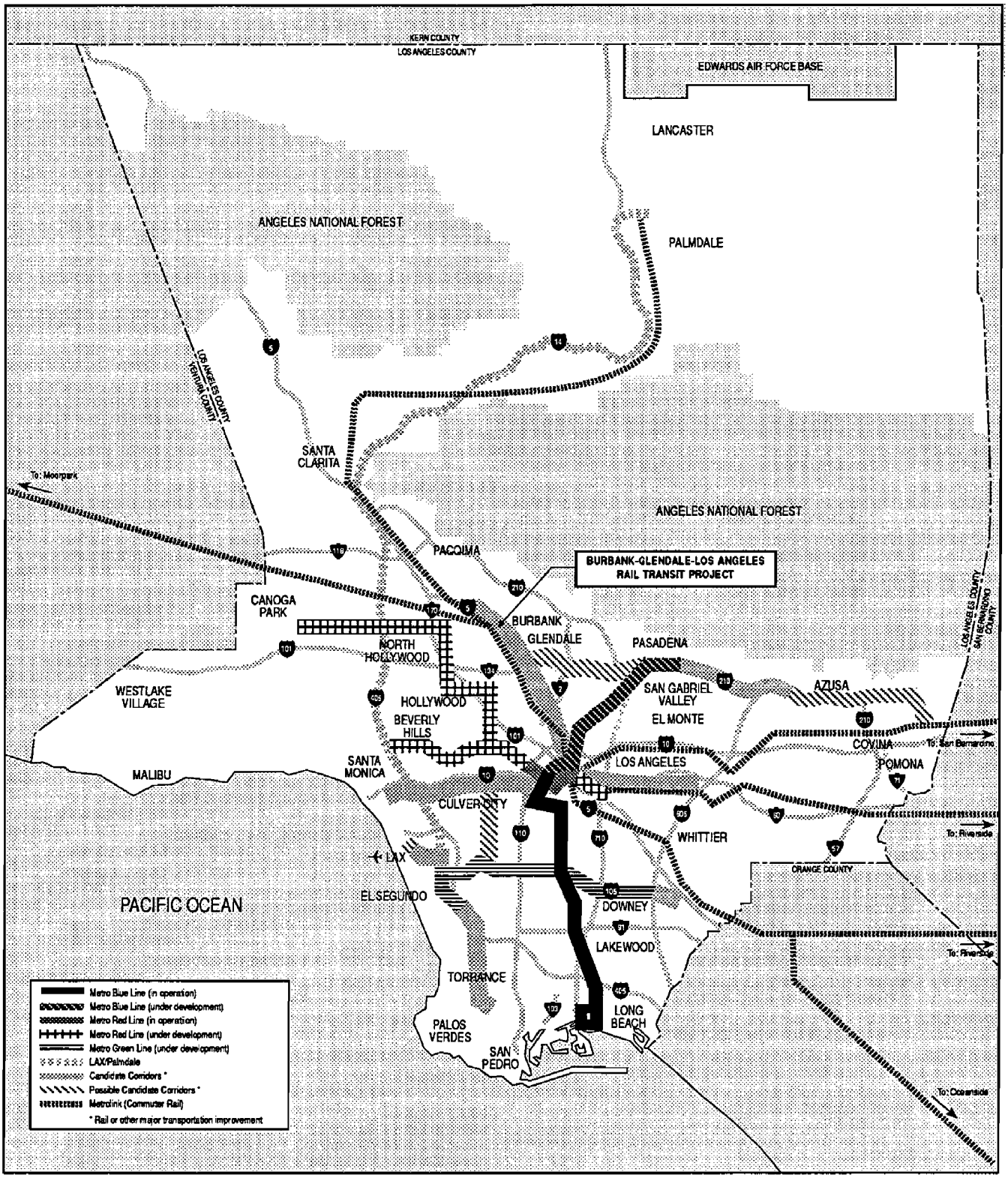


FIGURE 2 **Proposition A Rail Transit System: 1980**
SOURCE: "Prop A" Ballot Measure, Nov. 1980

A decade later, in November 1990, County voters approved Proposition C. This initiative added another half-cent sales tax to further expand on the original Proposition A system. Allowing for the expedited construction of planned Countywide rail transit projects and supporting the growth and planning of other transit improvements, "Prop C" provided a vehicle for expansion of the Metro Rail system. Today, the current *30-Year Integrated Transportation Plan* provides for over 400 miles of rail service. **Figure 3** on the following page illustrates the system's configuration.

With respect to the historic planning context of the proposed transit project, the majority of the planning efforts preceding the route alignment have served as the basis for implementing the Burbank-Glendale-Los Angeles Rail Transit Project. The following discussion highlights the specific planning programs and alignment alternatives that have been studied along the MTA-owned Southern Pacific Transportation Corridor (SPTC) right-of-way.

In 1988, the Glendale City Council requested that a feasibility study be conducted of the Los Angeles-Glendale Proposition A rail transit corridor. With 50 percent of the study funded by the City of Glendale, LACTC agreed to examine the potential for rail service to Glendale. In April 1990, the City, in conjunction with LACTC, completed the *Glendale Corridor LRT Route Refinement Feasibility Study*. The study assessed the feasibility of extending the regional rail transit system into Glendale and connecting the City to Downtown Los Angeles and other transportation modes along the corridor. The project examined a variety of alternative technologies and seven alignment alternatives that primarily utilized three north-south routes: 1) the Southern Pacific R.O.W., 2) Brand Boulevard, and 3) Central Avenue-Orange Street.



NO SCALE

BASE MAP BY MTA

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FIGURE 3
400-Mile
Metro Rail System

Serving as the definitive study for refining the project's route alignment through the City of Glendale, the Feasibility Study concluded that there would be major impacts related to each alignment alternative. If the LRT was to be connected to the Central Business District via an at-grade configuration, the project would create major traffic and circulation impacts. If the alignment were aerial or subway, it would result in significant aesthetic and cost impacts. In an effort to minimize the project's effects on the environment, the study recommended that the Southern Pacific right-of-way should be selected as the preferred route for the following reasons: 1) it would utilize an existing transportation corridor, 2) it could be connected to the CBD with a local circulator system, and 3) it would minimize impacts related to traffic, circulation, construction, and visual quality.

While the City of Glendale and LACTC engaged in this analysis to determine a LRT route through Glendale, other planning studies were also being prepared. In the Summer and Fall of 1990, LACTC -- in conjunction with the City and County of Los Angeles -- prepared the *Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study* (**Figure 4**). Like the Glendale LRT route study, this project examined the potential of using the Southern Pacific right-of-way as a rail transit corridor. The study assessed the engineering and planning feasibility of LRT and high-speed passenger rail service from the Los Angeles Union Passenger Terminal (LAUPT) in Downtown Los Angeles to Sylmar, with commuter rail service extending into Santa Clarita. Alternative transit modes evaluated included LRT, Commuter Rail, High-Speed Rail, and Magnetic Levitation Systems (Maglev).

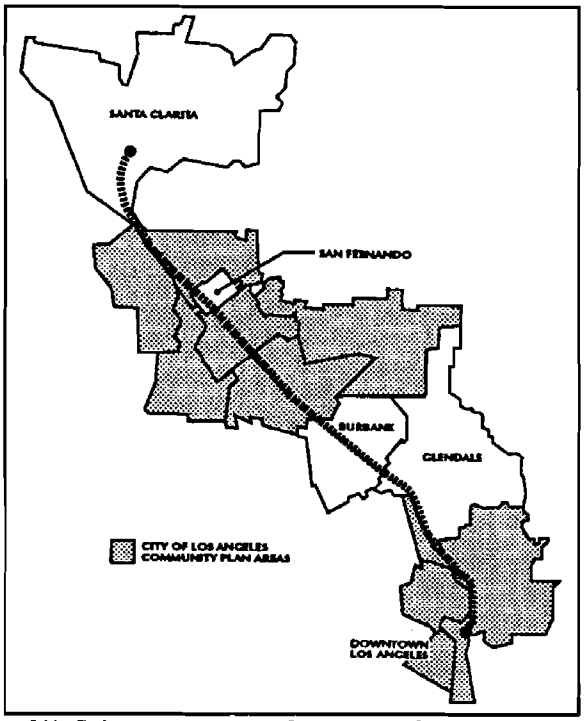


FIGURE 4 **Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study Corridor**
SOURCE: LACTC, November 1990

Encompassing 22 miles from the LAUPT to the City of Santa Clarita, the project analyzed 17 Light Rail stations, 5 Commuter Rail stations, and 3 High-Speed Rail/Maglev stations. With respect to the 11.9-mile Burbank-Glendale-Los Angeles Rail Transit Project, the analysis and findings from this Downtown Los Angeles to Sylmar/Santa Clarita study served as the basis for defining the Burbank Extension alignment to Hollywood Way. In addition, it identified eight of the ten station locations: City of Burbank- 1) Hollywood Way-Burbank Airport, 2) Buena Vista, 3) Burbank City Centre; City of Glendale- 4) Northwest Glendale, 5) Ventura Freeway, 6) Colorado-Broadway, 7) Glendale Transportation Center; and City of Los Angeles- 8) Glendale Freeway-Fletcher Drive.

In addition to these two route alignment feasibility studies, the Cities of Burbank and Glendale have also prepared site plans for multi-modal transportation facilities which would utilize the sites of old rail depot grounds. These plans propose transportation hubs within each city that would connect local circulator systems to the regional transportation network.

In September 1990, the City of Burbank completed its *Burbank Metrolink Monorail Feasibility Study*. Because the City has three commercially- and geographically-distinct areas, this study examined the potential of linking the City's three redevelopment areas via an intracity monorail system **(Figure 5)**. At full buildout, the 13.5-mile loop system would link the City's Media District, City Centre, and Airport area. The monorail loop could also potentially connect to regional transportation systems via rider interception at multi-modal stations and parking reservoirs. The key station being planned by the City is the Burbank Multi-Modal Transportation Facility, a transfer station and parking reservoir that would interface with the Burbank-Glendale-Los Angeles Rail Transit Project and Commuter Rail Metrolink at the old rail depot site.

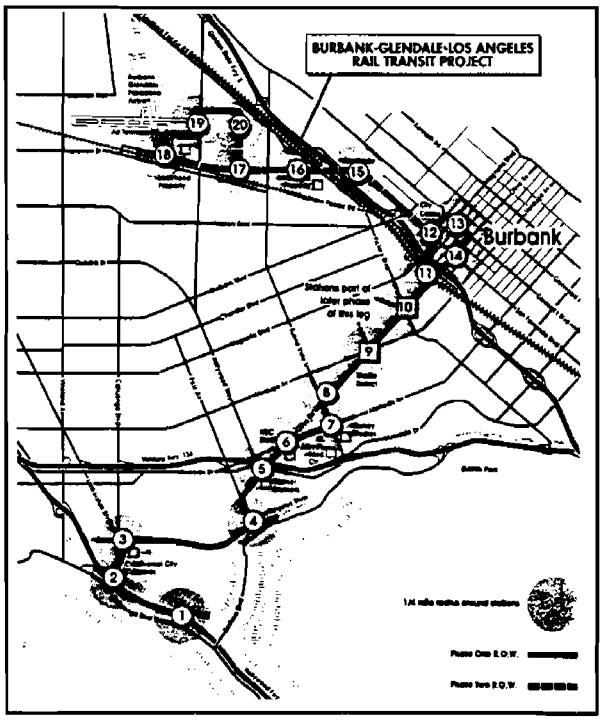


FIGURE 5 **Proposed Burbank Monorail System**
SOURCE: City of Burbank, September 1990.

In March 1991, Burbank completed its Multi-Modal Feasibility Study for the Burbank City Center Transportation Facility. The study developed and evaluated three alternative site concepts. The final recommendation promoted a scheme which consisted of a rail station and parking facilities at the old rail depot grounds; an off-street bus transfer facility across Interstate 5 on a block bounded by First Street, Orange Grove Avenue, Palm Avenue, and the Freeway; and a pedestrian bridge crossing over the Freeway linking the rail and bus facilities. Although the recommended design concept does not reflect the integration of a monorail, revisions to the site design could be made at a later date to accommodate such a system.

In the Summer and Fall of 1991, the City of Glendale conducted a needs assessment and feasibility study that examined the potential for transforming the City's existing Amtrak Station site into a Transportation Center. Similar to the multi-modal facility planned by the City of Burbank, the GRA's Transportation Center Master Plan proposes to create a transit hub that brings together the City's existing and planned transit modes. The project's conceptual site plan consists of Rail Depot renovation; development of a pedestrian promenade; construction of a new parking structure; and provision of bus and shuttle bay terminals. The transit modes that the City of Glendale plans on integrating at the Transportation Center include the proposed LRT system, Commuter Rail Metrolink, Amtrak Train Service, Glendale Bee Line, SCRTD (MTA) Bus Service, and Greyhound Bus Service.

Based on these previous studies, LACTC and the Cities of Glendale and Burbank agreed to further evaluate the merits of the proposed rail alignment in the hopes that it could gain inclusion in the Commission's 30-year plan as a funded project. In an effort to pool the rail transit planning resources of these various jurisdictions, LACTC, in conjunction with the Cities of Glendale and Burbank, commissioned the Gruen Associates Consultant Team (July 1991) to prepare environmental documentation, route refinement, and station site planning services to study a light rail alignment that would operate as a branch of the Pasadena-Los Angeles Metro Blue Line.

The rail transit project's Draft EIR was completed and approved for circulation on June 24, 1992, with its 45-day public comment and review period concluding in August 1992. During this timeframe, LACTC conducted three public workshops and hearings, one each in the Cities of Burbank, Glendale, and Los Angeles. In October 1992, LACTC completed and approved the project's Final EIR. The environmental process reached its conclusion with the certification of the document and its associated Findings and Mitigation Monitoring Program in January 1993.

The Final EIR, however, indicated that supplemental environmental analysis would be necessary to evaluate potential effects resulting from project-related proposals in the *Taylor Yard Development Study*. Because of issues related to planning efforts in Taylor Yard, as well as those associated with the site selection analysis for the Pasadena-Los Angeles Metro Blue Line LRT maintenance yard, this supplement to the original EIR has been prepared to evaluate the effects focusing on these key land planning and transportation issues. In March 1993, the Gruen Associates Consultant Team, appointed by the MTA, commenced environmental documentation, maintenance yard analysis, route refinement, and station site planning for the Supplemental Environmental Impact Report. Section 1.2 of this chapter outlines the scope of work that shapes this environmental analysis.

1.3.2 Project Purpose

The goals and objectives of the proposed rail transit project remain the same as those outlined in the Final EIR, with MTA, as successor agency to LACTC, serving as the lead agency. For the purposes of the CEQA process, the scope of this SEIR evaluates (1) two alternative LRT maintenance yards that would serve the majority of the Metro Blue Line's northern extensions, (2) the route alignment and a station site in Taylor Yard, and (3) alternative route configurations in the vicinity of the Lincoln Heights Jail at the Pasadena-Los Angeles Blue Line Junction.

Although the overriding goal of this project is to evaluate and refine key components of a rail transit route that ensures the improvement of overall public transit and minimizes the impacts on the environment, the proposed project also aims to achieve the following purposes:

- **To carry out the public mandate for the construction of a County-wide rail transit system expressed by the voters in 1980 (Proposition A) and 1990 (Proposition C).** Planning policies were reinforced when Los Angeles County voters passed Proposition A in November 1980 and Proposition C in 1990. Each of these propositions added a half cent to the County sales tax to provide, in part, local funding for a County-wide rail rapid transit network. An extension of a rail transit line into Glendale and the East Valley represents one of the many integral components of this system. Implementation of the proposed project can be considered a direct response to the voter mandate for such a system.

- **To provide an alternative mode of transportation, and help control the growth of traffic congestion in the East Valley region.** The MTA operates one of the largest bus fleets in the nation carrying over 1.5 million passengers daily. Nonetheless, more than 95% of the region's residents continue to rely almost exclusively on the automobile for transportation. The introduction of a regional rail transit system integrated with other public transit facilities is intended to provide an efficient, cost effective and reliable alternative form of transportation, thus decreasing the heavy reliance on the automobile for movement and better serving the needs of transit dependent residents.

  Transportation modeling forecasts performed for the region indicate that problems associated with vehicular movement can be expected to increase substantially by the year 2010. SCAG estimates that average rush hour travel speeds will drop from the current 37 miles per hour to 17 miles per hour by the year 2000. Regional rail transit, in conjunction with other measures, can aid in reducing these levels of congestion.

- **To connect the East Valley's major activity centers to other parts of the Southern California region.** Based on projections by the Southern California Association of Governments (SCAG), the East Valley is expected to experience significant increases in its population and employment base in the next 20 years. As such, its major economic activity centers such as the Glendale Central Business District, Glendale Civic Center, Burbank-Glendale-Pasadena Airport, Burbank Media District, and Burbank City Center may become more prominent destination points for Southern California residents. Implementation of the proposed light rail alignment, in coordination with planned and existing local circulator systems, would facilitate access to these major centers. In addition, the proposed project also has the opportunity of providing weekend service to some of the area's entertainment centers like the Burbank movie and television studios, the Los Angeles County Natural History Museum branch in Burbank, Los Angeles Zoo, Gene Autry Western Heritage Museum, Griffith Park, and Dodger Stadium.

1.3.3 Public Review of the Proposed Project

Public officials, affective agencies, and the general public have the opportunity for reviewing and commenting on the Draft SEIR through a 45-day review period established and administered by the State of California's Office of Planning and Research. During this review period, MTA will conduct a series of individual public workshops and public hearings near the locations where changes are proposed to the project. During the workshops, persons interested in understanding the specifics of the project may meet with staff to ask questions. The public hearing that follows the workshop provides a forum for taking public testimony concerning the proposed rail transit project and the SEIR. The preparers of the Draft SEIR are required to respond, in writing, to relevant comments on the Draft SEIR received from both citizens and public agencies. Comments and Responses to Comments will be included in the Final Supplemental Environmental Impact Report to be prepared following the completion of the public circulation period for the Draft EIR.

1.3.4 Permits and Approvals

In order to construct the proposed rail transit alignment and its ancillary facilities, MTA and other responsible agencies will be required to implement a number of discretionary actions. The following list includes but may not be limited to agencies who may use this EIR as part of the process of issuing permits, approvals, or cooperative agreements required to construct the project:

- City of Burbank
- City of Glendale
- City of Los Angeles
- California Department of Transportation
- State of California Public Utilities Commission
- Federal Railroads Administration
- South Coast Air Quality Management District
- California Regional Water Quality Control Board
- Los Angeles County Public Works Department
- Southern California Regional Rail Authority- Metrolink
- Local and Municipal Bus Service Providers
- Amtrak Passenger Train Service

1.4 PROJECT ALTERNATIVES

As illustrated in **Table 1** on the following page, the preferred project alternative is an 11.9-mile light rail system that would provide transit service within the MTA-owned Southern Pacific Transportation Corridor from the vicinity of the Burbank-Glendale-Pasadena Airport to the Pasadena-Los Angeles Metro Blue Line Junction, with through service to Union Station in Downtown Los Angeles.

Table 1
Summary of Project Characteristics for the Burbank-Glendale-Los Angeles Rail Transit Project

Characteristic	Description
ROUTE	
Length	11.9 miles from Burbank Airport to Pasadena Line Junction. 13.6 miles from Burbank Airport to Union Station.
Right-of-Way	MTA-owned Southern Pacific Transportation Corridor.
Environmental Documentation	Supplement to the original EIR, covering issues related to the (1) LRT maintenance yard site alternatives in the vicinity of Burbank Airport, (2) Taylor Yard route alignment and station site, and (3) alternative route configurations in the vicinity of the Lincoln Heights Jail. The Final EIR was certified in January 1993.
Full Project Description	The proposed project extends from the Burbank Airport to the Pasadena-Los Angeles rail line junction. Activity centers that could be served by the proposed rail alignment include the Burbank Airport, Burbank City Centre, Burbank Media District, Glendale Grand Central Industrial Business Park, Glendale Central Business District, Los Angeles Zoo, Gene Autry Western Heritage Museum, and the residential communities of Northwest Glendale, Atwater Village, Glassell Park, Cypress Park, and Mount Washington.
STATIONS	
Total	10, all at-grade.
Park-&-Ride Facilities	7
Number of Parking Spaces	5,660
Joint Development Potential	5
OPERATIONS	
Average Weekday Trips (2010)	33,000 - 38,000
Train Type	Light Rail Technology: 19-vehicle fleet.
Maximum Train Speed	55 miles per hour, with an average train speed of 34 miles per hour from Burbank-Glendale-Pasadena Airport to Union Station.
Train Headways	Peak Hour: 6 to 10 minutes. Average: 10 to 15 minutes.
Travel Time: Burbank Airport to Glendale Transportation Center	Approximately 13 minutes.
Travel Time: Burbank Airport to Downtown Los Angeles	Approximately 23 minutes.

SOURCE: MTA, Gruen Associates, Schimpeler-Corradino Associates, and Manuel Padron & Associates.

This rail transit route represents the end product of previously prepared rail planning studies that explored various alignment and transit mode alternatives.[2] Chapter 4.0 of this SEIR outlines the alternatives analyzed in the Final EIR. In addition, due to the changes in the project, the chapter also studies the alternatives related to the new components of the proposed project. The following listing outlines the four other potential project choices analyzed in the Alternatives to the SEIR Project Components chapter:

- Light Rail Maintenance Yard Site Alternatives: Two sites near the terminus of the alignment.
- Alternative Station Sites: Three station sites within Taylor Yard.
- Alternative Alignments: Two alignments at the Pasadena-Los Angeles Metro Blue Line.

1.5 ENVIRONMENTAL IMPACT SUMMARY

Table 2 on the following page, summarizes environmental impacts and mitigation measures for effects related to those elements of the project covered in this SEIR. Impacts that would remain after mitigation are noted in the summary as "unavoidable adverse impact" if the project receives approval as proposed in this document.

[2] *Glendale Corridor LRT Alignment Alternatives Study*, City of Glendale and LACTC, April 1990; and *Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study*, LACTC, and County of Los Angeles, City of Los Angeles, November 1990.

Table 2
Summary of Environmental Impacts

Category	Environmental Impacts	Proposed Mitigation Measures
3.1 POPULATION AND HOUSING		
Residents and Housing Stock	• No direct impact since the proposed project would neither add nor eliminate any residential units from the local housing stock. However, transit riders could experience safety concerns when coming in conflict at station areas and at-grade street/track crossings. • Residents could also experience impacts related to traffic, air quality, noise, and visual quality.	• Safety features such as crossing gates, warning lights, bells, horns and cyclops lights will be provided at at-grade crossings. • Grade-separated accessways should be constructed at station areas when passengers come in conflict with unsafe track or street crossings. • Refer to respective environmental sections in this document for related mitigation measures.
3.2 LAND USE		
Compatibility with Local Plans and Existing Land Uses	• A number of residential clusters, recreational facilities and schools could be impacted by the proposed project. These land uses could experience impacts related to pedestrian circulation, vehicular circulation, noise, air quality, and aesthetics. • Local planning documents governing the rail transit corridor generally identify the R.O.W. as quasi-public, light industry, or heavy industry. In the case of current plans and plans being prepared in the project study area, the proposed rail alignment would be compatible, and in many instances, support these planning efforts.	• Refer to respective environmental sections in this document for related mitigation measures. • The proposed project could potentially impact existing land uses, but are not expected to reach significant levels. Therefore, no mitigation measures are recommended.
Land Acquisition	• Unavoidable Adverse Impact. Implementation of the proposed project would result in the taking of existing properties. Several businesses and public uses would be taken and a number of employees would be displaced from their place of employment.	• Displaced businesses will receive fair relocation costs. • Because of special considerations, MTA should work with the City and tenants of the City Jail Building to develop a relocation program.

Table 2
Summary of Environmental Impacts

Category	Environmental Impacts	Proposed Mitigation Measures
3.3 AIR QUALITY		
Local Area Impacts	• Based on SCAQMD thresholds, the proposed project would have no significant impact because carbon monoxide concentrations would not increase beyond the defined criteria.	• None required.
Regional Air Quality	• The project would have a beneficial effect on the region's air quality with a projected reduction in automobile-generated pollutants: Carbon monoxide: .24 tons/day Nitrogen oxide: .05 tons/day Organic gases: .02 tons/day Particulate matter: .01 tons/day • The SCAQMD threshold criteria would only be exceeded in the concentration of particulates during the grading/earthwork phase of construction.	• In an effort to reduce air quality impacts related to increased concentrations of vehicles at rail transit stations areas and project-related construction impacts of dust and particulate matter, mitigation measures recommended by the SCAQMD should be implemented. These mitigation measures appear in greater detail in Section 3.3.
3.4 TRANSPORTATION AND CIRCULATION		
Region-wide Travel	• The project will have a beneficial impact on the region with a projected reduction in vehicle miles traveled (VMT) daily: VMT Reduction: 37,800 vehicle miles daily	
Intersections & Major Streets	• A significant impact assumes an increase in the intersection capacity utilization (ICU) of at least 0.020, with a final ICU of 0.900 or more. Therefore, none of the study intersections would be impacted by the proposed Taylor Yard LRT station.	• None required, however, development of the Taylor Yard Station at Arvia Street would initiate the widening of the west side of San Fernando Road and the signalization of the San Fernando Road and Arvia Street intersection for safe station access.

Table 2
Summary of Environmental Impacts

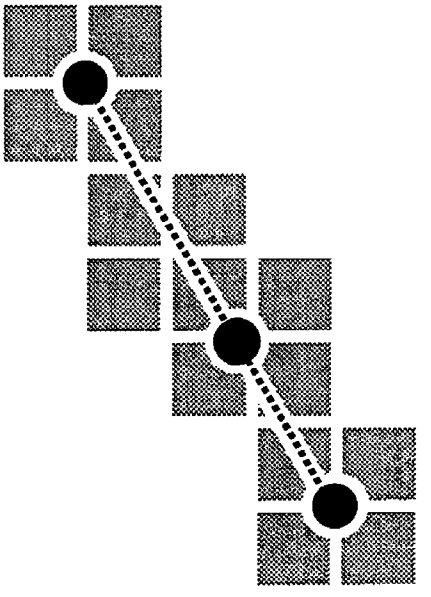
Category	Environmental Impacts	Proposed Mitigation Measures
3.5 NOISE		
Noise	• Noise produced by maintenance yard operations would be approximately 50 dB at the perimeter of the yard. Noise at this level is not discernable because the existing noise level is 60 dB or more in this area.	• None required.
	• Implementation of the proposed project could result in increases in the noise levels at the nearest school and residences ranging from 0.7 to 0.9 dB. According to the Draft FTA noise guidelines, this does not constitute a significant impact, since the change is less than one decibel and not discernible to the human ear.	• Project construction shall comply with all applicable local noise regulations. • MTA shall work with local groups to determine methods to reduce temporary noise impacts.
	• <u>Unavoidable Adverse Impact.</u> Significant impact assumes an increase in noise of at least 5 dB. Construction noise would only exceed this threshold at the Lockheed 360 site, where there could be a 7 dB change for nearby residences. This impact would be temporary, lasting for the term of project construction.	• Haul routes should avoid residential streets for demolition waste, dirt excavation, and materials delivery. • Construction should be limited to a period between 8:00 am and 6:00 pm.
3.6 RISK OF UPSET: HAZARDOUS MATERIALS AND HUMAN HEALTH		
Risk of Upset	• The long history of industrial, manufacturing, and railroad-related uses have left Lockheed Building 360, Weber Aircraft, and Taylor Yard with cases of potential hazardous waste and possible effects on human health. Future use and human occupancy of these properties without further remediation may pose a threat to human health.	• Soils testing should be conducted to determine specific subsurface soil conditions. • Conduct detailed geotechnical studies of station areas to help determine potential for upset. • MTA will acquire and comply with any permits necessary to construct the proposed project. • MTA shall identify any hazardous materials, remediate hazardous wastes, and to the fullest extent possible, recycle or salvage all waste products that result from construction of the proposed project.

Table 2
Summary of Environmental Impacts

Category	Environmental Impacts	Proposed Mitigation Measures
3.7 PUBLIC SERVICES		
Schools	• Six schools are in close proximity to Taylor Yard and the proposed LRT Maintenance Facility site alternatives. Each of these campuses may experience impacts related to air, noise, traffic and public safety. • Safety problems could arise from persons walking to and from classes.	• Refer to respective environmental sections in this document for related mitigation measures. • MTA safety criteria should be distributed to students and teachers. • Pedestrian areas should be clearly marked near the R.O.W. • Construction sequencing should be coordinated with local schools, buses, and carpools.
3.8 BIOLOGICAL AND RECREATIONAL RESOURCES		
Natural Resources	• The long-term operation of the rail transit alignment and its maintenance facility would not reduce, displace, or disturb any known natural habitats or existing recreational resources.	• None required.
Recreational Resources	• Cypress Park located in the vicinity of Taylor Yard, may experience impacts related to noise.	• Refer to Section 3.5 for mitigation measures related to noise.
3.9 PUBLIC UTILITIES		
Utilities	• Construction of the project would require the relocation of nearly 10,000-feet of US Sprint fiber optic cables, and the abandonment of sections of Southern California Gas Company lines. • Within the City of Burbank, the LRT would pass over 17 City water mains, some of which may be located within the study areas of this Supplemental EIR. Such crossings may create vertical loading impact. Corrosion caused by stray currents is also a concern.	• MTA will work with SPTC to relocate US Sprint fiber optic cables when these lines come in conflict with the LRT alignment. • MTA will work with appropriate agencies and utilities to ensure protection of pipes and utility maintenance. • Utility pipes that may be endangered by project construction should be protected against vertical loading and impact. • Overhead electric line construction and underground electric dsupply and communication systems shall meet the State of California Public Utilities Commission General Order Nos. 95 and 128 requirements.

Table 2
Summary of Environmental Impacts

Category	Environmental Impacts	Proposed Mitigation Measures
3.10 AESTHETICS		
Visual Quality	• Visual barrier created by the construction of an aerial guideway lead over San Fernando Boulevard into the Building 360 site's proposed maintenance facility and storage yard. • Unavoidable Adverse Impact. The "Through the Jail" alignment alternative and non-revenue connector would require the demolition of the Lincoln Heights Jail building and the loss of a potentially significant aesthetic resource. • Unavoidable Adverse Impact. The visual barrier created by the aerial guideway required for the "Front of Jail" alignment would result in severe impacts on the jail structure and on the viability of the community service facilities located within.	• Stations shall be designed to be attractive and non-intrusive on surrounding areas. • MTA shall work with the Cities of Los Angeles and Burbank to create design and development standards for the maintenance yards and the alignment as it passes through the Blue Line Junction and Taylor Yard. • Urban design standards shall be established in areas identified as having visually sensitive land uses. • Refer to Section 3.10 for more detailed aesthetic-related mitigation measures.
3.11 HISTORICAL RESOURCES		
Historical Resources	• Unavoidable Adverse Impact. The "Through the Jail" alignment would result in the displacement and demolition of the Lincoln Heights Jail Building. The architectural features could make it eligible for designation as a local Historical-Cultural Monument of the City of Los Angeles, and possible listing under the National Register of Historic Places. Its demolition constitutes a significant adverse impact to local historical resources. • The "Front of Jail" alignment would travel on an elevated guideway east of Avenue 19, displacing land uses across the street and dominating the urban form along Avenue 19, affecting the building's architectural character. Please refer to Chapter 4.0 for a detailed comparative analysis of alternative Pasadena Line Junction alignments.	• If this alternative is chosen, an Historic Structures Report shall be prepared. This report will document the significance of the building and its physical conditions, both historic and current, through measured drawings, photographs, written data, and text. • To reduce the visual impact of the aerial guideway, MTA would enhance the physical appearance of the area by dedicating open space on the surplus property acquired on the east side of Avenue 19.
3.12 CONSTRUCTION IMPACTS		
Refer to 3.3 Air Quality and 3.5 Noise for construction related impacts.		



CHAPTER 2.0

PROJECT DESCRIPTION

CHAPTER 2.0
PROJECT DESCRIPTION

2.1 THE PROPOSED BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT

The proposed Burbank-Glendale-Los Angeles Rail Transit Project is included as one of ten candidate corridors in the Metropolitan Transportation Authority's (MTA) 30-Year Integrated Transportation Plan (refer to **Figure 3** in Chapter 1.0). The project would comprise part of the County's 400-mile Metro Rail System, serving portions of the Cities of Burbank, Glendale, and Los Angeles. As illustrated in **Figure 6** (page 21), the 11.9-mile alignment would extend from the Pasadena-Los Angeles Blue Line Junction in the City of Los Angeles to the vicinity of the Burbank Airport at Hollywood Way in the City of Burbank. As part of project development, the proposed route will include 10 transit station locations throughout the alignment.

2.1.1 Route Alignment

The Burbank-Glendale-Los Angeles Rail Transit Project would travel within the MTA-owned Southern Pacific Transportation Corridor (SPTC) right-of-way which is currently occupied by SP freight service, Amtrak passenger train service, and the Moorpark and Santa Clarita Metrolink Commuter Rail lines. Paralleling San Fernando Road, the rail alignment would be at-grade throughout, except at crossings where major arterials and highways are grade-separated above or below the right-of-way, and at the Arroyo Verdugo Wash. Of the ten stations planned for the proposed project, seven will provide park-and-ride facilities, accommodating a total buildout of 5,660 parking spaces adjacent to the rail transit stations.

The following narrative descriptions highlight the characteristics of the Burbank-Glendale-Los Angeles light rail route alignment. For the purposes of analysis, the rail transit route has been divided into six study areas. The final EIR provides more detailed visual illustrations and textual descriptions of each area. Those areas are:

- Burbank Golden State Redevelopment Area
- Burbank City Centre Redevelopment Area
- Northwest Glendale
- South Glendale-Atwater Village
- Glassell Park-Taylor Yard
- South Taylor Yard-Elysian Park

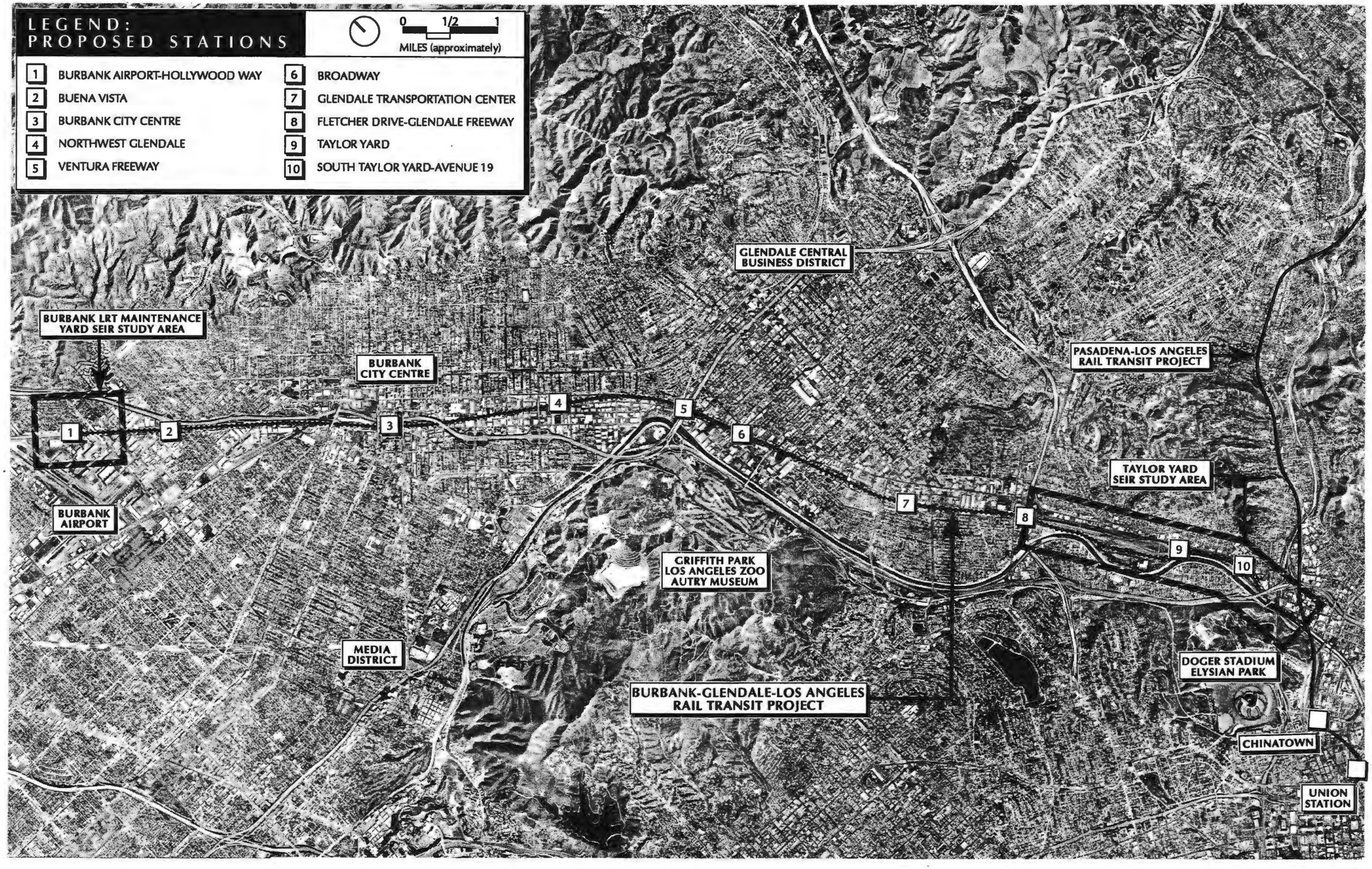
Burbank Golden State Redevelopment Area. This portion of the route extends from the alignment's tail tracks north of Hollywood Way to the Lockheed Aircraft properties south of Empire Avenue. The light rail transit route would be located on the eastern portion of the 100-foot, MTA-owned SPTC right-of-way. Although most major arterials in this section have been grade separated, the alignment would cross Buena Vista Street at-grade. The Burbank Airport, industrial and commercial office buildings, and residential neighborhoods are the major land uses adjacent to this portion of the alignment.

Burbank City Centre Redevelopment Area. This segment of the rail transit route travels along the western side of the Golden State Freeway until it veers southeasterly past Verdugo Avenue. Extending from the SP Coast Mainline Junction to the Western Avenue bridge overcrossing, this segment is characterized by heavy industrial uses located adjacent to the light rail corridor. However, away from the SPTC right-of way, commercial and civic-oriented uses prevail in this area. This section of the corridor continues on the east side of the right-of-way, sharing the 100-foot transportation corridor with a set of commuter and freight rail tracks, and an 8,000-foot siding stretching from the San Fernando Boulevard underpass to the SP Coast Mainline Junction. The alignment is grade-separated from every roadway in this segment except Allen Avenue.

Northwest Glendale. This portion of the alignment continues on the east side of the SPTC right-of-way, parallel to San Fernando Road from Sonora Avenue to Colorado Street. The route is grade-separated only at Western Avenue. The Arroyo Verdugo Wash Bridge, located north of Fairmount Avenue, would need to be expanded in order to accommodate both the light rail and commuter and freight rail tracks. This area is characterized primarily by low density industrial uses and small storefront commercial businesses.

South Glendale-Atwater Village. This segment of the alignment travels parallel to San Fernando Road, approximately 800 to 1,000 feet west of the arterial. This area is comprised of heavy manufacturing and warehousing, and residential uses. However, only one residential cluster, located along Gardena Avenue, in South Glendale, is directly adjacent to the light rail corridor. As the alignment passes through the Glendale Transportation Center, the right-of-way is reduced from 100 to 75 feet. Thus, it will be necessary to relocate the existing tracks used by Southern Pacific and Amtrak in order to provide room for the LRT tracks. This can be accomplished within the 75-foot right-of-way by acquiring a narrow strip of land within the right-of-way currently owned by Southern Pacific. No land displacements would take place on either the Glendale or Los Angeles side of the alignment.

Glassell Park-Taylor Yard. This segment of the alignment travels through Taylor Yard utilizing the SPTC right-of-way. Extending from Fletcher Drive to the north and Avenue 26 to the south, open space, the Los Angeles River, and industrial and single-family residential land uses characterize the area. The corridor proceeds past Fletcher Drive on the east side of the SPTC right-of-way, and once past the Glendale Freeway overpass, it begins to veer westerly following the right-of-way corridor within Taylor Yard. This section of the alignment is grade-separated only at Fletcher Drive. There are, however, currently no intersections within Taylor Yard, although a public street is under construction as part of the Metrolink project.



GRAPHICS BY GRUEN ASSOCIATES

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RAIL TRANSIT PROJECT
SUPPLEMENTAL EIR
METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 6
Proposed Burbank-Glendale-Los Angeles
Rail Transit Project and SEIR Study Area

South Taylor Yard-Elysian Park. This segment of the alignment stretches from South Taylor Yard to the Riverside Drive bridge overcrossing, where the Burbank-Glendale-Los Angeles Rail Transit Project joins with the Pasadena-Los Angeles Metro Blue Line to provide through service to the Los Angeles Union Passenger Terminal in Downtown Los Angeles. The corridor travels parallel to San Fernando Road and proceeds on the eastern portion of the right-of-way. An additional 3 feet of right-of-way needs to be acquired for a 775-foot stretch located approximately 650 feet south of Avenue 26. This is a predominantly industrial corridor with pockets of single-family residential neighborhoods.

2.1.2 Station Sites

In January, 1993, the Final Environmental Impact Report for the Burbank-Glendale-Los Angeles Rail Transit Project was completed and approved. As part of this process, conceptual station site plans were environmentally cleared for the project. Special effort was made in these plans to facilitate pedestrian entrance to station locations, and to provide direct access from major arterials to the MTA-owned SPTC right-of-way. Station site planning focused on emphasizing existing centers such as the Burbank Central Business District and Downtown Glendale, as well as reinforcing planned activity centers like the Golden State Redevelopment Area, Glendale Transportation Center and Taylor Yard. The selection of station sites was also influenced by the need to minimize property takings, to utilize available properties such as existing rail depot sites and obtainable publicly-owned land, and to select sites with possible joint development potential.

Key land use factors used in evaluating potential station parking sites included:

- Compatibility of potential station locations with adjacent and prevailing land uses.
- Types and intensity of residential, commercial, and industrial activity.
- Availability of underdeveloped land adjacent to the proposed route alignment.
- Identification of properties exhibiting the potential for future joint development.
- Potential right-of-way and site acquisition needs.
- Existing improvements which could affect site development: i.e., drainage channels, informal use of vacant land, and planned traffic and transportation improvements.

With respect to parking and circulation considerations, the following factors were considered in the evaluation of potential parking sites:

Vehicle Orientation

- Safety of entry and exit locations.
- Visibility of the site from adjacent streets.
- Traffic control through traffic signals or stop signs.
- Turning movements, including left-turn pockets and turns in the vicinity of other adjacent intersections and driveways.
- Existing observed levels of traffic congestion.

- Provisions for multiple access points to the site.
- Number of potential parking spaces.
- Potential for future site expansion/availability of alternate site locations.

Pedestrian Orientation

- Levels of existing pedestrian activity.
- Ease and safety of pedestrian access.
- Concerns related to pedestrian track crossings.
- Passenger interchange at multi-modal facilities.

As depicted in the Route Alignment section, the Burbank-Glendale-Los Angeles light rail alignment would share the 100-foot SPTC right-of-way with Commuter Rail Metrolink trains, Amtrak, and Southern Pacific freight cars. Two sets of tracks, one for the LRT and one for heavy rail trains, would be located within the right-of-way from Hollywood Way at the Burbank Airport through Taylor Yard. Although each of the ten at-grade station platforms would incorporate a center-loading design, the desire to utilize the best available site for park-and-ride facilities, the placement of these facilities on both the east and west side of the alignment, and the need to accommodate pedestrian access has resulted in the conception of site plans that address the particular needs and concerns at each station location.

The issue of access to station platforms is an important consideration at modal transfer stations where transit riders would change from automobiles, buses, or shuttles to rail transit vehicles. At stations with park-and-ride and kiss-and-ride facilities, structure and surface parking has been located as close as possible to the platforms. Pedestrian access from nearby streets and parking areas to the platform was planned to be as direct as possible. However, because some station areas such as the Hollywood Way Station require the crossing of rail tracks, pedestrian bridges, underpasses, or elongated ramps would be required to access LRT station platforms. In the case of the Burbank City Centre and Glendale Transportation Center stations, these improvements would be required to facilitate access to center-loading Commuter Rail and Amtrak platforms.

As shown in **Table 3** on the following page, the Burbank-Glendale-Los Angeles Rail Transit Project would have 10 at-grade transit stations. At full buildout, the proposed project would provide nearly 5,700 parking spaces at seven park-and-ride facilities. Because of the size and scope of the multi-modal transportation facilities planned for the Glendale Transportation Center and Burbank City Centre stations, individual site-specific project EIRs will be prepared for these facilities by their respective jurisdictions. In addition, due to the previous uncertainty surrounding the Taylor Yard station, this SEIR documents impacts pertaining to this site. Section 2.4 details the new stations site plan and its characteristics.

Table 3
Station Parking

STATION AREA	STATION/PARKING LOCATION	INITIAL PHASE PARKING	TOTAL PARKING
BURBANK AIRPORT-HOLLYWOOD WAY	Platform: North of Hollywood Way Parking: Northwest corner of San Fernando Boulevard and Hollywood Way	530	1,500
BUENA VISTA	Platform: North of Buena Vista Street Parking: Caltrans property located below Interstate 5	60	60
BURBANK CITY CENTRE	Platform: Centered between Magnolia and Olive Parking: Front Street Depot site.	300*	1,300
NORTHWEST GLENDALE	Platform: Between Grandview and Sonora Parking: None	0	0
VENTURA FREEWAY	Platform: South of Doran Street Parking: Southeast corner of Doran and San Fernando	250	500
BROADWAY	Platform: South of Broadway Parking: None	0	0
GLENDALE TRANSPORTATION CENTER	Platform: South of Old Rail Depot Parking: North of Old Rail Depot	900*	1,500
GLENDALE FREEWAY-FLETCHER DRIVE	Platform: Above Fletcher Drive underpass or south of SR-2 Parking: West of Van de Kamp's building or Hughes Market	500	500
TAYLOR YARD: ARVIA STREET	Platform: Between Alice Street and Arvia Street, partially within MTA-owned property Parking: North of station platform on MTA-owned property	300	300
SOUTH TAYLOR YARD: AVENUE 19	Platform: Adjacent to San Fernando Road, south of Avenue 26 and Lawry's California Center Parking: None	0	0
TOTALS		**2,840**	**5,660**

* Separate site-specific project EIRs will be completed independently for these station sites by the governing jurisdiction.

2.1.3 Rail Technology

The rail technology to be utilized for the proposed alignment would be similar to vehicles currently being operated on the Long Beach-Los Angeles Metro Blue Line. As depicted in **Figure 7**, LRT vehicles essentially represent modernized versions of the traditional streetcar. Contrary to popular belief, the term "light rail" does not refer to the size or weight of the train car, but rather reflects the system capacity. Operating on steel wheels on conventional continuously welded rails, LRTs are powered by electricity via an overhead catenary wire system.

The individual rail cars are made of welded steel, span more then 90 feet in length, stand 11½ feet in height, and stretch nearly 9 feet in width. The vehicles are powered by two 195 horsepower DC electric motors. The train vehicles, which typically consist of 3-car trains, are articulated with an accordion connection. Four double-ended doors on each side provide access to and from high level, accessible platforms into the cars to avoid steps between platform and vehicle. Each car provides 76 seats, with two seats located at each end of the car that can be folded up to provide space for one wheelchair passenger. Each vehicle maintains a maximum capacity of 237 passengers, 76 seated and 161 standing. With an acceleration rate of 3 miles per hour (mph) per second, Metro Blue Line trains can achieve a maximum speed of 55 mph.

FIGURE 7 Blue Line Train Vehicle

The proposed project would function as a branch of the adopted Pasadena-Los Angeles project, which will also utilize equipment characteristic of the Blue Line. Thus, trains on the Burbank-Glendale-Los Angeles rail line will continue south on the Pasadena-Los Angeles line, providing direct service to Chinatown and Union Station. The Pasadena Line has been approved with an interim yard facility at Midway Yard adjacent to the Los Angeles River to provide storage and maintenance for rail vehicles. Once the system is extended, a permanent yard will be needed. As a result, two locations for the permanent yard to be shared by both lines are being examined in this SEIR. Section 2.3 of this chapter explores the merits of the two alternative locations: the Lockheed 360 Site in the City of Los Angeles and the Weber Aircraft Site located along San Fernando Boulevard, south of Hollywood Way.

2.2 DESCRIPTION OF THE PROJECT FOR THE SUPPLEMENTAL EIR

Traversing portions of the Cities of Burbank, Glendale, and Los Angeles in the East San Fernando Valley and Northeast Los Angeles area, the proposed rail transit route forms part of the larger regional transportation system that would link these centers with Metro Rail service in Downtown Los Angeles and beyond. **Figure 6** (page 21), illustrates the general alignment of the proposed Burbank-Glendale-Los Angeles Rail Transit Project. The project's Final EIR, certified in January 1993, identified, described, analyzed, and evaluated the environmental effects associated with the rail transit route's alignment, station locations, and other ancillary facilities. Due to factors related to the planning and development of associated projects such as the Pasadena-Los Angeles Metro Blue Line Maintenance Yard analysis and Taylor Yard Development Study, the project for the Supplemental Environmental Impact Report will address four main factors:

- Light Rail Transit (LRT) maintenance and storage facility location alternatives.
- The alignment through Taylor Yard and the Arvia Street Station location.
- Alignment alternatives at the Pasadena-Los Angeles Blue Line Junction, including issues related to the Lincoln Heights Jail and a non-revenue connector.
- Possible hazardous waste materials and construction impact assessment in the proposed LRT maintenance yard sites.

2.3 LIGHT RAIL MAINTENANCE YARD SITE ALTERNATIVES

When the *Pasadena-Los Angeles Blue Line Supplemental EIR* was completed in January 1993, it revealed that no permanent LRT maintenance facility site had been selected to serve both the Pasadena line and the proposed rail transit project. Instead, the Midway Yard, located on the west bank of the Los Angeles River near Elysian Park, will be utilized as an interim facility only for the Pasadena-Los Angeles Metro Blue Line. This decision left the Burbank-Glendale-Los Angeles Rail Transit Project without a maintenance facility, triggering the need to identify and analyze a permanent LRT yard for the project. The two main yard facility locations that have been examined are the Lockheed 360 and Weber Aircraft sites (**Figure 8**).

2.3.1 Lockheed 360 Site

As illustrated in **Figure 9** (page 28), the LRT Maintenance Facility at the Lockheed 360 Site would be located between Arvilla Avenue and Lockheed Drive, southwest of San Fernando Road. The site is just north of the Burbank City boundary in the City of Los Angeles. This site is located northwest of the rail transit route's terminus at the Burbank Airport-Hollywood Way Station. The land uses on the northeastern side of San Fernando Boulevard primarily consist of industrial and office uses, with residential neighborhoods directly adjacent to the east. On the southwest side of San Fernando Boulevard is the Burbank Airport, a primary destination along this segment of the route.

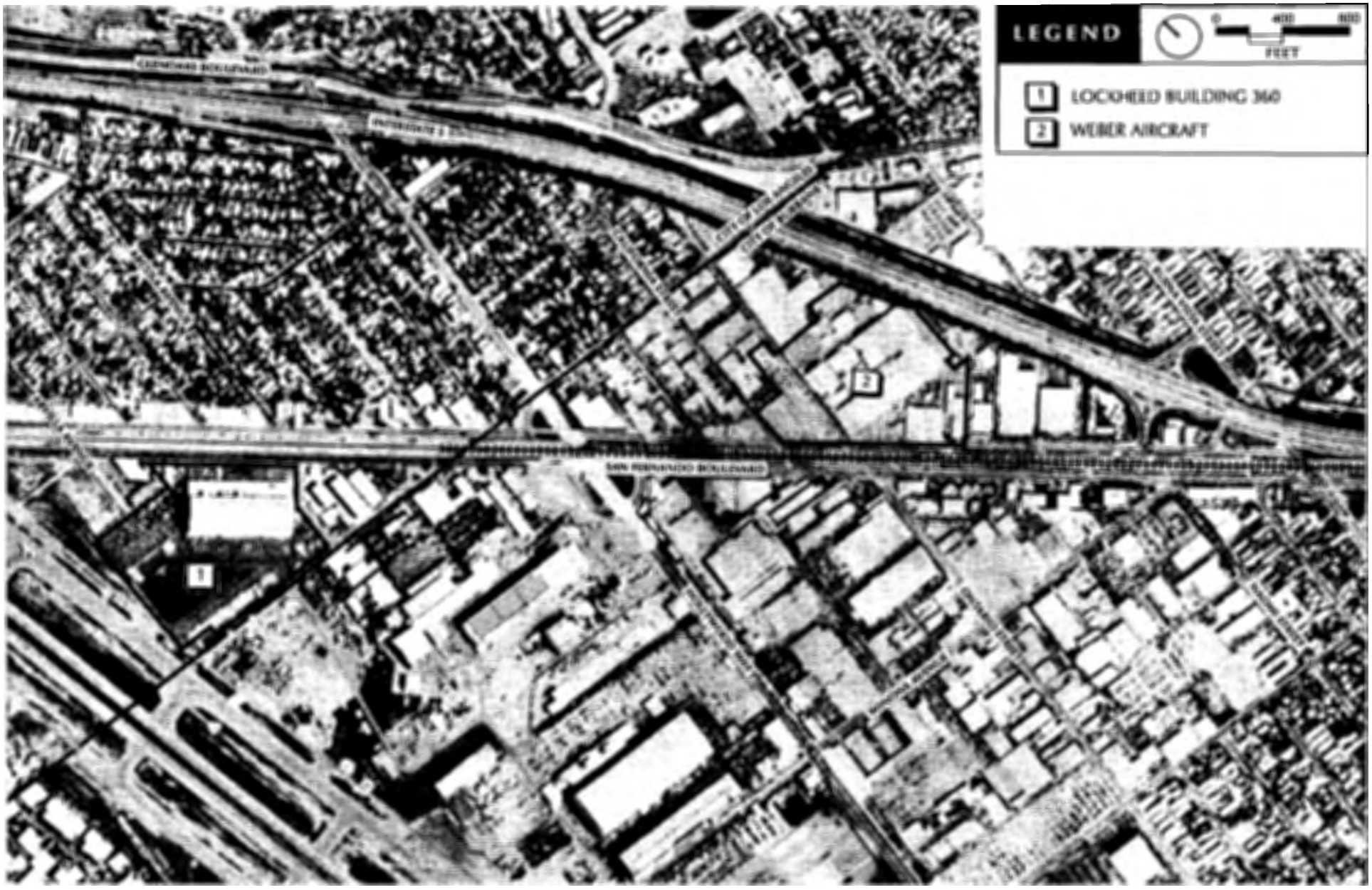

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FIGURE 8
LRT Maintenance Yard Facility
Site Alternatives

0 200 400
FEET

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FIGURE 9
LRT Maintenance Yard Facility
Lockheed 360 Site

Approximately 22 acres in size, the property allows for body, paint, maintenance, service, and repair shops; a storage yard; and storage track capacity for the proposed project and future additional requirements. With a capacity of 88 cars in the yard and 18 cars in the shops, this site could accommodate a total of 106 cars. Access to this yard would be provided by lead tracks extending from the Burbank Airport-Hollywood Way Station, via an aerial guideway that would "fly over" San Fernando Boulevard. The development of an LRT Maintenance Facility at this site would require the relocation of approximately 3,250 feet of US Sprint lines and 660 feet of high voltage power lines. **Figure 10** illustrates the existing site condition looking north from San Fernando Boulevard and the SPTC right-of-way.

FIGURE 10 Lockheed 360 Site: Location of LRT Maintenance Yard Facility

2.3.2 Weber Aircraft Site

As illustrated in **Figure 11** on the following page, the LRT Maintenance Facility at the Weber Aircraft Site would be located northeast of San Fernando Boulevard and southwest of the Golden State Freeway, on the south side of California Street. This site is just south of the Los Angeles-Burbank City boundaries, in the City of Burbank. Located approximately ¼ mile from the proposed Buena Vista Street Station, all of the land uses surrounding this site predominately consist of industrial types.

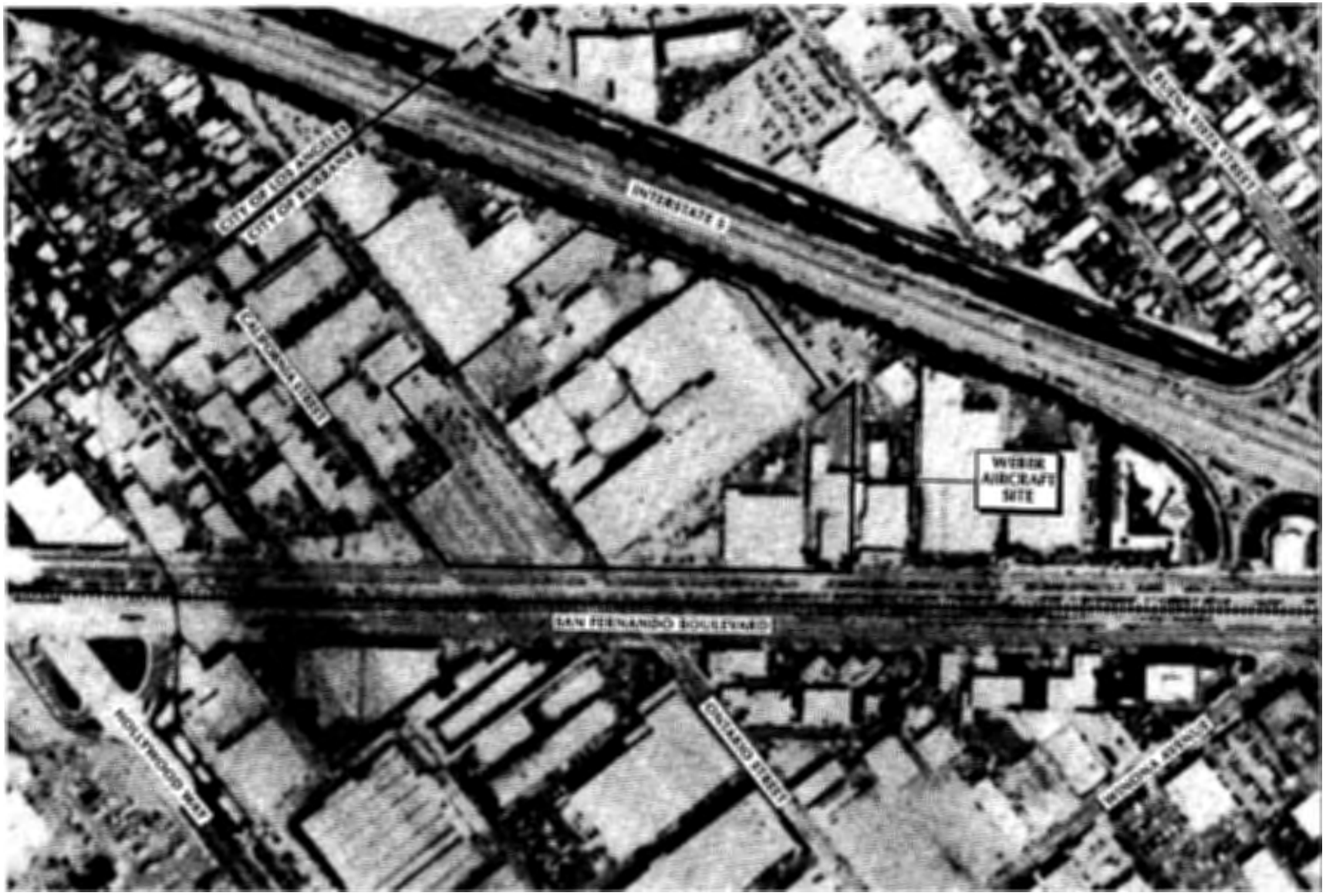

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FIGURE 11
LRT Maintenance Yard Facility
Weber Aircraft Site

With the implementation of a maintenance yard facility at the Weber Aircraft the ADT will be an estimated 10,500. A 30,000 change resulting from delays experienced at at-grade crossings must be achieved before it can be required that these crossings be grade-separated. Therefore, the increase in traffic levels at this crossing are not considered high enough to require that these yard leads be grade-separated. In addition, a majority of the train crossings will occur on off-peak hours.

Furthermore, as is the case with a number of segments along the corridor, development of the proposed LRT Maintenance Facility at this site would require the relocation of existing US Sprint lines. **Figure 12** illustrates the Weber Aircraft Site cleared of its buildings. The site clearance took place in the Fall and Winter of 1992.

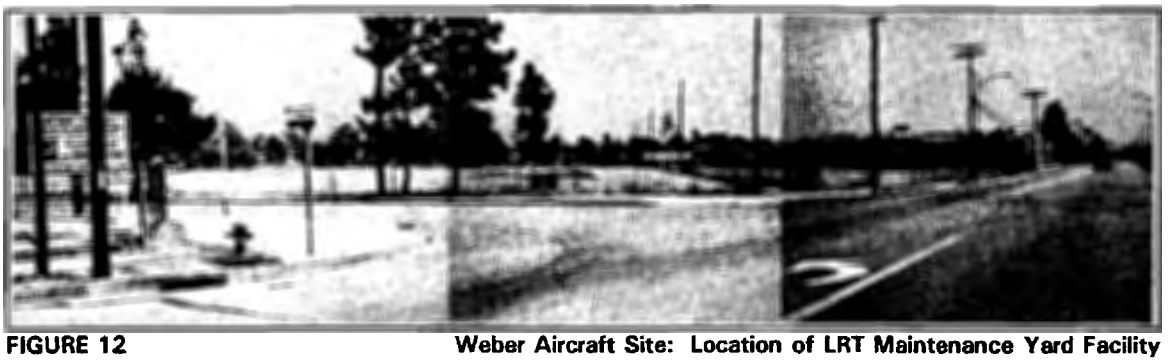

FIGURE 12 Weber Aircraft Site: Location of LRT Maintenance Yard Facility

2.4 TAYLOR YARD AND ARVIA STREET STATION AREA

Since the early 1900s, Taylor Yard has served as a rail storage, maintenance, and repair facility for freight train service. Since that time, various activities associated with the operations, maintenance, repair, and storage of railcars have occurred within the yard. However, within the last ten years, Taylor Yard experienced significantly reduced levels of activity, with only the maintenance structures located on the western portion of the site receiving much use. More recently, Southern Pacific has sought ways to develop Taylor Yard with uses other than rail operations. In order to identify and analyze alternative use strategies for the 174-acre Taylor Yard Site, in coordination with other planning and design studies being conducted, the Taylor Yard Development Study was initiated.

In an effort to coordinate with the *Taylor Yard Development Study's* goal of planning for the reuse and revitalization of the yard, it is vital to refine and design the alignment's location within the larger context of land use, open space, infrastructure considerations, and community issues, so that the alignment and its stations illustrate and emphasize the local residential community's needs, as well as what would best suit the needs of the area. As a result, the alignment and station locations proposed in the SEIR are based on the recommendations arising from the community workshops conducted as part of the Taylor Yard Study.

As illustrated in **Figure 13** on the following page, this portion of the alignment continues through Taylor Yard, within the MTA-owned SPTC right-of-way, between San Fernando Road and the Los Angeles River. Largely distinguished by the vast open space of Taylor Yard and the presence of the Los Angeles River, this segment of the study area also includes significant older industrial land uses along San Fernando Road and a number of residential enclaves. These stable, single-family areas include older City neighborhoods such as Glassell Park, Mount Washington, Cypress Park to the east of the rail alignment, and Elysian Valley located to the west across the Los Angeles River.

The station planned for this section of the alignment would be between Arvia and Alice Streets, west of San Fernando Road on a parcel owned by the MTA. It can be expected that this station would primarily serve many of the residents in the nearby residential communities, and commuters in the Northeast Los Angeles area. For this reason, approximately 300 parking spaces, bus loading bays, bus drop off areas, and kiss-and-ride facilities have been planned directly adjacent to the alignment on the northern side of the site.

Figure 14 (page 34) illustrates the proposed station site plan for Taylor Yard. The station's configuration reflects a collaborative venture to coordinate design with Taylor Yard planning efforts (pedestrian orientation and development of a station plaza) and Los Angeles Department of Transportation (LADOT) street widening requirements (upgrade of San Fernando Road to a major arterial standards on the project-side of the street).

0 400 800
FEET (approximately)

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FIGURE 13
Taylor Yard SEIR Alignment

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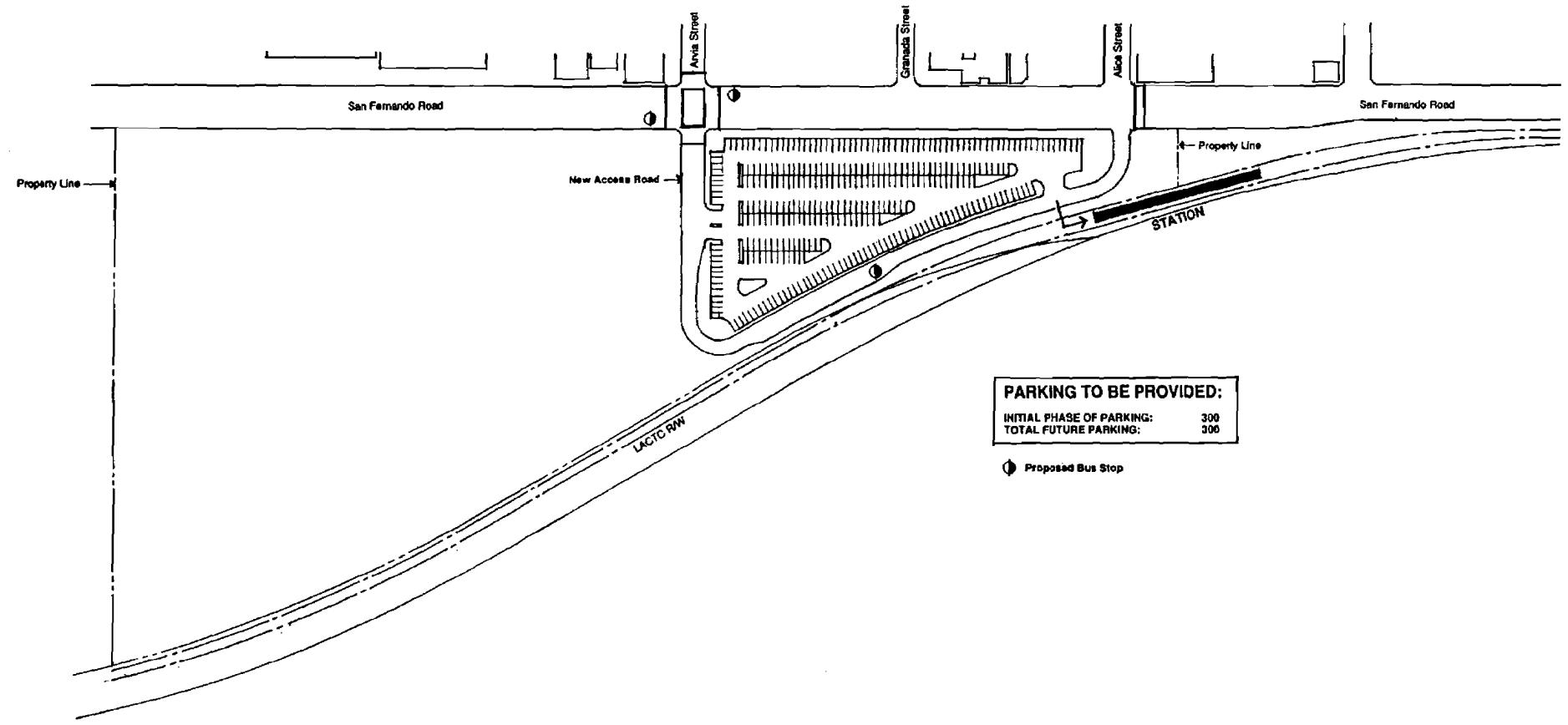

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SUPPLEMENTAL EIR
METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 14
Taylor Yard/Arvia Street Station

2.5 LINCOLN HEIGHTS JAIL

At the Metro Blue Line Junction northeast of the Los Angeles River (**Figure 15**), the Burbank-Glendale-Los Angeles Rail Transit Project joins with the Pasadena-Los Angeles Rail Transit Project to provide through service to the Los Angeles Union Passenger Terminal in Downtown Los Angeles. As illustrated in **Figure 16** on the following page, the Lincoln Heights Jail study area serves as the critical site of this junction. Located on the east bank of the Los Angeles River, the former Los Angeles City Jail Building, mostly built in 1930, is listed in the City of Los Angeles Northeast Los Angeles District Plan as an eligible landmark for local listing.

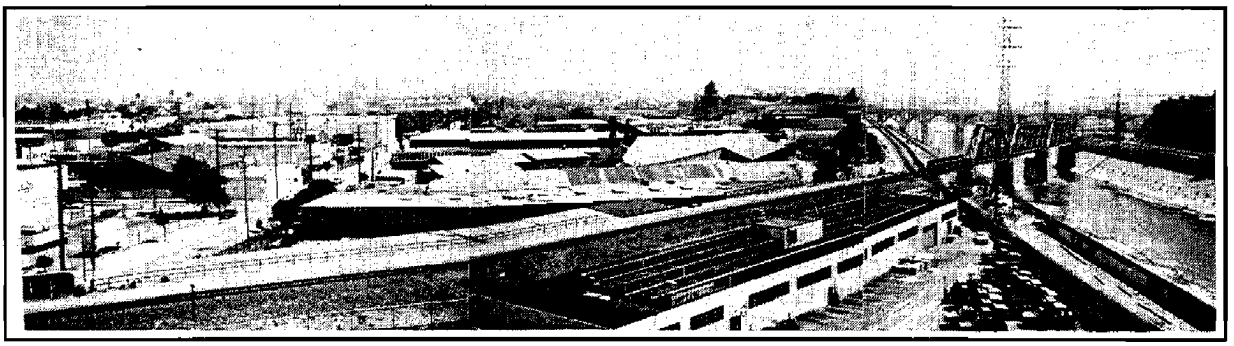


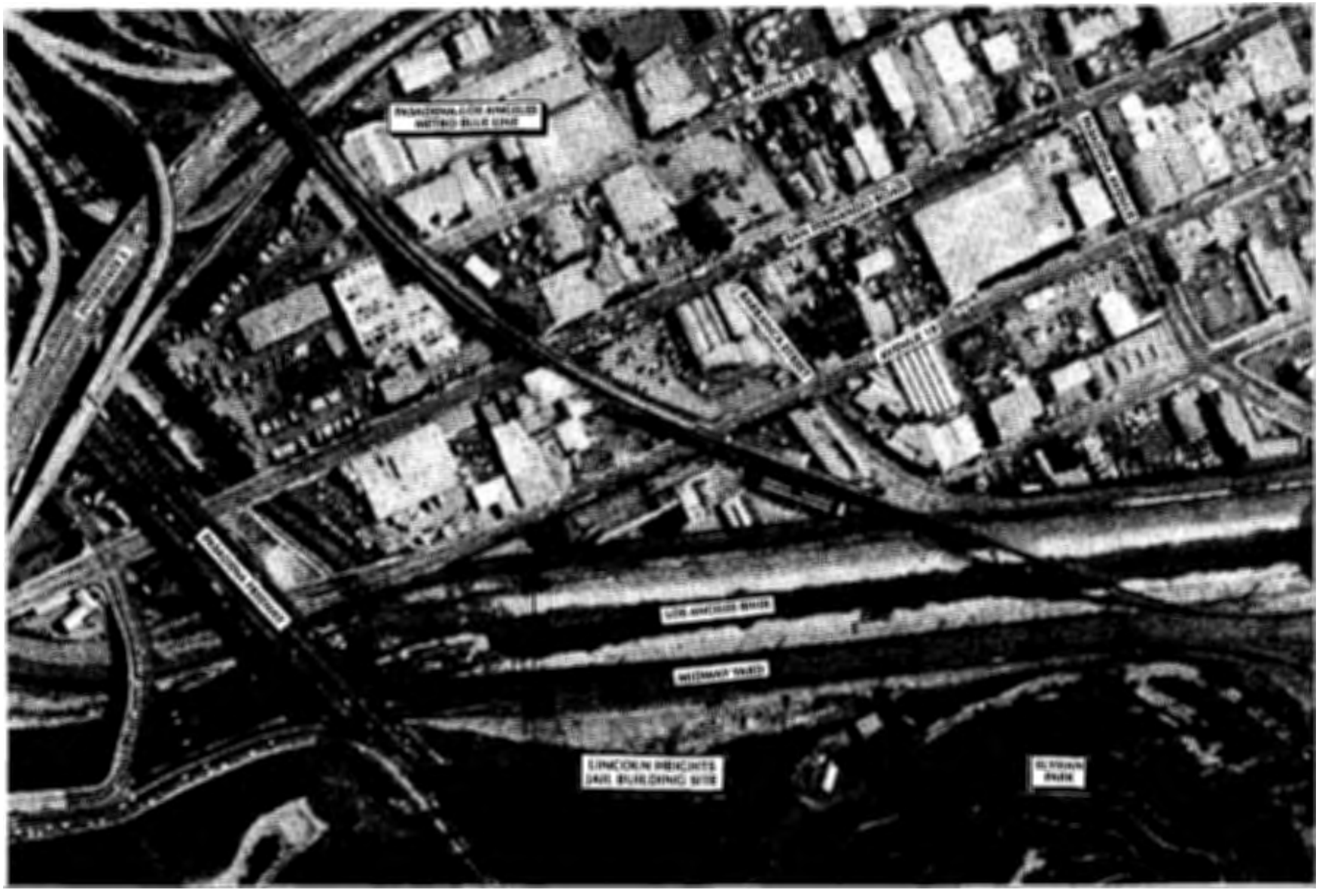
FIGURE 15 Metro Blue Line Junction Location

In an effort to provide full disclosure of preliminary engineering conducted for this segment of the alignment, as well as respond to the comments received regarding the potential displacement and demolition of the Lincoln Heights Jail Building, the project's Final EIR presented additional environmental analysis in an effort to seek the best alignment that would minimize project impacts. As a result, when the Final EIR for the Burbank-Glendale-Los Angeles Rail Transit Project received certification in January 1993, various alternatives were explored for the alignment connecting these two light rail transit routes. Out of the alternatives examined, the Final EIR determined that the two most superior alternatives are:

1. Lincoln Heights Jail alignment traversing "Through the Jail" (**Figure 17**, page 37), and

2. Lincoln Heights Jail alignment in "Front of Jail", avoiding the displacement and demolition of the jail, but impacting other nearby uses (**Figure 18**, page 38).

The Final EIR, therefore, did not designate a preferred alternative between these two alignments because each appeared to be feasible for construction with similar impacts on the environment. As a result, supplemental analysis was necessary to document in greater detail the potential effects associated with each alternative in order to designate a preferred route alignment.



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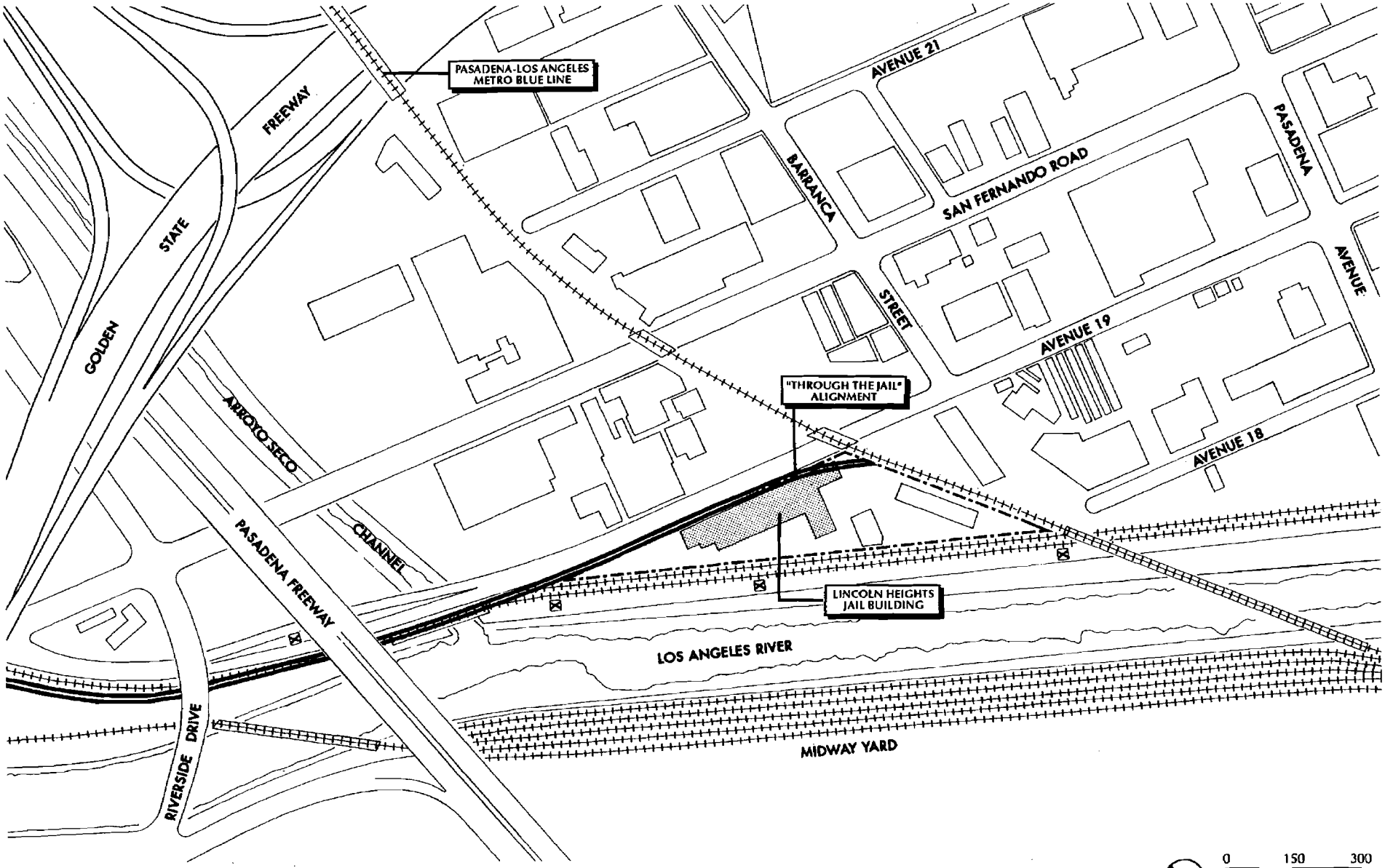
GRAPHICS BY GRUEN ASSOCIATES

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT
SUPPLEMENTAL EIR
METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 16
Lincoln Heights Jail
Study Area



GRAPHICS BY GRUEN ASSOCIATES

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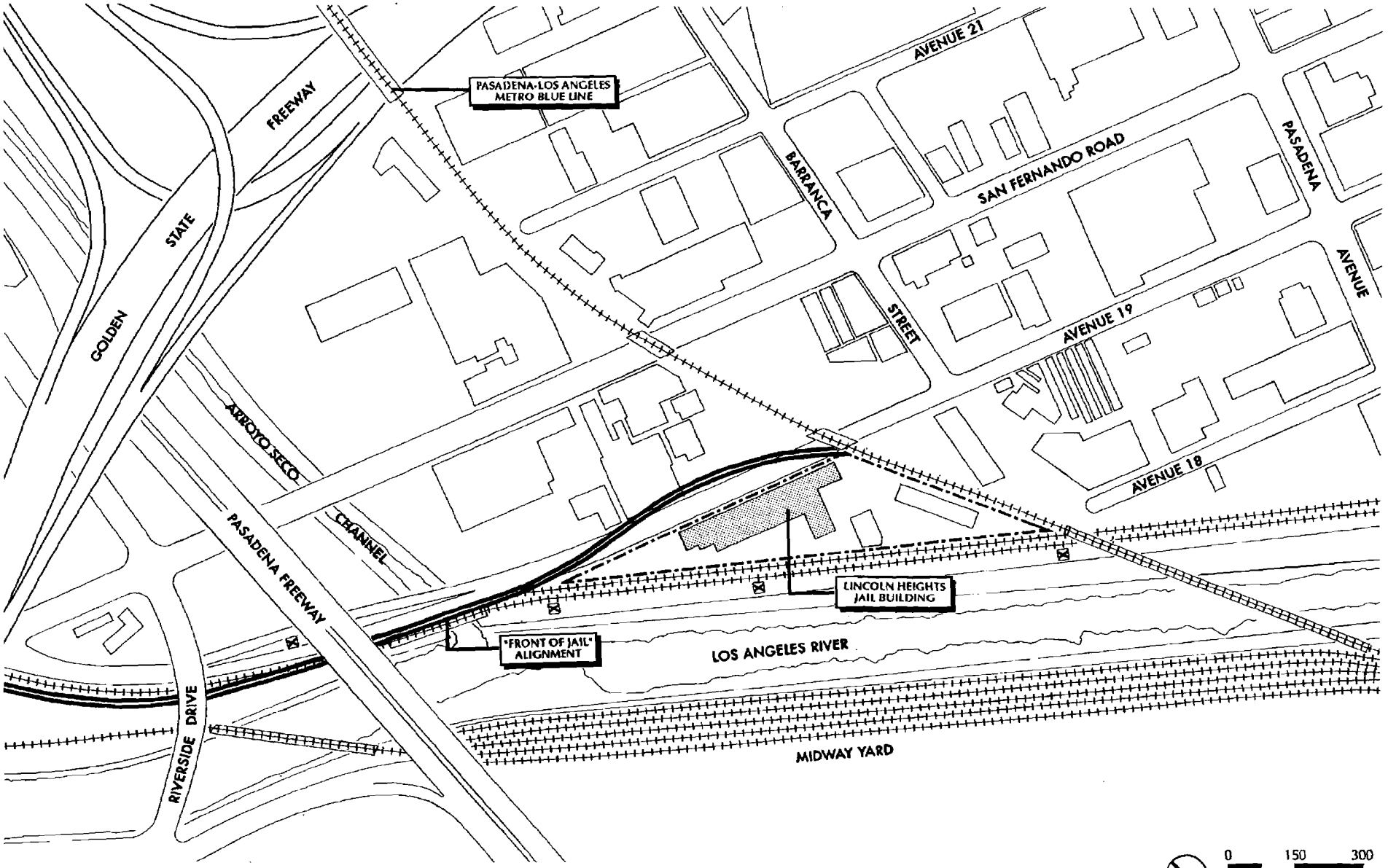
RAIL TRANSIT PROJECT
SUPPLEMENTAL EIR
METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 17
Lincoln Heights Jail
"Through the Jail"



GRAPHICS BY GRUEN ASSOCIATES

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SUPPLEMENTAL EIR
METROPOLITAN TRANSPORTATION AUTHORITY

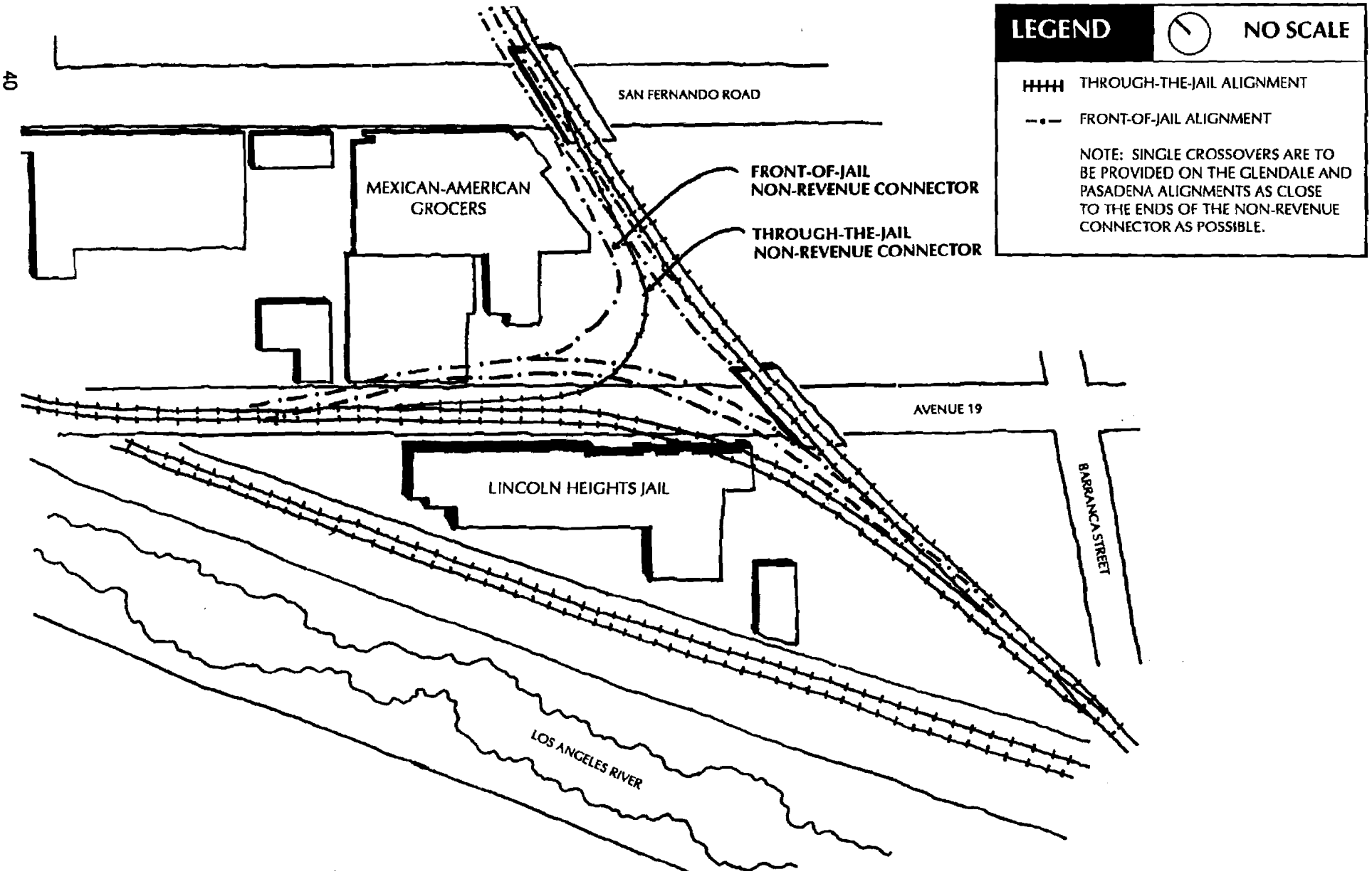
FIGURE 18
Lincoln Heights Jail
"Front of Jail"

2.6 NON-REVENUE CONNECTOR

The Pasadena-Los Angeles Metro Blue Line has been approved with an interim maintenance and storage facility at Midway Yard to provide service for rail vehicles. Once this project and the Burbank-Glendale-Los Angeles Rail Line are connected, a permanent yard will be needed since Midway Yard lacks the capacity to accommodate all of the rail vehicles required for the proposed project. This yard would be located either at the Lockheed 360 Site, or the Weber Aircraft Site, as discussed earlier, near the terminus of the Burbank-Glendale-Los Angeles Rail Transit alignment. In order for the vehicles to access this yard, assuming the interim yard would be abandoned, a "non-revenue connector" would need to be constructed in the vicinity of the Pasadena-Los Angeles Metro Blue Junction (**Figure 19**).

FIGURE 19 **Non-Revenue Connector Site**

Without the non-revenue connector, vehicles on the Pasadena line needing service would have to be reversed on the main line in order to switch to the Burbank-Glendale-Los Angeles line and access the yard. It is estimated that 50 trains on a daily basis coming from or going to the Burbank yard would need to reverse direction on the Pasadena line to enter or leave revenue service. This would occur at peak periods and throughout the day, each time requiring a six minute service gap on both the Pasadena and Burbank-Glendale-Los Angeles lines, even though the design would otherwise provide for four-minute headways. In addition, any unforseen difficulty during train reversal would further delay mainline operations. A non-revenue connector, however, would provide an alternate route between the Pasadena-Los Angeles and Burbank-Glendale-Los Angeles routes to alleviate such delays. As illustrated in the photo above, the non-revenue connector would need to be located at the Pasadena-Los Angeles junction in order to provide access for both transit projects.

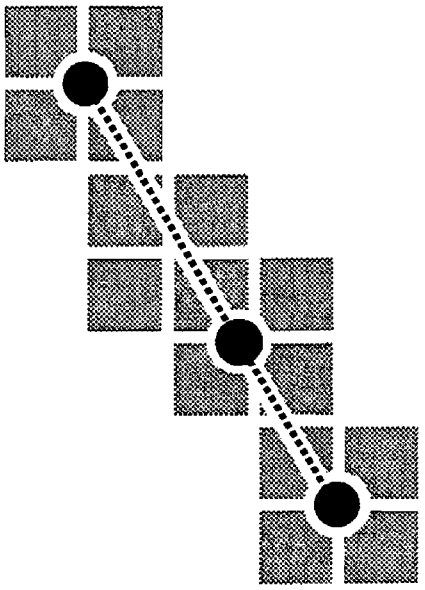


GRAPHICS BY GRUEN ASSOCIATES

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT
SUPPLEMENTAL EIR
METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 20
Lincoln Heights Jail
Alignment and
Non-Revenue Connector Alternatives

Determining the alignment location for the non-revenue connector has necessitated further study of alternatives that closely resemble those studied for the connection of the Pasadena-Los Angeles Metro Blue Line and the Burbank-Glendale-Los Angeles Rail Transit Projects. **Figure 20,** on the previous page, schematically illustrates the potential rail transit alignments that would be implemented should a non-revenue connector be constructed.



CHAPTER 3.0

ENVIRONMENTAL ISSUES ANALYSIS

CHAPTER 3.0
ENVIRONMENTAL ISSUES ANALYSIS

As indicated in section 15163(b) of the California Environmental Quality Act (CEQA), this supplement to the original EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. The Supplemental Environmental Impact Report (SEIR) must, however, be given the same kind of notice and public review as provided for the Draft EIR. As such, this SEIR provides the same format and includes a discussion of impacts related only to the project elements that have been defined in Chapter 2.0. Under the State CEQA Guidelines, 20 categories of potential environmental impact and a related list of Mandatory Findings of Significance determine a project's level of impact. Projects are evaluated against these impact categories in an Initial Environmental Study, and those categories found to be potentially significant are carried forward for analysis in both the Draft and Final SEIRs.

The Initial Environmental Study for the Burbank-Glendale-Los Angeles Rail Transit Project SEIR was released in April 1993. **Table 4** identifies the environmental sections against which the project was screened and summarizes the results of that evaluation. In total, two categories were determined to have an impact on the environment, 16 categories were found in which an impact might occur, and two categories would have no environmental impact.

This chapter presents an analysis of each of the impact categories found to either have, or potentially have, an impact. Each impact section consists of a description of the existing environmental setting, an identification of potential environmental impacts, and proposed mitigation measures to address the impacts.

Table 4
Initial Environmental Checklist

Impact Category (EIR Section)	Potential for Impact			Impact Category (EIR section)	Potential for Impact		
	Yes	Maybe	No		Yes	Maybe	No
1. Earth (Construction)		X		12. Housing (3.1)		X	
2. Air (3.3)		X		13. Transportation (3.4)	X		
3. Water			X	14. Public Services (3.7)		X	
4. Plant Life (3.8)		X		15. Energy (3.9)		X	
5. Animal Life		X		16. Utilities (3.9)		X	
6. Noise (3.5)	X			17. Human Health (3.7)		X	
7. Light and Glare (3.10)		X		18. Aesthetics (3.10)		X	
8. Land Use (3.2)		X		19. Recreation (3.8)		X	
9. Natural Resources			X	20. Cultural Resources (3.11)		X	
10. Risk of Upset (3.6)		X		21. Mandatory Findings of Significance (5.0)		X	
11. Population (3.1)		X					

3.1 POPULATION AND HOUSING

CEQA defines population impacts to include changes to the location, distribution, density, or growth rate of the human population. Housing impacts are defined as changes to existing housing or the creation of a demand for additional housing. This section considers impacts in these areas that could be expected as a result of the development of the Burbank-Glendale-Los Angeles Rail Transit Project in the vicinity of Taylor Yard and proposed maintenance facility sites near the Burbank Airport.

Environmental Setting

Based on data provided by the United States Census Bureau for the period between April 1980 and April 1990, Los Angeles County experienced the lowest population growth rate (18.5%) in the six-county Southern California planning region that consists of Los Angeles, Riverside (76.5 %), San Bernardino (58.5%), Orange (24.7%), Ventura (26.4%), and Imperial (18.7%) Counties. As illustrated in **Table 5**, the proposed project's sphere of influence, which covers all of Burbank and Glendale as well as parts of Central, North, and Northeast Los Angeles, experienced a 20 percent growth in population during the same time period.

Table 5
Population and Housing Growth: 1980-1990

	POPULATION			HOUSING UNITS		
LOCATION	1990	1980	Percent Increase	1990	1980	Percent Increase
CITY OF BURBANK	93,643	84,625	10.7%	41,006	35,880	14.3%
CITY OF GLENDALE	180,038	139,060	29.5%	71,907	61,653	16.6%
CITY OF LOS ANGELES: Central Business District	25,823	22,829	13.1%	11,758	10,327	13.9%
CITY OF LOS ANGELES: Central City North	14,551	12,851	13.2%	2,878	1,878	53.2%
CITY OF LOS ANGELES: Northeast	237,315	198,229	19.7%	72,603	66,624	9.0%
CITY OF LOS ANGELES: Silver Lake-Echo Park	84,229	76,650	9.9%	30,002	29,211	2.7%
CITY OF LOS ANGELES: Sun Valley	80,061	61,158	30.9%	23,300	20,798	12.0%
CITY OF LOS ANGELES: Sunland-Tujunga	51,867	44,279	17.1%	19,308	16,244	18.9%
TOTALS	767,527	639,681	20.0%	272,762	242,615	12.4%

SOURCES: Planning and Community Development Departments of Los Angeles, Glendale, and Burbank.

According to data provided by the Planning and Community Development Departments of Los Angeles, Glendale, and Burbank, more than 765,000 persons occupying nearly 275,000 housing units (2.81 persons per dwelling unit) resided in the proposed project's study area as of April 1990. The two largest areas, Glendale and Northeast Los Angeles, comprise 54 percent of the study area's total population. Although the East Valley and North Los Angeles have a number of distinctive single-family neighborhoods, an examination of the area's density by persons per acre (ppa) reveals that the study area has a relatively medium population density of 9.37 ppa. As of 1990, densities in the area ranged from 3.65 ppa in the Sunland-Tujunga area to 16.81 ppa in Silver Lake and Echo Park.

With respect to housing, builders in Los Angeles County constructed more than 300,000 housing units between April 1980 and April 1990, an increase of nearly 11 percent. During the same time period, the East Valley and North Los Angeles experienced a 12.4 percent growth rate, adding a total of 30,147 new units to the study area's housing stock. The City of Los Angeles encountered less housing growth (9.3%), while the San Fernando Valley, which is located directly west and north of the study area, experienced a higher (14.6%) housing growth rate.

Of the more than 30,000 housing units produced in the East Valley and North Los Angeles over the 1980-1990 period, approximately 83 percent have been constructed in the communities and neighborhoods of Burbank, Glendale, Northeast Los Angeles, Central City North, and Sun Valley; areas where the proposed rail transit alignment would pass. Because of the highly urbanized character of the study area, some single- and multi-family residential neighborhoods are in close proximity to the Southern Pacific Transportation Corridor right-of-way. These include communities such as Elysian Valley, Glassell Park, Cypress Park, and Atwater Village in the vicinity of Taylor Yard and single-family neighborhoods located northeast of the Burbank Airport in the Cities of Los Angeles and Burbank.

Environmental Impacts

Impacts to population and housing include changes to the distribution of population and the demand for and availability of housing. Because the proposed project would neither add nor eliminate any residential units from the local housing stock, no changes to the distribution of the resident population near the project would occur.

However, impacts could result to the population during instances where pedestrians, automobiles, and trains come in conflict at station areas and at-grade street/track crossings. Changes to the pedestrian environment due to project implementation would result in potential public safety conflicts. Since its opening in July 1990, train accidents on the Long Beach-Los Angeles Metro Blue Line have resulted in 15 deaths and 161 injuries. Fifteen percent of these accidents have occurred between pedestrians and trains. In addition, the Metrolink Commuter Rail System, which operates on the former SPTC right-of-way from Moorpark and Santa Clarita, has experienced nine fatalities. A campaign is currently underway to increase the public awareness of safety issues as well as provide additional safety features.

In addition, the proposed project, particularly in the vicinity of Taylor Yard, could alter the location, distribution, density, or growth rate of the human population due to greater access to the areas served by the proposed project. The rail transit system may encourage more intensive commercial and/or residential development; however, these factors are dependent on growth and planning policies affecting the study area (i.e., *Taylor Yard Development Study*). More specific to the proposed project would be impacts created by the project's close proximity to residential neighborhoods near Taylor Yard and the proposed LRT maintenance facility site alternatives. Project implementation may result in impacts related to traffic and circulation, noise, air quality, and aesthetics and visual quality. Effects associated with these impact categories are discussed in greater detail in their respective environmental sections.

Mitigation Measures

Mitigation measures intended to reduce air quality, traffic and circulation, noise, and aesthetics have been included in their respective sections in an effort to minimize impacts to the study area's residents and housing stock. In addition, the following mitigation measures are recommended as a means of improving public safety:

- The MTA considers the safety of pedestrians and motorists of paramount importance. As such, at the rail transit project's at-grade crossings (maintenance yard leads and undetermined future intersections within Taylor Yard), automatic crossing gates will be provided, along with warning lights and bells. Operators will be required to sound a horn in advance of each crossing, and trains will be equipped with a top-mounted "cyclops" light that has recently been introduced on the existing Metro Blue Line.

- During the initial years of project operation, the lead agency shall monitor the instances of conflict between train vehicles, pedestrians, and automobiles. If particular intersections exhibit a significant number of incidents, the lead agency, working with local jurisdictions, shall explore methods of improving public safety at the location. Possible solutions to be considered will include but may not be limited to warning devices (audio or visual) or construction of grade-separated crossings.

Unavoidable Adverse Impacts

The proposed rail alignment would not result in net adverse effects to population and housing.

3.2 LAND USE

The potential development of the Burbank-Glendale-Los Angeles Rail Transit Project raises questions related to the following land use issues: 1) compatibility with existing local land use patterns and relevant adopted area plans, and 2) displacement of existing land uses. This section addresses these land use effects.

3.2.1 Compatibility with Existing Land Use and Adopted Local Area Plans

Environmental Setting: Existing Land Use

Historically, land uses surrounding the proposed project have gradually transitioned over time. In the early part of the century, agricultural and rural residential uses dominated the area. In the 1930s and 1940s, the area began to take advantage of the existing railroad and a number of industrial and commercial businesses opened along the San Fernando Road corridor. During the 1950s through the 1970s, the area exhibited the gradual conversion to its current condition of manufacturing, warehousing, and public facility uses, immediately adjacent to the corridor, with residential uses nearby.

FIGURE 21 **Residential Areas near Proposed Project**
SOURCE: L.A. Aerial Photography, 1991

For the purposes of this SEIR land use analysis, three areas have been identified for in-depth examination: (1) the Lockheed Building 360 Site, (2) the Weber Aircraft Site, and (3) Taylor Yard and Lincoln Heights Jail study area. Land use and planning features of these areas can best be described in the context of their existing conditions.

Lockheed Building 360 Site. Located in the City of Los Angeles with the Golden State Freeway to the east, this site is defined by the Burbank Airport and its related uses. Office, commercial and industrial oriented uses are directly adjacent to the main arterials such as San Fernando Boulevard, separating the residential uses from the alignment (**Figure 21**). The Golden State Freeway also serves as a dividing line between residential and industrial uses in this area.

Located within approximately one mile of Lockheed's Building 360 are Woodbury University, Glenwood Elementary School, Roscoe Elementary School, and portions of the Verdugo Mountain Park. The two elementary schools are separated from the proposed yard by industrial uses. The other sensitive land uses are located to the northeast of the Golden State Freeway which acts as a buffer. The presence of either industrial uses or the Freeway between the sensitive land uses and the proposed project site minimizes the impacts of the development of a LRT maintenance yard facility in this area.

The Weber Aircraft Site. Located where the Golden State Freeway and San Fernando Boulevard meet, this site is in the middle of a diverse urban setting. Comprised of Woodbury University, several elementary schools, a variety of parks, and the Verdugo Mountains, properties surrounding Weber Aircraft also include commercial and industrial uses. However, residential uses in this area are less likely to be shielded by these uses. Single- and multi-family residences are located directly adjacent to the Freeway in some sections. As such, the land uses in this area are more susceptible to the impacts of the development of an LRT maintenance yard facility.

Taylor Yard-Lincoln Heights Jail. Located in the Northeast District of the City of Los Angeles, this study area encompasses more than 170 acres of vacant land between the Los Angeles River and San Fernando Road. Surrounded predominately by industrial uses, Taylor Yard represents one of the few open areas available for development in the City. In addition to the strong industrial and manufacturing influence, the Taylor Yard-Lincoln Heights Jail study area also contains numerous older and stable residential neighborhoods that include Elysian Valley, Glassell Park, Mount Washington, Cypress Park, and Atwater Village. Due to the relative proximity of some of the residential neighborhoods, the potential exists for potential impacts associated with the construction and operation of the rail transit route.

Environmental Impacts: Existing Land Use

Although very few sensitive land uses are directly adjacent to the rail transit route, a number of residential clusters, recreational facilities, and schools could be impacted by elements of the proposed project, as defined in this SEIR. These land uses could potentially experience impacts related to noise, air quality, pedestrian circulation, vehicular circulation, and aesthetic value. For more detailed analysis of these categories, refer to the respective environmental sections in this document.

Environmental Setting: Compatibility with Adopted Local Area Plans

Among the key plans which govern the proposed project include the following:

- Sun Valley Community Plan
- Burbank General Plan
- Burbank Golden State Redevelopment Plan
- Northeast Los Angeles District Plan Revision
- Los Angeles County Department of Public Works Taylor Yard Multi-Use Study
- Taylor Yard Development Study

Environmental Impacts: Compatibility with Adopted Local Area Plans

Planning documents for the study area generally identify land uses adjacent to the Southern Pacific Transportation Corridor as 1) quasi-public use, 2) light industry, or 3) heavy industry. With the exception of where the rail line may displace land uses in the vicinity of the Pasadena-Los Angeles Metro Blue Junction, land uses are primarily affected at maintenance yard facility locations, and at sections of the rail alignment where portions extend into existing developed areas. The following discussion compares the compatibility between the proposed rail alignment and current plans and plans being prepared in the project study area.

- City of Los Angeles Sun Valley Community Plan: Adopted in 1977, the area's proposed maintenance facility site at Lockheed 360 Building has been designated as industrial use. The proposed maintenance facility can also be considered consistent with the goals and policies of the Sun Valley Community Plan because it facilitates the proposed rail transit project in the improvement of traffic conditions and the public transportation services.

- City of Burbank General Plan: The two elements of the General Plan that directly affect the proposed project are the Land Use and Transportation Elements. The City's Land Use Element was recently updated in May 1988. The area's proposed maintenance facility site alternatives have been designated primarily for industrial or public facility use. The City's current Transportation Element is currently being updated and is expected to be completed in Spring 1994. The Element will include a discussion of the potential for light rail transit along the SPTC right-of-way.

- Golden State Redevelopment Plan (Burbank): Adopted in December 1970 and amended in January 1973, this redevelopment project devotes the entire area to airport and industrial uses. The proposed maintenance facility can be considered consistent with the goals and policies of the Golden State Redevelopment Plan for two reasons: (1) the proposed rail transit project improves access to the Airport, and (2) the proposed maintenance facility site alternatives are in keeping with the proposed designations of the Redevelopment Area.

- City of Los Angeles Northeast District Plan: The Northeast District Plan designates the land uses adjacent to the rail line as limited, light, or heavy industrial use. Although the Plan indicates that the Santa Fe rail line (Pasadena-Los Angeles alignment) should be considered as a future right-of-way for a rapid transit system, no similar provisions are made for the Southern Pacific rail corridor. The Northeast Los Angeles District Plan is currently being updated as part of the City of Los Angeles' Plan Revision Program.

- Multi-Use Study (Los Angeles County Department of Public Works): This study examines the possibility of constructing a flood control facility within the remaining available parcels in Taylor Yard. It also explores the potential for additional multi-uses such as habitat creation, recreation, groundwater recharge, and transportation.

- Taylor Yard Development Study (MTA, in association with City of Los Angeles): The Taylor Yard Development Study plays an integral role in the development of the proposed project. Every effort has been made to coordinate land use and transportation planning for this property in order to develop the most feasible and environmentally sensitive station site and rail alignment. These efforts are reflected in the Taylor Yard at Arvia Street station site plan depicted in Chapter 2.0 of this SEIR.

Mitigation Measures

The proposed rail transit project could potentially have impacts to existing land uses, but these are not expected to reach significant levels. Therefore, no mitigations are recommended. Measures, however have been included in other sections of this SEIR to reduce impacts associated with impact categories such as air quality, noise, traffic, and public services.

Unavoidable Adverse Impacts

The proposed project would not result in net adverse impacts associated with existing land uses and compatibility with local land use planning efforts.

3.2.2 Land Acquisition and Displacement Impacts

In order to minimize potential impacts on residential land uses and recreational resources, LRT Maintenance Facility site alternatives and Taylor Yard station site and alignment locations have been selected in an effort to utilize available publicly-owned properties and rights-of-way. In areas where no such opportunity presents itself, private property takings would be required. MTA would either acquire such land or obtain easements from the owners as outlined in the California Public Utilities Code Section 30600. MTA's right to invoke eminent domain would also need to comply with the conditions of the California Eminent Domain Law (Code of Civil Procedure Section 1230.010 et seq.).

The removal of existing land uses and the acquisition of rights-of-way outside of the MTA-owned 100-foot transportation corridor would be required for construction of portions of the rail transit alignment and maintenance and storage areas. In order to estimate which properties may be displaced, two tasks were performed: 1) the proposed project's preliminary engineering plan drawings were overlaid on Los Angeles County Tax Assessor Parcel Maps to determine which uses may be impacted, and 2) MTA's Real Estate Division was consulted to provide background information on properties that may be taken. Affected parcels have been inventoried and surveyed in the field, as of August 1993, to verify improvements and recent construction.

Environmental Impacts

Development of specific segments of the proposed rail alignment and maintenance facilities would result in the displacement of existing properties. These would be in addition to those already documented in the Final EIR. **Table 6** specifies the land takings which would be required in order to implement the possible components of the proposed project. Although the project avoids taking sensitive uses such as residential structures and recreational facilities, public service, commercial, and industrial businesses, and a number of employees would be displaced. The following summarizes the properties which would be taken by the proposed rail transit alignment:

- Lockheed Building 360 Site: Development of a LRT maintenance yard facility at this site would result in the taking of an existing 13,938-square foot light manufacturing facility and a 149,000-square foot parking lot, both owned by the Lockheed Corporation. In addition, based on formulas which designate the building as an industrial use, an estimated total of six workers would be displaced.

- Weber Aircraft Site: Displacements at this site would include Kahr Bearing, a light manufacturing facility, industrial and office buildings owned by Kidde Incorporated Weber Aircraft Division, and light manufacturing facilities owned by Kidde Incorporated. The site, with the exception of Kahr Bearing, has been demolished and cleared.

- Lincoln Heights Jail "Through Jail" Alignment: The alignment through this segment of the route would take the Lincoln Heights Jail Building and displace the following uses: the Bilingual Foundation of the Arts, the Los Angeles Youth Athletic Club, the Lincoln Heights Division of the Community Youth Gang Services, and a Los Angeles Department of Transportation (LADOT) Maintenance and Storage Facility. With the exception of the LADOT yard, each of organizations on the Lincoln Heights Jail property represent valuable community services to the youths and adults of this area, and their absence may represent a hardship to area residents. In addition, a total of 56 persons would be displaced from their place of employment.

- Lincoln Heights Jail "Front of Jail" Alignment: This alignment avoids the displacement of the Lincoln Heights Jail Building, however, it results in the taking of the An Hing Corporation, M & M Wholesaling, and Bakery Installations, Inc. Approximately 40 workers and over 12,000-square feet of industrial buildings would be displaced.

- Non-Revenue Connector "Through Jail" Alignment: Construction of the non-revenue connector in conjunction with the "Through the Jail" alternative would require displacement of the An Hing Corporation, affecting approximately 25 workers and displacing 9,600-square feet of industrial buildings. If the non-revenue connector were built in conjunction with the "Front of Jail" alternative, no additional displacements would be necessary.

Table 6
Summary of Potential Land Use Displacements

AREAS AFFECTED BY PROPOSED RAIL TRANSIT ALIGNMENT	LAND TAKING		LAND USE						
			Number of Establishments					Building Square Feet	Estimated Employees[1]
	# of Parcels	Acres Taken	Public Facility	Comm.	Office	Indus.	Total		
LRT Maintenance Yard Facility Lockheed 360 Site[2]	2	21.55	*	*	*	1	1	13,938	6
LRT Maintenance Yard Facility Weber Aircraft Site[3]	5	17.71	*	*	*	*	*	2,220	0
Lincoln Heights Jail "Through the Jail"	1	4.17	3	1	*	*	4	88,000	56[4]
Lincoln Heights Jail "Front of Jail"	2	3.24	*	*	*	3	3	12,200	40
Non-Revenue Connector "Through the Jail"[5]	1	4.17	*	*	*	1	1	9,600	25

[1] Factors for calculating number of jobs displaced:
- 1 employee per 200 square feet of office or public building space.
- 1 employee per 500 square feet of commercial building space.
- 1 employee per 2,285 square feet of industrial building space.

[2] One parcel is an existing 3.43 acre parking lot located southwest of the Lockheed 360 building.

[3] In August 1993, field investigations verified that the Weber Aircraft site has been demolished and cleared. The only remaining structures are on the Kahr Bearing property.

[4] Based on estimates from representatives of the Bilingual Foundation of the Arts (15 employees), Los Angeles Youth Athletic Club (6), and Community Youth Gang Services (35).

[5] If the "Front of Jail" alternative is selected, no additional right-of-way takings would be required to build the non-revenue connector.

SOURCE: Gruen Associates based on information from MTA's Real Estate Division and Los Angeles County Tax Assessor Parcel Meps.

The work effort for the *Taylor Yard Development Study* included evaluation of potential alternatives for the three community groups currently utilizing the jail. Under one alternative, the groups would remain in the jail; other alternatives involved moving to different locations. **Table 7** on the following page, summarizes the scenarios evaluated as part of the Taylor Yard planning process.

TABLE 7
Scenarios for Mitigating Lincoln Heights Jail Land Acquisition

SCENARIO NAME	DESCRIPTION	OPPORTUNITIES	FINANCIAL FEASIBILITY
Taylor Yard	Organizations from jail move to new facility at MTA's Taylor Yard property.	• MTA funding used to build new facility. • Adjacent to LRT station. • Potential to become hub of community-oriented center.	• Scenario does not depend on additional funding sources.
Bus Division	Cypress Park Bus Division moves to Taylor Yard; organizations from jail move to former Bus Division.	• MTA funding used as "seed money" for joint development. • Adjacent to residential communities. • Potential to become hub of community-oriented center.	• Additional private developer funding would be required.
Refurbished City Building	Organizations from jail move to a refurbished city building in adjacent community.	• MTA funding used to refurbish abandoned city buildings. • Organizations have option to be in one building or in separate buildings. • Possibly near LRT station.	• Scenario does not depend on additional funding sources.
Lawry's	Organizations from jail move to Lawry's.	• MTA funding used as "seed money" for joint development. • Adjacent to LRT station. • Lawry's could become major community center. Uses could a Latino Museum, senior housing, gardens, restaurants, and transportation technical high school.	• Additional funding from a number of sources would be required to purchase and remodel site.
Refurbished Private Building	Organizations from jail move to a refurbished private building in adjacent community.	• MTA funding used as "seed money" to purchase and refurbish abandoned privately-owned buildings. • Possibly near LRT station. • Organizations have option to be in one building or in separate buildings.	• Funding donations or other grants would be required to purchase abandoned buildings.
Fletcher Drive	Organizations from jail move into new development near Fletcher Drive and San Fernando Road.	• MTA funding used as "seed money" to purchase and refurbish abandoned privately-owned buildings. • Adjacent to LRT station. • Organizations have option to be in one building or in separate buildings.	• Additional private funding would be required for joint development; site's proximity may make it attractive.
Remain in Jail	Rail line avoids jail and displaces businesses on other side; organizations remain in jail.	• MTA funding used to purchase and relocate businesses for "Front of Jail" alignment option. • Aerial line would pass in front of jail uses. • As part of construction, additional parking and/or landscape could be built. • Alternatively, new business structure could be built beneath the aerial line.	• No additional funding required to improve properties across street from jail. • No MTA funding available for groups in jail.

SOURCE: MTA

Mitigation Measures

In the acquisition of real property by a public agency, California state law requires the agency acquiring the property to 1) ensure consistent and fair treatment for owners of real property, 2) encourage and expedite acquisition by agreement in order to avoid litigation and relieve congestion in the courts, and 3) promote confidence in public land acquisition. Mitigation measures aimed at meeting these goals for property relocation include the following:

- The relocation of community service, commercial, and industrial businesses should receive fair relocation costs that take into consideration the following factors: 1) ownership versus rental land holding, 2) type of business, 3) ease of relocation, 4) fixtures and equipment particular to the operation of a business, and 5) potential hardship.

To mitigate potential impacts related to the displacement of community-oriented organizations located within the Lincoln Heights Jail Building, the following mitigation is recommended:

- Because of their value to the community and their particular terms of tenancy, MTA should work with the City of Los Angeles (particularly the First Council District) and the existing tenants of the old City Jail Building to develop a relocation program along the lines of the scenarios laid out during the Taylor Yard Development Study (See **Table 7**). MTA should establish a relocation fund for the current tenants which would provide for relocation into a situation which is, at minimum, comparable with what currently exists. The MTA should also set aside sufficient funds to pay the City, as landowner, for the fair market value of the jail structure and land. The City could then utilize these funds to enhance the relocation package and make the tenants' relocated facilities superior to what they currently have.

Unavoidable Adverse Impacts

Although businesses and community services would receive fair-market compensation plus relocation assistance, the displacement of any of the described uses can be considered an unavoidable adverse impact to employees and residents in the area.

3.3 AIR QUALITY

Environmental Setting

The environmental setting is contained in the previous Burbank-Glendale Los Angeles Rail Transit Project. For the purposes of the analysis, the source receptor area information which represents ambient air quality has been updated to include 1992, the latest year for which information is available.

Of the three school sites two (Glassel Park and Aragon Avenue) are located in Source Receptor Area 1, and the other (Fletcher Drive/Irving) is located in Source Receptor Area 7 as designated by the SCAQMD. The air quality in these Source Receptor Areas is represented by measurements taken at the North Main Street and Burbank monitoring stations, respectively. Air quality measurements taken at these locations between 1987 and 1992, the most recent years for which complete data exist, are shown in **Tables 8** and **9**. These measurements indicate:

- Ozone - The maximum one-hour concentration in Source-Receptor Area 1 during the study period was 0.25 ppm. Both the state and the federal ozone standards were exceeded during every year. The state standard was exceeded on 57 days during 1992. The maximum one-hour concentration in Source-Receptor Area 7 during the study period was 0.24 ppm. Both the state and the federal standards were exceeded during every year studied. The state standard of 0.09 ppm was exceeded on 115 days during 1992.

- Particulates (PM_{10}) - The maximum 24-hour concentration in Source-Receptor Area 1 was 152 $\mu g/m^3$ in 1990; the state standard was exceeded during every year and the federal standard was exceeded during 1990 and 1991. The maximum 24-hour concentration in Source-Receptor Area 7 was 222 micrograms (μ) per cubic meter, recorded in 1992. The state standard of 50 $\mu g/m^3$ was exceeded during every year studied; the federal standard of 150 $\mu g/m^3$ was exceeded during 1990 and 1992.

- Total Suspended Particulates - The maximum concentration of 257 $\mu g/m^3$ in Source-Receptor Area 1 occurred during 1988. The federal standard was exceeded during every study year. In Source-Receptor Area 7, the maximum 24-hour concentration of 563 μ/m^3 was recorded during 1992. The federal standard of 150 $\mu g/m^3$ was exceeded during every year studied. No state standard exists for this pollutant.

- Carbon Monoxide - Maximum one-hour and eight-hour concentrations in Source-Receptor Area 1 reached 16.0 ppm and 11.4 ppm during 1988. These concentrations meet the state one-hour standard of 20.0 ppm and exceed the state eight-hour standard of 9.1 ppm. In Source-Receptor Area 7, the maximum one-hour and eight-hour concentrations of 20.0 parts per million (ppm) and 13.9 ppm, respectively, occurred during 1989.

- Nitrogen Dioxide - The maximum concentration in Source-Receptor Area 1 of 0.54 ppm was recorded during 1988. In this region, the state standard was exceeded during every study year. In Source-Receptor Area 7, the maximum one-hour concentration of 0.29 ppm was recorded during 1991, exceeding the state standard.

- Sulfur Dioxide - In Source-Receptor Area 1, the maximum recorded concentration of 0.04 ppm occurred during 1988. The state standard of 0.05 ppm was not exceeded during the study period. The maximum 24-hour concentration recorded in Source-Receptor Area 7 during this period was 0.03 ppm in 1989 and 1992.

- Sulfate - The state standard was exceeded in Source-Receptor Area 1 during 1988 and 1990 with concentrations of 26.6 and 25.3 $\mu g/m^3$, respectively. In Source-Receptor Area 7, the maximum 24-hour concentration of 25.9 $\mu g/m^3$ occurred during 1990. The state standard of 25.0 $\mu g/m^3$ was exceeded during 1988 and 1990.

- Lead - In Source-Receptor Area 1, the maximum concentration of 0.44 $\mu g/m^3$ occurred during 1988. The state standard of 1.5 $\mu g/m^3$ was met during every study year. In Source-Receptor Area 7, the maximum monthly concentration of 1.02 $\mu g/m^3$ occurred in 1988.

TABLE 8
AIR QUALITY SUMMARY-SOURCE RECEPTOR AREA 1
(North Main Street Monitoring Station)

Pollutant	State Standard	Federal Standard	Year	Max. Level	Days State Standard Exceeded
Ozone	0.09 ppm for 1-hour	0.12 ppm for 1-hour	1988 1989 1990 1991 1992	0.21 0.25 0.20 0.19 0.20	68 76 70 59 57
Particulate (PM_{10})	50 $\mu g/m^3$ for 24 hours	150 $\mu g/m^3$ for 24 hours	1988 1989 1990 1991 1992	130 137 152 151 137	33 33 31 31 22
Total Suspended Particulates	No State Standard	150 $\mu g/m^3$	1988 1989 1990 1991 1992	257 217 211 183 192	na na na na na
Carbon Monoxide	20 ppm for 1 hour	35 ppm for 1 hour	1988 1989 1990 1991 1992	16 14 13 12 12	0 0 0 0 0
Carbon Monoxide	9.1 ppm for 8 hours	9.5 ppm for 8 hour	1988 1989 1990 1991 1992	11.4 9.8 9.9 9.0 9.5	5 2 1 0 2
Nitrogen Oxides	0.25 ppm for 1-hour	0.0534 ppm annual average	1988 1989 1990 1991 1992	0.54 0.28 0.28 0.38 0.30	6 1 3 5 1
Sulfur Dioxide	0.05 ppm for 1-hour	0.14 ppm for 24 hours	1988 1989 1990 1991 1992	0.04 0.03 0.02 0.02 0.05	0 0 0 0 0
Sulfates	25 $\mu g/m^3$ for 24 hours	No Federal Standard	1988 1989 1990 1991 1992	26.6 23.0 25.3 23.1 19.4	0 1 0 1 0

Lead	1.5 $\mu g/m^3$ for 24 hours. 1 month average	1.5 $\mu g/m^3$ for 24 hours quarterly average	1988 1989 1990 1991 1992	0.44 0.17 0.09 0.21 0.16	0 0 0 0 0
Source: South Coast Air Quality Management District, Air Quality Data Summaries, 1988-1992.					

TABLE 9
AIR QUALITY SUMMARY-SOURCE RECEPTOR AREA 7
(Burbank Monitoring Station)

Pollutant	State Standard	Federal Standard	Year	Max. Level	Days State Standard Exceeded
Ozone	0.09 ppm for 1-hour	0.12 ppm for 1-hour	1988 1989 1990 1991 1992	0.24 0.20 0.20 0.22 0.22	135 97 95 101 115
Particulate (PM_{10})	50 $\mu g/m^3$ for 24 hours	150 $\mu g/m^3$ for 24 hours	1988 1989 1990 1991 1992	138 133 161 133 222	-- -- -- -- --
Total Suspended Particulates	No State Standard	150 $\mu g/m^3$	1988 1989 1990 1991 1992	217 183 191 184 563	-- -- -- -- --
Carbon Monoxide	20 ppm for 1 hour	35 ppm for 1 hour	1988 1989 1990 1991 1992	15 20 16 13 13	0 0 0 0 0
Carbon Monoxide	9.1 ppm for 8 hours	9.5 ppm for 8 hour	1988 1989 1990 1991 1992	11.9 13.9 13.0 10.6 10.5	14 21 8 12 4
Nitrogen Oxides	0.25 ppm for 1-hour	0.0534 ppm annual average	1988 1989 1990 1991 1992	0.26 0.25 0.23 0.29 0.19	1 2 0 0 0
Sulfur Dioxide	0.05 ppm for 1-hour	0.14 ppm for 24 hours	1988 1989 1990 1991 1992	0.02 0.03 0.02 0.01 0.03	0 0 0 0 0
Sulfates	25 $\mu g/m^3$ for 24 hours	No Federal Standard	1988 1989 1990 1991 1992	25.1 22.1 25.9 18.6 12.9	2 0 0 0 0

Lead	1.5 $\mu g/m^3$ for 24 hours. 1 month average	1.5 $\mu g/m^3$ for 24 hours quarterly average	1988 1989 1990 1991 1992	1.02 0.20 0.08 0.10 0.16	0 0 0 0 0
Source: South Coast Air Quality Management District, Air Quality Data Summaries, 1988-1992.					

Existing air quality for sensitive receptors in the project vicinity was determined by analyzing four representative intersections in the vicinity of Taylor Yard. These intersections are as follows;

- San Fernando Road and Eagle Rock Boulevard
- San Fernando Road and Avenue 26
- San Fernando Road and Arvia Street
- Cypress Avenue and Arvia Street

Table 10 illustrates existing carbon monoxide levels for sensitive receptors adjacent to the intersections. Existing carbon monoxide levels were estimated using the CALINE4 carbon monoxide dispersion model developed by the California Department of Transportation in conjunction with existing traffic volumes and existing intersection operation characteristics. The state one-hour standard of 20.0 ppm is not exceeded at all four locations and the state eight-hour standard of 9.1 ppm is exceeded at all four locations.

TABLE 10
EXISTING ONE-HOUR AND EIGHT-HOUR CARBON MONOXIDE CONCENTRATIONS
PARTS PER MILLION (ppm)

Receptor Location and Description	One-Hour Concentration	Eight-Hour Concentration
1. Residences W/o San Fernando Road/Eagle Rock Blvd	14.6	* 11.1
2. Residences SE/o San Fernando Road/Avenue 26	14.8	* 11.2
3. Residences W/o San Fernando Rd/Arvia St	14.6	* 11.1
4. Residences N/E/W/o Cypress Ave/Arvia St	15.7	* 11.9

Notes:
* = Exceeds State Ambient Air Quality Standard
a. One-hour CO concentrations include ambient concentrations of 14.6 ppm and 11.1 ppm based on the average of 2nd highest eight-hour measurements from the SCAQMD Burbank Monitoring Station between 1988 and 1992.
Source: Terry A. Hayes Associates

Environmental Impacts

Construction Impacts

Tables 11-13 on the following pages, illustrate the findings of the emissions analysis which address construction emissions from the proposed projects at the Taylor Yard, Lockheed 360, and Weber Aircraft sites. For all the sites, construction emissions estimates indicate that under worst case conditions, SCAQMD threshold criteria would not be exceeded with the exception of particulates which would be generated mainly in the grading/earthwork phase. With mitigation measures, however, this pollutant will not exceed the criteria.

In response to the Notice of Preparation, the Los Angeles Unified School District (LAUSD) raised a concern regarding potential dust impacts on schools in the vicinity of the proposed project. It is anticipated that there would be no significant dust impacts on these facilities because there would be no extensive excavation or stockpiling of soil or earthwork. Dust mitigation measures to be imposed on the project will have the effect of reducing emissions from grading to below the SCAQMD threshold criteria of 150 pounds per day. In addition, LAUSD schools in the vicinity of the various project sites range from 400 to 4,800 feet. With the exception of Glassell Park School located east of Taylor Yard, transport of pollutants at concentration levels greater than State or Federal standards at distances greater than 1,000 feet is not likely. Although the 400-foot distance of the Glassell Park School would be of concern, it should be recognized that wind speeds greater than 12 mph are typically necessary to transport significant concentrations of particulates. Monitored wind speeds in the project vicinity range, however, from 4-5 mph. Thus, no adverse dust impacts are anticipated at Glassell Park School.

TABLE 11
ESTIMATED CONSTRUCTION EMISSIONS-TAYLOR YARD SITE

Phase	Source	Pounds Per Day				
		CO	ROG	NOX	SOX	PM10
Demolition						
	Equipment/a/	51.5	7.7	61.8	5.2	7.7
	Area Source/b/	0	0	0	0	0
	Haul Trucks/c/	0	0	0	0	0
	Vehicles/d/	0	0	0	0	0
	TOTAL	51.5	7.7	61.8	5.2	7.7
Grading/ Earthwork						
	Equipment/e/	51.5	7.7	61.8	5.2	7.7
	Area Source/f/	0	0	0	0	224.8
	Haul Trucks/g/	0	0	0	0	0
	Vehicles/h/	0	0	0	0	1.5
	TOTAL	51.5	7.7	61.8	5.2	234.0*
Foundation						
	Equipment/i/	38.6	5.8	46.4	3.9	5.8
	Area Source	0	0	0	0	0
	Cement Trucks/j/	0	0	0	0	6.4
	Vehicles/k/	0	0	0	0	1.5
	TOTAL	38.6	5.8	46.4	3.9	13.7
Erection						
	Equipment/l/	51.5	7.7	61.8	5.2	7.7
	Area Source	0	0	0	0	0
	Haul Trucks	0	0	0	0	0
	Worker Vehicles/m/	0	0	0	0	11.2
	Other Vehicles/n/	0	0	0	0	52.0
	TOTAL	51.5	7.7	61.8	5.2	70.9
Finishing						
	Equipment/o/	25.8	3.9	30.9	2.6	3.9
	Area Source/p/	0	0	0	0	0
	Haul Trucks	0	0	0	0	0
	Worker Vehicles/q/	0	0	0	0	14.9
	Other Vehicles/r/	0	0	0	0	52.0
	TOTAL	25.8	3.9	30.9	2.6	70.8

TABLE 11
ESTIMATED CONSTRUCTION EMISSIONS-TAYLOR YARD SITE

Phase	Source	Pounds Per Day				
		CO	ROG	NOX	SOX	PM10
Worst Case Phase		51.5	7.7	81.8	5.2	234.0
Percent of SCAQMD Threshold		9%	10%	62%	3%	156%

* With mitigation measures, this number would be reduced by 50% which would lower it to 75% of the SCAQMD threshold.

Assumptions:
/a/ 16 diesel equipment hours per day.
/b/ 0 cubic feet of demolition per day.
/c/ 0 truck loads per day based on 1993 EMFAC7EP rates.
/d/ 0 demolition worker vehicle trips per day.
/e/ 16 diesel equipment hours per day.
/f/ 16 dozer grading hours per day.
/g/ 0 truck loads per day based on 1993 EMFAC7EP rates.
/h/ 1 worker and other vehicle trips per day based on 1993 EMFAC7EP rates.
/i/ 12 diesel equipment hours per day.
/j/ 1 truck load per day based on 1993 EMFAC7EP rates.
/k/ 1 worker and other vehicle trips per day based on 1993 EMFAC7EP rates.
/l/ 16 diesel equipment hours per day.
/m/ 4 worker vehicle trips per day based on 1993 EMFAC7EP rates..
/n/ 20 delivery and inspection vehicle trips per day based on 1993 EMFAC7EP rates.
/o/ 8 diesel equipment hours per day.
/p/ 0 gallons of paint per day.
/q/ 5 worker vehicle trips per day based on 1993 EMFAC7EP rates..
/r/ 20 delivery and inspection vehicle miles per day based on 1993 EMFAC7EP rates.

General Data:
Duration of Construction 240 work days
Demolition Phase 30 work days
Grading/Earthwork Phase 30 work days
Foundation Phase 30 work days
Erection Phase 60 work days
Finishing Phase 90 work days
Site to be Graded 24.5 Acres
Buildings Demolished 0 Square Feet
Buildings Constructed 11,200 Square Feet

Source: Terry A. Hayes Associates - Construction Emissions Model (CEM1992).

TABLE 12
ESTIMATED CONSTRUCTION EMISSIONS-LOCKHEED 360 SITE

Phase	Source	Pounds Per Day				
		CO	ROG	NOX	SOX	PM10
Demolition						
	Equipment/a/	51.5	7.7	61.8	5.2	7.7
	Area Source/b/	0	0	0	0	5.6
	Haul Trucks/c/	21.9	3	14.6	1.4	358.8
	Vehicles/d/	10.6	0.5	1.1	0.3	2.2
	TOTAL	84.0	11.2	77.5	6.9	374.4
Grading/ Earthwork						
	Equipment/e/	51.5	7.7	61.8	5.2	7.7
	Area Source/f/	0	0	0	0	224.8
	Haul Trucks/g/	21.9	3	14.6	1.4	2.1
	Vehicles/h/	1.1	0	0.1	0	7.8
	TOTAL	74.5	10.8	76.5	6.6	242.4*
Foundation						
	Equipment/i/	38.6	5.8	46.4	3.9	5.8
	Area Source	0	0	0	0	0
	Cement Trucks/j/	21.9	3.0	14.6	1.4	35.1
	Vehicles/k/	1.1	0	0	0	7.8
	TOTAL	61.6	8.8	61.0	5.3	48.7
Erection						
	Equipment/l/	51.5	7.7	61.8	5.2	7.7
	Area Source	0	0	0	0	0
	Haul Trucks	0	0	0	0	0
	Worker Vehicles/m/	8.0	0.4	0.8	0.3	58.5
	Other Vehicles/n/	21.9	3.0	14.6	1.4	54.2
	TOTAL	81.4	11.1	77.2	6.8	120.4
Finishing						
	Equipment/o/	25.8	3.9	30.9	2.6	3.9
	Area Source/p/	0	0	0	0	0
	Haul Trucks	0	0	0	0	0
	Worker Vehicles/q/	10.6	0.5	1.1	0.3	78.0
	Other Vehicles/r/	21.9	3.0	14.6	1.4	54.2
	TOTAL	58.3	7.3	46.6	4.3	136.0

TABLE 12
ESTIMATED CONSTRUCTION EMISSIONS-LOCKHEED 360 SITE

Phase	Source	Pounds Per Day				
		CO	ROG	NOX	SOX	PM10
Worst Case Phase		84.0	11.2	77.5	6.9	374.4
Percent of SCAQMD Threshold		15%	15%	5%	5%	250%

* With mitigation measures, this number would be reduced by 50% which would lower it to 78% of the SCAQMD threshold.

Assumptions:
/a/ 16 diesel equipment hours per day.
/b/ 14,887 cubic feet of demolition per day.
/c/ 31 truck loads per day based on 1993 EMFAC7EP rates.
/d/ 1 demolition worker vehicle trips per day.
/e/ 16 diesel equipment hours per day.
/f/ 16 dozer grading hours per day.
/g/ 0 truck loads per day based on 1993 EMFAC7EP rates.
/h/ 3 worker and other vehicle trips per day based on 1993 EMFAC7EP rates.
/i/ 12 diesel equipment hours per day.
/j/ 7 truck load per day based on 1993 EMFAC7EP rates.
/k/ 3 worker and other vehicle trips per day based on 1993 EMFAC7EP rates.
/l/ 16 diesel equipment hours per day.
/m/ 20 worker vehicle trips per day based on 1993 EMFAC7EP rates..
/n/ 20 delivery and inspection vehicle trips per day based on 1993 EMFAC7EP rates.
/o/ 8 diesel equipment hours per day.
/p/ 0 gallons of paint per day.
/q/ 27 worker vehicle trips per day based on 1993 EMFAC7EP rates..
/r/ 20 delivery and inspection vehicle miles per day based on 1993 EMFAC7EP rates.

General Data:
Duration of Construction 240 work days
Demolition Phase 30 work days
Grading/Earthwork Phase 30 work days
Foundation Phase 30 work days
Erection Phase 60 work days
Finishing Phase 90 work days
Site to be Graded 22.42 Acres
Buildings Demolished 13,398 Square Feet
Buildings Constructed 58,200 Square Feet

Source: Terry A. Hayes Associates - Construction Emissions Model (CEM1992).

TABLE 13
ESTIMATED CONSTRUCTION EMISSIONS-WEBER AIRCRAFT SITE

Phase	Source	Pounds Per Day				
		CO	ROG	NOX	SOX	PM10
Demolition						
	Equipment/a/	51.5	7.7	61.8	5.2	7.7
	Area Source/b/	0	0	0	0	0
	Haul Trucks/c/	0	0	0	0	0
	Vehicles/d/	0	0	0	0	0
	TOTAL	51.5	7.7	61.8	5.2	7.7
Grading/ Earthwork						
	Equipment/e/	51.5	7.7	61.8	5.2	7.7
	Area Source/f/	0	0	0	0	224.8
	Haul Trucks/g/	0	0	0	0	0
	Vehicles/h/	0	0	0	0	11.8
	TOTAL	51.5	7.7	61.8	5.2	244.3*
Foundation						
	Equipment/i/	38.6	5.8	46.4	3.9	5.8
	Area Source	0	0	0	0	0
	Cement Trucks/j/	0	0	0	0	50.4
	Vehicles/k/	0	0	0	0	11.8
	TOTAL	38.6	5.8	46.4	3.9	68.0
Erection						
	Equipment/l/	51.5	7.7	61.8	5.2	7.7
	Area Source	0	0	0	0	0
	Haul Trucks	0	0	0	0	0
	Worker Vehicles/m/	0	0	0	0	88.4
	Other Vehicles/n/	0	0	0	0	52.0
	TOTAL	51.5	7.7	61.8	5.2	148.2
Finishing						
	Equipment/o/	25.8	3.9	30.9	2.6	3.9
	Area Source/p/	0	0	0	0	0
	Haul Trucks	0	0	0	0	0
	Worker Vehicles/q/	0	0	0	0	117.8
	Other Vehicles/r/	0	0	0	0	52.0
	TOTAL	25.8	3.9	30.9	2.6	173.8

TABLE 13
ESTIMATED CONSTRUCTION EMISSIONS-WEBER AIRCRAFT SITE

Phase	Source	Pounds Per Day				
		CO	ROG	NOX	SOX	PM10
Worst Case Phase		51.5	7.7	61.8	5.2	244.3
Percent of SCAQMD Threshold		9%	10%	62%	3%	163%

* With mitigation measures, this number would be reduced by 50% which would lower it to 78% of the SCAQMD threshold.

Assumptions:
/a/ 16 diesel equipment hours per day.
/b/ 0 cubic feet of demolition per day.
/c/ 0 truck loads per day based on 1993 EMFAC7EP rates.
/d/ 0 demolition worker vehicle trips per day.
/e/ 16 diesel equipment hours per day.
/f/ 16 dozer grading hours per day.
/g/ 0 truck loads per day based on 1993 EMFAC7EP rates.
/h/ 4 worker and other vehicle trips per day based on 1993 EMFAC7EP rates.
/i/ 12 diesel equipment hours per day.
/j/ 11 truck load per day based on 1993 EMFAC7EP rates.
/k/ 4 worker and other vehicle trips per day based on 1993 EMFAC7EP rates.
/l/ 16 diesel equipment hours per day.
/m/ 30 worker vehicle trips per day based on 1993 EMFAC7EP rates..
/n/ 20 delivery and inspection vehicle trips per day based on 1993 EMFAC7EP rates.
/o/ 8 diesel equipment hours per day.
/p/ 0 gallons of paint per day.
/q/ 41 worker vehicle trips per day based on 1993 EMFAC7EP rates..
/r/ 20 delivery and inspection vehicle miles per day based on 1993 EMFAC7EP rates.

General Data:
Duration of Construction 240 work days
Demolition Phase 30 work days
Grading/Earthwork Phase 30 work days
Foundation Phase 30 work days
Erection Phase 60 work days
Finishing Phase 90 work days
Site to be Graded 19.33 Acres
Buildings Demolished 0 Square Feet
Buildings Constructed 88,600 Square Feet

Source: Terry A. Hayes Associates - Construction Emissions Model (CEM1992).

Traffic Impacts

Table 14 on the following page, indicates the predicted one-hour and eight-hour carbon monoxide concentrations for the future condition with and without the proposed project. Carbon monoxide concentrations would decrease at all receptor locations both with and without the project. The SCAQMD has established significance thresholds against which to measure increases in carbon monoxide when the state standard is exceeded before project implementation. Project impacts are considered significant when carbon monoxide increases by 1.0 ppm for the one-hour criteria and by 0.45 ppm for the eight-hour criteria. Neither of these increases occur, and the project is not considered to have a significant impact.

As indicated in the previous Burbank-Glendale Los Angeles Rail Transit Project, it is anticipated that the proposed project would have regional air quality benefits because automobile trips between Burbank Airport and downtown Los Angeles would likely be reduced. The Los Angeles County Transportation Commission estimates that approximately 4,610 passenger trips daily on the Glendale-Burbank Blue Line extension would be attributed to persons using passenger vehicles, suggesting that a reduction of approximately 37,800 vehicle miles daily would be anticipated, based on a regional average trip length of 8.2 miles. This could result in a reduction of 2010 mobile emissions by approximately 0.24 tons of carbon monoxide, 0.02 tons of total organic gases, 0.02 tons of reactive organic gases, 0.05 tons of nitrogen oxides, and 0.01 tons of particulate matter daily.[4]

The proposed rail transit project would be consistent with the Air Quality Management Plan prepared by the South Coast Air Quality Management District, as well as with the Regional Mobility Plan (RMP) prepared by the Southern California Association of Governments (SCAG). Specifically, the proposed project would implement Control Measure 2g (Tier I Transit Improvements).[5] The SCAG Air Quality Management Plan Conformity Procedures explicitly exempt rail transit projects from conformity review because rail transit projects result in trip reductions.[6] It is the intent of SCAG and the SCAQMD, as articulated in the RMP, to give priority to all transit and ridesharing projects over highway capacity expansion projects.

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[4] *Air Quality Handbook for Preparing Environmental Impact Reports, Appendix D*, South Coast Air Quality Management District, Assumes no improvement over emissions for 2002 and an average speed of 25 miles per gallon.

[5] *Air Quality Management Plan, South Coast Air Basin*, South Coast Air Quality Management District and Southern California Association of Governments, March 1989.

[6] *Guidance for Implementation of 1989 AQMP Conformity Procedures*, Southern California Association of Governments, March 1990.

TABLE 14
2010 ONE-HOUR AND EIGHT-HOUR CARBON MONOXIDE CONCENTRATIONS
(Parts Per Million)

Receptor Location and Description	One-Hour Concentrations			Eight-Hour Concentrations		
	Without Project	With Project	Change	Without Project	With Project	Change
1. Residences W/o San Fernando Rd/ Eagle Rock Blvd	14.6	14.6	0	*11.1	*11.1	0
2. Residences SE/o San Fernando Rd/Avenue 26	14.8	14.8	0	*11.2	*11.2	0
3. Residences W/o San Fernando Rd/ Arvia St	14.6	14.6	0	*11.1	*11.1	0
4. Residences N/E/W/o Cypress Ave/Arvia St	15.6	15.7	0.1	*11.9	*11.9	0

Note:
* = Exceeds State Ambient Air Quality Standard.
a. One-hour CO concentrations include ambient concentrations of 14.6 ppm and 11.1 ppm at based on the average of 2nd highest eight-hour measurements from the SCAQMD Burbank Monitoring Station between 1988 and 1992.
Source: Terry A. Hayes Associates

Mitigation Measures

Short-term impacts of the construction equipment shall be minimized by the following measures. These measures shall be established as conditions of project approval and contained in all applicable contracts between the project sponsor and contractors.

- Maintain a fugitive dust control program consistent with the provisions of SCAQMD Rule 403 for any grading or earthwork activity that may be required. Measures to be implemented shall include:
  - Water all active projects with multiple daily applications to assure proper dust control.
  - Wash down the under carriage of all haul trucks leaving site. Install vehicle wheel-washers before the roadway entrance at construction sites.
  - Use of soil binders or vegetation on all undeveloped or non-built areas of the site.
  - Pave all driveways and internal roadways as early as practicable in the site construction process.
  - Install all curbs at the initial phase of the project.
  - Utilize street sweeping equipment on all adjacent streets used by haul trucks or vehicles that have been on-site.

- Construct a temporary wall or barriers of sufficient height along the perimeter of the site to restrict windblown dust from affecting adjacent residences.

- Contractors will cover any stockpiles of soil, sand and similar material.

- Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time.

- Cover the road surface with material of lower silt content or soil stabilizers whenever possible.

- Sweep streets if silt is carried over to adjacent public thoroughfares.

- Require a phased schedule for construction activities to minimize daily emissions.

- Suspend grading operations during first and second stage smog alerts, and during high winds, i.e., greater than 25 miles.

- Chemically treat unattended (disturbed lands which have been, or are expected to be unused for four or more consecutive days) construction areas.

- Require all trucks hauling dirt, sand, soil, or other loose substances and building materials to be covered, or to maintain a minimum freeboard of two feet between the top of the load and the top of the truck bed sides.

- Encourage the planting of vegetative ground cover as soon as possible on construction sites.

- Prohibit parking on unpaved and untreated parking lots.

- Lower vehicle speed limits on unpaved roads.

- Require paving, curbing, and vegetative stabilization of the unpaved areas adjacent to roadways on which vehicles could potentially drive (i.e., road shoulders).

- Use vegetative stabilization whenever possible to control soil erosion from storm water.

- Require enclosures or chemical stabilization of open storage piles of sand, dirt, or other aggregate materials.

- Construction equipment will be shut off to reduce idling when not in direct use.
- Diesel engines, motors, or equipment shall be located on the north side of the site, as far away as possible from existing residential areas.
- Low sulfur fuel should be used for construction equipment.
- Contractors will discontinue construction activities during second stage smog alerts.
- If required, haul truck staging areas shall be approved by the Department of Building and Safety. Haul trucks shall be staged in non-residential areas.
- Participate in and encourage transportation system management programs by adding park and ride lots, additional bus or transit stops and services, preferential parking for ridesharers, reversible and one-way streets where needed, bicycle parking facilities, bicycle lanes, and pedestrian walkways.
- Encourage and facilitate the reduction of the number of trips that an individual makes from home or work by introducing compressed work weeks, telecommuting, and the combining of non-work trips.

Unavoidable Adverse Impacts

None

3.4 TRANSPORTATION AND CIRCULATION

This Transportation and Circulation section summarizes results of the traffic study prepared for the Burbank-Glendale-Los Angeles Rail Transit Project SEIR. The traffic study focuses on the analysis of impacts resulting from the proposed Taylor Yard Station at Arvia Street. In the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR document, traffic impacts of the Taylor Yard Station were qualitatively analyzed due to the uncertain nature of development and build out of the 170-acre parcel. This document presents a quantitative analysis of Taylor Yard, aiming to achieve the following objectives:

- To review existing roadway and traffic conditions in the vicinity of the project;
- To determine if any significant transportation impacts to the adjacent roadway network would result from the LRT's proposed Taylor Yard station; and
- To identify, and where appropriate, recommend mitigation measures for intersections that are significantly impacted.

Data Sources. Existing turning movement traffic counts were conducted for the four study intersections by Wiltec on Tuesday, July 20, 1993 and Wednesday, July 21, 1993. Other relevant data and information was taken from the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR document and included LADOT growth estimates for identifying future background traffic volumes, patronage forecasts conducted by Schimpeler-Corradino Associates and estimates of LRT run times prepared by Manuel Padron & Associates.

Environmental Setting

The area of analysis includes the local system of roadway segments and intersections which provide access to the Taylor Yard Station. The proposed station site is located on the west side of San Fernando Road in the segment between Arvia Street and Alice Street. Access and egress to and from the station would be provided by means of a roadway connected to San Fernando Road and forming a four leg signalized intersection at Arvia Street. A second egress only driveway would be provided at San Fernando Road and Alice Street forming a four leg stop-controlled intersection. Based on the Burbank-Glendale-Los Angeles LRT station locations, the following list of four intersections were identified as being influenced by the proposed Taylor Yard station and were quantitatively analyzed in the PM peak period. The type of existing intersection control is shown in parenthesis.

- San Fernando Road and Eagle Rock Boulevard (signal)
- San Fernando Road and Avenue 26 (signal)
- San Fernando Road and Arvia Street (stop sign)
- Cypress Avenue and Arvia Street (stop sign)

Methodology. The methodology for this section follows the same procedures used in the "Transportation and Circulation" section of the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR document. As in the previous EIR document, a "worst case" traffic impact assessment was conducted where there were no reductions in traffic at local intersections due to the regional effect of the rail transit project.

The intersection capacity utilization (ICU) methodology, which is based on turning movement counts and lane configurations, was used to determine impacts at the signalized intersections. Impacts at the unsignalized intersections were determined using the Transportation Research Board's (TRB) "Transportation Research Circular No. 373, Interim Materials on Unsignalized Intersection Capacity" methodology. The resulting Level of Service (LOS) for unsignalized intersections is based on the average stopped delay on each approach, which in turn is a function of the volume/capacity (v/c) ratio of the approach.

The ICU method results in a number value, representing the theoretical percentage of signal green time required to accommodate intersection traffic. More simply, the ICU can be thought of as the percent utilization of available capacity. A value exceeding 1.000 indicates that the volume is, theoretically, at capacity. For the ICU method, capacity of an intersection is defined in terms of vehicles per lane per hour of green time. Capacity of a lane is assumed to be an empirically derived value of 1,600 vehicles per hour (vph) of green time. Ten percent of the signal time is assumed to be lost time due to yellow and all-red signal phasings.

The ability of a roadway to accommodate prevailing traffic volumes, based on the physical characteristics of the roadway, is expressed in terms of level of service. This is a qualitative measure affected by a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, and operating costs. The LOS ranges from "A", representing free-flow conditions with little or no delay to motorists, to "F", which represents extreme congestion and delay in which the arrival of vehicles exceeds the capacity of the intersection. **Table 15** below shows the relationship between ICU values and LOS designations.

TABLE 15
ICU Values and Corresponding LOS Designation

Level of Service	ICU Value
A	0.600 or Less
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	1.001 and Over

For consistency with the assumptions presented in the Final EIR, the following criteria were utilized in conducting this traffic analysis:

- The analysis of the PM peak period was considered sufficient for the analysis, since the peak AM period of station use will probably end before the typical roadway traffic AM peak period.

- Intersection Capacity Utilization (ICU) methodology was used for signalized intersections and intersection delay calculations were used for unsignalized intersections to determine project impacts.

- The trips generated by the Taylor Yard Station were based on the number of park-and-ride and kiss-and-ride trips.

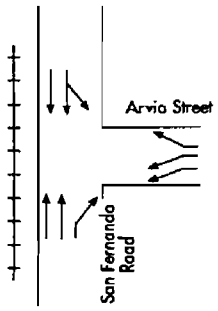
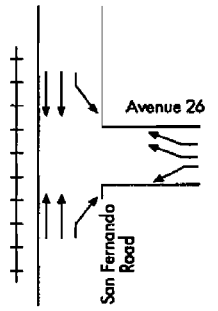
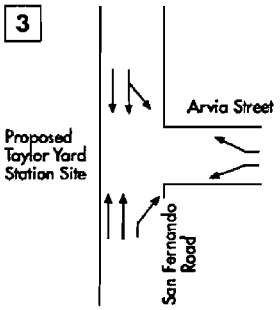
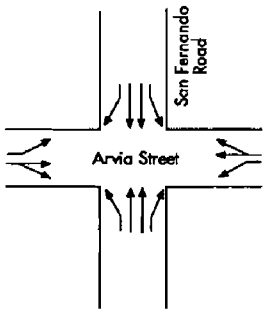
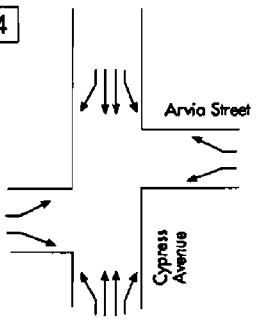
- Intersection capacity of signalized intersections assumed 1,600 vehicles per hour.

Existing 1993 Traffic Conditions. The existing roadway network serving the proposed Taylor Yard Station includes San Fernando Road, a four-lane facility which runs in a north-south direction adjacent to the site and serves the Burbank and Glendale areas. Arvia Street, a two-lane road, runs in an east-west direction in front of the site and connects San Fernando Road with Cypress Avenue which in turn serves the Glassell Park area. Site access would be provided by a roadway connecting to San Fernando Road via a four leg signalized intersection at Arvia Street.

The existing approach lane configurations for each of the four study intersections are depicted in **Figure 22** (page 76). Existing (1993) levels of service for all study intersections are presented in **Table 16** (page 77). All of the four intersections analyzed, operate at a level of service of "B" or better during the PM peak period. It should be noted that the methodology used for calculating level of service for unsignalized intersections is based on delay and resulted in a level of service of "B" for the intersection of Cypress Avenue and Arvia Street.

Environmental Impacts

Future Year 2010 Base Traffic Conditions. Future background traffic volumes for the year 2010 were projected for each of the study intersections. Projections were based on growth factors presented in the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR document. Once these growth factors were identified, they were applied to the existing 1993 turning movement counts, to estimate year 2010 turning movements. In the City of Los Angeles, a constant one percent per year growth factor was used in the derivation of future year 2010 traffic volumes. This rate of growth is consistent with the overall traffic growth in the area.

EXISTING INTERSECTION CONDITION	AFTER PROJECT IMPLEMENTATION	AFTER MITIGATION
1 	NO CHANGE NEEDED	NO MITIGATION NEEDED
2 	NO CHANGE NEEDED	NO MITIGATION NEEDED
3 		NO MITIGATION NEEDED
4 	NO CHANGE NEEDED	NO MITIGATION NEEDED

NO SCALE

GRAPHICS BY GRUEN ASSOCIATES

BURBANK • GLENDALE • LOS ANGELES
■ RAIL TRANSIT PROJECT ■
■ ■ SUPPLEMENTAL EIR ■ ■
METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 22
Intersection Lane Configurations

TABLE 16
Existing and Future Levels of Service

Intersection	Existing (1993)		Year 2010 Without Project		Year 2010 With Project	
	ICU	LOS	ICU	LOS	ICU	LOS
1. San Fernando Road and Eagle Rock Boulevard	0.508	A	0.582	A	0.603	B
2. San Fernando Road and Avenue 26	0.646	B	0.747	C	0.796	C
3. San Fernando Road and Arvia Street	0.556	A	0.640	B	0.784	C
4. Cypress Avenue and Arvia Street*	5.120 seconds	B	6.950 seconds	B	8.300 seconds	B

* Unsignalized intersection, delay shown in seconds per vehicle

SOURCE: Gruen Associates

An analysis of the background traffic volumes for the study intersections, without the project, was conducted for the year 2010. This analysis serves as the background condition to which the traffic generated by the proposed Taylor Yard Station will be added. Future traffic volumes were added to the existing roadway network and ICU calculations were conducted for this cumulative condition. The results of these calculations, for the background without project conditions, are presented in Table 13. All of the four intersections analyzed, operate at a level of service of "C" or better during the PM peak period.

Year 2010 Impact Analysis With Project. Trip generation calculations for the proposed Taylor Yard Station were taken from the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR document. Vehicular trips were calculated using the same methodology by adding the park-and-ride to the kiss-and-ride trips. Both trips were based on the patronage estimates prepared by Schimpeler-Corradino Associates.

Inbound park and ride trips are equal to the peak-period arrival by auto percentage multiplied by the number of peak-hour boardings divided by 1.4, reflecting expected auto occupancy. Since parking at Taylor Yard is not shared for other transportation modes, outbound park and ride trips are equal to the number of parking spaces provided. This results in a total of 30 inbound and 300 outbound park and ride trips during the evening peak period.

Kiss and ride trips are estimated to be 25 percent of peak-hour station boardings and alightings from the LRT. Trips are assigned both in and out resulting in a total of 86 inbound and 86 outbound kiss and ride trips during the evening peak period at the proposed Taylor Yard station. The traffic generated by the light rail at the proposed Taylor Yard station was added to the year 2010 background without project condition and the difference in intersection ICU was used as the basis for the determination of impacts. A significant impact is assumed when an increase in the ICU of 0.020 or more occurs at intersections with a final ICU of 0.900 or more. This methodology was used to determine the number of impacted intersections. Based on the proximity of LRT stations to each other and the location of the proposed Taylor Yard station to the study intersections, inbound and outbound trips were distributed to the local roadway network accordingly.

To facilitate station access for the Glassell Park and Cypress Park communities, as well as vehicular movement, signals and minor widenings will be required on San Fernando at the station access road intersection. The station access road would form a four leg intersection at San Fernando Road and Arvia Street which would be signalized. Necessary highway dedication and street widening on the west side of San Fernando Road adjacent to the proposed station site would be conducted. Widening would provide an exclusive left turn lane as well as a sidewalk and wider curb lane on the west side of San Fernando Road to accommodate bus stops for southbound buses.

The results of the intersection analyses for the year 2010 traffic conditions with project (cumulative plus project) are also shown in **Table 16** (page 77). The results show all study intersections operating at level of service of "C" or better during the PM peak period.

Mitigation Measures

The goal of mitigation measures is to bring the project impact to a level of insignificance. According to the ICU criteria set forth previously, none of the study intersections are significantly impacted by the proposed Taylor Yard LRT station.

Although no mitigation measures are identified, it should be noted that -- as a requirement of project implementation -- development of the Taylor Yard Station at Arvia Street would initiate the widening of the west side of San Fernando Road and the installation of a signal at the intersection of San Fernando Road and Arvia Street for safe station access operations.

Unavoidable Adverse Impacts

It can be expected that the project proposed would not result in unavoidable adverse impacts related to transportation and circulation issues in the Taylor Yard area.

3.5 NOISE

Methodology. Noise impacts on adjacent sensitive uses to Taylor Yard are based on predicted traffic volumes on major surrounding streets, and assumed construction and operation noise from future rail transit activities. Noise monitoring data recorded at the adjacent uses establishes ambient daytime noise levels. With respect to noise modelling efforts, mobile noise has been computed utilizing the Caltrans Sound 32 program applied to predicted traffic volumes.

Environmental Setting

Taylor Yard Study Area. The community noise environment in the Taylor Yard study area is predominantly influenced by traffic noise from the Golden State Freeway, the Glendale Freeway and San Fernando Road. Ambient noise levels are approximately 64 decibels. Noise sensitive land uses in the vicinity of Taylor Yard include the following:

- Residential neighborhoods (Glassell Park and Cypress Park) east of San Fernando Road. The closest homes to Taylor Yard are approximately 300 feet from the middle of the site.
- Schools east of San Fernando Road. The distance of schools from the middle of Taylor Yard ranges from 400 to 2100 feet.
- Residential neighborhoods located west of the Los Angeles River, particularly the community of Elysian Valley.
- Schools located west of the Los Angeles River.

LRT Maintenance Yard Site Alternatives: Burbank Airport Study Area. The community noise environment is predominantly influenced by the Burbank Airport operations, as well as traffic traveling on the Golden State Freeway and San Fernando Boulevard. Based on available noise contour information, ambient noise levels are approximately 65 decibels. Noise sensitive locations within the vicinity of the yards sites include:

- Residential neighborhoods located in close proximity to the Weber Aircraft site, west of San Fernando Boulevard south of California Street.
- Residential neighborhoods approximately 300 to 400 feet from the center of the Lockheed 360 Building site.
- The Glenwood Elementary School in the City of Los Angeles, situated approximately 2,600 feet to the northeast of the Lockheed 360 Building site.

Environmental Impacts

Construction Noise. According to local noise ordinances, a five decibel change resulting from construction activity could constitute a significant noise impact. As shown in **Table 17**, construction noise from either Taylor Yard or LRT yard site alternatives would not exceed this threshold at five of the six representative receptors studied. However, at the Lockheed 360 Building site, the potential exists for a seven decibel change for those residences living in close proximity to the proposed maintenance facility.

TABLE 17
Construction Noise

Location	Distance (from source to receptor)[1]	Ambient Noise Level	Construction Noise Level @ Receptor Location (decibels)[2]	New Noise Level @ Receptor	Change from Ambient to New Noise Level
Taylor Yard Site					
Nearest Residence	800 feet	63	66	67.8	4.8
Nearest School (Glassell Park)	1000 feet	63	64	66.5	3.5
Weber Aircraft Proposed Yard Site					
Nearest Residence	800 feet	65	66	68.5	3.5
Nearest School	2800 feet	64	55	64.5	0.5
Lockheed 360 Proposed Yard Site					
Nearest Residence	500 feet	65	71	72.0	7.0
Nearest School (Glenwood)	3000 feet	65	54	65.2	0.3

Source: Terry A. Hayes Associates

1 Distance measured from the middle of potential sites

2 Source; Noise From Construction Equipment and Operations, Building Equipment, and Home Appliances - Environmental Protection Agency, 1971. Note: It is assumed that the equipment has already been quieted by 10 decibels due to previously introduced mitigation measures.

Traffic Noise. It is anticipated that approximately 7,805 peak hour trips and 78,050 daily trips may be generated from implementation of the proposed project in the vicinity of Taylor Yard. As depicted in the Transportation and Circulation section of this SEIR (Section 3.4), these vehicle trips would primarily impact the following intersections:

- San Fernando Road and Eagle Rock Boulevard
- San Fernando Road and Avenue 26
- San Fernando Road and Arvia Street
- Cypress Avenue and Arvia Street

As depicted in **Table 18,** traffic growth at these intersections resulting from proposed activities, related to the project, in the Taylor Yard area would be in the range of 23 to 38 percent. This level of traffic growth, however, would not result in significant changes in the noise environment (refer to **Table 19**) since, as a general rule, traffic volumes need to increase by 100 percent to achieve a perceptible 3 decibel change. In the case of the proposed project, changes in traffic volumes are well below this threshold level.

TABLE 18
Total Peak Hour Approach Traffic Volume Changes

Intersection Name	Existing	Future without Project	Percent Change	Future with Project	Percent Change
San Fernando & Eagle Rock	2,030	2,404	18%	2,630	30%
San Fernando & Avenue 26	2,370	2,807	18%	2,917	23%
San Fernando & Arvia St	2,350	2,783	18%	3,246	38%
Cypress & Arvia	1,055	1,252	18%	1,418	34%

Source: Gruen Associates

TABLE 19
Total Peak Hour Traffic Noise Levels[1]

Intersection Name	Existing	Future without Project	Decibel Change	Future with Project	Decibel Change
San Fernando & Eagle Rock	54.0	54.7	0.7	54.8	0.8
San Fernando & Avenue 26	49.0	49.7	0.7	49.9	0.9
San Fernando & Arvia	54.9	55.7	0.8	56.0	1.1
Cypress & Arvia	63.3	64.0	0.7	64.2	0.9

Source: Terry A. Hayes Associates

1 Estimates based on FHWA Highway Noise Traffic Prediction Model RD77-108

Noise from Maintenance Yard Operations. As currently proposed, vehicle maintenance and repair activity would occur on either the Weber Aircraft site or the Lockheed 360 Building site. In order to better gauge potential noise impacts related to maintenance yard operations, a field reconnaissance was performed at the existing Metro Blue Line facility in Long Beach. Based

on observations and noise readings taken at the existing site, it can be anticipated that yard activities will not produce intrusive or disruptive noise. Observations at the existing Metro Blue Line Long Beach Yard, including heavy maintenance, light maintenance, and car washing facilities, revealed that noticeable noises are limited to the following factors:

- Wheel squeal on tight radius curves
- Air brake discharges
- Uncoupling air discharges
- Car washing facilities

In all cases these sounds were intermittent events and did not occur continuous over the monitoring period. Noticeable sound occurred less than 1 percent of the monitoring period. In general terms, these intermittent events -- while noticeable -- had no material affect on the overall sound equivalent level for the monitoring period. Typically, sound levels produced were approximately 65 decibels at a distance of 50 feet from the sound source. Most sound sources are located in the central portion of the yard, and as a result, at the perimeter of the yard (approximately 200 feet from the sound source) the noise level decreases to 50 decibels and is not discernible when the ambient existing noise level is 60 decibels or more. It is anticipated that the nature and scale of operations at either the Lockheed 360 or Weber Aircraft sites would be similar to the existing Long Beach Yard, thereby creating no adverse impacts noise impacts to the surrounding community.

Noise from Transit Activity . As illustrated in **Table 20** on the following page, there exists the potential for noise impacts from the operation of the proposed rail transit project. Within the Taylor Yard area, the proposed transit alignment would be located approximately 300 feet from the nearest residences and about 400 feet from the nearest school. According to noise calculation procedures utilized by Harris Miller Miller and Hanson, Inc. and LACTC (predecessor to the MTA) for the *San Fernando Valley East-West Rail Transit Project EIR*, the rail transit activity in Taylor Yard would not result in a significant change to the existing noise environment. Rail transit operations through the Taylor Yard area would likely generate a Community Noise Equivalent Level (CNEL) of 65 decibels at a distance of 50 feet. At the nearest sensitive receptors, these levels would decrease to about 47 to 50 decibels. The overall effect would be a change of less than one decibel in the ambient environment; an amount which would not be discernible to the normal human ear.

It should be noted that during the night, the ambient noise level will drop to around 50 decibels, and any transit activities occurring at that time will have a more noticeable effect on residential areas in the vicinity. Schools, however, would not be operating during these late night activities and would not be affected by the proposed project.

TABLE 20
Taylor Yard Mainline Transit Operation Noise[1]

Location	Distance (from source to receptor)[2]	Ambient Noise Level	Transit Activity Noise Level @ Receptor Location (decibels)	New Noise Level @ Receptor	Change from Ambient to New Noise Level
Nearest Residence	800 feet	63.0	56.7	63.9	0.9
Nearest School	1000 feet	63.0	55.7	63.7	0.7

Source: Terry A. Hayes Associates

1 Assumptions: Trains moving at a maximum speed of 55 mph; Trains made up of a maximum of 3 cars; A total of 264 operations during a 24-hour period. Estimates based on Harris Miller Miller and Hanson, Inc. light rail sound propagation equations, 1989.

2 Distance measured from the middle of potential sites.

Mitigation Measures

The following mitigation measures are recommended in order to reduce potential significant noise impacts in the vicinity of Taylor Yard and the proposed LRT Maintenance Facility site alternatives near Burbank Airport:

- Project construction shall comply with all applicable local noise regulations.
- Residents located adjacent to the project should be given prior notification of construction activities in order to be made aware of time periods when there may be significant impacts. The lead agency should then work with local groups to determine possible methods of reducing these temporary noise impacts.
- As part of project development, haul routes should be designated for demolition waste, dirt excavation, and materials delivery in order to avoid residential streets.
- To reduce noise impacts on adjacent sensitive land uses, construction should be limited to a period between 8:00 am and 6:00 pm.

Unavoidable Adverse Impacts

As indicated in the footnote to **Table 17,** standard construction noise levels used in this report have already been quieted by 10 decibels as a result of previously applied mitigation measures required by the Environmental Protection Agency. However, there still exists a significant impact on residences adjacent to the Lockheed 360 Building site. Despite the implementation of these measures, the analysis conducted for this SEIR reveals that noise from construction activities will constitute an unavoidable adverse impact to the environment. This impact will be temporary, lasting for the term of project construction.

3.6 RISK OF UPSET: HAZARDOUS MATERIALS AND HUMAN HEALTH

As part of the environmental documentation process for this SEIR, particular attention has been focused on the potential impacts related to the proposed project's development on sites that have a history of hazardous waste occupation. The following section depicts the background and potential impacts of the Lockheed Building 360 site, Weber Aircraft site, and Taylor Yard Railroad Grounds.

Environmental Setting

Lockheed Building 360 Site. The Building 360 site was largely undeveloped before its occupation by Lockheed in 1956. Aerial photos and historic plot maps indicate that about 40 residential and commercial structures previously existed on the site. Building 360 was constructed in 1957 as an engineering facility to support flight operations and flight testing. Limited production activities, including aircraft fabrication, subassembly, assembly, and modification have occurred at various times in Building 360 which has also been used for aircraft maintenance and static testing. Several laboratories have been located in the building, primarily for electronics testing, calibration, and modification.

Environmental investigations have been conducted at Plant B-6 and surrounding Lockheed Burbank facilities since 1983 when Lockheed Aeronautical Systems Company (LASC) responded to the Regional Water Quality Control Board (RWQCB) request to inventory underground storage tanks at all of the company's Los Angeles County facilities. Since that time, numerous site investigations have taken place in response to regulatory compliance guidelines, suspected chemical releases, and LASC/LESC (Lockheed Engineering and Sciences Company)/LESAT (Lockheed Environmental Systems and Technologies Company) environmental policy. These site investigations consisted of groundwater investigation, underground tank investigation, and other inquiries including a transformer survey, a soil vapor survey, and a records search.

Groundwater investigations have been ongoing at Plant B-6 and other Lockheed facilities in the Burbank area since 1986. To date, over 100 groundwater monitoring wells, one extraction well, and one injection well have been installed within or adjacent to Lockheed Burbank facilities. Three distinct phases of groundwater characterization have been completed and a fourth phase is currently underway. Phase I and II were undertaken in response to the Lockheed 1984-1985 underground tank leak detection program which identified areas of soil contamination and potential sources of groundwater contamination. This investigation, conducted in 1987/1988 revealed elevated concentrations of tetrachloroethylene (PCE) and trichloroethylene (TCE) at shallow levels. Other Volatile Organic Compounds (VOCs), base/neutral and acid extractable compounds and metals were not detected at concentrations of concern.

Phase III and IV investigations were initiated in response to LASCs site-wide Comprehensive Site Assessment and Remedial Program and in compliance with the December 1987 RWQCB Cleanup and Abatement Order No. 87-161. Additional wells have been installed in response to

the EPA Consent Decree. Again, elevated levels of PCE and TCE were detected, decreasing with depth. An extraction well was installed for groundwater remediation. Extracted groundwater was treated by steam stripping and discharged to the storm drain or recharged to the aquifer system through injection wells. Additional Phase IV work is being conducted at Lockheed's Burbank plants to further characterize groundwater quality and to obtain data for the design of additional groundwater remediation facilities.

In September 1983, Lockheed submitted an inventory of underground storage tanks at all of their Los Angeles County facilities to the RWQCB. This included three above ground tanks, and 28 underground tanks, sumps, and clarifiers. Two of the facilities inventoried were located at the Building 360 site. Lockheed was required by the RWQCB to conduct an underground storage tank leak detection program to comply with the RWQCB's Groundwater Protection Program. The results of this program indicated varying degrees of soil contamination in the vicinity of the 360 site. VOCs and CAM (California Assessment Manual) metals have been reported above detection limits in soil samples. Contamination has been attributed to surface spills and overflow rather than structural leaks.

In December 1988, Lockheed initiated an underground storage tank compliance program to bring all of its tanks into compliance with the Los Angeles County Department of Public Works (DPW) requirements. The process included tank integrity testing, removal of tanks that were no longer needed by Lockheed, drilling and sampling of soil borings at each tank site not sufficiently investigated and site assessment and remediation of contaminated soils if required.

Compliance program soil investigations were performed at three underground fuel tanks at the Building 360 site. Results of the investigations showed no detectable petroleum hydrocarbons or VOCs in soil samples collected from borings.

Other site investigations include the following:

- In 1968, a survey of electrical substations located throughout Lockheed's California facilities was conducted. Several transformers were located at the 360 site, containing liquid coolant. The removal of polychlorinated biphenyl (PCB) and contaminated transformers, capacitors, containers, and articles from the 360 facilities was undertaken in 1989.

- In 1988, a multi-phase soil vapor survey was initiated at and adjacent to the site to identify areas of soil contamination and assess the nature and extent of contamination. Low concentrations of PCE and TCE were detected at several points around the site.

- In November 1992, further investigation was undertaken to identify chemical use practices at the site and to evaluate chemical discharge and impact on the soil beneath the 360 site. Several items of potential concern were discovered including chemical storage areas, drains, trenches, pits, pumps, and other auxiliary equipment , some of which was previously investigated, such as storage tanks, and other equipment storage areas, as well as former structures that were located on the 360 site prior to occupation by Lockheed.

Weber Aircraft Site. Demolished in November 1992, the former facility was part of an industrial complex located to the southeast of the Burbank Airport. Weber Aircraft initially leased the facility from Lockheed, and at a later undisclosed date, purchased the facility from Lockheed. Weber manufactured aircraft parts and galley assemblies at the site from the early 1950s, until termination of facility operations in 1989. Manufacturing operations conducted by Weber included plating, painting and degreasing metal, and panel assembly-type work.

Previous investigations conducted at the former facility identified several underground storage tanks. Vats that were not identified during previous investigation activities were encountered during site demolition, and these were assumed to be associated with a distillery which used to occupy the site. Upon investigation, the tanks and vats were found to be in good condition with no cracks or leaks and excavation of these items began in November 1992. Soil covering the tanks was removed and stockpiled adjacent to the excavation. Approximately 140 cubic yards of soil was removed from the excavation and soil vapor concentrations were found not to exceed SCAQMD permit conditions.

Investigation of the soil around the tanks revealed concentrations of petroleum hydrocarbons and methylene chloride in several instances. Other volatile organic compounds and semi-volatile organic compounds which received detailed analysis were not detected. Soil samples from around the vats revealed concentrations of organic compounds. This contaminated soil was stockpiled for further investigation, and the uncontaminated soil was backfilled.

Several tanks and the two vats were excavated and removed. Analysis of soil samples collected from beneath the tanks did not identify concentrations of regulated compounds above maximum contaminant levels (MCL) for drinking water, and it was proposed that further investigation or remedial action is not required. In December 1992, representatives from Weber Aircraft completed the excavation of the vats, and soil samples from beneath the vats were analyzed for VOCs and metals. They did not contain analyzed compounds with concentrations above the proposed response level and the excavation was backfilled. The contaminated soil will be investigated and a course of action determined in later studies. Based on the results of the data, it was concluded that no further investigation or remedial action would be required.

During the demolition of the former Weber aircraft facility in August 1992, asbestos removal and pressure washing of paint booths and stained concrete was undertaken. In addition, selected sumps and drains were pressure washed and liquid was collected by a vacuum truck and removed from the site. In addition to the above activities, several soil borings were drilled and collected for analysis. Organic compounds found above the MCL level for drinking water were tetrachloroethane and methylene chloride. PCE was identified above the response level in several instances. Petroleum hydrocarbons were encountered in 2 borings, however no metals were detected at significant concentrations.

Taylor Yard. The following discussion focusses only on the 169-acre section of Taylor Yard that includes the entire vacant portion owned by SP that is currently for sale, and the portion owned by MTA for Metrolink and future light rail operations.

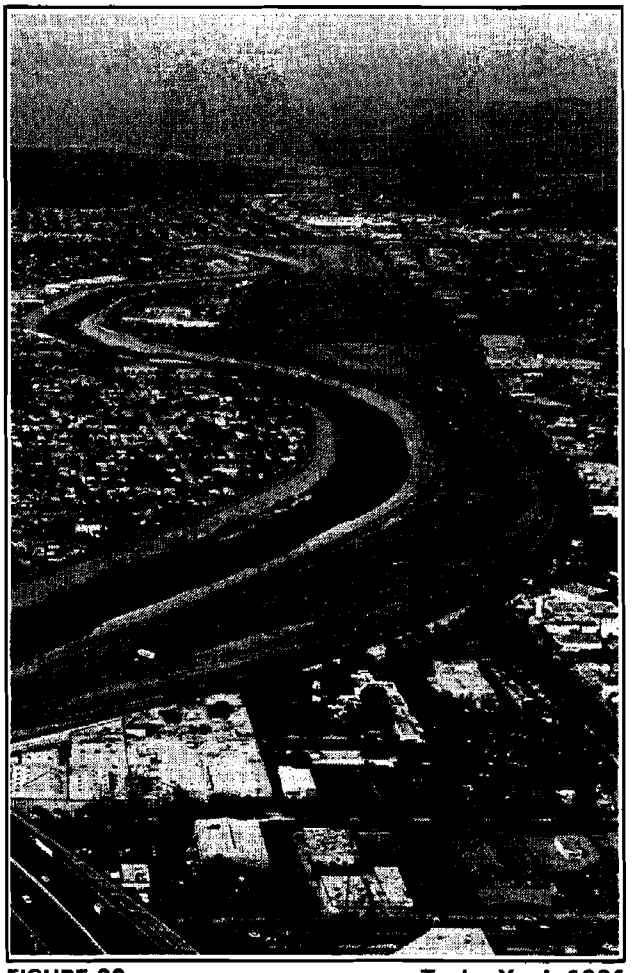


FIGURE 23 Taylor Yard, 1991
SOURCE: L.A. Aerial Photography

In 1986, the Southern Pacific Transportation Company (SPTCo) applied to the Department of Health Services (DHS) for a permit to clean soil from under the service tracks at Taylor Yard that contained oil and grease. In reviewing the application, DHS determined that past use of substances such as oil, grease, diesel fuel, gasoline, and industrial solvents may have affected soil or groundwater in other parts of the Yard. In 1987, DHS placed the site on its Bond Expenditure Plan List (or State Superfund list) of hazardous waste sites requiring investigation.

In 1986, soil was removed from under the service tracks, with some of it processed in a "soil washing unit" for removal of oil and grease. The soil washing unit was closed because of operating problems, and approximately 27,000 cubic yards of soil were stored on Taylor Yard to await treatment. In 1987, SPTCo removed 33 underground storage tanks that had contained gasoline, diesel fuel, solvents and industrial waste. Soil surrounding 14 tanks that had leaked was excavated and stored at Taylor Yard for treatment at a later date.

In 1990, studies began for a Remedial Investigation to determine the nature and extent of hazardous materials at the site, and to assess potential health effects of the materials. Utilizing Remedial Investigation results, SPTCo's consultants carried out a Feasibility Study to evaluate remedies to address the problems at Taylor Yard. Finally, DHS reviewed a draft Remedial Action Plan describing methods proposed as remedies for problem areas.

During the Remedial Investigation and a previous 1989 investigation of the area, SPTCo's consultants collected 367 soil samples from 111 borings and 36 groundwater samples from 13 wells. These samples were submitted to DHS-certified laboratories for analysis. Soil analyses detected volatile organic compounds (VOCs), polynuclear aromatic hydrocarbons (PNAs), petroleum hydrocarbons, and/or heavy metals in localized areas of this section of the yard. VOCs and slightly elevated levels of chromium and selenium were also detected in the

groundwater. The VOCs detected are commonly used as degreasers and industrial solvents. VOCs were detected primarily along the northeast property line which borders industrial facilities along San Fernando Road. The VOCs extend to depths of at least 15 feet, and may have contributed to groundwater contamination. The VOC contamination does not appear to result from SPTCo activities in this section of Taylor Yard.

Many PNAs are commonly found in coal, crude oil, and refined petroleum products. At Taylor Yard, PNAs were found at elevated concentrations in a shallow soil area where coal stoves were cleaned. Lower concentrations of PNAs were also detected in soil stained with petroleum hydrocarbons. In general, petroleum hydrocarbons were found in shallow soil at several locations throughout the site. Elevated levels were found between rail tracks in the North Track and South Track areas where locomotives idled for long periods of time while their trains were assembled. Petroleum hydrocarbons in soil were found at locations where lubricating oil was added to railcars. A large volume of oil-contaminated soil, extending to a depth of at least 15 feet, was discovered in an area that appeared to be a dump in aerial photographs taken in 1937. Additionally, lead and slightly elevated concentrations of other metals were found in a limited area in shallow soil near a former paint shop. The metals probably came from past sandblasting and painting operations. Elevated lead in surface soil was also found in an area of the yard where railcars were connected to make trains.

PNAs and metals detected in soil in this section of Taylor Yard are relatively immobile and should not be considered a significant threat to groundwater. The Remedial Investigation analyzed and identified groundwater contamination that appears to be related to a regional problem. This consideration is currently being investigated by the Environmental Protection Agency (EPA). Based on results of the Remedial Investigation, no short term health threats have been identified. The potential for long-term health risks to the public is being evaluated in accordance with DHS and EPA guidelines.

The Feasibility Study based on the Remedial Action Plan identified a range of clean-up strategies and technologies for three areas within this section of Taylor Yard; (1) the Soil Stockpile, (2) the Northeast Property Boundary, and (3) the Hump Yard. The Soil Stockpile involved about 100,000 tons of stockpiled soils that were excavated during previous removal activities. These soils contained oil and grease from past train operations. This contaminated soil has been treated using a chemical fixation process that immobilized the hazardous compounds. In early 1993, the transport of the soil, which is considered non-hazardous, began. Approximately 1,000 tons of treated soil are transported daily to Bradley Landfill in Los Angeles for use as daily cover. There are also about 35,000 tons of soil contaminated with lead, oil and grease currently stockpiled in this section of Taylor Yard. This stockpiled soil was treated with a chemical that forms a crust on the surface of the soil, which keeps dust from blowing. This soil could not be treated using the same chemical fixation process as was used for the soil contaminated only with oil and grease, and plans are being made to either treat or dispose of the soil before the end of 1993.

Soil in the Northeast Property Boundary contains VOCs and petroleum compounds. Soil that is only contaminated with petroleum compounds was excavated and added to the Soil Stockpile for treatment. SPTCo is currently constructing a treatment system for removing the VOCs from the soil. As outlined in the Remedial Action Plan, the treatment system will withdraw contaminated vapor from the soil, a process known as vapor extraction. The vapor is pulled out by a vacuum pump and an activated carbon filter absorbs the solvents or VOCs. During treatment, the vapor is tested to ensure the VOCs have been removed to safe levels. The treated vapor is then reinjected into the ground pushing more contaminated vapor into the system for treatment. The treatment occurs in a "closed-loop," meaning there are no emissions to the air. The vapor extraction system is now operating and expected to run through September 1993.

The soil at the Hump Yard primarily contains lead from past rail car operations that caused paint and metal to flake off the cars onto the ground. About 32,000 tons of lead-contaminated soil and gravel have been excavated from the property now owned by the MTA. Following removal of the gravel, 16,000 tons of dirt remained to be treated using the similar chemical fixation process as used for the stockpile soils. The treated soil is now being transported to a landfill for use as landfill dirt cover. In 1992, the remaining lead-contaminated soil in the northern part of the Hump Yard was treated in the ground with the chemical fixation treatment. This soil was found to be non-hazardous, and SPTCo is now covering the treated soil with clean dirt to further protect against contact with the treated soil and to prepare the property for future development.

The northern portion of the Hump Yard, still owned by the SPTCo, is subject to a deed restriction because the treated soil was left in place. This allows the area to be used as it is currently zoned, for commercial/industrial development. If the area is considered for future residential development, further health risk assessment will be required. The southern portion of the Hump Yard, now owned by the MTA, has been cleaned to levels considered safe for unrestricted use.

Environmental Impacts

The Environmental Setting discussion provides a detailed analysis of the past and present condition of sites that play integral roles in the development of the proposed project. As indicated in the individual descriptions of each site, the long history of industrial, manufacturing, and railroad-related uses have left Lockheed Building 360, Weber Aircraft, and Taylor Yard with cases of potential hazardous waste and possible effects on human health. For each site, contamination is highly prevalent. Future use and human occupancy of these properties without further remediation may pose a threat to human health.

Mitigation Measures

To ensure that project implementation at these sites can take place without risk to building occupancy and human health, the following mitigation measures are recommended:

- During the design phase of the project, soils testing shall be conducted to establish the geotechnical characteristics of soils in areas traversed by the project and sites having permanent system facilities. The testing shall be conducted to determine specific subsurface conditions pertinent to site-specific potential hazardous conditions.

- Detailed geotechnical investigations of project development sites should be performed as a part of the preliminary engineering phase of the proposed rail transit project. These studies would help provide more detailed data on the potential for upset.

- MTA, as the lead agency, will comply with its policy to acquire and comply with any permits necessary to construct the proposed project.

- The lead agency also maintains its own in-house Waste Minimization Policy. The policy requires the lead agency to identify any hazardous materials, remediate hazardous wastes, and to the fullest extent possible, recycle or salvage all waste products that result from construction of the proposed project. This policy shall be implemented for the proposed rail transit project.

Unavoidable Adverse Impacts

Although implementation of the proposed project components are located within an area that has a high risk for potential upset, implementation of the proposed mitigation measures should leave the project with no net adverse effects. Under the proposed mitigation program, any hazardous materials encountered by the project would be removed; the result would be an overall reduction in the presence of hazardous materials.

3.7 PUBLIC SERVICES: SCHOOLS

A discussion of impacts to public services traditionally focuses on consequences created by the proposed project on police, fire, and school services. In the case of this SEIR, it can be expected that development of a LRT maintenance facility and construction of the alignment through Taylor Yard and at the Pasadena-Los Angeles Blue Line Junction will have impacts on police protection and fire prevention services. These impacts, however, would be similar to those identified, analyzed, described, and mitigated in the Final EIR, and are incorporated into this SEIR by reference.

However, with respect to schools, there exists the potential to create impacts previously undiscovered in the Final EIR. As such, this section will provide information related to impacts on schools in the vicinity of Taylor Yard and the proposed LRT Maintenance Facility site alternatives near the Burbank Airport.

Environmental Setting

The proposed Burbank-Glendale-Los Angeles rail alignment traverses three school districts: the Los Angeles Unified School District, the Glendale Unified School District, and the Burbank Unified School District. For the purposes of this analysis, schools located within the SEIR study area have been taken into consideration and include those six listed in **Table 21** below. Based upon map surveys and field investigations, five public schools and one private school have been identified within one-half mile of the proposed rail transit route.

During the 1992-1993 school year, nearly 5,600 students attended classes in these six schools. According to representatives from each educational institution, enrollment has increased or remained steady over the past year.

TABLE 21
Schools Located ½ mile from the Proposed Project

School District	School/Address	Grades	Enrollment (1992-1993)
Los Angeles Unified	**Aragon Elementary**, 1118 Aragon Avenue	Pre K-6	760
Los Angeles Unified	**Fletcher Drive**, 3350 Fletcher Drive	Pre K-5	997
Los Angeles Unified	**Glassell Park**, 2211 W. Avenue 30	Pre K-5	900
Los Angeles Unified	**Glenwood Elementary**, 8001 Ledge Avenue	Pre K-6	800
Los Angeles Unified	**Washington Irving**, 3010 Estara Avenue	6-8	1,700
Private School	**Ribet Academy**, 2911 San Fernando Road	Pre K-12	500

SOURCE: Los Angeles Unified School District and the Ribet Academy

Environmental Impacts

As a land use that requires -- in large part -- peace, tranquility, and lack of distraction, each of the schools listed in **Table 21** represent sensitive uses located in close proximity to Taylor Yard and the proposed LRT Maintenance Facility site alternatives. Based on the map measurements and field investigations, the following outlines the approximate distance between each school and elements of the proposed project (maintenance yard, route alignment, or station site).

- **Aragon Elementary**, 1,500 feet or .28 miles from the Taylor Yard Station at Arvia.
- **Fletcher Drive School**, 2,600 feet or .49 miles from the route alignment.
- **Glassell Park School**, 1,360 feet or .26 miles from the route alignment.
- **Glenwood Elementary**, 2,600 feet or .49 miles from the Lockheed Building 360 site.
- **Washington Irving Middle School**, 1,800 feet or .34 miles from the route alignment.
- **Ribet Academy**, 1,150 feet or .22 miles from the route alignment.

Each of these campuses, by virtue of the close proximity to the proposed rail line, could experience impacts related to air, noise, traffic, and public safety. Each of these impact categories are discussed in greater detail in their respective sections: Population and Housing in Section 3.1, Air Quality in Section 3.3, Traffic in Section 3.4, and Noise in Section 3.5. In addition to these impacts, public safety issues and the safety of students in the vicinity of proposed facilities represent chief considerations in the development of the project. Safety and circulation problems could arise from persons walking to and from classes. In its description of potential school impacts, the Final EIR documented how some students use the SPTC right-of-way as a pedestrian passageway to travel from school to home. This scenario could potentially be of concern where streets lack sidewalks and the rail right-of-way is clearly visible and open to pedestrians. Examples of this exist near the Burbank Airport and in the South Glendale-Atwater Village neighborhoods just north of Taylor Yard.

Mitigation Measures

- MTA has developed safety criteria to protect students from rail lines, substations, and construction activities. In an effort to heighten rail safety awareness, the information should be distributed to students and teachers close to the rail line.

- Pedestrian rights-of-way near the rail line should be clearly marked to minimize trespassing, vandalism, and short-cut attractions. Methods of demarcation could include signage, landscaping, and fencing. In addition, areas which endanger public safety, i.e., power substations, crossings, and construction sites, should deter unauthorized access.

- Construction sequencing should be coordinated with local community officials to minimize conflicts with school walk routes, school buses, and carpools.

Unavoidable Adverse Impacts

None anticipated.

3.8 BIOLOGICAL AND RECREATIONAL RESOURCES

As part of the Final EIR, biological and recreational resources were researched in order to determine potential impacts to plant and animal life, as well as to open spaces, parklands, and recreation areas. Although the proposed rail transit project traverses highly urbanized areas in the East Valley and Northeast Los Angeles, the project study area still showed evidence of the presence of a number of special flora and fauna and recreational resources. For the purposes of this SEIR, a similar impact analysis has been conducted to asses the effects on biological and recreational resources in the vicinity of Taylor Yard and the proposed LRT Maintenance Facility site alternatives.

Environmental Setting

Biological and recreational resources consist of plant life, animal life, public open spaces, and recreation facilities. In the areas surrounding Taylor Yard and the proposed LRT Maintenance Facility site alternatives, much of the existing resources have been disturbed, removed, or hindered by urban development. In order to determine the environmental setting for the proposed project, the California Natural Diversity Data Base has been consulted, with additional field investigations supplementing the findings from the data base. **Table 22** below highlights the wide mix of natural communities, special animals and plants, and recreational areas found within the study area.

TABLE 22
Biological and Recreational Resources

Common Name	Element Name	Type	Federal Status	State Status	Location
California Gnatcatcher	*Polioptila californica*	Animal	Threatened	None	Sun Valley near Burbank Airport
Southwestern Pond Turtle	*Clemmys marmorata pallida*	Animal	Category 1	None	Suppressed Information Location not identified
Davidson's Bush Mallow	*Malacothamnus Davidsonii*	Animal	Category 2	None	Cabrini Canyon, upstream from siltation dam
Least Bells Vireo	*Vireo Bellii Pusillus*	Animal	Endangered	Endangered	City of Burbank
San Diego Horned Lizard	*Phrynosoma Coronatum Blainvillei*	Animal	Category 2	None	Tujunga and Verdugo Mountains in Burbank
Cypress Park, *3.4 acres in size in the City of Los Angeles near Taylor Yard*		Park	---	---	West of San Fernando Road between Poplar and Pepper Streets.

Sources: California Department of Fish and Game, *Natural Diversity Data Base*, August 1993, and Field Reconnaissance in July and August 1993.

Environmental Impacts

Plant and Animal Life. Development of the proposed rail alignment would not result in the removal or loss of any rare, threatened, or endangered plants, animals, or natural communities. Potential impacts arising to plant and animal life as a result of the proposed project components could include disruption of existing habitats, potential decline in the sighting of species, and alteration of the landscape. However, because of the urban nature of the corridor and, more specifically, the industrial and manufacturing-oriented character of Taylor Yard and the maintenance facility site alternatives, the presence of significant plant life and habitat for sustaining animal life would be rare.

Nevertheless, because of their mobility and capacity to survive in an urban environment, species known to exist in the project study area may be subject to impacts related to project construction and operation. The California Gnatcatcher, Davidson's Bush Mallow, and Least Bells Vireo have been sighted within the general vicinity of the project, and could potentially be impacted by the proposed LRT maintenance facility and storage yard near the Burbank Airport. The following description depicts the general location of each of these species:

- California Gnatcatcher: Recently redesignated as a federally "threatened" species, this bird has been sighted near the Burbank Airport. It typically inhabits arid coastal scrub regions, and prefers a low, dense habitat in arid washes and mesas. The Gnatcatcher has been mapped as close as one mile from the proposed project at the Roscoe Elementary School in Sun Valley.

- Davidson's Bush Mallow: This species has been sighted in Cabrini Canyon, east of the Burbank Airport. Designated a federal candidate (Category 2) species, the Davidson's Bush Mallow prefers a habitat of coastal sagebrush scrub and/or riparian woodland. Extensive urbanization and channelization of many of the study area's washes likely make for an inhospitable habitat for this species.

- Least Bells Vireo: Categorized as an endangered species on both federal and state protection lists, the Least Bells Vireo is a summer resident of Southern California, inhabiting low riparian growth in the vicinity of water or in dry river bottoms. Generally located throughout the City of Burbank, the species has been presumed extant, having last been seen in August 1913.

Recreational Resources. The Final EIR identified those recreational facilities in close proximity to the proposed rail transit alignment that could potentially be impacted. The project components for the SEIR are typically located in predominately industrial and manufacturing areas that lack open spaces and recreational resources. However, one park in the vicinity of Taylor Yard could experience some environmental effects:

- Cypress Park: Located on San Fernando Road near the proposed Taylor Yard Station, the primary impact to this park would be noise. Impacts would, however, be minimized due to the presence of heavy auto and truck traffic on San Fernando Road.

Mitigation Measures

Implementation of the proposed Burbank-Glendale-Los Angeles Rail Transit Project, as amended in this SEIR, would not result in significant impacts to existing natural, biological, and recreational resources. Although the proposed project would create temporary impacts related to construction, the long-term operation of the rail transit alignment and its maintenance facility would be in character with the existing activities within the corridor, and therefore would not reduce, displace, or disturb any known natural habitats or existing recreational resources.

The principal impact to be encountered at recreational facilities would be noise. Appropriate mitigation measures for minimizing noise impacts are detailed in the Noise section of this SEIR.

Unavoidable Adverse Impacts

No net adverse effects to recreational resources are anticipated from implementation of the proposed rail transit project.

3.9 PUBLIC UTILITIES

As part of the Final EIR, potentially significant utility impacts were identified. These impacts entailed the relocation of a number of facilities during construction of the proposed light rail alignment, among which included (1) the Southern Pacific Transportation Company freight rail tracks, (2) Western Union Telegraph underground lines, (3) MCI, US Sprint, and AT&T fiber optic cables, and (4) Southern California Edison Company electric lines.

For the purposes of this SEIR, utility impacts concentrate on those facilities which may be impacted with the implementation of the rail transit alignment through Taylor Yard and the Lincoln Heights Jail, and at the proposed LRT Maintenance Facility site alternatives near the Burbank Airport.

Environmental Setting

The project study area is highly urbanized environment, with much of its necessary infrastructure in place. Due to the age of the areas studied in this SEIR, there exists instances where these areas share many of the utilities that were characteristic of the time period of their development. For example, many of the neighborhoods along the SPTC right-of-way possess overhead utility poles. Other existing utilities such as electric, gas, water, drainage, and sanitary sewer lines cross the proposed alignment. In addition, more recent technology such as fiber optic cables for MCI, US Sprint, and AT&T run below the surface of the MTA-owned SPTC right-of-way.

With respect to the areas being studied, the key sites are the Lockheed Building 360 site, Weber Aircraft site, and the Lincoln Heights Jail area. The impacts on public utilities as related to the alignment through Taylor Yard and the nearby station site were environmentally documented, mitigated, and cleared in the Final EIR. The alignment and the Arvia Street Station studied in this Supplemental EIR have the same impacts on the public utilities and have therefore not been reexamined.

Environmental Impacts

As depicted in the proposed project Engineering Plan & Profile Drawings (under separate cover), the three potentially significant impacts caused by the development of an LRT maintenance facility would be the relocation of the US Sprint fiber optic cables, the relocation of high voltage power lines, and the abandonment of sections of Southern California Gas Company lines. Nearly 10,000-feet of the telephone fiber optic cables will be relocated by Southern Pacific, which is responsible for a one-time move of the cables at any given point along the route where the lines conflict with the MTA construction program. At the Lockheed 360 Building nearly 660-feet of high voltage power lines will be relocated. In addition, in sections of the alignment, the Gas Company's lines will simply be abandoned.

In addition to these impacts, the City of Burbank Public Service Department indicated that the proposed light rail alignment passes over the City water mains at approximately 17 locations, some of which may be located within the study areas of this Supplemental EIR. As discussed in the Final EIR, these pipes may require protection against vertical loading and impact. Corrosion caused by stray currents resulting from track returns may also be a factor. Underground pipes are corroded by electrical currents in the ground.

Mitigation Measures

The following mitigation measures should be implemented as part of project construction:

- To avoid the additional costs of relocating additional phone lines, MTA shall work with the Southern Pacific Transportation Company in relocating fiber optic cables, located below the right-of-way, when these lines come in conflict with the rail transit alignment.

- MTA should coordinate with the appropriate agencies regarding water and other appropriate utilities in an effort to ensure cathodic protection of underground pipes, and that sufficient room is provided for utility maintenance.

- Overhead electric line construction and underground electric supply and communication systems shall meet the State of California Public Utilities Commission General Order Nos. 95 and 128 requirements.

- Where the proposed project crosses over sensitive local jurisdiction water mains, such pipes should be protected against the effects of vertical loading and impacts.

Unavoidable Adverse Impacts

None anticipated.

3.10 AESTHETICS

The Final EIR provided background to the potential impacts of the proposed rail transit project on the aesthetic quality of the study area. The environmental setting for this section has been reproduced in this SEIR in order to give an overall background for the Burbank-Glendale-Los Angeles Rail Transit Project. However, the impacts discussed in this analysis focuses on those issues related to the LRT Maintenance Facility Site Alternatives and the alignment through Taylor Yard.

Environmental Setting

The East Valley is physically defined by its picturesque setting between the Santa Monica and Verdugo Mountains. Although comprised primarily of foothill and flatland areas, the East Valley contains other significant landforms such as the San Rafael Hills and Adams Hill in Glendale, and Mount Washington in Northeast Los Angeles. The project study area also contains other significant natural features that include the Los Angeles River, Elysian Park, and Griffith Park.

With respect to the built environment around the proposed rail transit route, the area directly adjacent to the Southern Pacific transportation corridor is predominantly industrial. However, the surrounding community consists of many attractive, older residential neighborhoods. Over time, the transit corridor has transformed from agricultural lands and low density residential neighborhoods prevalent in the early part of the century to its current mix of manufacturing and warehousing uses. The rail transit corridor is now highly urbanized, with commercial and industrial uses located along the spine of the route and low to medium density residential areas adjacent to these businesses. Although the East Valley has a number of visually interesting corridors with viewsheds (i.e., Brand Boulevard, Glenoaks Boulevard, Olive Avenue), the scenic and visual character of the proposed rail corridor is clearly defined by the existing freight service traveling along the rail line and the commerce and industry that surrounds it. Like many older neighborhoods that have remained stable over a period of time, overhead utility poles represent one of the dominant physical features of the SPTC corridor.

Among the attractive existing features along this route include the riparian habitat of the Los Angeles River west of Taylor Yard; the landscape treatment of the alignment in Northwest Glendale and near the Burbank Airport; and architecturally-interesting structures such as Dayton Tower in South Taylor Yard, the Van de Kamp's Bakery Building at the Fletcher Drive and San Fernando Road, the Old Glendale Rail Depot at the Glendale Municipal Transportation Center, and the Glendale Grand Central Air Tower south of Sonora Avenue in Northwest Glendale.

Environmental Impacts

In order to assess potential visual and aesthetic impacts, the following factors, as they relate to transportation-oriented projects, serve as the criteria to determine visual impacts as perceived by both system users and non-users. This set of criteria is derived from the United States Department of Transportation's Guidelines for Assessing the Environmental Impact of Public Mass Transportation Projects.

- Scale: The size, proportion, and suitability, or "fit," of a transit improvement to the surrounding development.

- Coherence: The extent to which the improvement allows the continuation, or adaption, of existing activities. Coherence also applies to the compatibility of the design of the improvement with existing architectural forms and patterns.

- Visibility: The extent to which the transit improvement can be seen. This variable depends upon the configuration of the facility. Visibility from the system will often vary in relation to the visibility of the system itself.

- Color and Light Values: Contrasts between light and dark. A transportation facility can be made to blend with surrounding features through approximation of existing colors.

- Speed: Where attention is attracted in contrast with surrounding transportation systems, particularly when different transportation modes (vehicular and rail) share adjacent rights-of-way.

The following discussion highlights those aesthetic impacts associated with implementation of a LRT Maintenance Facility near the Burbank Airport, development of the Taylor Yard Station at Arvia Street, and construction of the alignment at the Pasadena-Los Angeles Metro Blue Line Junction.

Lockheed 360 and Weber Aircraft Sites. Located near the terminus of the Burbank-Glendale-Los Angeles rail transit project area, the Lockheed Building 360 and the Weber Aircraft sites are both surrounded, on a larger scale, by the foothills and the parklike nature of the Verdugo Mountains. Although the area directly adjacent to the alignment is dominated by industrial- and commercial-oriented uses, older residential communities still exist to both the north and east of these sites. With their proximity to the Burbank Airport, and the SPTC right-of-way, however, the scenic and visual character of these sites are clearly defined by the existing freight service traveling along the rail corridor and the aerospace industries that surround it.

The only disruption of existing vistas would be the visual barrier created by the construction of the alignment's aerial guideway lead over San Fernando Boulevard into the Building 360 site's proposed maintenance facility and storage yard. This facility, in addition to the proposed pedestrian bridge at the Hollywood Way-Burbank Airport, would create a visual disruption to

motorists. These structures, however, are not expected to be visible from the nearby residential neighborhoods to the northeast of Building 360.

The development of a LRT maintenance yard facility at the Weber Aircraft site would not result in any significant aesthetic impacts since the area is currently characterized by relatively non-descript buildings. Nevertheless, efforts should be made to coordinate its development with planned land use and design criteria for the Burbank Golden State Redevelopment Project Area.

Taylor Yard and the Arvia Street Station. As depicted in the Chapter 2.0's Project Description, Taylor Yard is encircled by Mount Washington, Glassell Park, Elysian Park and Cypress Park. Also included in this area is the distinct riparian habitat of the Los Angeles River. Although enveloped directly on each side by industrial and manufacturing uses, this area is defined by its low-density residential communities. Due to the industrial nature of this area, both the alignment and the proposed Taylor Yard Station at Arvia Street would not affect any of these unique areas. In addition, every effort has been made to coordinate the rail transit alignment and the station design with proposals outlined in the *Taylor Yard Development Study*. By coordinating land use planning with transportation improvements, implementation of the development study's recommendations and the alignment as described in this SEIR could result in a net beneficial effects to the aesthetic character within and surrounding Taylor Yard.

Lincoln Heights Jail: Located less than two miles from the Taylor Yard Station, the Lincoln Heights Jail property is also surrounded by such features as Elysian Park, Mount Washington, and the Los Angeles River. This site however, is dominated by commercial and industrial structures with only small sections of multi-family residential uses. The building itself exhibits significant architectural characteristics that make it part of an important vista and eligible for designation as a local Historic-Cultural Monument of the City of Los Angeles, and possible listing under the National Register of Historical Places. The "Through the Jail" alignment alternative and non-revenue connector would result in the demolition of the building and the loss of a potentially significant aesthetic resource. The "Front of Jail" alternative would result in aesthetic impacts on the jail structure and on the viability of the services occupying the building.

Mitigation Measures

- Stations shall be designed to be attractive and non-intrusive on surrounding areas. Emphasis should be placed on low building maintenance and graffiti resistance. In the case where station platforms and parking structures would be constructed adjacent to architecturally-interesting buildings, design standards should be established for rail-related facilities in order to be sensitive to the style of the building.

- The lead agency shall work in conjunction with the Cities of Los Angeles and Burbank to create design and development standards for the proposed LRT maintenance yards and for the alignment as it passes through the Blue Line Junction and Taylor Yard.

- Urban design standards and specific landscape design considerations shall be established where the proposed rail alignment comes in close proximity to identified visually sensitive land uses.

- Station lighting should incorporate directional shielding and should be designed to reduce spill-over light and glare on adjacent sensitive land uses.

- A fixed percentage of the construction budget should be set aside, as per MTA policy, to provide a budget for public art in station areas. The MTA should also consider coordinating with local groups in the Taylor Yard area to establish a design theme and appropriate public art program for the proposed station site.

- The proposed project will also be involved with the design and funding of the San Fernando Road and landscaping area program.

Unavoidable Adverse Impacts

Implementation of the "Through the Jail" alternative would result in the demolition of the Lincoln Heights Jail Building which would constitute a significant, unavoidable project impact. The "Front of Jail" alternative would include elements to mitigate the aesthetic impact, but due to the aerial guideway's height and proximity to the jail, this would still constitute an unavoidable adverse aesthetic impact, affecting both the visual surroundings of the jail facade and also the viability of the sensitive community services occupying the jail.

3.11 HISTORICAL RESOURCES

The Final EIR for the Burbank-Glendale-Los Angeles Rail Transit Project indicated that "in order to provide full disclosure of preliminary engineering conducted for the Pasadena-Los Angeles Metro Blue Line Junction, as well as respond to the comments received regarding the proposed displacement and demolition of the Lincoln Heights Jail Building, additional environmental analysis has been prepared." This environmental analysis focused on the impacts created by three alignment alternatives, "Through the Jail," "Front of Jail," and "Behind the Jail."

As indicated in the Final EIR, the proposed rail transit project could create a number of impacts to historic building resources, but specifically, the Lincoln Heights Jail Building. The scope of this SEIR includes a similar project description which could create similar impacts to the jail building and its occupants. Chapter 2.0 of this SEIR describes the general characteristics of the project and this historical resources analysis incorporates the in-depth examination of impacts to the Lincoln Heights Jail Building.

Environmental Setting

Methodology. The historic and cultural resources documented in Final EIR analysis utilized the following survey methodology. A preliminary field review was conducted with the project archaeologist to establish a context for the evaluation of historic architectural/cultural resources along the proposed rail transit alignment. A subsequent survey was undertaken using the boundaries set out in the Planning Context Map, showing the alignment proposed from Avenue 19 to Hollywood Way. The area surrounding the ten proposed at-grade stations was surveyed and photographed within one-quarter mile on each side of the SPTC right-of-way. In addition, properties impacted by the park-and-ride facilities and residential communities sensitive to impact were also surveyed and photographed. These included the areas between Taylor Yard and the Northwest Glendale station; the Gardena Avenue neighborhood in South Glendale; the "Enclave" located along Thornton Avenue and the residential neighborhood north and east of the Hollywood Way-Burbank Airport station.

From these surveys, 28 properties were identified as potentially significant. These were researched using property records, historic archives, and oral interviews. Seven of the 28 were deemed to have historic-cultural significance based on the National Historic Landmarks Criteria for Evaluation established by the Keeper of the National Register of Historic Places. This criteria requires cultural resources to possess integrity; have association with persons/events important in the broad patterns of history; retain distinctive characteristics of a type, period, or method of construction; display high artistic values; have the ability to yield information important in prehistory or history; or exhibit exceptional importance if they are less than 50 years old.

As previously stated, 28 properties in the vicinity of the proposed rail alignment were examined by an architectural historian. Seven were more closely analyzed and documented on State of California Historic Resources Inventory forms (refer to *Cultural Resources- Archaeology and Historic Structures Report*, May 1992). Each of these structures, including Dayton Avenue Signal Tower, the Van de Kamp's Dutch Bakery, Glendale Rail Depot, and Lincoln Heights Jail, are in close proximity to the rail transit corridor.

Although none of these structures are currently on the National Register of Historic Places, some appear eligible for listing or hold some local landmark status. The Lincoln Heights Jail Building at Avenue 19 is listed in the City of Los Angeles Northeast Los Angeles District Plan as an eligible landmark for local listing.

Environmental Impacts

The proposed rail transit project could potentially impact the Lincoln Heights Jail Building. Owned by the City of Los Angeles, the Northeast Los Angeles District Plan indicates that the Lincoln Heights Jail exhibits significant architectural and cultural characteristics which would make it eligible for designation as a local Historical-Cultural Monument of the City of Los Angeles. In addition, the 1930 portion of the building exhibits features which may make it eligible for listing under the National Register of Historic Places. The demolition of the city jail building would constitute a significant impact to local historical resources.

It derives its principal historic/cultural significance from the interrelationship of its features which convey both a visual sense of architectural purpose and a continuity of use. Although the Jail appears to be a single structure, it is actually several structures built over time, joined on the interior and exterior to create a single facade. Within the context of public buildings constructed in Los Angeles during the period 1908-1940, the Jail is significant as a design which reflects historic functions and technologies, and thus yields information important to the City's municipal and penal history.

Mitigation Measures

- To mitigate impacts related to the Metro Blue Line Junction Alternative, MTA would relocate displaced businesses into a situation which is, at minimum, comparable with what currently exists. This would, however, result in significant impact since the displacement of any resident, community service, or business use constitutes an unavoidable adverse impact.

- Should the Front of Jail Alternative be selected, MTA would create new off-street parking spaces to replace those developed to construct this project alternative. This would be located on surplus property acquired on the east side of Avenue 19.

- In an effort to reduce the visual impact of the aerial guideway as it passes in front of the city jail building, MTA would enhance the physical appearance of the area by dedicating open space on the surplus property acquired on the east side of Avenue 19.

Should the Through the Jail Alternative be selected, the following mitigation measure must be performed. In order to verify that the old Los Angeles City Jail Building site must be taken, the following measures should be implemented prior to the demolition of the structure:

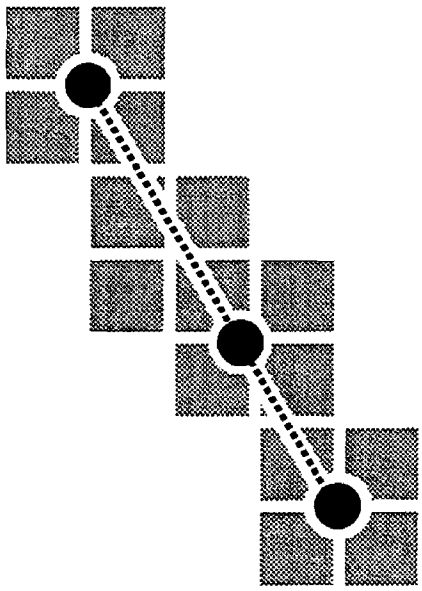
- If demolition cannot be avoided, an Historic Structures Report shall be prepared. This report will document the significance of the building and its physical conditions, both historic and current, through measured drawings, photographs, written data, and text. This measure would not mitigate the impact of demolition to a level of insignificance, but is nonetheless important to assure that information regarding the structure's contribution to local history is retained. It should be noted that if the jail structure is taken, mitigation measures will also be taken to relocate the community service organizations currently occupying the building. These measures are described on pages 52-53.

Unavoidable Adverse Impacts

The taking and demolition of the old Los Angeles City Jail Building may be unavoidable, and should be considered a significant historical resources impact.

3.12 CONSTRUCTION IMPACTS

It is anticipated that the construction of the proposed project will have impacts relating to noise and air quality. These impacts have been discussed in the appropriate sections. Refer to Section 3.3 Air Quality and Section 3.5 Noise for more detailed information.



CHAPTER 4.0

ALTERNATIVES TO THE PROPOSED PROJECT

CHAPTER 4.0
ALTERNATIVES TO THE PROPOSED PROJECT

CEQA Guidelines require the consideration of reasonable alternatives to the proposed project which would: (a) evaluate the comparative merits of the alternatives; (b) attain the basic objectives of the project; and (c) minimize the significant impacts associated with the project. The Final EIR (October, 1992), considered alternatives as related to the proposed Burbank-Glendale-Los Angeles Rail Transit Project. The following is a list of the alternatives considered in the Final EIR:

- No Project
- Alternative Alignments
- Alternative Transit Modes
- Alternative Station Areas

This report summarizes the various alternatives proposed only to the project elements that have been identified in Chapter 2.0. The Final EIR can be referenced for greater detail concerning the related implications considered for each alternative relative to the proposed Burbank-Glendale-Los Angeles Rail Transit Project.

The following lists the project alternatives which have been identified, analyzed, and environmentally documented for the SEIR project components:

- Light Rail Maintenance Yard Site Alternatives
- Alternative Rail Transit Station Sites in Taylor Yard
- Alternative Alignments at the Pasadena-Los Angeles Blue Line Junction

4.1 LIGHT RAIL MAINTENANCE YARD SITE ALTERNATIVES

Project Description: When the *Pasadena-Los Angeles Blue Line Supplemental EIR* was completed in January 1993, it revealed that no permanent LRT maintenance facility site had been selected to serve both the Pasadena line and the Burbank line. As a result, this Supplemental EIR studied two alternative sites for the location of a maintenance facility. **Table 23** on the following page, provides a summary of the comparative analysis between the two feasible maintenance yard facility locations. In addition, a detailed discussion of the potential environmental impacts associated with each of the alternatives has been included.

Table 23
Comparative Analysis Between
Light Rail Maintenance Yard Site Alternatives

Category	Lockheed 360 Site	Weber Aircraft Site
SIZE	22 acres 106 car capacity	19 acres 94 car capacity
COSTS[1]	$99 million	$70 million
ENGINEERING ISSUES	• Requires aerial "fly-over" of San Fernando South Road.	• Requires at-grade yard lead crossings of San Fernando North Road.
ENVIRONMENTAL IMPACTS[2]	• Land Use Displacement • Property Acquisition • Construction Noise • Hazardous Materials • Public Utility Relocation • Visual Disruption	• Public Safety • Land Acquisition • Land Use Displacement • Hazardous Materials • Public Utility Relocation

SOURCES:
[1] MTA-Rail Construction Corporation [2] Gruen Associates.

LOCKHEED 360 SITE: This LRT maintenance yard location would create impacts with respect to land use, noise, hazardous materials, public utilities and aesthetics.

Land Use: A light manufacturing facility would be displaced.

Noise: Construction noise could impact residences in close proximity to the site.

Hazardous Materials: Hazardous materials have been identified at the site, however with the implementation of the proposed mitigation measure should leave the site with no adverse effects.

Public Utilities: Approximately 3,250-feet of existing US Sprint fiber optic cables and 660-feet of high voltage power lines would be relocated. In addition, the alignment in this segment of the project, may pass over City water mains, as a result, these pipes may require special protection.

Aesthetics: A visual barrier would be created by the aerial guideway lead over San Fernando Boulevard.

WEBER AIRCRAFT SITE: This LRT maintenance yard location would create impacts with respect to population, land use, hazardous materials, and public utilities.

Land Use: A light manufacturing facility would be displaced.

Hazardous Materials: Hazardous materials have been identified at the site, however with the implementation of the proposed mitigation measure should leave the site with no adverse effects.

Public Utilities: The relocation of US Sprint fiber optic cables would be required at this site. In addition, the alignment in this segment of the project, may pass over City water mains, as a result, these pipes may require special protection.

4.2 ALTERNATIVE RAIL TRANSIT STATION SITES IN TAYLOR YARD

Project Description: As part of the Final EIR, two station alternatives were explored for this station site because both met the selection criteria and were considered deserving of environmental clearance (**FIGURE 24** on the following page). However, due to efforts to coordinate with the land use and transportation planning efforts conducted as part of the *Taylor Yard Development Study*, these two station alternatives, Division Street and north of Arvia Street, have been removed from consideration since the development study has identified the area closer to San Fernando Road between Arvia and Alice Streets as the one most oriented to serving the surrounding community.

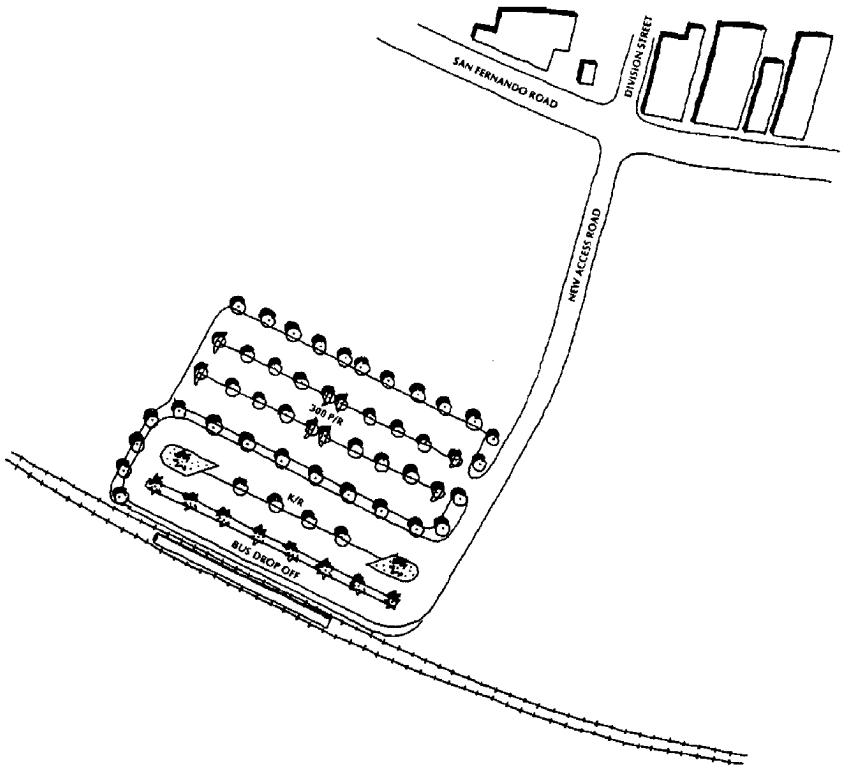
The criteria for selecting station and park-and-ride locations takes into consideration the following factors:

- Ease of pedestrian access to station platforms
- Availability of land
- Connectivity to other transit modes
- Compatibility with adjacent land uses
- Engineering constraints
- Safety and security of train passengers

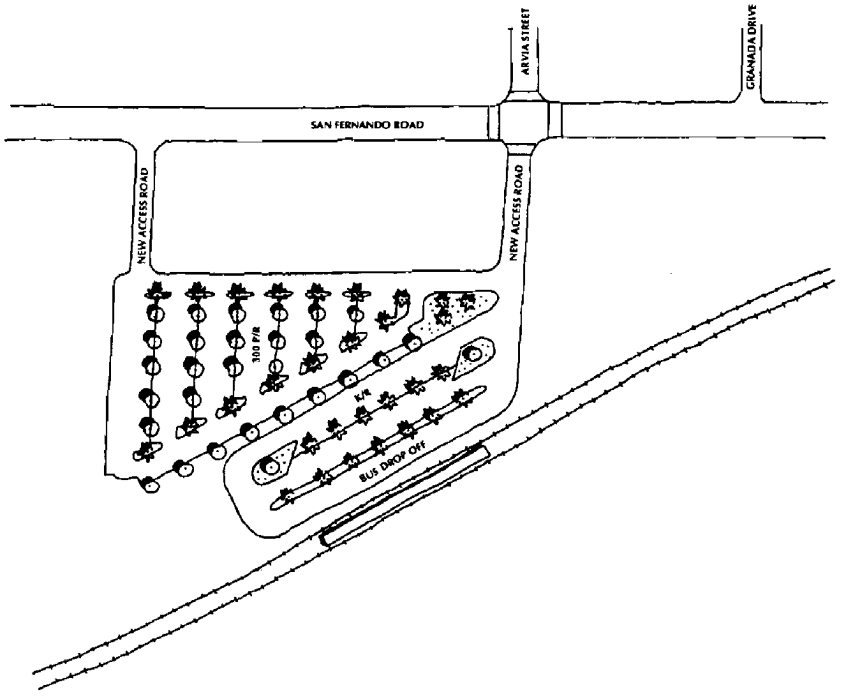
4.3 ALTERNATIVE ALIGNMENTS AT THE PASADENA-LOS ANGELES BLUE LINE JUNCTION

Project Description: As part of the Final EIR process, a thorough comparative analysis examined the engineering feasibility, project costs, and environmental impacts of three alternative alignments: (1) Through the Jail, (2) Behind the Jail, and (3) Front of Jail. During this process, Alternative #2, Behind the Jail, was removed from further consideration because of its significant impacts, engineering constraints, and higher project costs.

In addition to the rail alignment at this site, a non-revenue connector has also been proposed at the Pasadena-Los Angeles Metro Blue Line Junction. The alternatives studied for the location of the non-revenue connector closely resemble those studied for the connection of the Pasadena-Los Angeles Metro Blue Line and the Burbank-Glendale-Los Angeles Rail Transit Projects. Therefore, for the purpose of analysis in this section, the alignment alternatives were considered for both the project alignment and the non-revenue connector alignment. **Table 24** (page 111), provides a summary of the comparative analysis between the two feasible Pasadena-Los Angeles Metro Blue Junction and non-revenue connector alignment alternatives. In addition, a detailed discussion of the characteristics of each alternative has also been included.



DIVISION STREET
STATION ALTERNATIVE



ARVIA STREET
STATION ALTERNATIVE

NO SCALE

GRAPHICS BY GRUEN ASSOCIATES

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT
SUPPLEMENTAL EIR
METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 24
Previous Taylor Yard
Station Alternatives

Table 24
Comparative Analysis Between
Pasadena Line Junction Alternatives

Category	"Through the Jail" Alternative	"Front of Jail" Alternative
ENGINEERING FEASIBILITY[1]	• Best engineering feasibility; maximizes the alignment's at-grade configuration.	• Requires straddle bent structures above Avenue 19.
COSTS[2]	$55 million	$ 54 million
ENVIRONMENTAL IMPACT[3]	• Land Use Displacement • Land Use Relocation • Property Acquisition • Historic Resources Demolition • Aesthetics	• Land Use Displacement • Historic Resources • Street Displacement • Impacts to Street Parking and Existing Circulation • Conflict with proposed San Fernando Road on-ramp, component of proposed LADOT Alameda Bypass. • Aesthetics

SOURCES:
[1] Bechtel Corporation. [2] LACTC-Rail Construction Corporation. [3] Gruen Associates.

NOTE: Project Cost Estimates reflect the amount only for the Pasadena Line Junction to Taylor Yard segment of the project alignment.

Through the Jail Alternative

Engineering Feasibility. South of Taylor Yard, the existing Southern Pacific right-of-way follows the east bank of the Los Angeles River, passing behind the Old Los Angeles City Jail Building. In this location, the right-of-way is too narrow to accommodate light rail in addition to the existing double-track railroad; furthermore, there is insufficient clearance between the jail structure and the railroad to allow construction of light rail on the jail property. For these reasons, the Draft EIR proposed removal of the jail structure and LADOT maintenance yard. This alternative would provide ample right-of-way construction of the light rail in an at-grade configuration.

Project Costs. Based on estimates prepared by LACTC's Rail Construction Corporation Program Management Division, construction of the "Through the Jail" alignment from the Pasadena Line Junction to Taylor Yard would cost $55 million.

Environmental Impacts. As indicated in the Draft EIR, the "Through the Jail" alternative would result in significant unavoidable adverse impacts in the categories of land, aesthetics, and historical resources.

- Land Use: The "Through the Jail" alignment would result in the displacement of the Bilingual Foundation for the Arts, the Los Angeles Youth Athletic Club, the Lincoln Heights Division of the Community Youth Gang Services, and a Los Angeles Department of Transportation (LADOT) Maintenance and Storage Facility (with mitigation measures to provide relocation for the existing occupants). This property

taking would acquire 1 parcel of 4.17 acres, and displace a total of 4 community and public facility establishments occupying approximately 88,000 square feet and employing nearly 60 persons.

- Demolition of the Lincoln Heights Jail Building would result in the loss of an aesthetically pleasing, architecturally significant building that is part of an important vista in the City of Los Angeles.

- Historical Resources: Construction of this alignment would result in the displacement and demolition of the Lincoln Heights Jail Building. While not on any local, state, or national roster, the building does exhibit architecturally significant features which would make it eligible for designation as a local Historical-Cultural Monument of the City of Los Angeles. In addition, the structure may also be eligible for listing under the National Register of Historic Places.

Front of Jail Alternative

Engineering Feasibility. The findings from the Pasadena Line Junction engineering feasibility analysis reveal that the "Front of Jail" alignment would be inferior to the "Through the Jail" alternative due to the alignment's tighter curves which would require a reduction in train speed. The "Front of Jail" alignment locates the junction closer to Avenue 19, and travels along Avenue 19 on an aerial guideway, utilizing property located across the street from the jail. Although the alignment avoids the jail, it results in impacts as described in this section.

Project Costs. Because the "Front of Jail" alignment would avoid the taking of the Old City Jail Building and the relocation of its tenants, project costs would be reduced by $10 million from the base cost of the Taylor Yard segment of the proposed rail alignment. However, the cost is increased by $9 million to provide for an aerial guideway and acquire the property across the street from the jail. This results in a net project cost estimate of $54 million -- $1 million less than the "Through the Jail" alignment -- for this segment of the route alternative.

Environmental Impact. Because the "Front of Jail" alignment utilizes Avenue 19 for a portion of its route, this alternative would result in impacts associated with land use displacement, aesthetics, historic resources, street right-of-way displacements, and impacts to street parking, and existing circulation.

- Land Use Displacement: This alignment avoids the old City Jail Building, but results in displacement of the An Hing Corporation, M & M Wholesaling, and Bakery Installations, Inc. This would result in the displacement of approximately 40 workers.

- Aesthetics: The aerial guideway required for the "Front of Jail" alignment would create a visual barrier, impacting the jail structure and the viability of the community service organizations located within the building, including the Bilingual Foundation for the Arts, the Los Angeles Youth Athletic Club, and Community Youth Gang Services.

- Historic Resources: Because the "Front of Jail" alignment would travel on an elevated guideway east of Avenue 19, the building's architectural character of the old Lincoln Heights Jail could be considered affected due to the displacements of land uses across the street, as well as the construction of an aerial guideway which would dominate the urban form along Avenue 19.

- Street Right-of-Way Displacements: In order to construct this alignment, portions of Avenue 19 would need to be vacated or reconfigured.

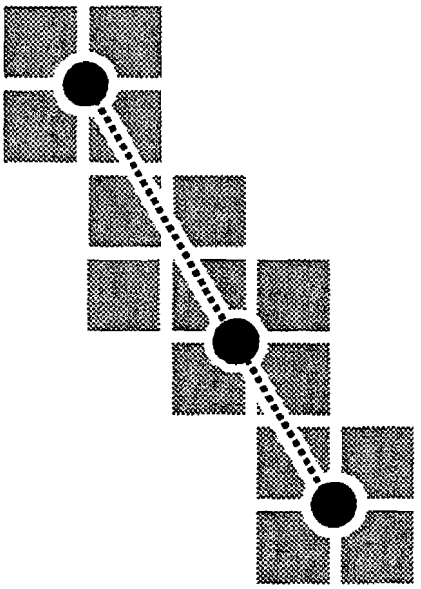
- Street Parking and Local Circulation: The construction of straddle bent structures would utilize curb area on the east side of Avenue 19, thereby displacing parking lanes and impacting Avenue 19's circulation pattern. Because the street experiences low traffic volumes, the impacts to the circulation system can be considered insignificant. However, the loss of on-street parking along this section could impact community services (uses within the Lincoln Heights Jail Building).

- In addition to these impacts, the aerial configuration of this alignment, as it crosses over Avenue 19 near the Arroyo Seco, would conflict with the proposed San Fernando Road on-ramp for the Alameda Bypass planned by LADOT.

4.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Based upon the environmental impact categories documented in Chapter 5.0 of the Final EIR and the project alternatives proposed in that document, the proposed Burbank-Glendale-Los Angeles Rail Transit Project and the Alternative Transit Modes project can be considered environmentally superior to the No Project Alternative. The no development alternative of No Project can be categorized as not clearly environmentally superior, since many of the proposed mitigation measures reduce project impacts to non-significant levels, and since the No Project Alternative does not yield the net beneficial effects of the proposed project, including those related to air quality, energy conservation, reduced vehicle miles traveled daily, improved commuting opportunities, and its overall compatibility with planning efforts in the East Valley and North Los Angeles region.

In addition, this SEIR has explored a variety of project alternatives that have been carried forward through the environmental process. Since the alignment at the Pasadena-Los Angeles Metro Blue Line Junction and the development of a LRT Maintenance Facility are both integral parts of project implementation, they can be considered superior to the No Project Alternative.



CHAPTER 5.0

OTHER ENVIRONMENTAL EFFECTS

CHAPTER 5.0
OTHER ENVIRONMENTAL EFFECTS

The following chapter focuses only on the additional environmental effects related to the components studied in this Supplemental EIR. Chapter 7.0 of the Final EIR can be referenced for the additional environmental effects related to proposed Burbank-Glendale-Los Angeles Rail Transit Project. The subject matters of this chapter include potential growth-inducing effects, cumulative impacts of related transportation-oriented projects, and long term implications of these elements. In addition to this discussion, the requirements of a mitigation monitoring and reporting program are discussed.

5.1 GROWTH-INDUCING EFFECTS

CEQA directs an Environmental Impact Report to discuss a project's potential for fostering economic or population growth, or spurring the construction of housing in the nearby environment. This level of discussion is important in the cumulative sense since an increase in population may further tax existing community service facilities.

At the regional scale, no evidence exists that the institution of these components of the rail transit system will promote a direct net increase in population growth or economic activity. Furthermore, these elements of the proposed project are located in areas which are already highly urbanized and built out. As discussed in Chapter 3.0 of this report, the proposed elements would foster the development of any additional housing units, as a result, the rate of population growth is not likely to be effected. The changes proposed in this Supplemental EIR do not change those growth-inducing effects associated and approved in the Final EIR.

5.2 CUMULATIVE IMPACTS

The long-term implications of the project in terms of vehicular traffic, air quality, energy usage, and transit patronage are based on the Southern California Association of Governments' 2010 projections for population, housing, and employment. As such, these projections represent the best current information for the expected cumulative growth over the next 18 years. Thus, to the best of our ability to predict future growth for the region, the information contained in this EIR covers all anticipated cumulative impacts. Those impact categories examined in this EIR which can be expected to create both project and cumulative impacts include the following: Land Use, Air Quality, Transportation, Noise, Risk of Upset, Public Services, Natural and Recreational Resources, Energy Consumption, Cultural and Historical Resources, and Construction. Chapter 7.0 of the Final EIR discussed cumulative impacts relative to non-renewable resources, water resources and wastewater, land use intensification, and transportation; the project changes proposed in this Supplemental EIR do not change these cumulative impacts discussed in the Final EIR.

With respect to related transit-oriented projects, several committed and planned projects could change the anticipated cumulative impacts of the Burbank-Glendale-Los Angeles Rail Line and the additional components of this Supplemental EIR. However, it should also be noted that cumulative development could provide net beneficial effects related to improved mobility and commuting capability in the East Valley and North Los Angeles. Net beneficial effects from cumulative development in the region would include energy savings related to reduced energy and fuel consumption, improved air quality with the reduction of auto-related emissions, and increased home-work commuting opportunities.

Table 25 on the following page describes each of the proposed transit-oriented projects and their current status.

5.3 LONG TERM IMPLICATIONS OF THE PROPOSED PROJECT

5.3.1 Relationship Between Local Short-Term Impacts and Long-Term Productivity

Construction of the components of the Burbank-Glendale-Los Angeles Rail Transit Project, studied in this report, would result in short-term impacts which must be weighed against the achievement of long-term objectives. The short-term impacts consist primarily of required property acquisitions, displacement of current uses, and construction-related activities, and the possibility of creating pressure for land use changes in the vicinity of the proposed rail transit corridor.

In the longer term, implementation of the project components would meet the purposes of the Southern California Air Quality Management District's Regional Air Quality Master Plan. If developed, the proposed project components would facilitate the operation of the Burbank-Glendale-Los Angeles Rail Transit Project, therefore offering an additional mode of transportation for area residents, and could potentially lead to long-term benefits such as shorter commuting trips, increased energy savings, reduced levels of pollution, and improved regional air quality.

5.3.2 Significant Irreversible Changes

The implementation of the proposed components will require the long-term commitment of non-renewable resources to the construction and operation of the project, including land, manpower, energy, and construction materials.

Table 25
Cumulative Development of Transit-Oriented Related Projects

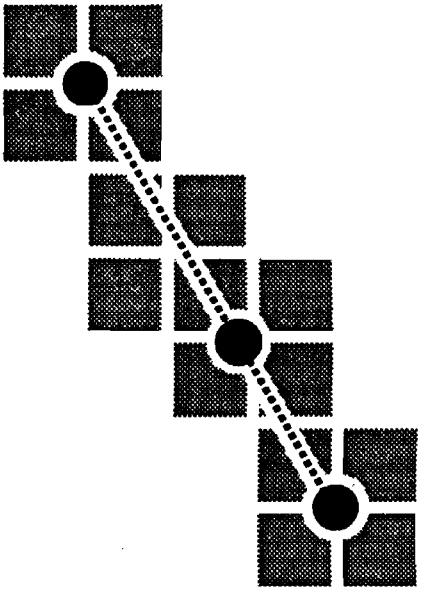
#	Project	Description	Status
1	Glendale Municipal Transportation Center[1]	Multi-Modal Transit facility. At full buildout would include LRT, Commuter Rail, Amtrak, MTA bus service, Bee Line shuttle, and Greyhound. Improvements would include 1,500 parking spaces, restoration of Rail Depot, and streetscape enhancements on Cerritos Ave.	Depot grounds acquired. Preparation of project Environmental Impact Report to begin in Fall 1992.
2	Burbank Multi-Modal Transportation Facility[2]	Multi-Modal Transit facility. At full buildout would include LRT, Commuter Rail, Amtrak, Intercity Monorail, and bus bay terminals. Improvements would include 1,300 parking spaces and pedestrian bridge over I-5.	Depot grounds acquired. Preliminary environmental work in progress.
3	Commuter Rail Metrolink:[3] Moorpark and Santa Clarita to Downtown Los Angeles	Commuter rail lines utilizing SPTC and SP Coast Mainline rights-of-way. Lines would connect cities in Ventura and Los Angeles Counties with Downtown Los Angeles.	Scheduled to begin operation in October 1992.
4	Pasadena-Los Angeles Rail Transit Project[3]	Fundable rail project under MTA's 30-year Plan. Extends from Union Station to Sierra Madre Villa, utilizing Blue Line technology.	Funded light rail transit project. Expected development schedule: 1993-1998, with potential opening of first segment in 1996-97.
5	San Fernando Valley East-West Rail Transit Project[3]	Fundable rail project under MTA's 30-year Plan. Extends from North Hollywood to Warner Center in Canoga Park. Would utilize either advanced aerial technology on Ventura Freeway or rail vehicle along SP Burbank Branch on Chandler Blvd. Would be constructed in two segments: 1. North Hollywood to I-405 2. I-405 to Warner Center	Pending completion of Final EIR. Expected development schedule: Segment 1: 1996-2001 Segment 2: 2010-2018
6	Burbank Metro Mover Monorail[2]	Aerial guideway that would interconnect Burbank-Glendale-Pasadena Airport, Burbank Media District, Burbank City Centre, and Universal City.	Initial Feasibility Study completed in September 1989. Continued Planning and Pre-Engineering work expected to be completed in Fall 1992.
7	Carpool Lane Program:[3] Fundable Plan- 10-year Implementation Program • Golden State Freeway • Ventura Freeway	Component of MTA's 30-year Plan to build over 200 miles of carpool lanes to ease congestion of heavily used freeways. Plan supported by Caltrans.	Golden State Freeway (from Route 134 to Route 10): 1998-2000 Ventura Freeway: 1995-1999
8	Freeway Express Bus System:[3] Ventura Freeway Golden State Freeway	Component of MTA's 30-year Plan. Express service utilizes carpool lanes. Station planned on Ventura Freeway in Glendale near Brand Boulevard.	Based on conceptual plan developed by Automobile Club of Southern California. Plan and implementation schedule will be updated by MTA.
9	Bus Electrification Program[3]	Component of MTA's 30-year Plan. Would supplant existing conventional bus service on high-ridership routes. Routes 190/191 and 92/93 in Glendale and Burbank are candidate corridors.	Preliminary engineering and formal route selection underway. First electric trolleybus service expected to begin operation in December 1994.

SOURCES: [1] City of Glendale
[2] City of Burbank Advanced Planning Division
[3] MTA *30-Year Integrated Transportation Plan*

5.4 MITIGATION MONITORING PROGRAM

Effective January 1989, State Legislators amended the California Environmental Quality Act to include Section 21081.6, implementing Assembly Bill (AB) 3180. As part of the environmental review procedures under CEQA, AB 3180 requires a project's responsible agency to adopt a monitoring and reporting program for assessing and ensuring efficacy of required mitigation measures applied to proposed projects. AB 3180 provides general guidelines for implementing monitoring and reporting programs. Specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final approval of the project proposal by the responsible decision-making body.

As the responsible agency for the proposed rail transit project, MTA will establish a Mitigation Monitoring Program that carries out the mitigations recommended for eliminating or substantially lessening the project's significant impacts. MTA will coordinate the program with the Cities of Burbank, Glendale, and Los Angeles to determine which agencies will enforce and monitor the program, and at which phase of development the monitoring and reporting will take place. The Mitigation Monitoring Program must be prepared prior to project approval.



APPENDICES

APPENDIX I:
INITIAL STUDY AND NOTICE OF PREPARATION

The initial study and Notice of Preparation for the Burbank-Glendale-Los Angeles Rail Transit Project Supplemental Environmental Impact Report was sent to the State Clearinghouse on 23 April 1993. The State Clearinghouse assigned the project SCH Number 93051016. The review period for the project began in late April 1993 and continued through late June 1993. Responses to the Notice of Preparation appear in Appendix II.

Los Angeles County Metropolitan Transportation Authority

NOTICE OF PREPARATION

To: State CEQA Clearinghouse
Office of Planning and Research
ATTN: Los Angeles County Coordinator
1400 Tenth Street, Room 121
Sacramento, CA 95814

Lead Agency:

Los Angeles County Metropolitan Transportation Authority
818 West Seventh Street
Los Angeles, CA 90017
Contact: Peter De Haan (213.244.6733)

Consultant Team:

Gruen Associates
6330 San Vicente Boulevard
Los Angeles, CA 90048
Contact: Rhonnel Sotelo (213.937.4270)

The **Los Angeles County Metropolitan Transportation Authority (MTA)** will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. If your agency has an action related to the project, it will need to use the EIR prepared by our agency when considering your permit or other approval for the project. The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study is also attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but *not later than 30 days* after receipt of this notice. All responses to the Notice of Preparation must be in writing. Please send your response to **Peter De Haan**, Project Manager, at the address shown above. We will need the name for a contact person in your agency.

Project Title: Burbank-Glendale-Los Angeles Rail Transit Project Supplemental Environmental Impact Report

Project Description: Supplemental analysis to the original project examining the engineering feasibility, route refinement, and environmental effects of (1) the rail transit route as it passes through Taylor Yard (2) alternative alignments in the vicinity of the Old Los Angeles City Jail (Lincoln Heights Jail), and (3) proposed LRT maintenance facility sites near the Burbank-Glendale-Pasadena Airport.

Signature Patricia V McLaughlin

Patricia V. McLaughlin, Director

San Fernando Valley/North County

(213) 623-1194

Date 4/23/93

Reference: California Administrative Code, Title 14, CEQA Sections 10582 (1), 15103, 15375 *Revised October 1989*

Notice of Completion

Appendix F

See NOTE below

SCH # 93051016

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

Project Title: Burbank-Glendale-Los Angeles Rail Transit Project Supplemental EIR

Lead Agency: Los Angeles County Metropolitan Trans. Authority (MTA) Contact Person: Pete De Haan or Judith Schwartze

Street Address: 818 West Seventh Street, Suite 1100 Phone: 213.623.1194

City: Los Angeles Zip: 90017 County: Los Angeles

Project Location

County: Los Angeles City/Nearest Community: Burbank, Glendale, and Los Angeles

Cross Streets: Total Acres:

Assessor's Parcel No. Section: Twp. Range: Base:

Within 2 Miles: State Hwy #: I-5, 134, 2 Waterways: Los Angeles River and Arroyo Verdugo Wash

Airports: Burbank Railways: Southern Pacific Schools: Elem, JHS, and High School

Document Type

CEQA: [X] NOP [ ] Supplement/Subsequent [ ] Early Cons [ ] EIR (Prior SCH No.) [ ] Neg Dec [ ] Other [ ] Draft EIR

NEPA: [ ] NOI [ ] EA [ ] Draft EIS [ ] FONSI

Other: [ ] Joint Document [ ] Final Document [ ] Other

Local Action Type

[ ] General Plan Update [ ] Specific Plan [ ] Rezone [ ] Annexation
[ ] General Plan Amendment [ ] Master Plan [ ] Prezone [ ] Redevelopment
[ ] General Plan Element [ ] Planned Unit Development [ ] Use Permit [ ] Coastal Permit
[ ] Community Plan [ ] Site Plan [ ] Land Division (Subdivision, Parcel Map, Tract Map, etc.) [X] Other Rail Transit

Development Type

[ ] Residential: *Units* *Acres*
[ ] Office: *Sq.ft.* *Acres* *Employees*
[ ] Commercial: *Sq.ft.* *Acres* *Employees*
[ ] Industrial: *Sq.ft.* *Acres* *Employees*
[ ] Educational
[ ] Recreational

[ ] Water Facilities: *Type* *MGD*
[X] Transportation: *Type* Rail Transit
[ ] Mining: *Mineral*
[ ] Power: *Type* *Watts*
[ ] Waste Treatment: *Type*
[ ] Hazardous Waste: *Type*
[ ] Other:

Project Issues Discussed in Document

[X] Aesthetic/Visual
[ ] Agricultural Land
[X] Air Quality
[X] Archeological/Historical
[ ] Coastal Zone
[ ] Drainage/Absorption
[ ] Economic/Jobs
[ ] Fiscal
[ ] Flood Plain/Flooding
[ ] Forest Land/Fire Hazard
[X] Geologic/Seismic
[ ] Minerals
[X] Noise
[X] Population/Housing Balance
[X] Public Services/Facilities
[X] Recreation/Parks
[X] Schools/Universities
[ ] Septic Systems
[ ] Sewer Capacity
[X] Soil Erosion/Compaction/Grading
[ ] Solid Waste
[X] Toxic/Hazardous
[X] Traffic/Circulation
[X] Vegetation
[ ] Water Quality
[ ] Water Supply/Groundwater
[ ] Wetland/Riparian
[X] Wildlife
[X] Growth Inducing
[X] Landuse
[X] Cumulative Effects
[ ] Other

Present Land Use/Zoning/General Plan Use

Project Description

Supplemental analysis of transportation improvements related to the alignment of the Burbank-Glendale-Los Angeles Rail Transit Project in the vicinity of Taylor Yard, the Lincoln Heights Jail, and the terminus of the line near the Burbank-Glendale-Pasadena Airport. The Supplemental EIR will also examine possible effects related to an LRT maintenance yard and storage facility in the City of Burbank.

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. from a Notice of Preparation or previous draft document) please fill it in.

Revised October 1989

Reviewing Agencies Checklist

KEY
S = Document sent by lead agency
X = Document sent by SCH
✓ = Suggested distribution

____**Resources Agency**
____Boating & Waterways
____Coastal Commission
____Coastal Conservancy
____Colorado River Board
____Conservation
____Fish & Game
____Forestry
____Office of Historic Preservation
____Parks & Recreation
____Reclamation
____S.F. Bay Conservation & Development Commission
____Water Resources (DWR)

Business, Transportation & Housing
____Aeronautics
____California Highway Patrol
____CALTRANS District #_____
____Department of Transportation Planning (headquarters)
____Housing & Community Development

____**Food & Agriculture**

Health & Welfare
____Health Services _____

State & Consumer Services
____General Services
____OLA (Schools)

Environmental Affairs
____Air Resources Board
____APCD/AQMD
____California Waste Management Board
____SWRCB: Clean Water Grants
____SWRCB: Delta Unit
____SWRCB: Water Quality
____SWRCB: Water Rights
____Regional WQCB #_____ (_____)

Youth & Adult Corrections
____Corrections

Independent Commissions & Offices
____Energy Commission
____Native American Heritage Commission
____Public Utilities Commission
____Santa Monica Mountains Conservancy
____State Lands Commission
____Tahoe Regional Planning Agency

____Other _____

Public Review Period (to be filled in by lead agency)

Starting Date 4/27/93 Ending Date 5/27/93

Signature [signature] Date 4/23/93

Lead Agency (Complete if applicable):
Consulting Firm: Gruen Associates
Address: 6330 San Vincente Blvd.
City/State/Zip: Los Angeles, CA 90048
Contact: Rhonnel Sotelo
Phone: (213) 937-4270

Applicant: LA County MTA
Address: 818 W. Seventh St., Suite 1100
City/State/Zip: Los Angeles, CA 90017
Phone: (213) 623-1194

For SCH Use Only:
Date Received at SCH _____
Date Review Starts _____
Date to Agencies _____
Date to SCH _____
Clearance Date _____
Notes:

Revised October 1989

NOTICE OF PREPARATION

BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

I. PROJECT DESCRIPTION

I.i Project History and Planning Background

In 1988, the Glendale City Council requested that a feasibility study be conducted of the Los Angeles-Glendale route alignment. With 50 percent of the study funded by the City of Glendale, the Los Angeles County Transportation Commission (LACTC) agreed to examine the potential for light rail transit and other alternatives between the City of Glendale and Downtown Los Angeles. In April 1990, the City, in conjunction with LACTC, completed the Glendale/Los Angeles Corridor Route Planning Study. The study examined an array of north-south routes that utilized 1) the SP Right-of-Way, 2) Brand Boulevard, and 3) Central Avenue-Orange Street. As a result of the study, the SP Right-of-Way was recommended as the preferred route and light rail (similar to the Metro Blue Line) as the preferred technology.

While the City of Glendale and LACTC conducted this analysis, other planning studies were also being prepared. In the Summer and Fall of 1990, LACTC, in conjunction with the City and County of Los Angeles, prepared the Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study. The study encompassed 22 miles from the Los Angeles Union Passenger Terminal to the City of Santa Clarita, analyzing 17 LRT stations, 5 Commuter Rail stations, and 3 High-Speed Rail/Maglev stations. The feasibility study was primarily undertaken to assess the relative merits of light rail and high speed passenger rail service along the Southern Pacific Railroad right-of-way, which included the proposed rail alignment route. Because the alternative rail services reviewed in this study would be part of the County's larger 400-mile Metro Rail System Plan, the study examined the alternatives as separate entities for purposes of providing a relative comparison and staging analysis since the County's rail network had yet to be completely defined.

In September 1990, the City of Burbank completed its Burbank Metrolink Monorail Feasibility Study. Because the City has three commercially- and geographically-distinct areas, this study examined the potential of linking the City's three redevelopment areas via an intracity monorail system. The alignment's initial phase proposes to connect Burbank's Media District with its City Center, while utilizing the Old Rail Depot site as a multi-modal station and parking reservoir that would interface with rail transit projects along the SP Right-of-Way. In March 1991, Burbank completed its Multi-Modal Feasibility Study for the Burbank City Centre Transportation Facility.

Based on these previous studies, LACTC and the Cities of Glendale and Burbank agreed to further evaluate the merits of the proposed project in the hopes that it could gain inclusion in the Commission's 30-year plan as a funded project. In an effort to pool the rail transit planning efforts of these various jurisdictions, LACTC and the Cities of Glendale and Burbank commissioned, in July 1991, the Gruen Associates Consultant Team to prepare environmental documentation, route refinement, and station site planning services to study a Burbank-Glendale-Los Angeles Light Rail alignment that would operate as a branch of the Los Angeles to Pasadena Rail Transit Project.

The rail transit project's Draft Environmental Impact Report (EIR) was completed and approved for circulation on June 24, 1992, with its 45-day public comment and review period concluding in August 1992. During this timeframe, LACTC conducted three public workshops and hearings in July 1992, one each in the Cities of Burbank, Glendale, and Los Angeles. In October 1992, LACTC completed and approved the project's Final EIR. The environmental process was fully completed in January 1993 when the document and its associated Findings and Mitigation Monitoring Program received certification.

Because of issues related to other projects, the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR, Findings, and Mitigation Monitoring Program indicated that supplemental environmental analysis would be necessary to document potential effects associated with the results of the *Taylor Yard Transit Development Study*, originally scheduled to be completed in the Spring of 1993. In addition, the completion of the *Pasadena-Los Angeles Blue Line Supplemental EIR* (January 1993) revealed that no permanent LRT maintenance facility site had been selected to serve both the Pasadena-Los Angeles line and the proposed project. Instead, the Midway Yard would be utilized as an interim facility for the Pasadena-Los Angeles Blue Line. This decision left the Burbank-Glendale-Los Angeles Rail Transit Project without a maintenance facility, necessitating the analysis of a permanent LRT yard for the proposed rail transit project. In order to study each of the issues associated with Taylor Yard and the LRT maintenance facility, the Los Angeles County Metropolitan Transportation Authority (MTA), successor to LACTC, commissioned the Gruen Associates Consultant Team to prepare a Supplemental Environmental Impact Report for the scope of services outlined in Section I.iii of this Notice of Preparation. The project Draft SEIR is expected to be completed and available for public circulation in August 1993.

I.ii Proposed Rail Transit Project and the Surrounding Area

Extending from the Pasadena-Los Angeles Blue Line Junction in south Taylor Yard to Hollywood Way in the vicinity of the Burbank-Glendale-Pasadena Airport, the 11.9-mile Burbank-Glendale-Los Angeles Rail Transit Corridor would travel within the former Southern Pacific Railroad right-of-way that parallels San Fernando Road. Rail service along this alignment would serve the Cities of Glendale and Burbank, as well as the Sun Valley and Northeast communities of the City of Los Angeles. The right-of-way is currently occupied by the Moorpark and Santa Clarita Metrolink Commuter Rail lines. Both these lines are utilized by Southern Pacific freight transportation to Northern California; in addition, the Moorpark line is used by Amtrak for passenger train service to Santa Barbara and Northern California.

Major economic activity centers served by the rail transit route include the Glendale Central Business District, Glendale Civic Center, Burbank Media District, Burbank City Centre, and the Burbank Media City Center. In addition to the residents and employees that would gain greater mobility through light rail service along this alignment, the Planning Context Map illustrates other centers that would be served by the proposed project, including the Burbank-Glendale-Pasadena Airport, Griffith Park, and Los Angeles Zoo.

The built environment that surrounds the rail alignment is comprised primarily of industrial land uses, but also includes a number of sensitive residential communities. The area between Taylor Yard and the Northwest Glendale Station location is characterized primarily by low density industrial uses and small businesses. Throughout this section of the corridor, the rail alignment

is at-grade while major arterials and highways are grade-separated above or below the right-of-way. With respect to sensitive land uses, the Gardena Avenue neighborhood in South Glendale represents the only residential pocket directly adjacent to the route corridor. Nevertheless, residential neighborhoods surrounding the proposed Glendale Transportation Center and the Northwest Glendale stations as well as educational institutions in the Cypress Park, Glassell Park, and Atwater communities of the City of Los Angeles could be affected by the proposed project due to their relative proximity to the rail line.

The Burbank portion of the project passes through an industrial corridor. With regard to potentially sensitive land uses, the City of Burbank and the Sun Valley community of the City of Los Angeles have two distinct residential pockets that may be affected by the proposed project: 1) The Enclave, located in the City of Burbank's Golden State Redevelopment Area along Thornton Avenue, and 2) the single-family residential neighborhoods located north and east of the Hollywood Way-Burbank Airport station.

I.iii Scope of Analysis of the Supplemental EIR

Traversing portions of the Cities of Burbank, Glendale, and Los Angeles in the East San Fernando Valley and Northeast Los Angeles area, the proposed rail transit route forms part of the larger regional transportation system that would link these centers with Metro Rail service in Downtown Los Angeles and beyond. The Planning Context Map illustrates the general alignment of the proposed Burbank-Glendale-Los Angeles Rail Transit Project. The project's Final EIR, certified in January 1993, identified, described, analyzed, and evaluated the environmental effects associated with the rail transit route's alignment, station locations, and other ancillary facilities. Due to factors related to the planning and development of associated projects such as the Pasadena-Los Angeles Blue Line and Taylor Yard Transit Development Study, supplemental environmental documentation is required to specifically address the following issues:

- Possible alternative rail transit alignments through Taylor Yard which may exacerbate potential land use, noise, air, and traffic impacts in the vicinity.
- Analysis of potential impacts related to the development of an LRT maintenance and storage facility in the City of Burbank.
- Comparison of alignment alternatives at the Pasadena-Los Angeles Blue Line Junction, including the Lincoln Heights Jail and a non-revenue connector.
- Assessment of possible hazardous waste materials and construction impacts in the proposed LRT maintenance yard sites.

Because the SEIR's major analysis issues lie within a developed urban setting, the proposed project has the potential to create varying degrees of adverse environmental impacts. Some of the probable impacts of these issues can be mitigated via the incorporation of specific design and/or operational features. The Draft Supplemental Impact Report (SEIR) will discuss such mitigation measures and their effectiveness in reducing the impacts. The following key impacts, as well as others to be identified during the formal environmental process, will be assessed in the Draft SEIR for this project:

- ***Land use***, including property acquisition and potential pressure for land use changes and economic impacts.

- ***Circulation and parking***, including cross-street traffic conflicts, loss of existing street capacity, and possible spillover of station-area parking demand into nearby areas.

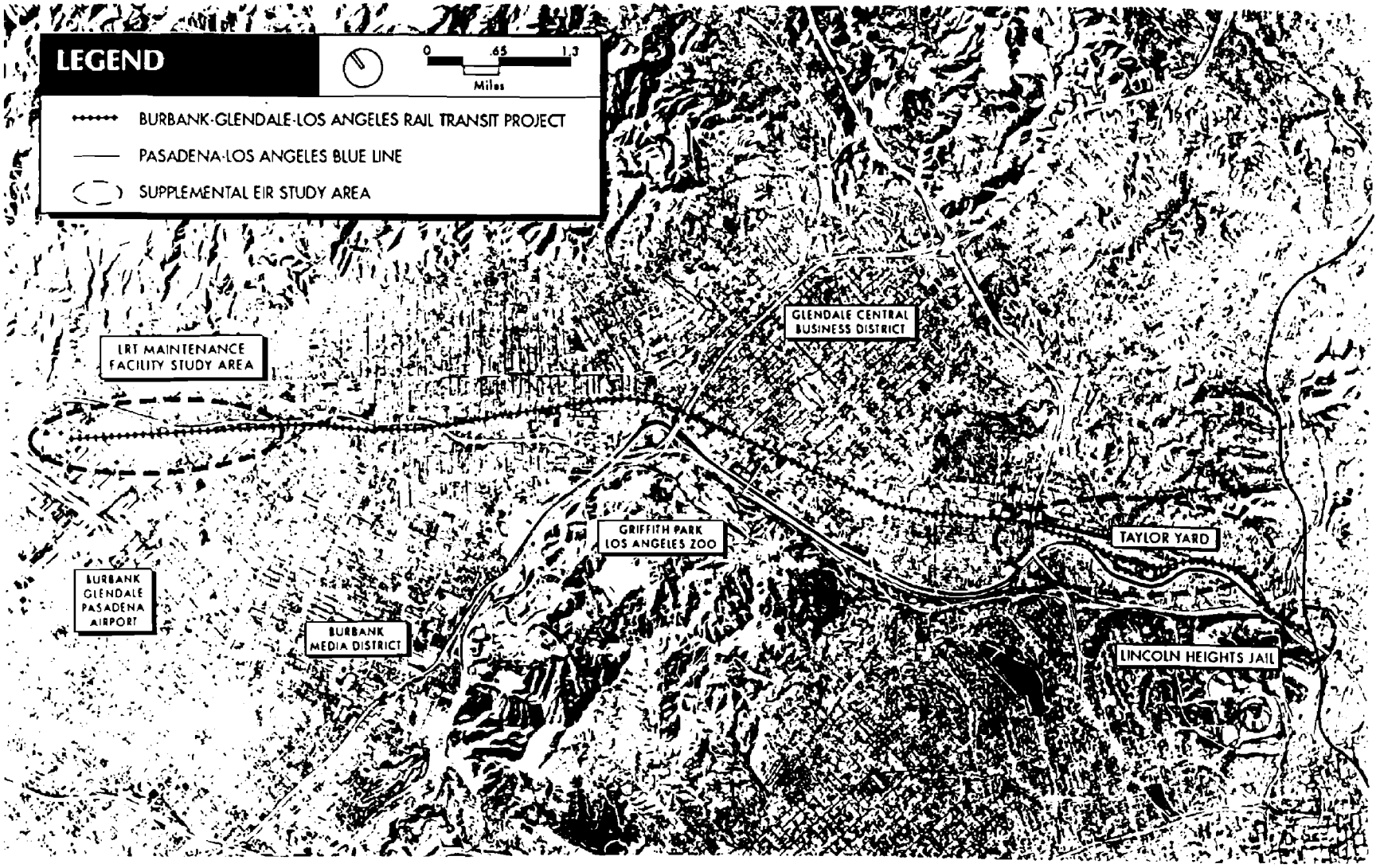
- ***Visual and aesthetic considerations*** related to new facilities and potential privacy effects.

- ***Noise and vibration*** associated with rail transit and maintenance facility operations.

- ***Safety and security effects***, including pedestrian/vehicular accident potential and security at station areas.

- ***Cultural resource impacts***, including potential effects on archaeological, historical, and cultural resources that may be listed as national, state, or local landmarks of significance.

- ***Construction impacts***, including the temporary closure of traffic lanes, utility relocations, and noise and dust associated with heavy construction.



GRAPHICS BY GRUEN ASSOCIATES

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT SUPPLEMENTAL EIR

METROPOLITAN TRANSPORTATION AUTHORITY

Notice of Preparation
Planning Context Map

II. ENVIRONMENTAL CHECKLIST

The following checklist of environmental issues complies with Section 15063 of the California Environmental Quality Act (CEQA) guidelines.

II.i Background

Name of Proponent:	Los Angeles County Metropolitan Transportation Authority (MTA)
Address/Phone Number:	818 West 7th Street Suite 1100 Los Angeles, California 90017 213.244.6733
Date Checklist Submitted:	12 April 1993
Agency Requiring Checklist:	MTA
Name of Proposal:	Burbank-Glendale-Los Angeles Rail Transit Project Supplemental Environmental Impact Report

II.ii Environmental Impacts

The environmental impacts checklist consist of two key components: (1) the initial study environmental impact evaluation and (2) Attachment A which provides an explanation for all the answers given in the checklist table.

Environmental Impact Category	YES	MAYBE	NO
1. **EARTH**: Will the proposal result in ...			
a. Unstable earth conditions or changes in geologic substructures?	☐	☐	■
b. Disruptions, displacements, compaction or overcovering of the soil?	■	☐	☐
c. Change in topography or ground surface relief features?	☐	☐	■
d. The destruction, covering, or modification of any unique geologic or physical features?	☐	☐	■
e. Any increase in wind or water erosion of soils, either on or off the site?	☐	■	☐
f. Changes in the deposition or erosion of beach sands, or changes in siltation, deposition, or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or lake?	☐	☐	■
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	☐	■	☐

Environmental Impact Category	YES	MAYBE	NO
2. AIR: Will the proposal result in ...			
a. Substantial air emissions or deterioration of ambient air quality?	☐	■	☐
b. The creation of objectionable odors?	☐	☐	■
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	☐	☐	■
3. WATER: Will the proposal result in ...			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	☐	☐	■
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	☐	☐	■
c. Alterations to the course or flow of flood waters?	☐	☐	■
d. Change in the amount of surface water in any water body?	☐	☐	■
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity?	☐	■	☐
f. Alteration of the direction or rate of flow of ground waters?	☐	☐	■
g. Changes in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	☐	☐	■
h. Substantial reduction in the amount of water otherwise available for public water supplies?	☐	☐	■
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	☐	☐	■
4. PLANT LIFE: Will the proposal result in ...			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	☐	■	☐
b. Reduction of the numbers of any unique rare, or endangered species of plants?	☐	■	☐
c. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	☐	☐	■
d. Reduction in acreage of any agricultural crop?	☐	☐	■

Environmental Impact Category	YES	MAYBE	NO
5. ANIMAL LIFE: Will the proposal result in ...			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	☐	■	☐
b. Reduction of the numbers of any unique, rare, or endangered species of animals?	☐	■	☐
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	☐	■	☐
d. Deterioration to existing fish or wildlife habitat?	☐	■	☐
6. NOISE: Will the proposal result in:			
a. Increases in existing noise levels?	■	☐	☐
b. Exposure of people to severe noise levels?	☐	■	☐
7. LIGHT & GLARE: Will the proposal ...			
a. Produce new light or glare?	☐	■	☐
8. LAND USE: Will the proposal result in ...			
a. Substantial alteration of the present or planned land use of an area?	☐	■	☐
9. NATURAL RESOURCES: Will the proposal result in ...			
a. Increases in the rate of use of any natural resources?	☐	☐	■
10. RISK OF UPSET: Will the proposal involve ...			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions?	☐	■	☐
b. Possible interference with an emergency response plan or an emergency evacuation?	☐	■	☐
11. POPULATION: Will the proposal ...			
a. Alter the location, distribution, density, or growth rate of the human population of an area?	☐	■	☐
12. HOUSING: Will the proposal ...			
a. Affect existing housing, or create a demand for additional housing?	☐	■	☐

Environmental Impact Category	YES	MAYBE	NO
13. TRANSPORTATION/CIRCULATION: Will the proposal result in ...			
a. Generation of substantial additional vehicular movement?	■	□	□
b. Effects on existing parking facilities, or demand for new parking?	■	□	□
c. Substantial impact upon existing transportation systems?	■	□	□
d. Alterations to present patterns of circulation or movement of people and/or goods?	■	□	□
e. Alterations to waterborne, rail, or air traffic?	□	■	□
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	□	■	□
14. PUBLIC SERVICES: Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas?			
a. Fire protection?	□	■	□
b. Police protection?	□	■	□
c. Schools?	□	■	□
d. Parks or other recreational facilities?	□	■	□
e. Maintenance of public facilities, including roads?	□	■	□
f. Other governmental services?	□	□	■
15. ENERGY: Will the proposal result in ...			
a. Use of substantial amounts of fuel or energy?	□	■	□
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources?	□	□	■
16. UTILITIES: Will the proposal result in ...			
a. A need for new systems, or substantial alterations to utilities?	□	■	□
17. HUMAN HEALTH: Will the proposal result in ...			
a. Creation of any health hazard or potential hazard (excluding mental health)?	□	■	□
b. Exposure of people to potential health hazards?	□	■	□

Environmental Impact Category	YES	MAYBE	NO
18. AESTHETICS: Will the proposal result in ...			
a. Obstruction of any scenic vista or view open to the public?	☐	■	☐
b. Creation of an aesthetically offensive site open to public view?	☐	■	☐
19. RECREATION: Will the proposal result in ...			
a. An impact upon the quality or quantity of existing recreational opportunities?	☐	☐	■
20. CULTURAL RESOURCES: Will the proposal result in ...			
a. Alteration of or the destruction of a prehistoric or historical archaeological site?	☐	■	☐
b. Adverse physical or aesthetic effects to prehistoric or historic building, structure, or object?	☐	■	☐
c. The potential to cause a physical change which would affect unique ethnic cultural values?	☐	☐	■
d. Restrictions to existing religious or sacred uses within the potential impact area?	☐	☐	■
21. MANDATORY FINDINGS OF SIGNIFICANCE: Does the project have ...			
a. The potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare of endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐
b. The potential to achieve short-term, to the disadvantage of long-term environmental goals (a short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future)?	☐	☐	■
c. Impacts which are individually limited, but cumulatively considerable (a project may impact on two or more separate sources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant)?	☐	■	☐
d. Environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐

II.iii Discussion of Environmental Evaluation

The narrative description of the environmental impacts appear in Attachment A.

II.iv Determination

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.	☐
I find that although the proposed project **COULD** have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project, and a **NEGATIVE DECLARATION** will be prepared.	☐
I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.	■

Patricia McLaughlin
Director, San Fernando Valley/North County Area

Los Angeles County Metropolitan Transportation Authority

4/23/93

Date

ATTACHMENT A:
Burbank-Glendale-Los Angeles Rail Transit Project Supplemental EIR

ENVIRONMENTAL CHECKLIST FORM - Responses to *Yes, No, and Maybe* answers:

1. Earth

a. *No*: Because the proposed project would be constructed entirely above grade, unstable earth conditions or changes in the geologic substructure along the route are not expected during construction.

b. *Yes*: Construction of the proposed project would require earthwork for the proposed LRT maintenance facility and in the area of Taylor Yard. Paving of previously undeveloped areas would represent a disruption to existing soil conditions.

c. *No*: Topographic or ground surface relief feature changes would be minor in sloped portions of the corridors. No significant changes to the topography or ground surface relief features are expected as a result of the proposed project.

d. *No*: Construction of the proposed project would not involve destruction, covering, or modification of any unique geologic or physical features.

e. *Maybe*: Earthwork required during project construction may create the potential for soil erosion during the construction period. The SEIR will examine the erosion potential and recommend erosion control measures.

f. *No*: The scope of analysis for the proposed project would not involve possible impacts to rivers, creeks, and washes. Although the Burbank-Glendale-Los Angeles Rail Transit Project crosses significant water features such as the Los Angeles River and Arroyo Verdugo Wash, potential effects on these waterways have been discussed in the project's Final EIR.

g. *Maybe*: There may be the potential for damage resulting from surface soil abatement during project construction, as well as from the construction of buildings and overhead structures.

2. Air

a. *Maybe*: The proposed rail transit project would potentially create a beneficial impact to regional air quality by diverting vehicular trips to transit. However, the proposed project could potentially create substantial localized air emissions around station areas and the LRT maintenance facility, where slight decreases in ambient air quality may occur. In addition, a temporary, construction-related increase in air emissions may occur from use of heavy construction equipment. Mitigations for potential increases in emissions during construction activities will be explored in the SEIR.

b. *No*: The proposed project would not create objectionable odors.

c. *No*: The proposed project would not alter air movement, moisture, or temperature, or change climate at a local or regional level.

3. Water

a. *No*: The proposed project would not affect the direction of water movements.

b. *No*: The proposed project would not result in changes in absorption rates, drainage patterns, or the rate and amount of surface runoff. Although the Los Angeles River is directly adjacent to Taylor Yard, impacts to this feature would be minimal since the proposed construction zone would be further east of the River.

c. *No*: As the proposed project has the potential to impact drainage flow, so too does it have the possibility of altering the course or flow of floodwaters during construction phases.

d. *No*: The proposed project would not increase or decrease the amount of surface water in any water body.

e. *Maybe*: The quantity and flow of surface water discharge could be affected by the increase in impervious surface areas associated with station parking facilities and the construction of the LRT maintenance facility.

f. *No*: The direction or rate of ground water flow would not be altered by the proposed rail transit project.

g. *No*: The rail transit route is not expected to alter the quantity of ground waters through interception of an aquifer by cuts or excavations.

h. *No*: The proposed project would not include any element(s) that would reduce the amount of water available for public water supplies.

i. *No*: The proposed project would not contain water, does not affect the flow of groundwaters, and would not be located within water-related hazards such as floodplains or tidal waves.

4. Plant Life

a. *Maybe*: Since the scope of analysis for the proposed project would examine issues in a largely urban area, the possibilities of impacting plant species would still be possible due in part to the study area's extensive natural features that include the Los Angeles River, Arroyo Verdugo Wash, and nearby San Rafael Hills.

b. *Maybe*: Refer to the response for 4a.

c. *No*: The proposed project would introduce landscaping along portions of the route. This, would, however, not constitute a significant impact to the environment and may even be considered a beneficial effect to the area's relatively nondescript landscape.

d. *No*: The proposed project would not result in a reduction of acreage of any agricultural crop.

5. Animal Life

a. *Maybe*: As identified in the Final EIR, the proposed project would be developed in an area that contains a wide variety of animal species that may be impacted by the construction of the project and its associated facilities.

b. *Maybe*: The State Natural Diversity Database will be consulted to determine whether any state- or federally-designated rare, threatened, or endangered animal species exist within the study area of the SEIR.

c. *Maybe*: Although the proposed project would not include any component(s) that would introduce new species of animals into an area, its presence in the corridor could potentially become an intermittent or temporary barrier that affects the migration or movement of animals in the East San Fernando Valley and Northeast Los Angeles area.

d. *Maybe*: Refer to the response for 5a.

6. Noise

a. *Yes*: Existing freight, Amtrak, and Metrolink Commuter Rail use along this line affects the baseline noise levels for communities along the right-of-way. The proposed project and associated LRT maintenance facility would, because of more frequent service and the addition of a non-existing facility, result in increases in existing noise levels along the route in areas particularly sensitive to noise such as residential neighborhoods, recreational resources, and medical and educational facilities.

b: *Maybe*: Because of the close proximity of the alignment to some residences, schools, and recreational resources, there exists the potential that some persons may be exposed to high noise levels. In addition, the use of certain types of construction equipment could potentially expose people adjacent to construction sites to substantial increases in noise levels during construction periods. Such construction will adhere to City ordinances affecting construction equipment noise and hours of operation.

7. Light and Glare

a: *Maybe*: New sources of light and glare may be created by the proposed project for parking and operation of stations, as well as the proposed LRT maintenance facility, near residential and other sensitive areas.

8. Land Use

a: *Maybe*: Although the proposed project area is currently used primarily for rail-oriented and associated industrial/warehousing uses, the potential exists for the rail transit route to create potential land use changes. Actual zoning changes, however, can only be enacted by the responsible jurisdictions.

9. Natural Resources

a. *No*: The proposed project would increase the rate of electrical energy consumption, but the rate of use is not expected to be at significant levels. In addition, gasoline consumption can be expected to decline from reduced automobile usage thereby offsetting the increases associated with electrical energy consumption.

10. Risk of Upset

a. *Maybe*: Safety measures would be implemented to reduce the likelihood of conflicts, but the possibility exists for conflicts between rail transit and automobiles or other vehicles (as is currently the case at existing rail crossings) which could constitute a risk of upset.

b. *Maybe*: Because the transit route would increase the number of delays at at-grade crossings, local emergency response or evacuation plans could be affected.

11. Population

a: *Maybe*: The proposed project, particularly in the vicinity of Taylor Yard, could alter the location, distribution, density, or growth rate of the human population due to greater access to the areas served by the proposed alignment. The rail transit system, particularly at station areas, may encourage more intensive commercial and/or residential development. Many of these factors, however, are dependent on growth and planning policies of the affected municipalities. Impacts which directly affect the population of an area include changes to safety conditions and pedestrian access movements.

12. Housing

a: *Maybe*: No residential displacements are anticipated with the implementation of the proposed project. However, impacts to adjacent residences and schools may occur in the vicinity of Taylor Yard and at proposed LRT maintenance facility sites near the alignment's northern terminus. Such impacts include noise, light and glare, and aesthetic quality effects.

13. Transportation

a. *Yes*: The proposed project would likely generate additional vehicular movement in highly localized areas to and from station locations. The proposed project would, however, also likely reduce the overall vehicle miles travelled in the study area.

b. *Yes*: The proposed project would create a demand for new parking facilities at rail transit stations.

c. *Yes*: There would be an increase in vehicular traffic around stations during peak period operation and during construction of the rail transit system.

d. *Yes*: The proposed rail line would alter the present pattern of circulation as a result of traffic traveling to and from station locations.

e. *Maybe*: Because the proposed project would share the right-of-way with freight and passenger train services, the the rail transit route could alter the serving capacity of these services.

f. *Maybe*: Because the proposed rail alignment would be at-grade at some locations, the possibility exists for increased traffic hazards to motor vehicles, bicyclists, or pedestrians. In addition, the development of rail stations and parking structures could create conflicts between rail transit users and pedestrians and motorists.

14. Public Services

a. *Maybe*: Refer to the response for 10b.

b. *Maybe*: Although transit security personnel would be available, existing police protection may have to be enhanced.

c. *Maybe*: Because of the relatively close proximity of elementary, junior high, and high school students, the proposed project has the potential to affect both pedestrian circulation and the classroom environment at a number of educational facilities in the vicinity of Taylor Yard and proposed LRT maintenance facility sites.

d. *Maybe*: The scope of analysis for the SEIR indicates that Seymour Cypress Park adjacent to Taylor Yard may be impacted by the proposed project.

e. *Maybe*: The proposed project, particularly during construction, could impact maintenance of public facilities such as roads.

f. *No*: The proposed project would not affect any other governmental services.

15. Energy

a. *No*: Refer to the response to 9, Natural Resources.

b. *Maybe*: Operation of the proposed project would result in an increase in electrical use, and the level of this demand will be examined during the research and preparation of the SEIR.

16. Utilities

a: *Maybe*: Construction of the proposed project may require the relocation of utilities. Electrical utility substations will also be required to provide electric power to the transit system.

17. Human Health

a. *Maybe*: The historical industrial use of Taylor Yard and proposed LRT maintenance facility sites in the City of Burbank could include elements that may create a health hazard or a potential health hazard.

b. *Maybe*: During its construction period, the proposed project may result in the exposure of persons to potential health hazards associated with the abatement and remediation of hazardous sites.

18. Aesthetics

a: *Maybe*: The proposed alignment and its ancillary facilities could affect vistas, potentially creating shadow effects and disrupting the privacy of adjacent properties.

b: *Maybe*: The subjective nature of aesthetic quality requires that the proposed project be analyzed from the perspective that the facilities (stations, catenary wires, train vehicles) associated with the project may be offensive to some persons.

19. Recreation

a: *No*: Refer to the response for 14d.

20. Cultural Resources

a. *Maybe*: A previous search conducted as part of the Draft and Final EIRs revealed no prehistoric or historic archaeological sites in close proximity to rail transit route. Although it is not expected that construction of the proposed LRT maintenance facility would affect undiscovered prehistoric or historic archaeological sites, an archaeological record search for these site should be conducted to verify its construction would not affect significant sites.

b. *Maybe*: The proposed project could affect the physical or aesthetic integrity of various buildings, the most significant being the Old Los Angeles City Jail Building near the Blue Line Junction in South Taylor Yard.

c. *No*: The proposed project would not affect unique ethnic cultural values along the rail transit route.

d. *No*: The proposed project is not anticipated to restrict existing religious or sacred uses along the rail transit route.

21. Mandatory Findings of Significance

a. *Maybe*: Initial review of the proposed project reveals that it may create possible significant impacts that degrade the overall quality of the environment. Effects on the habitat of fish, animal, and plant life will be examined in greater depth during the research and preparation of the Draft EIR.

b. *No*: While short-term impacts during construction may be significant, the proposed project will assist in the long-term goal of creating a balanced transportation system, with attendant contributions to air quality, transportation choice, and possible energy savings.

c. *Maybe*: When considered in the development and buildout context of the Northeast Los Angeles and the Cities of Glendale and Burbank, the cumulative impact of the proposed project may reach significant levels.

d. *Maybe*: The proposed project may produce environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. Among these include localized degradation of air quality, exposure to higher noise levels, exposure to health hazards and risk of upset, and disturbance of aesthetic views and vistas.

APPENDIX II:
RESPONSES TO THE NOTICE OF PREPARATION

The following is a list of government agencies, officials, and citizens that have voiced their concerns and comments regarding the Burbank-Glendale-Los Angeles Rail Transit Project Draft Supplemental Environmental Impact Report. The letters from these correspondents have been arranged in chronological order below.

	Correspondent	Date
1.	City of Los Angeles Cultural Affairs Department	4 May 1993
2.	Burbank-Glendale-Pasadena Airport Authority	10 May 1993
3.	County of Los Angeles Department of Health Services	11 May 1993
4.	Los Angeles Unified School District	13 May 1993
5.	South Coast Air Quality Management District	17 May 1993
6.	City of Burbank Public Service Department	19 May 1993
7.	City of Los Angeles Department of Transportation	25 May 1993
8.	State of California Department of Transportation	2 June 1993
9.	City of Los Angeles Department of Fire	2 June 1993
10.	City of Burbank Public Service Department	2 June 1993
11.	Los Angeles Conservancy	2 June 1993
12.	City of Los Angeles Department of Water and Power	25 June 1993

CITY OF LOS ANGELES

CALIFORNIA

TOM BRADLEY
MAYOR

CULTURAL AFFAIRS DEPARTMENT
433 S. SPRING ST., 10TH FLOOR
LOS ANGELES, CA 90013
(213) 485-2433
(213) 485-6835 FAX
ADOLFO V. NODAL
GENERAL MANAGER

May 4, 1993

Peter De Haan, Project Manager
Metropolitan Transportation Authority
818 West Seventh Street
Los Angeles, CA 90017

SUBJECT: NOTICE OF PREPARATION: BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Dear Mr. De Haan,

The Cultural Heritage Commission wishes to have physical and aesthetic impacts of Los Angeles Historic-Cultural Monuments addressed in the subject document. A list of these sites is enclosed for your use.

If you have any questions, please call me at (213) 485-8690.

Sincerely,
CULTURAL HERITAGE COMMISSION

Jay M. Oren

JAY M. OREN
Staff Architect

JMO:lm

Enclosure: Monument List by Address

Doc:JMO109/Disk:LM7

HISTORIC-CULTURAL MONUMENTS
1 — 575
LISTED BY ADDRESS

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
110	1880 N. Academy Dr.	Los Angeles Police Academy Rock Garden, Waterfalls, Pool and Clubhouse with the adjacent landscaped areas developed in the ravine behind the major L.A. Police Academy Facilities in Elysian Park	Francois Scotti, Architect [Type Bldg: n/a] (n/a)	1/17/73	1937	1
516	514 W. Adams Bl.	St. John's Episcopal Church, (Excluding Social Hall) (Lot 2, Tract 8141)	Pierpont & Walter Davis, Architects [Type Bldg: Church] (Romanesque style)	1/22/91	1924	8
90	621 W. Adams Bl.	St. Vincent De Paul Church	Albert C. Martin, Architect [Type Bldg: Church] (Spanish Renaissance style)	7/21/71	1924	8
72	650 W. Adams Bl.	Auto Club of Southern California [Primary Address: 2601 S. Figueroa St.]	Silas R. Burns and Sumner P. Hunt (Hunt & Burns), Architects; (Landscape by Roland Coate) [Type Bldg: Office Building] (Spanish Colonial style)	2/03/71	1923	8
456	839 W. Adams Bl.	Ezra T. Stimson House	Frederick L. Roehrig, Architect [Type Bldg: Single Family Dwelling] (Craftsman/Tudor style)	10/24/89	1901	1
57	930 - 948 W. Adams Bl.	Second Church of Christ Scientist of L.A.	Alfred F. Rosenheim, Architect [Type Bldg: Church] (Beaux Arts/Italian Rennaissance style)	7/17/68	1910	8
241	954 - 1008 W. Adams Bl.	Sunshine Mission [Primary Address: 2600 S. Hoover St.]	Sumner P. Hunt, Architect [Type.Bldg: Boarding School] (Early Mission style)	4/09/81	1892	1
295	1140 - 1156 W. Adams Bl.	A. E. Kelly Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Queen Anne style)	7/12/85	1895	8
297	1158 - 1176 W. Adams Bl.	Residences	L. A. Smith, Architect [Type Bldg: Single Family Dwelling] (Tudor Revival style)	8/13/85	1920	8
350	1180 - 1190 W. Adams Bl.	Ecung-Ibbetson House & Moreton Bay Fig Tree [Alternate Address: 2612 Magnolia Ave.]	Robert Ibbetson, Architect [Type Bldg: Single Family Dwelling] (Victorian/Richardsonian Romanesque style)	3/29/88	1899	8
341	1439 - 1457 W. Adams Bl.	First African Methodist Episcopal Zion Cathedral & Community Center	H. M. Patterson & George H. Kelham, Architects [Type Bldg: Church & Community Center] (Italian Romanesque Revival style)	1/22/88	1930	8
197	2141 W. Adams Bl.	Mansion and Formal Gardens [Alternate Address: 2528 Gramercy Pl.]	Alfred F. Rosenheim, Architect [Type Bldg: Mansion] (Classical Revival style)	8/23/78	1910	10
458	2146 W. Adams Bl.	Wells-Halliday Mansion (It is not Council's intention to prohibit construction of building at rear of house or access thereto, as long as proper procedures are met.)	Architect unknown [Type Bldg: Single Family Dwelling] (Dutch Colonial Revival style)	11/03/89	1901	10
28	2153 - 2215 W. Adams Bl.	William Andrews Clark Memorial Library [Primary Address: 2500 - 2520 Cimmarron St.]	Robert D. Farquhar, Architect [Type Bldg: Library] (Renaissance style)	10/09/64	1834	10
258	3115 - 3125 W. Adams Bl.	Fitzgerald House [Alternate Address: 2525 Arlington Ave.]	Joseph Cather Newsom, Architect [Type Bldg: Single Family Dwelling] (Italian Gothic style)	11/05/82	1903	10
419	3300 W. Adams Bl.	Walker Mansion Building & Front Section of Grounds Only	Charles F. Whittlesey, Architect [Type Bldg: Mansion] (Mission Revival style)	3/03/89	1908	10
496	3424 W. Adams Bl.	Lycurgus Lindsay Mansion (Polish Parish) — Mansion, Carriage House, & Grounds (excluding existing church building and covered walkway in front of the building and all buildings and property to the rear of the carriage house)	Charles F. Whittlesey, Architect [Type Bldg: Mansion & Carriage House] (Mission Revival style)	5/30/90	1900	10

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
478	3500 W. Adams Bl.	Guasti Villa/Busby Berkeley Estate Garage & Grounds (excluding the recent additions as specified on attached site)	Frank D. Hudson & William A. Munsell (Hudson & Munsell), Architects [Type Bldg: Mansion] (Italian Renaissance Revival)	1/30/90	1910	10
478	3500 W. Adams Bl.	Busby Berkeley Estate Garage & Grounds	Frank D. Hudson & William A. Munsell (Hudson & Munsell), Architects [Type Bldg: Mansion] (Italian Renaissance Revival)	1/30/90	1910	10
479	3722 - 3726 W. Adams Bl.	Dr. Grandville MacGowan Home	Frank D. Hudson & William A. Munsell (Hudson & Munsell), Architects [Type Bldg: Mansion] (Alpine Craftsman style)	1/30/90	1912	10
477	3734 W. Adams Bl.	Briggs Residence	Frank D. Hudson & William A. Munsell (Hudson & Munsell), Architects [Type Bldg: Single Family Dwelling] (Alpine Craftsman style)	1/30/90	1912	10
512	4976 - 4990 W. Adams Bl.	Church Of The Advent [Alternate Address: 2614 Longwood Dr.]	Arthur B. Benton, Architect [Type Bldg: Church] (Gothic Craftsman style)	1/16/91	1925	10
542	2373 Addison Way	Swanson House	Emil Swanson, Architect [Type Bldg: Single Family Dwelling] (Craftsman/Log Cabin style)	7/02/91	1921	14
463	6141 Afton Pl.	Afton Arms Apartments	Leland A. Bryant, Architect [Type Bldg: Apartments] (Mission Revival style)	11/03/89	1924	13
140	611 Agatha St.	Cast Iron Commercial Building [Primary Address: 740 - 748 S. San Pedro St.]	Architect unknown [Type Bldg: Commercial] (Queen Anne/Italianate style)	3/19/75	1903	14
64	Alameda St.	Plaza Park [Primary Address: Sunset Bl. & Plaza]	Architect not applicable [Type Bldg: n/a] (n/a)	4/01/70		9
101	800 - 850 N. Alameda St.	Union Station and Grounds [Alternate Address: 357 Aliso St.]	Parkinson & Parkinson, Architects; Tommy Thompson, Landscape Architect [Type Bldg: Train Station] (Streamline Moderne/Spanish style)	8/22/72	1933	14
442	1801 - 1813 Albion St.	Albion Cottages & Milagro Market	Architect unknown [Type Bldg: Cottages & Market] (Italianate style)	6/20/89	1870	1
101	357 Aliso St.	Union Station & Grounds [Primary Address: 800 - 850 N. Alameda St.]	Parkinson & Parkinson, Architects; Tommy Thompson, Landscape Architect [Type Bldg: Train Station] (Streamline Moderne/Spanish style)	8/22/72	1933	14
291	6814 - 6836 Alta Loma Terrace	Highland-Camrose Bungalow Village [Primary Address: 2101 - 2131 N. Highland Ave.]	Architect unknown [Type Bldg: Bungalow] (California Craftsman & Dutch Colonial Bungalow styles)	4/23/85	1923	4
444	179 - 181 S. Alta Vista Blvd.	Octavius Morgan Residence	Morgan, Walls & Clements, Architects [Type Bldg: Single Family Dwelling] (Spanish Colonial Revival style)	6/20/89	1929	5
100	601 - 631 S. Alvarado St.	MacArthur Park [Primary Address: 2100 - 2320 W. 6th St.]	Architect not applicable [Type Bldg: n/a] (n/a)	5/01/72		1
546	636½ Alvarado St.	Westlake Theatre Building	Richard D. Bates, Architect [Type Bldg: Theater] (Spanish Colonial Revival style)	9/24/91	1926	1
327	1135 - 1141 S. Alvarado St.	Thomas Potter Residence	Hudson & Munsell, Architects [Type Bldg: Single Family Dwelling] (Tudor Revival style)	9/22/87	1907	1
328	1147 S. Alvarado St.	August Winstel Residence	John Paul Krempel, Architect [Type Bldg: Single Family Dwelling] (Tudor Revival style)	9/22/87	1906	1
89	1366 S. Alvarado St.	Central Spanish 7th Day Adventist Church [Alternate Address: 1447 - 1459 Alvarado Terr.]	Albert C. Martin or Elmer Grey, Architect [Type Bldg: Church] (Beaux Arts/Italian/Spanish Romanesque style)	7/07/71	1924	1

Monumem Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
83	1311 - 1321 Alvarado Terrace	Boyle-Barmore Residence	Charles E. Shattuck, Architect [Type Bldg: Single Family Dwelling] {English & German Chateau style}	7/07/71	1905	1
84	1325 Alvarado Terrace	Cohn Residence	Hudson & Munsell, Architects [Type Bldg: Single Family Dwelling] {Craftsman Shingle/Chateau style}	7/07/71	1902	1
85	1333 Alvarado Terrace	Gilbert Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Craftsman/Queen Anne style}	7/07/71	1903	1
86	1345 Alvarado Terrace	Powers Residence	Arthur L. Haley, Architect [Type Bldg: Single Family Dwelling] {Mission Revival style}	7/07/71	1904	1
87	1353 Alvarado Terrace	Raphael Residence	Sumner P. Hunt & A. Wesley Egger, Architects [Type Bldg: Single Family Dwelling] {English Country House style}	7/07/71	1905	1
88	1401 Alvarado Terrace	Kenny-Everhardy House	Sumner P. Hunt & A. Wesley Egger, Architects [Type Bldg: Single Family Dwelling] {Craftsman/Queen Anne style}	7/07/71	1902	1
89	1447 - 1459 Alvarado Terrace	Central Spanish 7th Day Adventist Church [Primary Address: 1366 S. Alvarado St.]	Albert C. Martin or Elmer Grey, Architect [Type Bldg: Church] {Beaux Arts/Italian/Spanish Romanesque style}	7/07/71	1924	1
279	1040 Angelo Dr.	Greenacres (Former Harold Lloyd Estate) [Alternate Address: 1740 Green Acres Dr.]	Sumner Spaulding, Architect [Type Bldg: Mansion] {Italian Renaissance style}	7/24/84	1928	5
276	15301 - 15327 Antioch St.	Pacific Palisades Business Block [Primary Address: 15300 - 15318 Sunset Bl.]	Clifton Nourse, Architect [Type Bldg: Shopping Center & Office Building] {Spanish Colonial Revival style}	4/24/84	1924	11
64	Arcadia	Plaza Park [Primary Address: Sunset Bl. & Plaza]	Architect not applicable [Type Bldg: n/a] {n/a}	4/01/70		9
193	1709 - 1715 Argyle Terrace	Pantages Theater [Primary Address: 6225 - 6249 Hollywood Bl.]	B. Marcus Priteca, Architect [Type Bldg: Theater] {Art Deco style}	7/05/78	1930	13
567	1750 N. Argyle Avenue	Little Country Church of Hollywood	Paul Kingsbury, Architect [Type Bldg: Church] {Classical Revival style}	10/02/92	1934	13
420	1100 - 1130 Arlington Ave.	Milbank/McFie Estate [Alternate Address: 3340 Country Club Dr.]	G. Lawrence Stimson, Architect [Type Bldg: Mansion] {Mediterranean style}	12/13/89	1913	10
258	2525 Arlington Ave.	Fitzgerald House [Primary Address: 3115 - 3125 Adams Bl.]	Joseph Cather Newsom, Architect [Type Bldg: Single Family Dwelling] {Italian Gothic style}	11/05/82	1903	10
307	1803 S. Arlington Ave.	Washington-Irving Branch Library [Alternate Address: 2508 W. 18th St.]	Allison & Allison, Architects [Type Bldg: Library] {Lombardic Romanesque Revival style}	6/27/86	1926	10
106	6201 - 6211 Arroyo Glen	San Encino Abbey [Alternate Address: 6204 Marmion Way]	Warner Marsh, Clyde Browne, Architects [Type Bldg: Abbey] {Mission/Spanish Colonial Revival style}	11/15/72	1925	1
564	5660 Ash St.	E. A. Spencer Estate	Charles C. Dodge, Architect; (Frederick M. Ashley - Garage) [Type Bldg: Single Family Dwelling] {American Foursquare style}	8/25/92	1898	1
378	5676 - 5688 Ash St.	Wheeler-Smith House	Howard & Train, Architects [Type Bldg: Single Family Dwelling] {Eclectic style}	7/15/88	1897	1
342	221 - 227 N. Avalon Bl.	Masonic Temple	Architect unknown [Type Bldg: Fraternal] {Renaissance Revival style}	1/22/88	1882	15
388	650 S. Avenue 21	Edison Electric Company Los Angeles #3, Steam Power Plant	John Parkinson, Architect [Type Bldg: Power Plant] {Brick & Reinforced Concrete style}	10/21/88	1904	1

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
68	201 - 231 E. Avenue 42	Charles Lummis Residence and Surrounding Gardens (El Alisal) [Primary Address: 200 - 212 E. Avenue 43]	Charles Lummis (initial concept) with Hunt & Eisen, Architects [Type Bldg: Single Family Dwelling] {Stone Construction}	9/02/70	1900	1
503	315 W. Avenue 43	Wachtel Studio-Home & Eucalyptus Grove (Excluding the Garage)	Elmer Wachtel, Architect [Type Bldg: Residence & Studio] {Craftsman style}	10/09/90	1906	1
68	200 - 212 E. Avenue 43	Charles Lummis Residence and Surrounding Gardens (El Alisal) [Alternate Addresses: 201 - 231 E. Avenue 42, and 4201 - 4231 Carlota Blvd.]	Charles Lummis (initial concept) with Hunt & Eisen, Architects [Type Bldg: Single Family Dwelling] {Stone Construction}	9/02/70	1900	1
269	200 - 202 Avenue 43	Mount Washington Cable Car Station	Fred Dorn, Architect [Type Bldg: Cable Car Station] {Mission Revival style}	6/28/83	1909	1
482	161 - 169 S. Avenue 49	Arthur S. Bent House	Sumner P. Hunt & A. Wesley Egger, Architects [Type Bldg: Single Family Dwelling] {Craftsman/Tudor style}	3/23/90	1904	1
539	211 S. Avenue 52	J.E. Maxwell Residence	Arthur B. Benton, Architect [Type Bldg: Single Family Dwelling] {Craftsman style}	7/19/91	1907	1
541	215 S. Avenue 52	Reverend Williel Thomson Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Late Queen Anne style}	7/19/91	1898	1
379	215 N. Avenue 53	Morrell House	Charles E. Shattuck, Architect [Type Bldg: Single Family Dwelling] {Craftsman style}	7/15/88	1906	1
380	219 N. Avenue 53	Reeves House	Architect unknown [Type Bldg: Single Family Dwelling] {Colonial Revival style}	7/15/88	1905	1
540	326 N. Avenue 53	Piper House	Architect unknown [Type Bldg: Single Family Dwelling] {Craftsman style}	7/19/91	1905	1
554	369 N. Avenue 53	La Paloma Residence	Edward Symonds, Architect [Type Bldg: Single Family Dwelling] {Tudor Craftsman style}	3/18/92	1907	1
282	104 - 112 N. Avenue 56	Masonic Temple (Highland Park) [Alternate Address: 5567 N. Figueroa St.]	Jeffery & Schaefer, Architects [Type Bldg: Fraternal] {Renaissance Revival style}	8/29/84	1922	1
575	105 N. Avenue 56	Security Trust & Savings Bank - Highland Park Branch [Primary Address: 5601 N. Figueroa St.]	John & Donald Parkinson (Parkinson & Parkinson) [Type Bldg: Commercial] {Renaissance Revival style}	2/09/93	1923	1
550	148 - 150 S. Avenue 56	A. J. Madison House	Arthur G. Lindley, Architect [Type Bldg: Single Family Dwelling] {Prairie style}	10/02/91	1920	1
556	212 -214 N. Avenue 57	Charley and Nettie Williams Home	Henry W. Corns, Architect (rear house), Architect unknown (front house) [Type Bldg: Single Family Dwellings] {Board & Batten style (rear, ca. 1905), Turn-Of-The-Century Cottage (front, ca. 1892)}	4/28/92	1892	1
284	125 - 135 S. Avenue 57	Highland Park Ebell Club	Sumner P. Hunt & Silas R. Burns (Hunt & Burns), Architects [Type Bldg: Social Club] {Mission Revival style}	8/29/84	1913	1
376	140 - 142 S. Avenue 57	William U. Smith House & Arroyo Stone Wall	William U. Smith, Architect [Type Bldg: Single Family Dwelling] {Greek Revival style}	7/15/88	1908	14
366	137 - 151 S. Avenue 57	Latter House & Arroyo Stone Wall	Architect unknown [Type Bldg: Single Family Dwelling] {Gothic style}	6/21/88	1889	1

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
377	179 - 199 S. Avenue 57	Ollie Tract (Excluding Lot 7) and Environs, Including Structure on 199 S. Avenue 57 (Excluding Structure on 5727 Benner St.) [Alternate Address: 5701 - 5731 Benner St.]	John R. Scott, Architect [Type Bldg: Single Family Dwelling] {Craftsman style}	7/15/88	1906	1
287	140 - 154 S. Avenue 59	Yoakum House	Architect unknown [Type Bldg: Single Family Dwelling] {Tudor Revival style}	1/18/85	1915	14
338	210 - 220 S. Avenue 60	Drake House	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style}	1/26/88	1894	14
558	225 N. Avenue 61	Department of Water and Power Distributing Station No. 2 [Alternate Address: 6112 Monte Vista Street]	Frederick L. Roehrig, Architect [Type Bldg: Power Station] {Greek Revival style}	4/21/92	1916	1
339	162 S. Avenue 61 at 110 Freeway	Santa Fe Arroyo Seco Railroad Bridge [Alternate Address: 110 Freeway at Avenue 61]	Architect unknown [Type Bldg: n/a] {n/a}	1/22/88	1895	14
412	420 N. Avenue 62	Garvanza Pumping Station & Site of the Highland Reservoir	Architect unknown [Type Bldg: n/a] {}	1/20/89	1886	14
62	200 - 204 S. Avenue 66	Judson Studios	Train & Williams, Architects [Type Bldg: Studio] {Craftsman style}	8/13/69	1909	14
107	432 - 498 N. Avenue 66	Residence (aka McClure Residence)	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne & Eastlake}	11/15/72	1890	14
418	616 N. Avenue 66	Site of George W. Wilson Estate (Burned down 12/15/1989)	Eisen & Hunt, Architects; Train & Williams, Architect (1906 porch) [Type Bldg: Single Family Dwelling] {Classical Revival style}	2/17/89	1897	14
402	740 - 742 N. Avenue 66	Ashley House	Frederick M. Ashley, Architect [Type Bldg: Single Family Dwelling] {Classical style}	12/09/88	1906	14
411	840 N. Avenue 66	Robert Edmund Williams House (Excluding Adjacent Grounds) (AKA The Hathaway Home for Children)	Train & Williams, Architects [Type Bldg: Single Family Dwelling] {Craftsman style}	1/18/89	1905	14
343	4400 Avocado St.	Avocado Trees (Entire Block)	Architect not applicable [Type Bldg: n/a] {n/a}	1/22/88	1860	4
468	2801 Baldwin St.	Sacred Heart Church [Primary Address: 2210 - 2212 Sichel St.]	Frank Capitan, Architect [Type Bldg: Church] {Gothic Revival style}	12/05/89	1893	1
387	110 S. Barrington Ave.	Gas Station (Brentwood Village)	Raymond A. Stockdale, Architect [Type Bldg: Gas Station] {Spanish Colonial Revival style}	9/02/88	1939	11
20	Beachwood Dr.	Two Stone Gates (Intersection of Westshire and Beldon) [Alternate Addresses: Westshire Dr., Beldon]	Architect unknown [Type Bldg: n/a] {}	5/24/63	1923	4
252	907 - 945 Beacon St.	Harbor View House (San Pedro) [Alternate Address: 912 - 928 Palos Verdes St.]	Jay, Rogers, & Stevenson & Associates, Architects [Type Bldg: Athletic Club] {Spanish Colonial Revival style}	8/25/82	1926	15
253	1542 Beacon St.	The Muller Residence {Relocated from 575 19th St.}	Architect unknown [Type Bldg: Single Family Dwelling] {Colonial Revival style}	8/25/82	1899	15
20	Beldon Dr.	Two Stone Gates [Primary Address: Beachwood]	Architect unknown [Type Bldg: n/a] {}	5/24/63	1923	4
215	1222 - 1234 Bellevue Ave.	Bob's Market	Architect unknown [Type Bldg: Market] {}	6/06/79	1910	1
377	5701 - 5731 Benner St.	Ollie Tract [Primary Address: 179 - 199 S. Avenue 57] (The Structure on Benner St. is excluded from the C.H.C. Designation)	John R. Scott, Architect [Type Bldg: Single Family Dwelling] {Craftsman style}	7/15/88	1906	1

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
529	4115 Berenice Pl.	Montecito View House	Lester S. Moore, Architect [Type Bldg: Single Family Dwelling] {Craftsman style}	4/23/91	1909	1
146	Berth 84, Foot of 6th St. (Main Channel, San Pedro)	Municipal Ferry Building, a.k.a. Los Angeles Maritime Museum	Architect unknown [Type Bldg: Ferry Dock] {Streamline Moderne style}	9/17/75	1941	15
154	Berth 227, foot of Old Dock St.	Fireboat #2 & Site of Firehouse #112 (San Pedro) (Firehouse Demolished in 1986)	Architect unknown [Type Bldg: n/a] {n/a}	5/05/76	1925	15
552	4350 - 4352½ Beverly Bl.	Einar C. Petersen Studio Court	Einar C. Petersen, Architect [Type Bldg: Artist Colony Lofts] {Period Revival style}	11/13/91	1922	4
275	7415 - 7427 Beverly Bl.	Heinsbergen Building	Claude Beelman, Architect [Type Bldg: Office Building] {Medieval Gothic, Romanesque, & French style}	1/17/84	1927	5
183	7600 Beverly Bl.	Site of Pan Pacific Auditorium [Burned Down on 6/89 and all that was left was the West Facade and then on 4/92 that was Demolished under direction of the State Building Safety Board]	Welton Becket & Walter Wardeman (Wardeman & Becket), Architects [Type Bldg: Theater] {Streamline Moderne style}	3/01/78	1935	4
465	Bienveneda Ave., South of Sunset Bl. to the Cul-de-Sac	Sycamore Trees	Architect not applicable [Type Bldg: n/a] {n/a}	10/27/89	1927	11
281	1253 Bishops Road (Street name changed from Stadium Way)	Cathedral High School	Architect unknown [Type Bldg: School] {Italian Renaissance style}	8/07/84	1923	1
521	5423 Black Oak Dr.	Taggart House [Primary Address: 2150 - 2158 Live Oak Dr.]	Lloyd Wright, Architect [Type Bldg: Single Family Dwelling] {Expressionist Modern style}	3/15/91	1922	4
50	Bleeker & Havana Sts.	Mission Wells & the Settling Basin	Architect unknown [Type Bldg: n/a] {n/a}	5/10/67	1800	7
557	4020 - 4026 Bluff Pl.	Wilbur F. Wood House (site only, excluding all improvements)	Architect unknown [Type Bldg: Single Family Dwelling] {n/a}	4/28/92	1920	15
333	403 S. Bonnie Brae St.	Grier-Musser House	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style}	12/18/87	1898	1
45	818 - 822 S. Bonnie Brae St.	Residence (aka Moore, Frederick Residence)	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne style}	2/08/67	1880	1
491	824 - 826 S. Bonnie Brae St.	Charles B. Boothe Residence and Carriage House (Excluding Non-Historic Interior Alterations)	James H. Bradbeer, Architect [Type Bldg: Single Family Dwelling] {Colonial Revival style}	7/30/90	1893	1
99	1036 - 1038 S. Bonnie Brae St.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Chateauesque style}	4/05/72	1896	1
433	1047 S. Bonnie Brae St.	Alphonse J. Forget Residence	Robert Brown Young, Architect [Type Bldg: Single Family Dwelling] {Queen Anne style}	5/05/89	1890	1
501	1970 Bonsallo Ave.	Michael Shannon Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style}	6/12/90	1893	1
499	1982 Bonsallo Ave.	Agnes B. Heimgartner Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake/Queen Anne style}	6/12/90	1893	1
560	2121 - 2123 Bonsallo Ave.	The Wright House	[Type Bldg: Single Family Dwelling] {Eastlake style}	5/26/92	1889	1
500	2122 Bonsallo Ave.	John B. Kane Residence	Fred R. Dorn, Architect [Type Bldg: Single Family Dwelling] {Queen Anne style}	6/12/90	1892	1
497	2124 Bonsallo Ave.	Charles Clifford Gibbons House	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne}	6/12/90	1892	1

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
561	2125 Bonsallo Ave.	The Allen House	[Type Bldg: Single Family Dwelling] {Shingle style}	5/26/92	1889	1
219	1239 - 1247 Boston St.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne style}	5/16/79	1887	1
359	241 - 247 N. Breed St.	Congregation Talmud Torah	A. M. Edelman & Leo W. Barnett, Architects [Type Bldg: Church] {Renaissance style}	6/07/88	1923	14
544	249 - 259 S. Broadway	Irvine/Byrne Building	Sumner P. Hunt, Architect [Type Bldg: Office Building] {Beaux Arts Classical style}	8/02/91	1895	14
6	300 - 310 S. Broadway	Bradbury Building [Alternate Address: 216 - 224 W. 3rd St.]	George H. Wyman, Architect [Type Bldg: Office Building] {Italian Renaissance style}	9/21/62	1893	14
526	512 - 524 S. Broadway	Roxie Theater	John M. Cooper, Architect [Type Bldg: Theater] {Art Deco style}	3/20/91	1931	14
524	526 - 530 S. Broadway	Cameo Theater (formerly Clune's Broadway)	Alfred F. Rosenheim, Architect [Type Bldg: Theater] {Italian Renaissance Revival style}	3/20/91	1910	14
525	532 - 536 S. Broadway	Arcade Theater	Morgan & Walls, Architects [Type Bldg: Theater] {Beaux Arts style}	3/20/91	1910	14
225	609 - 619 S. Broadway	Los Angeles Theater	S. Charles Lee, Architect [Type Bldg: Theater] {Baroque style}	8/15/79	1931	14
449	630 S. Broadway	Palace Theater	G. Albert Lansburgh, Domingo Mora & Robert Brown Young (Landsburgh, Mora & Young), Architects [Type Bldg: Theater] {Italian Renaissance Revival style}	8/16/89	1911	14
522	701 - 713 S. Broadway	State Theater Building [Alternate Address: 300 - 314 W. 7th St.]	Weeks & Day, Architects [Type Bldg: Theater] {Spanish Renaissance/Plateresque style}	3/20/91	1921	14
450	800 S. Broadway	Tower Theater [Alternate Address: 218 - 230 W. 8th St.]	S. Charles Lee, Architect [Type Bldg: Theater] {Baroque style}	8/16/89	1927	14
459	801 - 829 S. Broadway	Hamburger's Department Store (May Company - Downtown) [Alternate Addresses: 300 - 332 W. 8th St., 810 S. Hill St.]	Alfred F. Rosenheim, Architect [Type Bldg: Department Store] {Beaux Arts style}	10/17/89	1907	14
472	808 - 812 S. Broadway	Rialto Theatre Building Marquee, Box Office & Original Marble Entry Floor Only	William Lee Woollett, Architect [Type Bldg: Theater] {Neon Marquis style}	12/20/89	1930	14
294	843 - 855 S. Broadway	Eastern-Columbia Building [Alternate Address: 211 W. 9th St.]	Claude Beelman, Architect [Type Bldg: Office Building] {Art Deco/Zig-Zag Moderne style}	4/17/85	1895	14
523	927 - 939 S. Broadway	United Artists Theater Building	C. H. Crane, Architect (Theater); Walker & Eisen, Architects (Building) [Type Bldg: Theater & Office Building] {Spanish Gothic Revival style}	3/20/91	1927	14
178	1111 - 1131 S. Broadway	Herald Examiner Building [Alternate Address: 146 W. 11th St.]	Julia Morgan, Architect [Type Bldg: Newspaper] {Spanish Colonial Revival style}	8/17/77	1915	9
396	2201 N. Broadway	Federal Bank Building	Otto Neher & C.F. Skilling (Neher & Skilling), Architect [Type Bldg: Bank] {Italian Renaissance style}	11/23/88	1912	1
157	3110 N. Broadway	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne style}	7/07/76	1880	1
180	1424 - 1456 Bronson Ave.	Site of the Filming of First Talking Film [Primary Address: 5800 - 5858 Sunset Bl.]	Architect not applicable [Type Bldg: n/a] {n/a}	9/21/77	1927	13

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
361	926 - 950 Broxton Ave.	Fox Bruin Theater [Alternate Address: 10935 - 10943 Weyburn Ave.]	S. Charles Lee, Architect [Type Bldg: Theater] {Streamline Moderne style}	6/21/88	1937	5
362	949 - 961 Broxton Ave.	Fox Village Theater [Alternate Address: 10953 - 10961 Weyburn Ave.]	P. P. Lewis, Architect [Type Bldg: Theater] {Spanish/Classical Revival style}	6/21/88	1931	5
364	1072 - 1080 Broxton Ave.	Janss Investment Company Building [Primary Address: 1045 -1099 Westwood Bl.]	Allison & Allison, Architects [Type Bldg: Office Building] {Classical style}	6/21/88	1929	5
211	Bruno St. Between Alameda St. and N. Main St.	Granite-Block Paving	Architect not applicable [Type Bldg: n/a] {Hand Hewn Granite Blocks}	3/07/79		1
510	5426 Budlong Ave.	Residence [Primary Address: 1157 W. 55th St.]	Fred E. Edmison, Architect [Type Bldg: Single Family Dwelling] {Craftsman style}	1/11/91	1913	9
185	7851 Budlong Ave.	Site of Presidents' House (Demolished)	Architect unknown [Type Bldg: Single Family Dwelling] {Mission style}	4/19/78	1912	8
27	325 S. Bunker Hill Ave.	Site of The Castle (Destroyed by Fire)	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style}	5/08/64	1882	1
5	339 S. Bunker Hill Ave.	Site of The Salt Box (Destroyed by Fire)	Architect unknown [Type Bldg: Single Family Dwelling] {Classical Revival style}	8/06/62	1880	1
199	12014 - 12024 Burbank Bl.	David Familian Chapel [Primary Address: 5540 Laurel Canyon Bl.]	Architect unknown [Type Bldg: Church] {}	9/20/78	1949	2
423	607 Burnside Ave.	Apartment Building	Architect unknown [Type Bldg: Apartments] {Chateauesque style}	3/31/89	1931	4
424	626 Burnside Ave.	Apartment Building	Max Maltzman, Architect [Type Bldg: Apartments] {Art Deco style}	3/31/89	1930	4
425	636 Burnside Ave.	Apartment Building	Max Maltzman, Architect [Type Bldg: Apartments] {Art Deco style}	3/31/89	1930	4
426	654 Burnside Ave.	Apartment Building	Milton Black, Architect [Type Bldg: Apartments] {Spanish Colonial Revival style}	3/31/89	1933	4
165	1355 N. Cahuenga Bl.	Fire Station #27	P. K. Schabarum, Architect [Type Bldg: Fire Station] {Renaissance Revival style}	10/20/76	1930	13
334	1708 Cahuenga Bl.	Security Trust & Savings Building [Primary Address: 6367 - 6385 Hollywood Bl.]	Parkinson & Parkinson, Architects [Type Bldg: Bank & Office Building] {Beaux Arts style}	12/18/87	1921	13
1	23537 Calabasas Rd.	Leonis Adobe	Architect unknown [Type Bldg: Adobe] {Monterey style}	8/06/62	1840	11
285	1847 & 1846 Camino Palmero	C. E. Toberman Estate	Russell, Alpaugh & Dawson, Architects [Type Bldg: Single Family Dwelling] {Spanish Colonial Revival style}	10/03/84	1924	4
291	6809 - 6819 Camrose Dr.	Highland-Camrose Bungalow Village [Primary Address: 2101 - 2131 N. Highland Ave.]	Architect unknown [Type Bldg: Bungalow] {California Craftsman & Dutch Colonial Bungalow styles}	4/23/85	1923	4
93	Canoga Ave. Between Ventura Bl. and Saltillo St.	Pepper Trees (Woodland Hills)	Architect not applicable [Type Bldg: n/a] {n/a}	1/05/72		11
68	4201 - 4231 Carlota Blvd.	Charles Lummis Residence and Surrounding Gardens (El Alisal) [Primary Address: 200 - 212 E. Avenue 43]	Charles Lummis (initial concept) with Hunt & Eisen, Architects [Type Bldg: Single Family Dwelling] {Stone Construction}	9/02/70	1900	1
441	5552 Carlton Way	Dunning House	Architect unknown [Type Bldg: Single Family Dwelling] {Pre-Craftsman Ranch style}	5/31/89	1905	13

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
51	1300 Carroll Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style}	5/24/67	1880	1
76	1316 Carroll Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style}	2/03/71	1880	1
77	1320 Carroll Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne style}	2/03/71	1888	1
176	1321 Carroll Ave.	Residence [Alternate Address: 1310 - 1316 Kellam Ave.]	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style}	7/13/77	1880	1
78	1324 Carroll Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne style}	2/03/71	1880	1
109	1321 - 1325 Carroll Ave.	Residence [Alternate Address: 1314 - 1320 Kellam Ave.]	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style w/Stick style influences}	1/03/73	1887	1
73	1329 Carroll Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style}	2/03/71	1887	1
52	1330 Carroll Ave.	Residence (aka Sessions, Charles Residence)	Joseph Cather Newsom, Architect [Type Bldg: Single Family Dwelling] {Queen Anne style}	5/24/67	1880	1
8	1337 - 1341 Carroll Ave.	The Foy House [Alternate Address: 4401 8th St., 627 - 635 Witmer Street —these were the addresses of the previous location of the house, which was moved to its current location on December 7, 1992—]	Ezra F. Kysor, Architect [Type Bldg: Single Family Dwelling] {Italianate style}	9/22/62	1873	1
79	1344 Carroll Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Gay Nineties style}	2/03/71	1895	1
74	1345 Carroll Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake w/Queen Anne, Chinese, & French influenced style}	2/03/71	1887	1
75	1355 Carroll Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake Style}	2/03/71	1887	1
189	1407 - 1409 Carroll Ave.	Residence	Joseph Cather Newsom, Architect [Type Bldg: Single Family Dwelling] {Eastlake style}	5/03/78	1885	1
190	1411 - 1439 Carroll Ave.	Residence and Carriage House	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake/Queen Anne style}	5/03/78	1885	1
399	1415 Carroll Ave.	Bates House	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne style}	11/29/88	1893	1
191	1441 - 1443½ Carroll Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne style}	5/03/78	1887	1
267	610 - 614 Carondelet	Park Plaza Hotel [Primary Address: 603 - 607 Park View St.]	Aleck Curlett & Claude Beelman, Architects [Type Bldg: Hotel] {Romanesque influenced style}	6/24/83	1925	1
268	637 - 641 Carondelet	La Fonda Restaurant Building [Primary Address: 2501 - 2511 Wilshire Bl.]	Morgan, Walls & Clements, Architects [Type Bldg: Restaurant] {Spanish Colonial Revival style}	6/24/83	1926	1
21	1051 - 1055 Cary Ave.	Drum Barracks [Wilmington]	Captain Swazey & Major Morton or Phineas Banning, Architects [Type Bldg: Barracks] {Greek Revival style}	6/07/63	1862	15

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
570	201 Center Way, LAX	Airport Theme Building (exterior and lobby only)	Charles Luckman, William Pereira, Welton Becket, Paul Williams, Architects [Type Bldg: Restaurant] {Futuristic style}	12/18/92	1961	6
313	109 - 119 N. Central Ave.	Hompa Hongwanji Buddhist Temple [Primary Address: 355 - 369 E. 1st St.]	Edgar Cline, Architect [Type Bldg: Church] {}	10/24/86	1925	9
138	1200 - 1334 S. Central Ave.	Coca-Cola Building [Alternate Addresses: 1211 - 1259 Naomi St., 1300 - 1422 E. 12th St., 1415 E. 14th St.]	Robert V. Derrah, Architect [Type Bldg: Factory] {Streamline Moderne style}	2/05/75	1939	14
289	1401 S. Central Ave.	Fire Station #30	James Backus, Architect [Type Bldg: Fire Station] {Craftsman style}	2/15/85	1942	9
131	4225 - 4233 S. Central Ave.	Dunbar Hotel [Alternate Address: 1067 42nd Pl.]	Architect unknown [Type Bldg: Hotel] {}	8/04/74	1928	9
306	4504 S. Central Ave.	Site of the Original Vernon Branch Library (Excluding the Present 1975 Building)	Architect not applicable [Type Bldg: Library] {n/a}	6/27/86		9
92	S. Chatsworth Park	Old Stage Coach Trail Property	Architect not applicable [Type Bldg: n/a] {n/a}	1/05/72		12
132	N. Chatsworth	Stoney Point Outcroppings	Architect not applicable [Type Bldg: n/a] {n/a}	11/20/74		12
133	Chatsworth Park South	Minnie H. Palmer Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Homestead Cottage style}	11/20/74	1912	12
381	203 Chautauqua Bl.	Case Study House #8, The Eames House & Studio & Grounds	Charles Eames, Architect [Type Bldg: Single Family Dwelling] {International Modern style}	7/15/88	1949	11
530	205 Chautauqua Bl.	Case Study House #9, The John Entenza House (Excluding Non-Historic Non-Original Additions)	Charles Eames & Eero Saarinen, Architects [Type Bldg: Single Family Dwelling] {International Modern style}	4/30/91	1949	11
530	205 Chautauqua Bl.	John Entenza The, Case Study House #9	Charles Eames & Eero Saarinen, Architects [Type Bldg: Single Family Dwelling] {International Modern style}	4/30/91		11
30	8 Chester Pl.	Doheny Mansion	Theodore A. Eisen & Sumner P. Hunt, Architects [Type Bldg: Mansion] {Victorian style}	1/08/65	1899	8
28	2500 - 2520 Cimarron St.	William Andrews Clark Memorial Library [Alternate Addresses: 2152 - 2200 W. 25th St., 2153 - 2215 W. Adams Bl., 2501 Gramercy Pl.]	Robert D. Farquhar, Architect [Type Bldg: Library] {Renaissance style}	10/09/64	1834	10
19	11015 Clover Ave.	Moreton Bay Fig Tree [Primary Address: 11000 National Bl.]	Architect not applicable [Type Bldg: n/a] {n/a}	5/10/63		11
427	364 Cloverdale Ave.	Apartment Building	Clarence J. Smale, Architect [Type Bldg: Apartments] {Art Deco style}	4/07/89	1930	4
428	430 Cloverdale Ave.	Villa Cintra	Architect unknown [Type Bldg: Apartments] {Spanish Colonial Revival style}	4/07/89	1928	4
429	601 Cloverdale Ave.	Apartment Building	Leland A. Bryant, Architect [Type Bldg: Apartments] {French Revival style}	4/07/89	1928	4
430	603 Cochran Ave.	Cornell Apartments	Max Maltzman, Architect [Type Bldg: Apartments] {Tudor Revival style}	4/07/89	1928	4
32	3700 - 3946 Coldwater Canyon Ave.	St. Saviour's Chapel, Harvard School	Reginald Johnson, Architect [Type Bldg: Chapel] {}	2/05/65	1914	5

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471	1760 Colorado Bl.	Argus Court	Taylor & Taylor, Architect [Type Bldg: Cottages] (Tudor Revival style)	12/20/89	1923	14
537	1841 - 1855 Colorado Bl.	Eagle Rock Women's Twentieth Century Clubhouse [Primary Address: 5101 - 5105 Hermosa Ave.]	Architect unknown [Type Bldg: Clubhouse & Banquet Hall] (Craftsman style)	7/02/91	1915	14
59	2031 - 2035 Colorado Bl.	Eagle Rock City Hall [Alternate Address: 5110 Maywood Ave.]	Architect unknown [Type Bldg: City Hall] (Spanish style)	2/26/69	1922	14
292	2225 Colorado Bl.	Old Eagle Rock Branch Library	Newton & Murray, Architects (remodeling) [Type Bldg: Library] (Spanish style)	4/10/85	1914	14
2	10116 Commerce Ave.	Bolton Hall (Tujunga) [Alternate Address: 7157 Valmont Dr.]	George Harris, Architect [Type Bldg: Clubhouse] (Stone Construction)	8/06/62	1913	2
167	826 S. Coronado St.	Residence (moved from) [Alternate Address: 633 W. 15th St.]	Architect unknown [Type Bldg: Single Family Dwelling] (Queen Anne in the Carribean style)	11/17/76	1880	9
420	3340 Country Club Drive	Milbank/McFie Estate [Primary Address: 1130 Arlington Ave.]	G. Lawrence Stimson, Architect [Type Bldg: Mansion] (Mediterranean style)	12/13/89	1913	10
445	1803 - 1811 Courtney Ave.	Courtney Desmond Estate	Frank Harding & George Adams, Architects [Type Bldg: Villas] (Mediterranean style)	6/20/89	1927	4
18	6501 - 6505 Crenshaw Bl.	Site of Hyde Park Congregational Church (Demolished) [Alternate Address: 3408 - 3416 Hyde Park Bl.]	Architect unknown [Type Bldg: Church] (Shingle style)	5/10/63	1901	6
528	6434 Crescent St.	Dr. Franklin S. Whaley Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Italianate style)	4/23/91	1890	14
134	1508 - 1597 Crossroads of the World	Crossroads of the World [Primary Address: 6671 - 6679 Sunset Bl.]	Robert V. Derrah, Architect [Type Bldg: Shopping Center] (Streamline Moderne & Period Revival style)	12/04/74	1937	13
401	4730 Crystal Springs Dr.	Feliz Adobe	Paco Feliz & Antonio Feliz, Architect [Type Bldg: Single Family Dwelling] (Adobe style)	11/30/88	1853	4
384	2417 Daly St.	Water & Power Building	S. Charles Lee, Architect [Type Bldg: Water & Power Building] (Art Deco style)	8/05/88	1937	1
58	7053 - 7067 De Longpre Ave.	A & M Records Studio [Primary Address: 1416 N. La Brea Ave.]	Architect unknown [Type Bldg: Studio] (Tudor Revival style)	2/05/69	1919	4
438	445 S. Detroit Ave.	Apartment Building	Architect unknown [Type Bldg: Apartments] (Mediterranean style)	5/19/89	1932	4
439	450 S. Detroit Ave.	Apartment Building	Architect unknown [Type Bldg: Apartments] (Tudor Revival style)	5/19/89	1926	4
484	18650 Devonshire St.	Oakridge & Grounds	Paul R. Williams, Architect [Type Bldg: Single Family Dwelling] (English Manor House style)	3/23/90	1937	12
133	22360 Devonshire St.	Minnie H. Palmer Residence (Chatsworth)	Architect unknown [Type Bldg: Single Family Dwelling] (Homestead Cottage style)	11/20/74	1912	12
487	3725 Don Felipe Dr.	Sanchez Ranch (Adobe Structures Only)	Architect unknown [Type Bldg: Adobe] (Adobe style)	5/01/90	1790	8
216	915 - 917 Douglas St.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Eastlake style)	6/06/79	1888	1
217	1101 Douglas St.	Residence [Alternate Address: 874 - 886 W. Kensington Rd.]	Architect unknown [Type Bldg: Single Family Dwelling] (Queen Anne/Eastlake style)	6/06/79	1896	1

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172	9901 Dronfield St.	Stonehurst Recreation Center Building	Mantelango, Stone Mason [Type Bldg: Recreational Facility] (Stone Construction)	3/09/77	1930	2
123	4616 Dundee Dr.	Lovell Health House	Richard J. Neutra, Architect [Type Bldg: Single Family Dwelling] (International style)	3/20/74	1929	4
262	2700 Eagle St.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Queen Anne/Eastlake style)	6/02/83	1890	14
461	4340 Eagle Rock Bl.	Site of Meyers House (Destroyed by Fire: 4/30/92)	Architect unknown [Type Bldg: Single Family Dwelling] (Colonial Revival style)	11/03/89	1896	14
10	701 - 5499 Eagle Rock View Rd.	The Eagle Rock [Primary Address: N. Figueroa St.]	Architect not applicable [Type Bldg: n/a] (n/a)	11/16/62		14
10	700 - 5498 Eagle Rock View Rd.	The Eagle Rock [Primary Address: N. Figueroa St.]	Architect not applicable [Type Bldg: n/a] (n/a)	11/16/62		14
536	1100 Eagle Vista Dr.	Eagle Rock Playground Clubhouse	Richard J. Neutra, Architect [Type Bldg: Playground Clubhouse] (International style)	7/02/91	1953	14
494	5029 Echo St.	Kelman Residence & Carriage Barn	Charles Barkelew & Carl Gould, Architects [Type Bldg: Bungalow] (Craftsman style)	7/13/90	1911	1
389	5907 Echo St.	C. M. Church House	Henry J. Knauer, Architect [Type Bldg: Single Family Dwelling] (Craftsman style)	10/04/88	1912	14
374	5915 - 5919 Echo St.	G. W. E. Griffith House	Architect unknown [Type Bldg: Single Family Dwelling] (Colonial Revival style)	7/15/88	1903	14
559	1750 N. Edgemont St.	13th Church of Christ Scientist	Allison & Allison, Architects [Type Bldg: Church] (Italian Renaissance Revival style)	4/21/92	1926	4
206	724 E. Edgeware Rd.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Eastlake/Mansard style)	1/03/79	1887	1
218	945 E. Edgeware Rd.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Craftsman style)	6/06/79	1908	1
321	1093 W. Edgeware Rd.	Eastlake Inn [Primary Address: 1442 Kellam Ave.]	Architect unknown [Type Bldg: Duplex] (Eastlake/Queen Anne style)	5/20/87	1887	1
142	5905 & 5910 El Mio Dr.	Residence (aka El Mio)	Architect unknown [Type Bldg: Single Family Dwelling] (Queen Anne/Eastlake style)	4/16/75	1885	1
483	815 Elyria Dr.	J. B. Merrill House	H. M. Patterson, Architect [Type Bldg: Single Family Dwelling] (Craftsman style)	3/23/90	1909	13
48	Elysian Park	The Chavez Ravine Arboretum	Architect not applicable [Type Bldg: n/a] (n/a)	4/26/67	1893	1
213	Ensenada (Mexico)	S.S. Catalina (Last Known Location — as of 1991 — Ensenada Mexico)	[Type Bldg: n/a] (n/a)	5/16/79	1924	
202	14401 - 14441 Erwin St. Mall	Valley Municipal Building, Van Nuys City Hall [Primary Address: 14410 - 14440 Sylvan St.]	Peter K. Schabarum, Architect [Type Bldg: Office Building] (Art Deco style)	10/18/78	1932	11
498	1978 Estrella Ave.	Lois Ellen Arnold Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Queen Anne)	6/12/90	1888	9
507	2110 Estrella Ave.	Hiram V. Short Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Eastlake style)	11/02/90	1888	9
489	2119 Estrella Ave.	Richard H. Alexander Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Eastlake style)	5/30/90	1888	9

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
249	1001 Eubank Ave.	Powder Magazine (Wilmington) [Alternate Address: 561 E. Opp St.]	Architect unknown [Type Bldg: Adobe] {}	8/10/82	1862	15
486	204 N. Evergreen Ave.	Nineteenth Century Los Angeles Chinese Cemetery Shrine — on the Grounds of the Evergreen Cemetery (198 square foot parcel within)	Architect not applicable [Type Bldg: n/a] {}	8/31/90	1877	14
566	Fairfax & Wilshire	May Company Wilshire (Original Wilshire, Fairfax, & Orange Grove Ave. Facades) [Primary Address: 6067 Wilshire Bl.]	A. C. Martin & Samuel A. Marx, Architects [Type Bldg: Commercial] {Moderne}	9/30/92	1939	4
543	Fairfax & 3rd St.	Farmers Market [Primary Address: 3rd & Fairfax]	Architect unknown [Type Bldg: Varied] {Spanish Colonial Adobe style (Gilmore Adobe)}	7/24/91	1852	4
112	Fern Dell	Gabrielino Indian Site (Griffith Park)	Architect not applicable [Type Bldg: n/a] {n/a}	10/29/74		4
66	611 - 625 S. Figueroa St.	Site of St. Paul's Cathedral (Demolished) [Alternate Address: 901 - 915 Wilshire Bl.]	Johnson, Coate, Kaufman, & Winslow, Architects [Type Bldg: Church] {}	5/06/70	1883	9
348	644 - 646 S. Figueroa St.	Fire Station #28	J. P. Krempel & W. E. Erekes, Architects [Type Bldg: Fire Station] {Eclectic style}	3/29/88	1912	9
356	700 - 726 S. Figueroa St	Barker Brothers Building [Primary Address: 800 - 898 W. 7th St.]	Curlett & Beelman, Architects [Type Bldg: Office Building] {Beaux Arts Renaissance Revival style}	4/26/88	1925	9
255	873 - 877 S. Figueroa St.	The Original Pantry [Alternate Address: 809 - 817 W. 9th St.]	Architect unknown [Type Bldg: Restaurant] {n/a}	10/05/82	1924	9
196	938 - 940 S. Figueroa St.	Variety Arts Center Building	Allison & Allison, Architects [Type Bldg: Theater] {Italian Renaissance Revival style}	8/09/78	1924	9
212	2421 S. Figueroa St.	Stimson Residence	Carroll H. Brown, Architect [Type Bldg: Single Family Dwelling] {Richardsonian Romanesque style}	8/16/79	1891	8
72	2601 S. Figueroa St.	Auto Club of Southern California [Alternate Addresses: 650 W. Adams Bl., 661 W. 27th St.]	Silas R. Burns and Sumner P. Hunt (Hunt & Burns), Architects; (Landscape by Roland Coate) [Type Bldg: Office Building] {Spanish Colonial style}	2/03/71	1923	8
469	4200 N. Figueroa St.	Ivar I. Phillips Dwelling	Ivar I. Phillips, Architect [Type Bldg: Single Family Dwelling] {Craftsman style}	12/20/89	1907	1
470	4204 N. Figueroa St.	Ivar I. Phillips Residence	Ivar I. Phillips, Architect [Type Bldg: Single Family Dwelling] {Craftsman style}	12/20/89	1907	1
416	4601 N. Figueroa St.	Ziegler Estate (Main House, Grounds, Arroyo Stone Wall)	Charles Hornbeck & Alfred P. Wilson, Architects [Type Bldg: Single Family Dwelling] {Queen Anne style}	2/21/88	1904	1
493	4605 N. Figueroa St.	Casa De Adobe	Theodore Eisen, Architect [Type Bldg: Adobe] {Adobe style}	7/13/90	1917	1
105	4755 - 4757 N. Figueroa St.	Hiner House	Carl Boller, Architect [Type Bldg: Single Family Dwelling] {Chalet style w/Oriental influences}	11/15/72	1922	1
373	4939 N. Figueroa St.	Arroyo Stone House & Arroyo Stone Wall {Street Renamed Sycamore Terrace}	Architect unknown [Type Bldg: Single Family Dwelling] {}	7/15/88	1900	1
372	4967 - 4973 N. Figueroa St.	Mary P. Field House & Arroyo Stone Wall {Street Renamed Sycamore Terrace}	Architect unknown [Type Bldg: Single Family Dwelling] {Craftsman style}	7/15/88	1903	1

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
371	4967 - 4973 N. Figueroa St.	Tustin House & Arroyo Stone Wall (Street Renamed Sycamore Terrace)	Meyer & Holler (Milwaukee Building Co.), Architects [Type Bldg: Single Family Dwelling] (Craftsman style)	7/15/88	1912	1
370	4979 - 4985 N. Figueroa St.	Herivel House & Arroyo Stone Wall (Street Renamed Sycamore Terrace)	Meyer & Holler (Milwaukee Building Co.), Architects [Type Bldg: Single Family Dwelling] (Craftsman style)	7/15/88	1912	1
369	4985 N. Figueroa St.	Johnson House & Arroyo Stone Wall (Street Renamed Sycamore Terrace)	Meyer & Holler (Milwaukee Building Co.), Architects [Type Bldg: Single Family Dwelling] (Craftsman style)	7/15/88	1911	1
282	5567 N. Figueroa St.	Masonic Temple [Primary Address: 104 - 112 N. Avenue 56]	Jeffery & Schaefer, Architects [Type Bldg: Fraternal] (Renaissance Revival style)	8/29/84	1922	1
575	5601 N. Figueroa St.	Security Trust & Savings Bank - Highland Park Branch [Alternate Address: 105 N. Avenue 56]	John & Donald Parkinson (Parkinson & Parkinson) [Type Bldg: Commercial] (Renaissance Revival style)	2/09/93	1923	1
549	5600 - 5608 N. Figueroa St.	Highland Theatre Building	L. A. Smith, Architect [Type Bldg: Theater] (Spanish Revival style)	10/02/91	1924	1
492	6301 - 6311 N. Figueroa St.	Arroyo Seco Bank Building [Alternate Address: 6169 - 6199 York Bl.]	Austin & Ashley, Architects [Type Bldg: Commercial] (Rennaissance Revival style)	7/30/90	1926	1
10	N. Figueroa St.	The Eagle Rock (North Terminus of Figueroa) [Alternate Addresses: 700 - 5498 Eagle Rock View Rd., 701 - 5499 Eagle Rock View Rd., 72 Patrician Way, 77 Patrician Way]	Architect not applicable [Type Bldg: n/a] (n/a)	11/16/62		14
136	4510 Finley Ave.	St. Mary of the Angels Church	Carleton Winslow Sr., Architect [Type Bldg: Church] (Spanish Revival style)	12/04/74	1930	4
322	Fletcher Dr. at the Los Angeles River	Fletcher Drive Bridge Over The Los Angeles River [Alternate Address: Los Angeles River]	Merrill Butler, Engineer [Type Bldg: Bridge] ()	7/21/87	1928	13
569	2900 - 2930 Fletcher Dr.	Van de Kamp's Holland Dutch Bakery (Facade Only) [Primary Address: 3016 - 3020 San Fernando Rd.]	J. Edwin Hopkins, Architect [Type Bldg: Commercial Bakery] (Dutch Renaissance Revival style)	5/12/92	1930	1
43	532 - 538 S. Flower St.	California Club Building [Alternate Address: 539 - 553 S. Hope St.]	Robert D. Farquhar, Architect [Type Bldg: Gentleman's Club] (Beaux Arts style)	11/12/66	1929	9
355	650 - 652 S. Flower St.	Roosevelt Building [Primary Address: 723 - 735 W. 7th St.]	Curlett & Beelman, Architects [Type Bldg: Office Building] (Beaux Arts Renaissance Revival style)	4/26/88	1923	9
356	709 - 715 S. Flower St.	Barker Brothers Building [Primary Address: 800 - 898 W. 7th St.]	Curlett & Beelman, Architects [Type Bldg: Office Building] (Beaux Arts Renaissance Revival style)	4/26/88	1925	9
329	5930 - 5936 Franklin Ave.	Chateau Elysee [Alternate Addresses: 1806 - 1830 Tamarind Ave., 5925 - 5939 Yucca St.]	Arthur E. Harvey, Architect [Type Bldg: Apartments] (French Normandy style)	9/23/87	1928	4
315	5959 Franklin Ave.	Villa Carlotta [Alternate Address: 1913 - 1915 Tamarind Ave.]	Arthur E. Harvey, Architect [Type Bldg: Hotel] (Spanish Churrigueresque style)	10/28/86	1926	4
248	6817 Franklin Ave.	First United Methodist Chruch of Hollywood	Thomas B. Barber, Architect [Type Bldg: Cathedral] (English Gothic style)	12/04/81	1929	4
126	Franklin Ave. Between St George St. & Myra Ave.	Franklin Avenue Bridge (Shakespeare Bridge)	J. C. Wright, Architect [Type Bldg: n/a] (Gothic style)	4/17/74	1925	4
192	6915 - 6933 Franklin Ave.	Site of Franklin Garden Apartments (Demolished)	L. H. Baldwin, Architect [Type Bldg: Apartments] (Spanish Revival style)	6/07/78	1920	4

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406	7001 Franklin Ave.	Magic Castle	Dennis & Farwell, Architects [Type Bldg: Single Family Dwelling] {French Chateauesque style}	1/17/89	1902	4
308	1001 - 1007 N. Fries Ave.	Wilmington Branch Library [Primary Address: 309 W. Opp St.]	Slyvanus Marston, Garrett Van Pelt & Edgar Maybury (Marston, Van Pelt & Maybury), Architects [Type Bldg: Library] {Spanish Colonial Revival style}	6/27/86	1927	15
436	146 S. Fuller Ave.	Howard/Nagin Residence	Paul R. Williams, Architect [Type Bldg: Single Family Dwelling] {English style}	5/19/89	1929	5
515	3601 Gaffey St. [San Pedro]	Battery Osgood-Farley, Fort MacArthur Upper Reservation (bounded by Paseo del Mar, Roxbury Street, Leavenworth Drive, and line north from the foot of Target Range Road to the Intersection with Leavenworth Drive) [Alternate's listed on these streets too]	Architect unknown [Type Bldg: Coastal Defence] {}	1/22/91	1919	15
187	Gaffey & 37th Sts.	Korean Bell & Belfry of Friendship [Alternate Address: 37th St.]	Kim Se-jung, Maker (Bell), unknown (Belfry) [Type Bldg: n/a] {n/a}	5/03/78	1976	15
129	757 - 767 Garland Ave.	Residence	Dennis & Farwell, Architects [Type Bldg: Single Family Dwelling] {Queen Anne style}	6/19/74	1905	1
363	959 Gayley Ave.	Gayley Terrace	Laurence B. Clapp, Architect [Type Bldg: Apartments] {Spanish Colonial Revival style}	6/21/88	1940	5
122	805 S. Genesee Ave.	Buck House [Alternate Address: 5950 - 5958 W. 8th St.]	Rudolph M. Schindler, Architect [Type Bldg: Single Family Dwelling] {Streamline Moderne style}	3/20/74	1934	4
42	738 - 744 Gibbons St.	San Antonio Winery [Primary Address: 725 - 749 Lamar St.]	Architect unknown [Type Bldg: Winery] {Spanish Revival style}	9/14/66	1917	14
188	Gibson (John Jr.) Park	U.S.S. Los Angeles Naval Monument (San Pedro)	[Type Bldg: n/a] {n/a}	5/03/78	1977	15
543	Gilmore Lane	Farmers Market [Primary Address: 3rd St. & Fairfax]	Architect unknown [Type Bldg: Varied] {Spanish Colonial Adobe style (Gilmore Adobe)}	7/24/91	1852	4
394	4200 Glenalbyn Dr.	Ernest Bent & Florence Bent-Halstead House & Grounds Excluding Non-Landscaped Area Facing Avenue 42	Architect unknown [Type Bldg: Single Family Dwelling] {Craftsman style}	11/04/88	1906	1
395	4201 Glenalbyn Dr.	H. Stanley Bent House, Carriage House & Front Fountain	Edward Leander Mayberry & Llwellyn Bixby Parker (Mayberry & Parker), Architects [Type Bldg: Single Family Dwelling & Carriage H.] {Prairie style}	11/04/88	1912	1
392	4211 Glenalbyn Dr.	Treehaven, Guest House & Grounds	Architect unknown [Type Bldg: Single Family Dwelling & Guest House] {Craftsman style}	11/04/88	1908	1
393	4224 Glenalbyn Dr.	Wiles House	Architect unknown [Type Bldg: Single Family Dwelling] {Craftsman style}	11/04/88	1911	1
247	1962 Glencoe Way	Freeman House	Frank Lloyd Wright, Architect [Type Bldg: Single Family Dwelling] {Mayan Revival style}	11/25/81	1924	4
257	817 - 821 N. Glendale Bl.	Residence	John Victor Macka, Architect [Type Bldg: Single Family Dwelling] {Mediterranean/Spanish Colonial Revival style}	11/05/82	1937	13
256	1712 Glendale Bl.	Mack Sennett Studios	Architect unknown [Type Bldg: Studio] {}	11/05/82	1912	13
149	2607 Glendower Ave.	Ennis-Brown House	Frank Lloyd Wright, Architect [Type Bldg: Single Family Dwelling] {Concrete Block style}	3/03/76	1924	4

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15	10618 - 10626 Graham Ave.	Towers of Simon Rodia [Primary Address: 1711 - 1765 E. 107 St.]	Simon Rodia, Builder [Type Bldg: n/a] (n/a)	3/01/63	1954	15
28	2501 Gramercy Pl.	William Andrews Clark Memorial Library [Primary Address: 2500 - 2520 Cimarron St.]	Robert D. Farquhar, Architect [Type Bldg: Library] (Renaissance style)	10/09/64	1834	10
197	2528 Gramercy Pl.	Mansion and Formal Gardens [Primary Address: 2141 W. Adams Bl.]	Alfred F. Rosenheim, Architect [Type Bldg: Mansion] (Classical Revival style)	8/23/78	1910	10
347	455 S. Grand Ave.	One Bunker Hill Building [Primary Address: 601 - 611 W. 5th St.]	Allison & Allison, Architects [Type Bldg: Office Building] (Art Deco (Zig-Zag Moderne) style)	3/25/88	1930	9
286	531 - 535 S. Grand Ave.	Mayflower Hotel	Charles Whittlesley, Architect [Type Bldg: Hotel] (Rococo Spanish Colonial Revival style)	10/05/84	1927	9
60	514 - 530 S. Grand Ave.	Biltmore Hotel [Primary Address: 503 - 539 S. Olive St.]	Schultze & Weaver, Architects [Type Bldg: Hotel] (Beaux Arts style)	7/02/69	1922	9
357	703 - 719 S. Grand Ave.	Boston Stores/J. W. Robinson's [Primary Address: 600 - 632 W. 7th St.]	Mayberry, Allison & Allison, Architects [Type Bldg: Department Store] (Art Deco (Art Modern) style)	4/26/88	1934	9
299	839 - 861 S. Grand Ave.	Embassy Auditorium & Hotel [Alternate Address: 501 W. 9th St.]	Thornton Fitzhugh, Architect [Type Bldg: Theater & Hotel] (Beaux Arts style)	10/04/85	1913	9
317	1615 - 1631 Grand Ave.	Young Apartments [Alternate Address: 303 - 311 17th St.]	Robert Brown Young, Architect [Type Bldg: Apartments] (Beaux Arts Classicism style)	1/07/87	1921	9
53	2330 - 2338 Grand Ave.	Saint Peter's Episcopal Church [24th and San Pedro]	Architect unknown [Type Bldg: Church] (American Gothic style)	12/06/67	1884	15
454	743 S. Grandview St.	Chouinard Institute of the Arts	Morgan, Walls & Clements, Architects [Type Bldg: School] (Art Deco style)	10/24/89	1929	1
279	1740 Green Acres Pl.	Greenacres [Primary Address: 1040 Angelo Dr.]	Sumner Spaulding, Architect [Type Bldg: Mansion] (Italian Renaissance style)	7/24/84	1928	5
506	175 Greenfield Ave	Tischler Residence	Rudolph M. Schindler, Architect [Type Bldg: Single Family Dwelling] (International Modern style)	10/09/90	1950	11
152	18531 Gresham St.	Faith Bible Church	Architect unknown [Type Bldg: Church] (Gothic style)	4/07/76	1917	12
144	2054 - 2056 Griffin Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Queen Anne/Eastlake style)	5/21/75	1887	1
443	2425 Griffin Ave.	Bowman Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Queen Anne/Eastlake style)	6/20/89	1885	1
145	3537 Griffin Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Eastlake style)	5/21/75	1886	1
200	2408 - 2412 Griffith Ave.	Second Baptist Church [Alternate Address: 1100 W. 24th St.]	Paul R. Williams, Architect [Type Bldg: Church] (Lombard Romanesque style)	10/18/78	1925	9
168	Griffith Park	Griffith Observatory [Primary Address: 2500 E. Observatory Rd.]	Austin & Ashley, Architects [Type Bldg: Observatory] (Art Deco style)	11/17/76	1933	4
163	2710 - 2746 Griffith Park Bl.	Site of First Walt Disney Studio [Primary Address: 2701 - 2739 Hyperion Ave.]	Architect unknown [Type Bldg: n/a] (n/a)	10/06/76	1926	4
203	14603 - 14607 Hamlin St.	Baird House	Architect unknown [Type Bldg: Single Family Dwelling] (Bungalow style)	10/18/78	1921	11

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188	Harbor Bl. Between 5th and 6th Streets	U.S.S. Los Angeles Naval Monument (San Pedro)	[Type Bldg: n/a] (n/a)	5/03/78	1977	15
53	Harbor View Mem. Park	St. Peter's Episcopal Church	Architect unknown [Type Bldg: Church] (American Gothic style)	12/06/67	1884	15
116	625 - 647 S. Harvard Bl.	Wilshire Boulevard Temple [Primary Address: 3641 - 3663 Wilshire Bl.]	A. M. Edelman, S. Tilden Norton, David C. Allison, Architects [Type Bldg: Church] (Byzantine style)	3/21/73	1929	10
551	2215 S. Harvard Bl.	Thomas W. Phillips Residence	Hunt & Eager, Architects [Type Bldg: Single Family Dwelling] (Craftsman style)	11/13/91	1905	8
117	2218 S. Harvard Bl.	Residence [Alternate Address: 2216 - 2222 LaSalle Ave.]	Architect unknown [Type Bldg: Single Family Dwelling] (American Colonial Revival style)	4/04/73	1905	8
95	2247 - 2271 S. Harvard Bl.	Rindge House [Alternate Addresses: 1941 W. 25th St., 2256 - 2276 S. Hobart Ave.]	Frederick L. Roehrig, Architect [Type Bldg: Single Family Dwelling] (Chateauesque style)	2/23/72	1906	8
272	1139 S. Harvard Bl.	Peet House	Architect unknown [Type Bldg: Single Family Dwelling] (Victorian "Plan Book" style)	9/21/83	1889	1
50	Havana & Bleeker Sts.	Mission Wells & the Settling Basin	Architect unknown [Type Bldg: n/a] (n/a)	5/10/67	1800	7
38	Havenford Ave. Between Sunset Bl. and Antioch St.	Site of the Founders' Oak (Cut Down Due To Termite Infestation)	Architect not applicable [Type Bldg: n/a] (n/a)	3/25/66		11
435	1471 - 1475 Havenhurst Dr.	Andalusia Apartments & Gardens	Arthur Zwebell & Nina Zwebell, Architects [Type Bldg: Apartments] (Spanish Revival style)	5/16/89	1926	5
375	5944 - 5948 Hayes Ave.	Putman House	George H. Wyman, Architect [Type Bldg: Single Family Dwelling] (Craftsman/Colonial Revival style)	7/15/88	1903	14
143	6028 - 6030 Hayes Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Queen Anne style)	4/16/75	1887	14
231	817 - 823 N. Hayworth	El Greco Apartments (Westwood) (Relocated From 1028 Tiverton St.)	Pierpont F. Davis & Walter S. Davis, Architects [Type Bldg: Apartments] (Spanish Colonial Revival style)	6/30/80	1929	5
537	5101 - 5105 Hermosa Ave.	Eagle Rock Women's Twentieth Century Clubhouse [Alternate Address: 1841 - 1855 Colorado Blvd.]	Architect unknown [Type Bldg: Clubhouse & Banquet Hall] (Craftsman style)	7/02/91	1915	14
508	859 N. Highland Ave.	Gilmore Gasoline Service Station (Including Structure and Site)	R. J. Kadow, Designer [Type Bldg: Gas Station] (Art Deco style)	11/02/90	1935	5
475	1920 - 1928 N. Highland Ave.	Highland Towers Apartments	Selkirk & Stanbery/Morgan, Walls & Clements, Architects [Type Bldg: Apartments] (Mediterranean style)	10/16/90	1927	4
397	2000 N. Highland Ave.	Roman Gardens	Walter & Pierpont Davis, Architects [Type Bldg: Apartments] ()	11/23/88	1926	4
462	2035 N. Highland Ave.	Hollywood American Legion Post 43	Weston & Weston, Architects [Type Bldg: Fraternal] (Egyptian Revival style)	11/03/89	1929	4
291	2101 - 2131 N. Highland Ave.	Highland-Camrose Bungalow Village [Alternate Addresses: 2110 - 2118 Woodland Way, 6809 - 6819 Camrose Dr., 6814 - 6836 Alta Loma Terr.]	Architect unknown [Type Bldg: Bungalow] (California Craftsman & Dutch Colonial Bungalow styles)	4/23/85	1923	4
94	Highland Ave. Between Wilshire Bl. and Melrose Ave.	Palm Trees and the Median Strip	Architect not applicable [Type Bldg: n/a] (n/a)	1/26/72		4
94	Highland Ave. Between Wilshire Bl. and Melrose Ave.	Palm Trees and the Median Strip	Architect not applicable [Type Bldg: n/a] (n/a)	1/26/72		5

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160	Highway 395	Manzanar (Inyo County)	Architect unknown [Type Bldg: Barracks] {}	9/15/76	1942	
480	S. Hill St., Pershing Square	Spanish-American War Memorial [Primary Address: Pershing Square]	S. M. Goddard, Artist [Type Bldg: Statue with Base] {n/a}	3/23/90	1900	9
4	Hill & 3rd	Angel's Flight [Primary Address: 3rd St. & Hill]	J. W. Eddy, Architect [Type Bldg: n/a] {n/a}	8/14/62	1901	9
177	415 - 431 S. Hill St.	Subway Terminal Building [Alternate Address: 416 - 424 Olive St.]	Schultze & Weaver, Architects [Type Bldg: Subway Station & Office Building] {Beaux Arts style}	7/27/77	1925	9
278	453 - 457 S. Hill St.	Title Guarantee & Trust Co. Building [Primary Address: 401 - 411 W. 5th St.]	Parkinson & Parkinson, Architects [Type Bldg: Office Building] {Art Deco style}	7/11/84	1931	9
121	757 - 761 S. Hill St.	Garfield Building [Primary Address: 401 - 415 W. 8th St.]	Claude Beelman, Architect [Type Bldg: Office Building] {Art Deco style}	8/22/73	1928	9
459	810 S. Hill St.	Hamburger's Dept. Store (May Co. Downtown) [Primary Address: 801 - 829 S. Broadway]	Alfred F. Rosenheim, Architect [Type Bldg: Department Store] {Beaux Arts style}	10/17/89	1907	14
346	855 S. Hill St.	Coast Federal Savings Building [Primary Address: 315 W. 9th St.]	Morgan, Walls & Clements, Architects [Type Bldg: Office Building] {Beaux Arts/Italian Renaissance style}	3/11/88	1926	9
460	1036 - 1044 S. Hill St.	Mayan Theater	Morgan, Walls & Clements, Architects [Type Bldg: Theater] {Mayan style}	10/17/89	1927	9
476	1046 - 1054 S. Hill St.	Belasco Theater (Now Metropolitan Community Church)	Morgan, Walls & Clements, Architects [Type Bldg: Theater] {Spanish Revival style}	1/30/90	1926	9
349	2616 S. Hobart Bl.	Fire Station #18	John Parkinson, Architect [Type Bldg: Fire Station] {Mission Revival style}	3/29/88	1904	8
116	618 - 646 S. Hobart Blvd.	Wilshire Boulevard Temple [Primary Address: 3641 - 3663 Wilshire Bl.]	A. M. Edelman, S. Tilden Norton, David C. Allison, Architects [Type Bldg: Church] {Byzantine style}	3/21/73	1929	10
95	2256 - 2276 S. Hobart Blvd.	Rindge House [Primary Address: 2247 - 2271 S. Harvard Bl.]	Frederick L. Roehrig, Architect [Type Bldg: Single Family Dwelling] {Chateauesque style}	2/23/72	1906	8
54	Hollenbeck Park Lake	Site of Old Sixth Street Wooden Bridge (Removed)	Architect unknown [Type Bldg: Bridge] {}	5/22/68	1898	14
260	5642 Holly Oak Dr.	Edwards House	Gregory Ain, Architect [Type Bldg: Single Family Dwelling] {International style}	5/17/83	1936	4
111	Hollywood (The City of)	The Hollywood Sign Atop Mount Lee	Architect unknown [Type Bldg: n/a] {n/a}	2/07/73	1923	4
34	4800 Hollywood Bl.	Barnsdall Art Park	Rudolph M. Schindler, Landscape Architect [Type Bldg: n/a] {n/a}	2/26/65		13
12	4800 Hollywood Bl.	Hollyhock House	Frank Lloyd Wright, Architect [Type Bldg: Single Family Dwelling] {Mayan style}	1/04/63	1919	13
33	4800 Hollywood Bl.	Arts and Crafts Building, Barnsdall Park	Frank Lloyd Wright & Rudolph M Schindler, Architects [Type Bldg: Studio - Residence] {Romanza Period style}	2/26/65	1919	13
336	5500 - 5510 Hollywood Bl.	Hollywood-Western Building	S. Charles Lee, Architect [Type Bldg: Office Building] {Art Deco style}	1/06/88	1928	13
382	5524 Hollywood Bl.	Falcon Studios	Frank Rasche, Architect [Type Bldg: Studios] {}	7/26/88	1929	13
193	6225 - 6249 Hollywood Bl.	Pantages Theater [Alternate Address: 6225 - 6249 Hollywood Bl.]	B. Marcus Priteca, Architect [Type Bldg: Theater] {Art Deco style}	7/05/78	1930	13

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334	6367 - 6385 Hollywood Bl.	Security Trust and Savings Building [Alternate Address: 1708 Cahuenga Bl.]	Parkinson & Parkinson, Architects [Type Bldg: Bank & Office Building] {Beaux Arts style}	12/18/87	1921	13
572	6433 Hollywood Bl.	Warner Brothers Hollywood Theatre Building	G. Albert Lansburgh [Type Bldg: Theater] {Italianate Beaux Art style}	2/09/93	1928	13
316	6439 Hollywood Bl.	William Stromberg Clock	Architect unknown [Type Bldg: n/a] {n/a}	1/07/87	1927	13
227	6541 Hollywood Bl.	Janes House	Oliver P. Dennis & Lyman Farwell, Architects [Type Bldg: Single Family Dwelling] {Queen Anne style}	4/03/80	1903	13
453	6727 - 6733 Hollywood Bl.	Artisan's Patio Complex, (Including Open Space and Palm Tree) (Excluding the 1969 Building Addition)	Morgan, Walls & Clements, Architects [Type Bldg: Courtyard Shops] {Moorish style}	10/17/89	1914	13
495	6834 Hollywood Bl.	El Capitan Theater	Morgan, Walls & Clements, Architects; G. Albert Landsburg (interior) [Type Bldg: Theater] {East Indian Revival style}	7/12/90	1926	13
277	6840 Hollywood Bl.	Hollywood Masonic Temple	John C. Austin, Architect [Type Bldg: Fraternal] {Classical style}	6/12/84	1921	13
55	6915 - 6927 Hollywood Bl.	Grauman's (Now Mann's) Chinese Theater	Mendel Meyer & Phillip W. Holler (Meyer & Holler), Architects [Type Bldg: Theater] {Oriental style}	6/05/68	1927	13
545	7000 - 7016 Hollywood Bl.	Hollywood Roosevelt Hotel	H. B. Traver, Architects [Type Bldg: Hotel] {Spanish Colonial Revival style}	8/13/91	1926	13
243	7021 Hollywood Bl.	Site of Garden Court Apartments, (Demolished)	Frank L. Meline, Architect [Type Bldg: Apartments] {Classical style}	4/28/81	1919	13
96	8161 Hollywood Bl.	Storer House	Frank Lloyd Wright, Architect [Type Bldg: Single Family Dwelling] {Concrete Block style}	2/23/72	1925	4
194	Hollywood Bl. Between Gower St. & Sycamore Ave. and Vine St. Between Yucca St. & Sunset Bl.	Hollywood Walk of Fame [Alternate Address: Vine St.]	Architect unknown [Type Bldg: n/a] {n/a}	7/05/78	1950	13
535	Hollywoodland	Hollywoodland's Historic Granite Retaining Walls and Interconnecting Granite Stairs	The Engineering Service Corp., Builder [Type Bldg: n/a] {}	6/11/91	1923	4
318	1221 & 1223 Holmby Ave.	Holmby House (Westwood)	P. P. Ferris, Architect [Type Bldg: Duplex] {Mediterranean style}	2/13/87	1929	5
108	3800 Homer St.	Beaudry Avenue House	Architect unknown [Type Bldg: Single Family Dwelling] {Italianate/Eastlake/Queen Anne}	1/03/73	1885	1
40	3800 Homer St.	Hale House, Heritage Square	W.R. Norton, Architect [Type Bldg: Single Family Dwelling] {Queen Anne/Eastlake style}	6/15/66	1880	1
22	3800 Homer St.	Palms Southern Pacific Railroad Depot	Architect unknown [Type Bldg: Train Station] {Eastlake style}	8/09/63	1875	1
98	3800 Homer St.	Mount Pleasant House	Ezra F. Kysor, Architect [Type Bldg: Single Family Dwelling] {Italianate style}	3/15/72	1876	1
245	3800 Homer St.	Lincoln Avenue Church Building, Heritage Square	George W. Kramer, Architect [Type Bldg: Church] {Gothic style w/Queen Anne & Neo-classic influences}	6/04/81	1897	1
413	3800 Homer St.	Octagon House, Heritage Square	Gilbert Longfellow, Architect [Type Bldg: Single Family Dwelling] {}	1/20/89	1893	1

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
65	3800 Homer St.	Valley Knudsen Garden Residence	Richard Shaw, Architect [Type Bldg: Single Family Dwelling] {Mansard style}	4/15/70	1890	1
198	1327 - 1435 N.9 Hoover St.	KCET Studios [Primary Address: 4391 - 4421 Sunset Bl.]	Architect unknown [Type Bldg: Studios] {}	9/20/78	1912	4
241	2600 S. Hoover St.	Sunshine Mission [Alternate Address: 954 - 1008 W. Adams Bl.]	Sumner P. Hunt, Architect [Type Bldg: Boarding School] {Early Mission style}	4/09/81	1892	1
519	2653 S. Hoover St.	The Cockins House	Bradbeer & Ferris, Architects [Type Bldg: Single Family Dwelling] {Queen Anne style}	2/01/91	1894	1
240	2703 - 2707 S. Hoover St.	Residence [Alternate Address: 1110 W. 27th St.]	Bradbeer & Ferris, Architects (this partnership was formed in 1894, after the building was built) [Type Bldg: Single Family Dwelling] {Queen Anne style}	4/09/81	1891	8
103	2801 - 2803 S. Hoover St.	Forthmann House [Primary Address: 1102 - 1114 W. 28th St.]	Burgess J. Reeve, Architect [Type Bldg: Single Family Dwelling] {Eastlake style w/Italianate & Second Empire influences}	10/04/72	1885	9
214	7011 S. Hoover St.	Site of Mount Carmel High School (Demolished) [Alternate Address: 814 70th St.]	Architect unknown [Type Bldg: School] {Spanish style}	6/06/79	1934	9
43	539 - 553 S. Hope St.	California Club Building [Primary Address: 532 - 538 S. Flower St.]	Robert D. Farquhar, Architect [Type Bldg: Gentleman's Club] {Beaux Arts style}	11/12/66	1929	9
323	550 S. Hope St.	Site of Church of the Open Door, (Demolished)	Walker & Vawter, Architects [Type Bldg: Hotel & Theater (Church)] {Italian Renaissance style}	7/28/87	1915	9
357	710 - 722 S. Hope St.	Boston Stores/J. W. Robinson's [Primary Address: 600 - 632 W. 7th St.]	Mayberry, Allison & Allison, Architects [Type Bldg: Department Store] {Art Deco (Art Modern) style}	4/26/88	1934	9
340	953 S. Hope St.	Standard Oil Building [Primary Address: 601 - 605 W. Olympic Bl.]	George Kellam, Architect [Type Bldg: Office Building] {Beaux Arts style}	1/26/88	1925	9
404	2640 Huron St.	Huron Substation, Los Angeles Railway	Edward S. Cobb, Architect [Type Bldg: Train Station] {}	12/20/88	1906	1
18	3408 - 3416 Hyde Park Bl.	Site of Hyde Park Congregational Church [Primary Address: 6501 - 6505 Crenshaw Bl.]	Architect unknown [Type Bldg: Church] {Shingle style}	5/10/63	1901	6
163	2701 - 2739 Hyperion Ave.	Site of First Walt Disney Studio [Alternate Addresses: 2710 - 2746 Griffith Park Bl., 3616 - 3618 Monon St.]	Architect unknown [Type Bldg: n/a] {n/a}	10/06/76	1926	4
164	Hyperion Bl. at the Los Angeles River	Glendale-Hyperion Bridge (State Freeway & Riverside Drive, Between Ettrick St. & Glenfeliz Bl.)	Architect unknown [Type Bldg: n/a] {}	10/20/76	1929	4
164	Hyperion Bl. at the Los Angeles River	Glendale-Hyperion Bridge (State Freeway & Riverside Drive, Between Ettrick St. & Glenfeliz Bl.)	Architect unknown [Type Bldg: n/a] {}	10/20/76	1929	13
44	5701 W. Imperial Hwy.	Hangar #1 Building	Gable & Wyant, Architect [Type Bldg: Hangar] {n/a}	11/16/66		6
139	647 - 665 W. Jefferson Bl.	Shrine Auditorium [Alternate Addresses: 3216 - 3244 Royal St., 700 W. 32nd St.]	John C. Austin, Architect (exterior); G. Albert Lansburg, Architect (interior) [Type Bldg: Theater] {Spanish Colonial/Moorish Revival style}	3/05/75	1926	8
548	1368 W. Jefferson Bl.	Korean Independence Memorial Building	Architect unknown [Type Bldg: Church] {}	10/02/91	1937	8
229	2226 - 2230 W. Jefferson Bl.	Westminster Presbyterian Church	Architect unknown [Type Bldg: Church] {Spanish Revival style}	6/11/80	1904	10

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239	350 - 354 N. June St.	La Casa De Las Campanas	Lester Scherer, Architect [Type Bldg: Mansion] {Spanish Colonial Revival style}	4/09/81	1928	4
31	23555 Justice St.	Rancho Sombra del Roble (Orcutt Ranch) (Canoga Park)	Architect unknown [Type Bldg: Ranch House] {Spanish style}	1/22/65	1920	3
176	1310 - 1316 Kellam Ave.	Residence [Primary Address: 1321 Carroll Ave.]	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style}	7/13/77	1880	1
109	1314 - 1320 Kellam Ave.	Residence [Primary Address: 1321 - 1325 Carroll Ave.]	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style w/Stick style influences}	1/03/73	1887	1
207	1334 Kellam Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake/Queen Anne style}	1/17/79	1890	1
220	1343 Kellam Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne style}	6/06/79	1887	1
221	1347 - 1349 Kellam Ave.	Residence & Carriage House	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne style}	6/06/79	1887	1
222	1405 - 1411 Kellam Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Mission Revival style}	6/06/79	1905	1
166	1411 - 1417 Kellam Ave.	Carriage House	Architect unknown [Type Bldg: Carriage Barn] {Victorian style}	11/03/76	1880	1
321	1442 Kellam Ave.	Eastlake Inn [Alternate Address: 1093 W. Edgeware Rd.]	Architect unknown [Type Bldg: Duplex] {Eastlake/Queen Anne style}	5/20/87	1887	1
368	638 - 642 Kelton Ave.	Elkay Apartments	Richard J. Nuetra, Architect [Type Bldg: Apartments] {International Modern style}	6/21/88	1948	5
365	644 - 648 Kelton Ave.	Kelton Apartments	Richard J. Nuetra, Architect [Type Bldg: Apartments] {International Modern style}	6/21/88	1941	5
223	822 - 826 Kensington Rd.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne/Eastlake/Moorish style}	6/20/79	1894	1
217	874 - 886 W. Kensington Rd.	Residence [Primary Address: 1101 Douglas St.]	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne/Eastlake style}	6/06/79	1896	1
266	890 - 892 W. Kensington Rd.	Collins Residence {Relocated From 2930 Whittier Bl.}	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake}	6/10/83	1888	1
383	1203 & 1207 Kipling Ave.	Residence, Playhouse & Studio	H. A. Edwards, Architect [Type Bldg: Single Family Dwelling, Studio] {Craftsman style}	8/05/88	1925	14
58	1416 N. La Brea Ave.	A & M Records Studio, a.k.a. Charlie Chaplin Studio [Alternate Address: 7053 - 7067 De Longpre Ave.]	Architect unknown [Type Bldg: Studio] {Tudor Revival style}	2/05/69	1919	4
326	310 - 312 S. LaFayette Park Pl.	McKinley Mansion	Sumner P. Hunt & Silas R. Burns (Hunt & Burns), Architects [Type Bldg: Mansion] {Italian Renaissance style}	9/09/87	1917	1
238	666 - 678 LaFayette Park Pl.	Granada Building	Franklin Harper, Architect [Type Bldg: Office Building] {Mediterranean Revival style}	4/09/81	1927	1
509	1200 Lakme Ave. (Block of)	Camphor Trees	Architect not applicable [Type Bldg: n/a] {n/a}	12/18/90	1930	15
421	2460 Lake Hollywood Dr.	Lake Hollywood Reservior (Including Mulholland Dam)	William Mulholland, Engineer [Type Bldg: n/a] {n/a}	3/31/89	1923	4

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208	841 - 845 S. Lake St.	Residence & Carriage House	John B. Parkinson, Architect [Type Bldg: Mansion & Carriage House] {Art Nouveau Gothic style}	1/17/79	1902	1
42	725 - 749 Lamar St.	San Antonio Winery [Alternate Address: 738 - 744 Gibbons St.]	Architect unknown [Type Bldg: Winery] {Spanish Revival style}	9/14/66	1917	14
29	3919 Lankershim Bl.	Campo De Cahuenga (disintegrated by 1900 and a structure with the facade re-erected)	Erected by Don Tomas Feliz [Type Bldg: Adobe] {Adobe}	11/13/64	1845	4
232	5106 - 5108 Lankershim Bl.	Department of Water & Power Building	S. Charles Lee, Architect [Type Bldg: Water & Power Building] {Streamline Moderne style}	7/14/80	1939	4
573	5265 - 5271 Lankershim Bl.	El Portal Theatre [Alternate Address: 11200 - 11220 Weddington St.]	L. A. Smith [Type Bldg: Theater] {Spanish Renaissance Revival style}	2/09/93	1926	4
565	1102 Lantana Dr.	Charles H. Greenshaw Residence	Joseph Cather Newsom, Architect [Type Bldg: Single Family Dwelling] {Mission Revival style}	8/25/92	1906	14
117	2216 - 2222 LaSalle Ave.	Residence [Primary Address: 2218 S. Harvard Bl.]	Architect unknown [Type Bldg: Single Family Dwelling] {American Colonial Revival style}	4/04/73	1905	8
134	1510 - 1536 Las Palmas Ave.	Crossroads of the World [Primary Address: 6671 - 6679 Sunset Bl.]	Robert V. Derrah, Architect [Type Bldg: Shopping Center] {Streamline Moderne & Period Revival style}	12/04/74	1937	13
14	22601 Lassen St.	Chatsworth Community Church, Oakwood Memorial Park	Architect unknown [Type Bldg: Church] {New England style}	2/15/63	1903	12
49	Lassen St. Between Topanga Canyon Bl. and Farralone Ave.	76 Mature Olive Trees	Architect not applicable [Type Bldg: n/a] {n/a}	5/10/67		12
199	5540 Laurel Canyon Bl.	David Familian Chapel of Temple Adat Ari El (North Hollywood) [Alternate Address: 12014 - 12024 Burbank Bl.]	Architect unknown [Type Bldg: Church] {}	9/20/78	1949	2
228	11833 - 11847 Laurelwood Dr.	Laurelwood Apartments	Rudolph M. Schindler, Architect [Type Bldg: Apartments] {Stucco Box, de Stijl Modern style}	4/22/80	1948	2
515	Leavenworth Dr.	Battery Osgood-Farley [Primary Address: 3601 Gaffey St.]	Architect unknown [Type Bldg: Coastal Defence] {}	1/22/91	1919	15
237	2960 - 2982 Leeward Ave.	First Baptist Church of Los Angeles [Primary Address: 760 S. Westmoreland Ave.]	Allison & Allison, Architects [Type Bldg: Church] {Gothic/Spanish Revival style}	4/09/81	1927	10
502	3771 - 3801 Lenawee	Furthmann Mansion	Architect unknown [Type Bldg: Mansion] {Neo-Classical style}	6/20/90	1920	8
490	4231 - 4363 S. Lincoln Bl. (a portion of the Oxford Triangle Property, Junction of Lincoln Bl. & Admiralty Wy.)	Sa-Angna (Sacred Burial and Village Site of the Gabrielino Indians) {The Portion Of This Address Within a 40 Foot Strip Bordering the Pacific Electric Railway & the Railway Right of Way in a Rectangle South of 4321 - 4363 Lincoln Blvd. to the City Line.}	Architect not applicable [Type Bldg: n/a] {n/a}	5/01/90	1542	6
324	10800 - 10808 Lindbrook Dr.	The Lindbrook	Architect unknown [Type Bldg: Apartments] {Spanish Colonial Revival style}	8/14/87	1935	5
446	10830 Lindbrook Dr.	Courtyard Apartment Complex	Frederick Clark, Architect [Type Bldg: Apartments] {Spanish Colonial Revival style}	8/01/89	1936	5
447	10836 - 10840 Lindbrook Dr.	Courtyard Apartment Complex	A. W. Angel, Architect [Type Bldg: Apartments] {Monterey Revival style}	8/01/89	1935	5

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360	10885 - 10887 Lindbrook Dr.	Bratskeller/Egyptian Theater [Primary Address: 1142 - 1154 Westwood Bl.]	Russell Collins, Architect [Type Bldg: Supermarket] {Mediterranean style}	6/21/88	1929	5
521	2150 - 2158 Live Oak Dr.	Taggart House [Alternate Address: 5423 Black Oak Dr.]	Lloyd Wright, Architect [Type Bldg: Single Family Dwelling] {Expressionist Modern style}	3/15/91	1922	4
175	1215 - 1233 Lodi Pl.	Y.W.C.A. Hollywood Studio Club	Julia Morgan, Architect [Type Bldg: Dormatory] {Italian Renaissance Revival style}	5/04/77	1926	13
158	306 Loma Dr.	Mary Andrews Clark Residence of the Y.W.C.A.	Arthur B. Benton, Architect [Type Bldg: Dormatory] {French Chateauesque style}	7/07/76	1913	1
512	2614 Longwood Dr.	Church of the Advent [Primary Address: 4976 - 4990 Adams Bl.]	Arthur B. Benton, Architect [Type Bldg: Church] {Gothic Craftsman style}	1/16/91	1925	10
265	Lorena St.	Bridge [Primary Address: 4th St. & Lorena]	Merrill Butler, Engineer [Type Bldg: n/a] {Catenary Arch Bridge}	6/07/83	1928	14
115	419 S. Lorraine Bl.	Evans Residence	I. Eisner, Architect [Type Bldg: Single Family Dwelling] {Classical Revival style}	3/21/73	1910	4
322	Los Angeles River and Fletcher Dr.	Fletcher Drive Bridge Over The Los Angeles River [Primary Address: Fletcher Dr.]	Merrill Butler, Engineer [Type Bldg: Bridge] {}	7/21/87	1928	13
164	Los Angeles River at Hyperion Bl.	Glendale-Hyperion Bridge (State Freeway & Riverside Drive, Between Ettrick St. & Glenfeliz Bl.)	Architect unknown [Type Bldg: n/a] {}	10/20/76	1929	4
17	203 - 215 S. Los Angeles St.	Saint Vibiana's Cathedral [Primary Address: 110 - 136 E. 2nd St.]	Ezra F. Kyser, Architect [Type Bldg: Church] {Spanish Baroque Revival style}	5/10/63	1876	9
104	601 - 619 S. Los Angeles St.	Coles Pacific Electric Buffet/Pacific Electric Building [Primary Address: 100 - 134 E. 6th St.]	Thornton Fitzhugh, Architect [Type Bldg: Train Station] {Beaux Arts style}	10/18/72	1908	9
16	1200 - 1210 Los Angeles St.	Site of Saint Joseph's Church [Primary Address: 200 - 226 E. 12th St.]	Architect unknown [Type Bldg: Church] {Victorian Gothic style}	5/10/63	1901	9
162	Los Feliz Bl.	William Mulholland Memorial Fountain [Alternate Address: Riverside Dr.] (fountain is located at the corner)	Walter S. Claberg, Architect [Type Bldg: n/a] {n/a}	10/06/76	1940	4
67	Los Feliz Bl. Between Riverside Dr. and Western Ave. on South Side of Street	Cedar Trees	Architect not applicable [Type Bldg: n/a] {n/a}	5/20/70		4
353	4600 - 4604 Los Feliz Bl.	Monterey Apartments	C. K. Smithley, Architect (attributed to) [Type Bldg: Apartments] {Mediterranean style}	5/11/88	1925	4
24	Louise Ave. south of Ventura Bl.	Oak Tree (210 Feet South of Ventura Bl.)	Architect not applicable [Type Bldg: n/a] {n/a}	9/06/63		11
403	637 S. Lucerne Bl.	Higgins/Verbeck/Hirsch Mansion	John C. Austin, Architect [Type Bldg: Single Family Dwelling] {Queen Anne style}	12/14/88	1902	4
114	708 S. Lucerne Bl.	Wilshire United Methodist Church [Primary Address: 4350 - 4366 Wilshire Bl.]	Allison & Allison, Architects [Type Bldg: Church] {Romanesque/Gothic style}	3/07/73	1924	10
250	741 - 743 Lucerne Bl.	The Ebell of Los Angeles Building [Primary Address: 4400 Wilshire Bl.]	Sumner P. Hunt & Silas R. Burns (Hunt & Burns), Architects [Type Bldg: Theater] {Spanish Colonial Revival style}	8/25/82	1927	10
352	245 S. Lucas Ave.	Los Angeles Nurses Club [Alternate Address: 1405 Miramar St.]	John Freuenfelder, Architect [Type Bldg: Social Club] {Classical Revival style}	4/08/88	1923	1
25	401 E. M St.	General Phineas Banning Residence (Wilmington)	Architect unknown [Type Bldg: Single Family Dwelling] {Colonial style}	10/11/63	1864	15

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102	1030 Macy St.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Italianate style}	10/04/72	1880	14
224	Macy St. at the L. A. River	Macy Street Viaduct, at the Los Angeles River (Between Mission Road & Vignes Street)	Architect unknown [Type Bldg: n/a] {Spanish Colonial Revival}	8/01/79	1926	14
64	Macy St.	Plaza Park [Primary Address: Sunset Bl. & Plaza]	Architect not applicable [Type Bldg: n/a] {n/a}	4/01/70		9
350	2612 Magnolia Ave.	Ecung Ibbetson House & Moreton Bay Fig Tree [Primary Address: 1180 - 1190 W. Adams Bl.]	Robert Ibbetson, Architect [Type Bldg: Single Family Dwelling] {Victorian/Richardsonian Romanesque style}	3/29/88	1899	8
242	2670 - 2676 Magnolia Ave.	Miller & Harriot Tract House [Primary Address: 1157 - 1163 W. 27th St.]	Bradbeer & Ferris, Architects (this partnership was formed in 1894, after the building was built) [Type Bldg: Single Family Dwelling] {Eastlake Style}	4/09/81	1890	8
293	13242 Magnolia Bl.	The Magnolia	Architect unknown [Type Bldg: Mansion] {Spanish Colonial Revival style}	6/18/85	1929	5
184	15357 Magnolia Bl.	Tower of Wooden Pallets (Van Nuys)	[Type Bldg: n/a] {n/a}	4/19/78	1951	11
64	N. Main St.	Plaza Park [Primary Address: Sunset Bl. & Plaza]	Architect not applicable [Type Bldg: n/a] {n/a}	4/01/70		9
17	200 - 248 S. Main St.	Saint Vibiana's Cathedral [Primary Address: 110 - 136 E. 2nd St.]	Ezra F. Kyser, Architect [Type Bldg: Church] {Spanish Baroque Revival style}	5/10/63	1876	9
288	352 - 350 S. Main St.	Barclay Hotel [Primary Address: 103 - 107 W. 4th St.]	Morgan & Walls, Architects [Type Bldg: Hotel] {Beaux Arts style}	2/01/85	1896	9
271	401 - 411 S. Main St.	Farmers & Merchants Bank Building [Alternate Address: 110 W. 4th St.]	Octavius Morgan & John Walls (Morgan & Walls), Architects [Type Bldg: Bank] {Beaux Arts style}	8/09/83	1889	9
104	600 - 616 S. Main St.	Coles Pacific Electric Buffet/Pacific Electric Building [Primary Address: 100 - 134 6th St.]	Thornton Fitzhugh, Architect [Type Bldg: Train Station] {Beaux Arts style}	10/18/72	1908	9
26	521 N. Main St.	Site of First Cemetery of Los Angeles	Architect unknown [Type Bldg: Cemetery] {n/a}	3/20/64	1823	14
244	1402 Malvern Ave.	Residence [Primary Address: 1866 W. 14th St.]	Architect unknown [Type Bldg: Single Family Dwelling] {Craftsman style}	4/30/81	1906	1
259	6266 Manchester	Loyola Theater [Primary Address: 8600 - 8610 Sepulveda Bl.]	Clarence J. Smale, Architect [Type Bldg: Theater] {Baroque Moderne style}	12/17/82	1948	6
531	1209 S. Manhattan Pl.	Wilshire Ward Chapel	Harold Burton, Architect [Type Bldg: Chapel] {Art Deco/Spanish style}	5/10/91	1928	10
390	5128 Marathon St.	Jardinette Apartments	Richard J. Neutra, Architect [Type Bldg: Apartments] {International Modern style}	10/04/88	1927	4
155	1146 - 1160 N. Marine Ave.	Memory Chapel, Calvary Presbyterian Church (Wilmington)	Architect unknown [Type Bldg: Chapel] {Italianate style}	5/05/76	1870	15
106	6204 Marmion Way	San Encino Abbey [Primary Address: 6201 - 6211 Arroyo Glen]	Warner Marsh, Clyde Browne, Architects [Type Bldg: Abbey] {Mission/Spanish Colonial Revival style}	11/15/72	1925	1
151	8225 Marmont Ln.	Chateau Marmont [Primary Address: 8215 - 8221 Sunset Bl.]	Arnold Weitzman, Architect [Type Bldg: Hotel] {Norman style}	3/24/76	1924	5
246	1443 - 1447 N. Martel Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {California Bungalow style}	11/25/81	1913	4
527	1437 N. Martel Ave.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Craftsman style}	4/02/91	1913	4

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254	101 - 121 Marymount Pl.	Marymount High School [Primary Address: 10643 - 10685 Sunset Bl.]	Ross Montgomery, Architect [Type Bldg: School] (Spanish Colonial Revival/Mission style)	9/28/82	1932	5
59	5110 Maywood Ave.	Eagle Rock City Hall [Primary Address: 2031 - 2035 Colorado Bl.]	Architect unknown [Type Bldg: City Hall] (Spanish style)	2/26/69	1922	14
63	7570 McGroarty Terr.	McGroarty Home and Grounds (Tujunga)	Arthur B. Benton, Architect [Type Bldg: Single Family Dwelling] (Fieldstone & Stucco Construction)	2/04/70	1923	2
303	6121 Melrose Ave.	John C. Fremont Branch Library	Merl Lee Barker, Architect [Type Bldg: Library] (Mediterranean style)	6/27/86	1927	4
127	3990 Menlo Ave.	Exposition Club House	Architect unknown [Type Bldg: Recreational Facility] (Spanish Colonial Revival style)	5/01/74	1928	8
391	1923 Micheltorena	Canfield-Moreno Estate	Robert D. Farquhar, Architect [Type Bldg: Mansion, Cottages, Garage & Stable] (Mediterranean style)	10/04/88	1923	4
124	2323 Micheltorena	Tierman House	Gregory Ain, Architect [Type Bldg: Single Family Dwelling] (Modern style)	4/03/74	1940	4
352	1405 Miramar St.	Los Angeles Nurses Club [Primary Address: 245 S. Lucas Ave.]	John Freuenfelder, Architect [Type Bldg: Social Club] (Classical Revival style)	4/08/88	1923	1
39	1425 Miramar St.	Residence	Joseph Cather Newsom, Architect (attributed to) [Type Bldg: Single Family Dwelling] (Queen Anne/Eastlake/Renaissance/Classic style)	6/15/66	1890	1
153	Mission Rd. and Valley Bl.	Site of The Lincoln Park Carousel (Destroyed by Fire)	Oliver & Ross Davis, Architects [Type Bldg: n/a] (n/a)	4/21/76	1914	1
35	2639 Monmouth Ave.	Site of Birthplace of Adlai E. Stevenson III	C. H. Wedgewood, Architect [Type Bldg: Single Family Dwelling] (Eclectic style)	8/20/65	1894	8
163	3616 - 3618 Monon St.	Site of the First Walt Disney Studio [Primary Address: 2701 - 2739 Hyperion Ave.]	Architect unknown [Type Bldg: n/a] (n/a)	10/06/76	1926	4
151	8244 Monteel Rd.	Chateau Marmont [Primary Address: 8215 - 8221 Sunset Bl.]	Arnold Weitzman, Architect [Type Bldg: Hotel] (Norman style)	3/24/76	1924	5
400	5721 - 5729 Monte Vista St.	Sunrise Court	Charles Conrad, Architect [Type Bldg: Bungalows] (Mission Revival style)	11/23/88	1921	1
558	6112 Monte Vista St.	Department of Water and Power Distributing Station No. 2 [Primary Address: 225 N. Avenue 61]	Frederick L. Roehrig, Architect [Type Bldg: Power Station] (Greek Revival style)	4/21/92	1916	1
214	Mount Carmel Park	Site of Mount Carmel High School (Demolished) [Primary Address: 814 70th St.]	Architect unknown [Type Bldg: School] (Spanish style)	6/06/79	1934	9
301	2249 Mountain Oak Dr.	Arzner/Morgan Residence	W. C. Tanner, Architect [Type Bldg: Single Family Dwelling] (Grecian Villa style)	2/28/86	1931	13
283	234 Museum Dr.	Southwest Museum	Sumner P. Hunt & Silas R. Burns (Hunt & Burns), Architects [Type Bldg: Museum] (Mission/Spanish Colonial Revival style)	8/29/84	1913	1
138	1211 - 1259 Naomi St.	Coca-Cola Building [Primary Address: 1200 - 1334 Central Ave.]	Robert V. Derrah, Architect [Type Bldg: Factory] (Streamline Moderne style)	12/05/75	1939	14
19	11000 National Bl.	Moreton Bay Fig Tree [Alternate Addresses: 11015 Clover Ave., 3010 Tilden Ave.]	Architect not applicable [Type Bldg: n/a] (n/a)	5/10/63		11

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
47	1523 - 1537 Neptune Ave.	St. John's Episcopal Church [Wilmington]	Architect unknown [Type Bldg: Church] {Stave Type Church style}	3/15/67	1883	15
91	401 - 407 S. New Hampshire Ave.	Korean Philidelphia Church [Alternate Address: 3401 - 3415 W. 4th St.]	S. Tilden Norton, Architect [Type Bldg: Church] {Romanesque/Moorish Revival style}	11/17/71	1925	4
534	650 - 666 S. New Hampshire Ave.	I. Magnin & Company Building [Primary Address: 3240 Wilshire Blvd.]	Myron Hunt & H. C. Chambers, Architects [Type Bldg: Commericial Retail Store] {International style}	6/11/91	1938	10
181	Nichols Canyon Rd. (north end)	Site of the Burial Place of J. B. Lankershim, (located at the north end of road)	designer unknown [Type Bldg: n/a] {n/a}	1/18/78		4
209	634 - 646 S. Normandie Ave.	Wilshire Christian Church Building [Alternate Address: 3461 Wilshire Bl.]	Robert H. Orr, Architects [Type Bldg: Church] {Italian Romanesque style}	1/17/79	1927	10
120	1324 - 1420 S. Normandie Ave.	Saint Sophia Cathedral [Alternate Address: 2780 Pico Bl.]	Gus Kalionzes, Charles A. Klingerman, Albert R. Walker (Kalionzes, Klingerman & Walker) Architects [Type Bldg: Church] {Byzantine style}	6/06/73	1952	1
562	2235 Norwalk Ave.	Eagle Rock Women's Christian Temperance Union Home for Women (WCTU Home) (lots 7, 8, and 9, excluding the 1940's one-story addition on the north west corner)	A. Godfrey Bailey, Architect [Type Bldg: Multi-unti Residence] {Mediterranean style}	5/28/92	1927	14
414	605 E. O St.	Wilmington Cemetery	Architect unknown [Type Bldg: n/a] {n/a}	1/24/89	1857	15
300	1828 S. Oak St.	Casa Camino Real [Alternate Address: Washington Bl.]	Morgan, Walls, & Morgan, Architects [Type Bldg:] {Beaux Arts/Art Deco/Spanish style}	10/29/85	1924	1
168	2500 E. Observatory Rd.	Griffith Observatory [Alternate Address: Griffith Park]	Austin & Ashley, Architects [Type Bldg: Observatory] {Art Deco style}	11/17/76	1933	4
235	1530 - 1534 N. Ogden Dr.	Bollman House	Lloyd Wright, Architect [Type Bldg: Single Family Dwelling] {Mayan Revival Motifs}	11/03/80	1922	4
154	Old Dock St., (Berth 227)	Fireboat #2 & Site of Firehouse #112 (San Pedro) (Firehouse Demolished in 1986)	Architect unknown [Type Bldg: n/a] {n/a}	5/05/76	1925	15
480	S. Olive St., Pershing Square	Spanish-American War Memorial [Primary Address: Pershing Square]	S. M. Goddard, Artist [Type Bldg: Statue with Base] {n/a}	3/23/90	1900	9
177	416 - 424 Olive St.	Subway Terminal Building [Primary Address: 415 - 431 S. Hill St.]	Schultze & Weaver, Architects [Type Bldg: Subway Station & Office Building] {Beaux Arts style}	7/27/77	1925	9
61	438 - 456 Olive St.	Site of Philharmonic Auditorium (Demolished) [Primary Address: 421 - 433 W. 5th St.]	Charles F. Whittlesey, Architect (original); Stiles O. Clements, Architect (remodeling) [Type Bldg: Auditorium w/Office Building & Church] {}	7/02/69	1906	9
60	503 - 539 S. Olive St.	Biltmore Hotel [Alternate Addresses: 512 W. 5th St., 514 - 530 S. Grand Ave.]	Schultze & Weaver, Architects [Type Bldg: Hotel] {Beaux Arts style}	7/02/69	1922	9
69	648 - 652 Olive St.	Los Angeles Athletic Club [Primary Address: 425 - 437 W. 7th St.]	John Parkinson & Edwin Bergstrom, Architects [Type Bldg: Athletic Club] {Beaux Arts style}	9/16/70	1912	9
354	649 S. Olive St.	Giannini/Bank Of America [Alternate Address: 505 W. 7th St.]	Morgan, Walls & Clements, Architects [Type Bldg: Bank & Office Building] {Beaux Arts Classical Revival style}	4/26/88	1922	9
195	617 S. Olive St.	Oviatt Building	Joseph Feil, Architect [Type Bldg: Office Building] {Art Deco style}	7/19/78	1928	9
64	Olvera St.	Olvera St., included in Plaza Park [Primary Address: Sunset Bl. & Plaza]	Architect not applicable [Type Bldg: n/a] {n/a}	4/01/70		9

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
340	601 - 605 W. Olympic Bl.	Standard Oil Building [Alternate Address: 953 S. Hope St.]	George Kellam, Architect [Type Bldg: Office Building] {Beaux Arts style}	1/26/88	1925	9
81	4625 W. Olympic Bl.	Memorial Library	John C. Austin & Frederic M. Ashley, Architects [Type Bldg: Library] {English Manor in the Tudor Style w/Gothic influences}	4/07/71	1930	4
320	10940 - 10954 Ophir Dr.	Landfair Apartments	Richard J. Neutra, Architect [Type Bldg: Apartments] {International Modern style}	5/20/87	1937	5
308	309 W. Opp St.	Wilmington Branch Library [Alternate Address: 1001 - 1007 Fries Ave.]	Slyvanus Marston, Garrett Van Pelt & Edgar Maybury (Marston, Van Pelt & Maybury), Architects [Type Bldg: Library] {Spanish Colonial Revival style}	6/27/86	1927	15
249	561 E. Opp St.	Powder Magazine [Primary Address: 1001 Eubank Ave.]	Architect unknown [Type Bldg: Adobe] {}	8/10/82	1862	15
566	Orange Grove & Wilshire	May Company Wilshire (Original Wilshire, Fairfax, & Orange Grove Ave. Facades) [Primary Address: 6067 Wilshire Bl.]	A. C. Martin & Samuel A. Marx, Architects [Type Bldg: Commercial] {Moderne}	9/30/92	1939	4
118	651 - 697 Oxford Ave.	Pellissier Building & Wiltern Theater [Primary Address: 3750 - 3790 Wilshire Bl.]	Morgan, Walls & Clements, Architects [Type Bldg: Theater] {Art Deco style}	8/16/73	1930	10
252	912 - 928 Palos Verdes St.	Harbor View House [Primary Address: 907 - 945 Beacon St.]	Jay, Rogers, & Stevenson & Associates, Architects [Type Bldg: Athletic Club] {Spanish Colonial Revival style}	8/25/82	1926	15
263	2123 Parkside Ave.	Villa Rafael	J. A. Wilson, Architect (modification) [Type Bldg: Single Family Dwelling] {Spanish Colonial Revival style}	6/03/83	1929	1
267	603 - 607 Park View St.	Park Plaza Hotel (Former Elk's Building) [Alternate Address: 2400 - 2416 W. 6th St., 610 - 614 Carondelet]	Aleck Curlett & Claude Beelman, Architects [Type Bldg: Hotel] {Romanesque influenced style}	6/24/83	1925	1
100	610 - 680 Park View St.	MacArthur Park [Primary Address: 2100 - 2320 W. 6th St.]	Architect not applicable [Type Bldg: n/a] {n/a}	5/01/72		1
156	2230 Pasadena Ave.	Fire Station #1	Architect unknown [Type Bldg: Fire Station] {Streamline Moderne style}	7/07/76	1940	1
437	4911 Pasadena Ave. Terr.	Site of A. H. Judson Estate {Street Renamed Sycamore Terrace} (Demolished: 4/92)	George H. Wyman, Architect [Type Bldg: Single Family Dwelling] {Colonial Revival style}	5/19/89	1895	1
515	Paseo del Mar	Battery Osgood-Farley [Primary Address: 3601 Gaffey St.]	Architect unknown [Type Bldg: Coastal Defence] {}	1/22/91	1919	15
10	72 Patrician Way	The Eagle Rock [Primary Address: N. Figueroa St.]	Architect not applicable [Type Bldg: n/a] {n/a}	11/16/62		14
10	77 Patrician Way	The Eagle Rock [Primary Address: N. Figueroa St.] {This is the primary listing for The Eagle Rock at Building & Safety}	Architect not applicable [Type Bldg: n/a] {n/a}	11/16/62		14
480	Pershing Square, Bounded by 5th St., 6th St., S. Olive St. & S. Hill St.	Spanish-American War Memorial [Alternate Addresses: 5th St., 6th St., S. Olive St., S. Hill St.]	S. M. Goddard, Artist [Type Bldg: Statue with Base] {n/a}	3/23/90	1900	9
432	1600 W. Pico Bl.	Doria Apartments	Gotfred Hanson, Architect [Type Bldg: Apartments] {Mission Revival style}	5/05/89	1905	1
120	2780 Pico Bl.	Saint Sophia Cathedral [Primary Address: 1324 - 1420 S. Normandie Ave.]	Gus Kalionzes, Charles A. Klingerman, Albert R. Walker (Kalionzes, Klingerman & Walker) Architects [Type Bldg: Church] {Byzantine style}	6/06/73	1952	1

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64	Plaza Park	Plaza Park [Primary Address: Sunset Bl. & Plaza]	Architect not applicable [Type Bldg: n/a] {n/a}	4/01/70		9
97	1620 Pleasant Ave.	Site of Residence	Architect unknown [Type Bldg: Single Family Dwelling] {High Victorian Italianate style}	2/23/72	1875	14
114	711 - 717 Plymouth Bl.	Wilshire United Methodist Church [Primary Address: 4350 - 4366 Wilshire Bl.]	Allison & Allison, Architects [Type Bldg: Church] {Romanesque/Gothic style}	3/07/73	1924	10
210	Powers Pl. & 14th St.	Terrace Park & Powers Place	Architect unknown [Type Bldg: n/a] {n/a}	2/21/79	1904	1
473	613 Ridgeley Dr.	Apartments	Architect unknown [Type Bldg: Apartments] {Chateauesque style}	12/08/89	1932	4
162	Riverside Dr.	William Mulholland Memorial Fountain [Primary Address: Los Feliz Bl.] (fountain is located at the corner)	Walter S. Claberg, Architect [Type Bldg: n/a] {n/a}	10/06/76	1940	4
481	932 Rome Dr.	Mauer House	John Lautner, Architect [Type Bldg: Single Family Dwelling] {International Modern style}	3/23/90	1947	13
337	2838 Rowena Ave.	Engine Company #56	Architect unknown [Type Bldg: Fire Station] {Spanish Colonial Revival style}	1/12/88	1924	4
309	450 N. Rossmore	El Royale Apartments	William Douglas Lee, Architect [Type Bldg: Apartments] {Spanish, Classical, & French Revival style}	9/02/86	1920	4
515	Roxbury St.	Battery Osgood-Farley [Primary Address: 3601 Gaffey St.]	Architect unknown [Type Bldg: Coastal Defence] {}	1/22/91	1919	15
139	3216 - 3244 Royal St.	Shrine Auditorium [Primary Address: 647 - 655 W. Jefferson Bl.]	John C. Austin, Architect (exterior); G. Albert Lansburg, Architect (interior) [Type Bldg: Theater] {Spanish Colonial/Moorish Revival style}	3/05/75	1926	8
563	3003 Runyon Canyon Rd.	Lloyd Wright's Headley/Handley House (Exterior Only)	Lloyd Wright, Architect [Type Bldg: Single Family Dwelling] {Modern style}	7/14/92	1945	13
553	4155 Russell Ave.	Midtown School (Site and four John Lautner Buildings)	John Lautner, Architect [Type Bldg: School] {International Modern style}	11/12/91	1960	4
547	3000 Rustic Canyon Rd.	Camp Josepho Malibu Lodge	Architect unknown [Type Bldg: Lodge] {Craftsman Lodge style}	10/02/91	1941	11
415	149 N. Saint Andrews Pl.	Wilshire Branch Library	Allen Kelly Rouff, Architect [Type Bldg: Library] {Italian Romanesque style}	2/01/89	1926	4
434	27 Saint James Pk.	Colonel John E. Stearns Residence	John Parkinson, Architect [Type Bldg: Single Family Dwelling] {Classical Revival style}	5/16/89	1900	1
485	414 Saint Pierre Rd.	Nicolosi Estate	Paul R. Williams, Architect [Type Bldg:] {Mediterranean style}	4/06/90	1931	5
23	15151 San Fernando Mission Bl.	San Fernando Mission (Only Convent Building, Original Church Damaged By Earthquake and Rebuilt)	Architect unknown [Type Bldg: Mission] {Mission style}	8/09/63	1806	7
569	3016 - 3020 San Fernando Road	Van de Kamp's Holland Dutch Bakery (Facade Only) [Alternate Address: 2900 - 2930 Fletcher Dr.]	J. Edwin Hopkins, Architect [Type Bldg: Commercial Bakery] {Dutch Renaissance Revival style}	5/12/92	1930	1
119	1145 - 1149 San Julian St.	Cohn-Goldwater Building [Primary Address: 525 E. 12th St.]	Architect unknown [Type Bldg: Factory] {}	8/16/73	1909	9

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140	740 - 748 S. San Pedro St.	Cast Iron Commercial Building [Alternate Address: 611 Agatha St.]	Architect unknown [Type Bldg: Commercial] (Queen Anne/Italianate style)	3/19/75	1903	14
146	6th St., Berth 84 (Main Channel, San Pedro)	Municipal Ferry Building, a.k.a. Los Angeles Maritime Museum	Architect unknown [Type Bldg: Ferry Dock] (Streamline Moderne style)	9/17/75	1941	15
171	San Pedro Harbor	Site of Timm's Landing	Architect unknown [Type Bldg: n/a] (n/a)	2/16/77	1850	15
312	120 - 122 N. San Pedro St.	Japanese Union Church of Los Angeles (Exterior only)	H. M. Patterson, Architect [Type Bldg: Church] (Neo-Classical style)	10/24/86	1923	9
148	San Vicente Bl. Between Bringham Ave. and 26th St.	Coral Trees (Brentwood)	Architect not applicable [Type Bldg: n/a] (n/a)	1/07/76	1950	11
314	4591 W. Santa Monica Bl.	Cahuenga Branch Library	Clarence H. Russell, Architect [Type Bldg: Library] (Italian Renaissance Revival style)	10/24/86	1916	13
319	10669 - 10683 Santa Monica Bl.	The Grove	Allen Siple & Edla Muir, Architects [Type Bldg: Bungalows] (French Norman style)	3/11/87	1934	6
16	1203 - 1215 Santee St.	Site of Saint Joseph's Church (Burned & Demolished) [Primary Address: 200 - 226 E. 12th St.]	Architect unknown [Type Bldg: Church] (Victorian Gothic style)	5/10/63	1901	9
407	2305 Scarff St.	Seyler Residence	Abraham M. Edelman, Architect [Type Bldg: Single Family Dwelling] (Queen Anne style)	1/20/89	1894	1
409	2309 - 2311 Scarff St.	Burkhalter Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Queen Anne style)	1/20/89	1895	1
408	2341 Scarff St.	Seaman House	Architect unknown [Type Bldg: Single Family Dwelling] (Queen Anne style)	1/20/89	1888	1
455	2342 Scarff St.	Margaret T. Creighton & Bettie Mead Creighton Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Colonial Revival style)	10/24/89	1896	1
457	2365 Scarff St.	Freeman G. Teed House	Architect unknown [Type Bldg: Single Family Dwelling] (Craftsman style)	10/24/89	1893	1
467	2375 Scarff St.	Chalet Apartments	Frank M. Tyler, Architect [Type Bldg: Apartments] (Craftsman style)	10/27/89	1913	1
134	6678 - 6684 Selma	Crossroads of the World [Primary Address: 6671 - 6679 Sunset Bl.]	Robert V. Derrah, Architect [Type Bldg: Shopping Center] (Streamline Moderne & Period Revival style)	12/04/74	1937	13
259	8600 - 8610 S. Sepulveda Bl.	Loyola Theater [Alternate Address: 6266 Manchester]	Clarence J. Smale, Architect [Type Bldg: Theater] (Baroque Moderne style)	12/17/82	1948	6
7	10940 Sepulveda Bl.	Andres Pico Adobe [Mission Hills]	Architect unknown [Type Bldg: Adobe] (Adobe)	9/21/62	1834	12
13	2400 Shenandoah St.	The Rocha House	Antonio Jose Rocha II, Architect [Type Bldg: Single Family Dwelling] (Adobe)	1/28/63	1865	10
405	16710 Sherman Way	Site of Pacific Electric Picover Railway Station (90% - 95% Destroyed by Fire 6/4/1990)	Architect unknown [Type Bldg: Train Station] ()	1/11/89	1932	3
488	21355 Sherman Way	Canoga Railroad Station - original structure (Excluding Additions and Facade Treatments on Roof and Structure)	Architect unknown [Type Bldg: Train Station] (Spanish Revival style)	5/30/90	1912	3
135	23130 Sherman Way	Canoga Mission Gallery (Canoga Park)	Francis Lederer, Architect [Type Bldg: Stables] (Mission style)	12/04/74	1936	3

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
204	23134 Sherman Way	Lederer Residence (Canoga Park)	Marian Lederer, Architect [Type Bldg: Single Family Dwelling] (Mission style)	11/15/78	1934	3
468	2210 - 2212 Sichel St.	Sacred Heart Church (Church Building Only) [Alternate Address: 2801 Baldwin]	Frank Capitan, Architect [Type Bldg: Church] (Gothic Revival style)	12/05/89	1893	1
533	2660 Sichel St.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Eastlake style)	6/11/91	1893	1
236	Silver Lake Bl.	Sunset Boulevard Bridge	Architect unknown [Type Bldg: n/a] (Romanesque style)	4/09/81	1934	13
422	W. Silver Lake Dr.	Silver Lake & Ivanho Reservoirs (At Silver Lake Bl.)	William Mulholland, Engineer [Type Bldg: n/a] (n/a)	3/31/89	1906	13
150	200 N. Spring St.	Los Angeles City Hall	John C. Austin, Albert C. Martin & John Parkinson, Architects [Type Bldg: Office Building] (Classical/Skyscraper style)	3/24/76	1928	9
82	1231 N. Spring St.	River Station Area/Southern Pacific Railroad	Architect not applicable [Type Bldg: n/a] (n/a)	6/16/71	1876	1
385	413 - 443 S. Spring St.	Title Insurance & Trust Company Building & Annex	John Parkinson, Architect [Type Bldg: Office Building] (Art Deco style)	8/05/88	1927	14
80	501 - 511 S. Spring St.	Palm Court, Alexandria Hotel	Architect unknown [Type Bldg: Hotel] (Beaux Arts style)	3/03/71	1905	14
205	610 - 618 S. Spring St.	Los Angeles Stock Exchange Building	Samuel E. Lunden, Architect [Type Bldg: Stock Exchange] (Classical Moderne style)	1/03/79	1931	9
281	1253 Stadium Way (Street name changed to Bishops Rd.)	Cathedral High School	Architect unknown [Type Bldg: School] (Italian Renaissance style)	8/07/84	1923	1
504	2000 Stadium Way	Barlow Sanitorium	various architects [Type Bldg: Various] (various styles)	10/09/90	1930	1
367	10909 Strathmore Dr.	Sheets Apartments	John Lautner, Architect [Type Bldg: Apartments] (Modern style)	6/21/88	1949	5
351	11005 - 11013½ Strathmore Dr.	Strathmore Apartments	Richard J. Neutra, Architect [Type Bldg: Apartments] (International Modern style)	4/08/88	1937	5
571	3720 Stephen White Dr.	Cabrillo Beach Bath House	David Berniker, Architect [Type Bldg: Bath House] (Mediterranean style)	12/23/92	1932	15
3	100 W. Sunset Bl.	Plaza Church	Jose Antonio Ramirez, Architect [Type Bldg: Church] (Hispanic Tradition style)	8/06/62	1814	9
198	4391 - 4421 Sunset Bl.	KCET Studios [Alternate Addresses: 1327 - 1435 N. Hoover St., 4314 - 4350 Sunset Dr.]	Architect unknown [Type Bldg: Studios] ()	9/20/78	1912	4
180	5800 - 5858 Sunset Bl.	Site of the Filming of First Talking Film [Alternate Address: 1424 - 1456 Bronson Ave.]	Architect not applicable [Type Bldg: n/a] (n/a)	9/21/77	1927	13
134	6671 - 6679 Sunset Bl.	Crossroads of the World [Alternate Addresses: 1508 - 1597 Crossroads of the World, 1510 - 1536 Las Palmas Ave., 6678 - 6684 Selma]	Robert V. Derrah, Architect [Type Bldg: Shopping Center] (Streamline Moderne & Period Revival style)	12/04/74	1937	13
234	7771 - 7791 Sunset Bl.	Site of Taft House (Burned & Demolished)	Architect unknown [Type Bldg: Single Family Dwelling] (Eastlake Style)	11/03/80	1900	4
151	8215 - 8221 Sunset Bl.	Chateau Marmont [Alternate Addresses: 8225 Marmont Ln., 8244 Monteel Rd.]	Arnold Weitzman, Architect [Type Bldg: Hotel] (Norman style)	3/24/76	1924	5

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254	10643 - 10685 Sunset Bl.	Marymount High School [Alternate Address: 101 - 121 Marymount Pl.]	Ross Montgomery, Architect [Type Bldg: School] (Spanish Colonial Revival/Mission style)	9/28/82	1932	5
440	11725 Sunset Bl.	Eastern Star Home, Front Grounds & Courtyards (Excluding the 1958 Addition)	William Mooser, Architect [Type Bldg: Retirement Home] (Spanish Colonial Revival style)	5/16/89	1936	11
276	15300 - 15318 Sunset Bl.	Pacific Palisades Business Block [Alternate Addresses: 15301 - 15327 Antioch St., 904 - 910 Via De La Paz]	Clifton Nourse, Architect [Type Bldg: Shopping Center & Office Building] (Spanish Colonial Revival style)	4/24/84	1924	11
64	Sunset Bl. & Plaza	Plaza Park (area bounded by Macy, Main, Alameda, & Arcadia) (El Pueblo) [Alternate Addresses: Alameda St., Arcadia, Macy St., Olvera St., Plaza Park, N. Main St.]	Architect not applicable [Type Bldg: n/a] (n/a)	4/01/70		9
64	Sunset Bl. & Plaza	Plaza Park (area bounded by Macy, Main, Alameda, & Arcadia) (El Pueblo) [Alternate Addresses: Alameda St., Arcadia, Macy St., Olvera St., Plaza Park, N. Main St.]	Architect not applicable [Type Bldg: n/a] (n/a)	4/01/70		1
64	Sunset Bl. & Plaza	Plaza Park (area bounded by Macy, Main, Alameda, & Arcadia) (El Pueblo) [Alternate Addresses: Alameda St., Arcadia, Macy St., Olvera St., Plaza Park, N. Main St.]	Architect not applicable [Type Bldg: n/a] (n/a)	4/01/70		14
198	4314 - 4350 Sunset Dr.	KCET Studios [Primary Address: 4391 - 4421 Sunset Bl.]	Architect unknown [Type Bldg: Studios] ()	9/20/78	1912	4
233	1216 - 1220 Sunset Plaza Dr.	Site of Sunset Plaza Apartments (Demolished 7/87)	Paul R. Williams, Architect [Type Bldg: Apartments] (Georgian Revival style)	10/09/80	1936	5
226	1765 N. Sycamore Ave.	Site of The Masquers Club (Demolished)	Architect unknown [Type Bldg: Single Family Dwelling] (Tudor Revival style)	8/29/79	1928	13
437	4909 - 4915 N. Sycamore Terr.	Site of A. H. Judson Estate (Formerly 4911 Pasadena Avenue Terrace) (Demolished 4/1992)	George H. Wyman, Architect [Type Bldg: Single Family Dwelling] (Colonial Revival style)	5/19/89	1895	1
373	4939 N. Sycamore Terr.	Arroyo Stone House & Wall (Formerly 4939 N. Figueroa Street)	Architect unknown [Type Bldg: Single Family Dwelling] ()	7/15/88	1900	1
372	4967 - 4971 N. Sycamore Terr.	Mary P. Field House & Arroyo Stone Wall (Formerly 4967 - 4973 N. Figueroa Street)	Architect unknown [Type Bldg: Single Family Dwelling] (Craftsman style)	7/15/88	1903	1
371	4973 - 4977 N. Sycamore Terr.	Tustin House & Arroyo Stone Wall (Formerly 4967 - 4973 N. Figueroa Street)	Meyer & Holler (Milwaukee Building Co.), Architects [Type Bldg: Single Family Dwelling] (Craftsman style)	7/15/88	1912	1
370	4979 - 4983 N. Sycamore Terr.	Herivel House & Arroyo Stone Wall (Formerly 4979 - 4985 N. Figueroa Street)	Meyer & Holler (Milwaukee Building Co.), Architects [Type Bldg: Single Family Dwelling] (Craftsman style)	7/15/88	1912	1
369	4985 - 4989 N. Sycamore Terr.	Johnson House & Arroyo Stone Wall (Formerly 4985 N. Figueroa Street)	Meyer & Holler (Milwaukee Building Co.), Architects [Type Bldg: Single Family Dwelling] (Craftsman style)	7/15/88	1911	1
202	14410 - 14440 Sylvan St.	Valley Municipal Building, Van Nuys City Hall [Alternate Address: 14401 - 14441 Erwin St. Mall]	Peter K. Schabarum, Architect [Type Bldg: Office Building] (Art Deco style)	10/18/78	1932	11
201	14832 - 14836 Sylvan St.	Van Nuys Woman's Club Building	Architect unknown [Type Bldg: Clubhouse] (Craftsman style)	10/18/78	1917	11
329	1806 - 1830 Tamarind Ave.	Chateau Elysee [Primary Address: 5930 - 5936 Franklin Ave.]	Arthur E. Harvey, Architect [Type Bldg: Apartments] (French Normandy style)	9/23/87	1928	4

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
315	1913 - 1915 Tamarind Ave.	Villa Carlotta [Primary Address: 5959 Franklin Ave.]	Arthur E. Harvey, Architect [Type Bldg: Hotel] {Spanish Churrigueresque style}	10/28/86	1926	4
515	Target Range Road	Battery Osgood-Farley [Primary Address: 3601 Gaffey St.]	Architect unknown [Type Bldg: Coastal Defence] {}	1/22/91	1919	15
11	1012 W. Temple St.	Site of The Rochester (Dismantled on 2/14/79)	Fred R. Dorn, Architect [Type Bldg: Single Family Dwelling] {Mansard-Napolean II style}	1/04/63	1887	9
464	206 Thorne St.	Fargo House	Harry Grey, Architect [Type Bldg: Single Family Dwelling] {Craftsman style}	11/03/89	1908	14
19	3010 Tilden Ave.	Moreton Bay Fig Tree [Primary Address: 11000 National Bl.]	Architect not applicable [Type Bldg: n/a] {n/a}	5/10/63		11
231	1028 Tiverton Ave.	El Greco Apartments [Primary Address: 817 - 823 N. Haworth]	Pierpont F. Davis & Walter S. Davis, Architects [Type Bldg: Apartments] {Spanish Colonial Revival style}	6/30/80	1929	5
273	2311 Toberman Ave.	Durfee House [Primary Address: 1001 - 1007 W. 24th St.]	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style}	1/04/84	1885	1
71	801 S. Towne Ave.	Site of First African Methodist Episcopal Church {Destroyed by Fire} [Alternate Address: 754 - 760 E. 8th St.]	[Type Bldg: Church] {}	1/06/71	1903	14
474	Travel Town	The Little Nugget (Griffith Park)	Walt Kuhn, Architect (interior) [Type Bldg: n/a] {n/a}	1/26/90	1937	4
302	5211 N. Tujunga Ave.	Amelia Earhart North Hollywood Regional Library	Weston & Weston, Architects [Type Bldg: Library] {Spanish Colonial Revival style}	6/27/86	1929	4
113	701 - 709 Union Ave.	Young's Market [Primary Address: 1602 - 1614 W. 7th St.]	Charles F. Plummer, Architect [Type Bldg: Commercial] {Greco Roman style}	3/07/73	1924	1
128	3616 University Ave.	Hancock Memorial Museum (U.S.C.)	Architect unknown [Type Bldg: Mansion] {Palladian style}	5/15/74	1900	8
173	1153 S. Valencia St.	Welsh Presbyterian Church [Alternate Address: 1501 W. 12th St.]	S. Tilden Norton, Architect [Type Bldg: Church] {Greek Revival style}	4/20/77	1909	1
153	Valley Bl. and Mission Rd.	Site of the Lincoln Park Carousel (Destroyed by Fire)	Oliver & Ross Davis, Architects [Type Bldg: n/a] {n/a}	4/21/76	1914	1
141	Valley Circle Bl. (near)	Chatsworth Reservoir Kiln Site [Primary Address: Woolsey Cyn. Rd.]	Architect not applicable [Type Bldg: n/a] {n/a}	4/02/75		12
130	5609 Valley Oak Dr.	Samuels-Navarro House [Alternate Address: 2255 Verde Oak Dr.]	Lloyd Wright, Architect [Type Bldg: Single Family Dwelling] {Pre-Columbian Revival/Art Deco style}	7/17/74	1928	4
2	7157 Valmont Dr.	Bolton Hall [Primary Address: 10116 Commerce Ave.]	George Harris, Architect [Type Bldg: Clubhouse] {Stone Construction}	8/06/62	1913	2
9	22633 Vanowen St.	Shadow Ranch House	Architect unknown [Type Bldg: Ranch House] {Colonial style Adobe}	11/02/62	1870	3
270	Venice Bl.	Venice Canals {Venice Boulevard on the North - Washington Street on the South - Ocean Avenue on the East - Strongs Drive on the West}	[Type Bldg: n/a] {n/a}	7/15/83	1905	6
330	1920 Venice Bl.	Rosedale Cemetery [Primary Address: 1831 W. Washington Bl.]	Architect not applicable [Type Bldg: n/a] {n/a}	12/01/87	1884	1
182	9009 - 9031 Venice Bl.	Ivy Substation	Architect unknown [Type Bldg: Power Station] {Mission Revival style}	2/01/78	1907	10

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
290	14626 Ventura Bl.	La Reina Theater	S. Charles Lee, Architect [Type Bldg: Theater] (Streamline Moderne style)	3/06/85	1938	5
130	2255 Verde Oak Dr.	Samuels-Novarro House [Primary Address: 5609 Valley Oak Dr.]	Lloyd Wright, Architect [Type Bldg: Single Family Dwelling] (Pre-Columbian Revival/Art Deco style)	7/17/74	1928	4
276	904 - 910 Via De La Paz	Pacific Palisades Business Block [Primary Address: 15300 - 15318 Sunset Bl.]	Clifton Nourse, Architect [Type Bldg: Shopping Center & Office Building] (Spanish Colonial Revival style)	4/24/84	1924	11
169	1262 Victoria Ave.	William Grant Still Residence	Architect unknown [Type Bldg: Single Family Dwelling] ()	12/01/76	1930	10
170	1690 Victoria Ave.	Paul R. Williams Residence	Paul R. Williams, Architect [Type Bldg: Single Family Dwelling] (International Modern style)	12/01/76	1952	10
174	5112 - 5595 Village Green	Village Green	R. D. Johnson/Wilson & Merrill/Robert Alexander, Architects [Type Bldg: n/a] ()	5/04/77	1942	8
194	Vine St. Between Yucca St & Sunset Bl. and Hollwood Bl. Between Gower St. & Sycamore Ave.	Hollywood Walk of Fame [Primary Address: Hollywood Bl.]	Architect unknown [Type Bldg: n/a] (n/a)	7/05/78	1950	13
304	2801 E. Wabash Ave.	Malabar Branch Library	William Lee Wollett, Architect [Type Bldg: Library] (Spanish Revival style)	6/27/86	1927	14
161	416 - 426 S. Wall St.	Wolfer Printing Company Building [Alternate Address: 301 - 311 Winston St.]	Edward Cray Taylor & Ellis Wing Taylor, Architects [Type Bldg: Office Building] (Tudor Revival)	9/15/76	1929	9
300	Washington Bl.	Casa Camino Real [Primary Address: 1828 S. Oak St.]	Morgan, Walls, & Morgan, Architects [Type Bldg:] (Beaux Arts/Art Deco/Spanish style)	10/29/85	1924	1
574	714 W. Washington Bl.	Pierce Brothers Mortuary	Meyer & Holler [Type Bldg: Mortuary] (Spanish Colonial Revival style)	2/09/93	1923	1
330	1831 W. Washington Bl.	Rosedale Cemetery [Alternate Address: 1920 Venice Bl.]	Architect not applicable [Type Bldg: n/a] (n/a)	12/01/87	1884	1
573	11200 - 11220 Weddington St.	El Portal Theatre [Primary Address: 5265 - 5271 Lankershim Bl.]	L. A. Smith [Type Bldg: Theater] (Spanish Renaissance Revival style)	2/09/93	1926	4
310	158 S. Western Ave.	Fire Station #29	J. J. Backus, Architect [Type Bldg: Fire Station] (Italian Renaissance style)	10/01/86	1913	4
298	269 - 273 S. Western Ave.	Crocker Bank Building [Alternate Address: 4359 - 4363 W. 3rd St.]	Arthur E. Harvey, Architect [Type Bldg: Bank] (Art Deco style)	9/20/85	1931	4
118	652 - 676 S. Western Ave.	Pellissier Building & Wiltern Theater [Primary Address: 3750 - 3790 Wilshire Bl.]	Morgan, Walls & Clements, Architects [Type Bldg: Theater] (Art Deco style)	8/16/73	1930	10
230	2425 S. Western Ave.	Villa Maria [Durfee House]	Frederick L. Roehrig, Architect [Type Bldg: Single Family Dwelling] (Tudor Revival style)	6/12/80	1908	10
56	658 - 690 Westmoreland Ave.	Bullock's Wilshire [Primary Address: 3050 - 3070 Wilshire Bl.]	Parkinson & Parkinson, Architects [Type Bldg: Department Store] (Parisien Moderne style)	6/05/68	1929	10
237	760 S. Westmoreland Ave.	First Baptist Church of Los Angeles [Alternate Addresses: 2875 W. 8th St., 2960 - 2982 Leeward Ave.]	Allison & Allison, Architects [Type Bldg: Church] (Gothic/Spanish Revival style)	4/09/81	1927	10
20	Westshire Dr.	Two Stone Gates [Primary Address: Beachwood]	Architect unknown [Type Bldg: n/a] ()	5/24/63	1923	4

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
364	1045 - 1099 Westwood Bl.	Janss Investment Company Building (excluding 1045 - 1061 Westwood Bl.) [Alternate Address: 1072 - 1080 Broxton Ave.]	Allison & Allison, Architects [Type Bldg: Office Building] (Classical style)	6/21/88	1929	5
360	1142 - 1154 Westwood Bl.	Bratskeller/Egyptian Theater [Alternate Address: 10885 - 10887 Lindbrook Dr.]	Russell Collins, Architect [Type Bldg: Supermarket] (Mediterranean style)	6/21/88	1929	5
361	10935 - 10943 Weyburn Ave.	Fox Bruin Theater [Primary Address: 926 - 950 Broxton Ave.]	S. Charles Lee, Architect [Type Bldg: Theater] (Streamline Moderne style)	6/21/88	1937	5
362	10953 - 10961 Weyburn Ave.	Fox Village Theater [Primary Address: 949 - 961 Broxton Ave.]	P. P. Lewis, Architect [Type Bldg: Theater] (Spanish/Classical Revival style)	6/21/88	1931	5
41	White Oak Ave. Between San Fernando Mission and San Jose St.	Deodar Cedar Trees (Granada Hills)	Architect not applicable [Type Bldg: n/a] (n/a)	8/03/66		12
448	1720 - 1728 Whitley Ave.	Whitley Court	Oliver P. Dennis & Lyman Farwell, Architects [Type Bldg: Duplexes] (Colonial Revival style)	12/13/88	1903	4
66	901 - 915 Wilshire Bl.	Site of Saint Paul's Cathedral [Primary Address: 611 - 625 S. Figueroa St.]	Johnson, Coate, Kaufman, & Winslow, Architects [Type Bldg: Church] ()	5/06/70	1883	9
268	2501 - 2511 Wilshire Bl.	La Fonda Restaurant Building [Alternate Address: 637 - 641 Carondelet]	Morgan, Walls & Clements, Architects [Type Bldg: Restaurant] (Spanish Colonial Revival style)	6/24/83	1926	1
56	3050 - 3070 Wilshire Bl.	Bullock's Wilshire [Alternate Addresses: 2973 - 2989 W. 7th St., 655 - 685 Wilshire Pl., 658 - 690 Westmoreland Ave.]	Parkinson & Parkinson, Architects [Type Bldg: Department Store] (Parisien Moderne style)	6/05/68	1929	10
534	3240 Wilshire Bl.	I. Magnin & Company Building [Alternate Address: 650 - 666 S. New Hampshire Ave.]	Myron Hunt & H. C. Chambers, Architects [Type Bldg: Commericial Retail Store] (International style)	6/11/91	1938	10
209	3461 Wilshire Bl.	Wilshire Christian Church Building [Primary Address: 634 - 646 S. Normandie Ave.]	Robert H. Orr, Architect [Type Bldg: Church] (Italian Romanesque style)	1/17/79	1927	10
116	3641 - 3663 Wilshire Bl.	Wilshire Boulevard Temple [Alternate Addresses: 618 - 646 S. Hobart Ave., 625 - 647 S. Harvard Bl.]	A. M. Edelman, S. Tilden Norton, David C. Allison, Architects [Type Bldg: Church] (Byzantine style)	3/21/73	1929	10
118	3750 - 3790 Wilshire Bl.	Pellissier Building & Wiltern Theater [Alternate Addresses: 651 - 697 Oxford Ave., 652 - 676 S. Western Ave.]	Morgan, Walls & Clements, Architects [Type Bldg: Theater] (Art Deco style)	8/16/73	1930	10
311	4117 - 4127 Wilshire Bl.	Los Altos Apartments	Edward B. Rust, Architect [Type Bldg: Apartments] (Spanish Revival style)	10/17/86	1925	4
114	4350 - 4366 Wilshire Bl.	Wilshire United Methodist Church [Alternate Addresses: 708 S. Lucern Bl., 711 - 717 Plymoth Bl.]	Allison & Allison, Architects [Type Bldg: Church] (Romanesque/Gothic style)	3/07/73	1924	10
250	4400 Wilshire Bl.	The Ebell of Los Angeles Building [Alternate Address: 741 - 743 Lucerne Ave.]	Sumner P. Hunt & Silas R. Burns (Hunt & Burns), Architects [Type Bldg: Theater] (Spanish Colonial Revival style)	8/25/82	1927	10
451	5370 Wilshire Bl.	The Darkroom (Facade Only)	Marcus Miller, Architect [Type Bldg: Shop] (Programatic style)	8/01/89	1938	4
332	5500 - 5522 Wilshire Bl.	Wilshire Tower	Gilbert Stanley Underwood, Architect [Type Bldg: Shop & Office Building] (Art Deco style)	12/08/87	1929	4
520	5515 - 5519 Wilshire Bl.	El Rey Theater	C. A. Balch, Architect [Type Bldg: Theater] (Zig-Zag Moderne style)	2/26/91	1936	4

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
566	6067 Wilshire Bl.	May Company Wilshire (Original Wilshire, Fairfax, & Orange Grove Ave. Facades) [Alternate Addresses: Fairfax & Wilshire, Orange Grove Ave. & Wilshire]	A. C. Martin & Samuel A. Marx, Architects [Type Bldg: Commercial] {Moderne}	9/30/92	1939	4
56	655 - 685 Wilshire Pl.	Bullock's Wilshire [Primary Address: 3050 - 3070 Wilshire Bl.]	Parkinson & Parkinson, Architects [Type Bldg: Department Store] {Parisien Moderne style}	6/05/68	1929	10
568	215 S. Wilton Pl.	Thomas A. Churchill Sr. Residence	F. Pierpont Davis, Architect [Type Bldg: Single Family Dwelling] {Craftsman/English Arts and Crafts style}	10/27/92	1909	4
532	67 - 71 Windward Ave.	Venice Arcades, Columns and Capitals	C. H. Russell, Architect [Type Bldg: Commercial] {}	4/23/91	1904	6
161	301 - 311 Winston St.	Wolfer Printing Co. Building [Primary Address: 416 - 426 S. Wall St.]	Edward Cray Taylor & Ellis Wing Taylor, Architects [Type Bldg: Office Building] {Tudor Revival}	9/15/76	1929	9
538	208 - 210½ Witmer St.	David J. Witmer Family Houses and Compound [Alternate Address: 1422 W. 2nd St.]	David J. Witmer F.A.I.A., Architect [Type Bldg: Residences] {Italian Mediterranean style}	7/02/91	1921	1
8	627 - 635 Witmer St.	The Foy House [This is the primary address of the original location of the house. It was moved on December 7, 1992 to 1337 - 1341 Carroll Avenue]	Ezra F. Kysor, Architect [Type Bldg: Single Family Dwelling] {Italianate style}	9/22/62	1873	1
291	2110 - 2118 Woodland Way	Highland-Camrose Village [Primary Address: 2101 - 2131 N. Highland Ave.]	Architect unknown [Type Bldg: Bungalow] {California Craftsman & Dutch Colonial Bungalow styles}	4/23/85	1923	4
325	7875 - 7877 Woodrow Wilson Dr.	Shulman House	Raphael S. Soriano, Architect [Type Bldg: Single Family Dwelling] {International Modern style}	8/26/87	1950	4
141	Woolsey Cyn. Rd. (near)	Chatsworth Reservoir Kiln Site [Alternate Address: Valley Circle Bl.]	Architect not applicable [Type Bldg: n/a] {n/a}	4/02/75		12
261	2530 Workman St.	Lincoln Heights Library	Hibard & Cody, Architects [Type Bldg: Library] {Italian Renaissance style}	6/03/83	1916	1
274	6045 York Bl.	Northeast Police Station (Highland Park)	Architect unknown [Type Bldg: Police Station] {Renaissance Revival style}	1/04/84	1926	14
492	6169 - 6199 York Bl.	Arroyo Seco Bank Building [Primary Address: 6301 - 6311 N. Figueroa St.]	Austin & Ashley, Architects [Type Bldg: Commercial] {Renaissance Revival style}	7/30/90	1926	1
329	5925 - 5939 Yucca St.	Chateau Elysee [Primary Address: 5930 - 5936 Franklin Ave.]	Arthur E. Harvey, Architect [Type Bldg: Apartments] {French Normandy style}	9/23/87	1928	4
313	355 - 369 E. 1st St.	L.A. Hompa Hongwanji Buddhist Temple [Alternate Address: 109 - 119 N. Central Ave.]	Edgar Cline, Architect [Type Bldg: Church] {}	10/24/86	1925	9
313	355 - 369 E. 1st St.	Buddhist Temple, Hompa Hongwanji	Edgar Cline, Architect [Type Bldg: Church] {}	10/24/86	1925	9
17	110 - 136 E. 2nd St.	Saint Vibiana's Cathedral [Alternate Addresses: 200 - 248 S. Main St., 203 - 215 S. Los Angeles St.]	Ezra F. Kyser, Architect [Type Bldg: Church] {Spanish Baroque Revival style}	5/10/63	1876	9
538	1422 W. 2nd St.	David J. Witmer Family Houses and Compound [Primary Address: 208 - 210½ Witmer St.]	David J. Witmer F.A.I.A., Architect [Type Bldg: Residences] {Italian Mediterranean style}	7/02/91	1921	1
543	3rd St. & Fairfax	Farmers Market — (Original Farmers Market area and Gilmore Adobe, including Farmers Market Dell Clock & original Gilmore Co. Office, as included on site plan w/stipulations adopted by Council on 7/24/91) [Alternate Addresses: Fairfax Blvd., Gilmore Lane]	Architect unknown [Type Bldg: Varied] {Spanish Colonial Adobe style (Gilmore Adobe)}	7/24/91	1852	4

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
4	3rd St. & Hill	Angel's Flight (Dismantled 5/69) [Alternate Address: Hill & 3rd]	J. W. Eddy, Architect [Type Bldg: n/a] {n/a}	8/14/62	1901	9
6	216 - 224 W. 3rd St.	Bradbury Building [Primary Address: 300 - 310 S. Broadway]	George H. Wyman, Architect [Type Bldg: Office Building] {Italian Renaissance style}	9/21/62	1893	14
555	2512 - 2516 W. 3rd St.	Mother Trust Superet Center (Including Entire Site and All Improvements)	Trusdell & Newton, Architects (original Chapel) [Type Bldg: Auditorium, Church, Billboard] {Classical Revival style (Church)}	3/18/92	1923	1
298	4359 - 4363 W. 3rd St.	Crocker Bank Building [Primary Address: 269 - 273 S. Western Ave.]	Arthur E. Harvey, Architect [Type Bldg: Bank] {Art Deco style}	9/20/85	1931	4
265	4th St. at Lorena St.	Bridge	Merrill Butler, Engineer [Type Bldg: n/a] {Catenary Arch Bridge}	6/07/83	1928	14
288	103 - 107 W. 4th St.	Barclay Hotel (Former Van Nuys Hotel) [Alternate Address: 352 - 350 S. Main St.]	Morgan & Walls, Architects [Type Bldg: Hotel] {Beaux Arts style}	2/01/85	1896	9
288	103 - 107 W. 4th St.	Formerly Van Nuys Hotes, listed as Barclay Hotel	Morgan & Walls, Architects [Type Bldg: Hotel] {Beaux Arts style}	2/01/85	1896	9
271	110 W. 4th St.	Farmers & Merchants Bank Building [Primary Address: 401 - 411 S. Main St.]	Octavius Morgan & John Walls (Morgan & Walls), Architects [Type Bldg: Bank] {Beaux Arts style}	8/09/83	1889	9
91	3401 - 3415 W. 4th St.	Korean Philidelphia Church [Primary Address: 401 - 407 S. New Hampshire Ave.]	S. Tilden Norton, Architect [Type Bldg: Church] {Romanesque/Moorish Revival style}	11/17/71	1925	4
417	2532 5th Ave.	Gordon L. McDonough House	Frank M. Tyler, Architect [Type Bldg: Single Family Dwelling] {Craftsman style}	2/21/89	1908	10
480	5th St., Pershing Square	Spanish-American War Memorial [Primary Address: Pershing Square]	S. M. Goddard, Artist [Type Bldg: Statue with Base] {n/a}	3/23/90	1900	9
37	225 E. 5th St.	Fire Station #23	Hudson & Munsell, Architects [Type Bldg: Fire Station] {}	2/18/66	1910	9
278	401 - 411 W. 5th St.	Title Guarantee & Trust Company Building (Exterior Only) [Alternate Address: 453 - 457 S. Hill St.]	Parkinson & Parkinson, Architects [Type Bldg: Office Building] {Art Deco style}	7/11/84	1931	9
61	421 - 433 W. 5th St.	Site of Philharmonic Auditorium (Demolished) [Alternate Address: 438 - 456 Olive St.]	Charles F. Whittlesey, Architect (original); Stiles O. Clements, Architect (remodeling) [Type Bldg: Auditorium w/Office Building & Church] {}	7/02/69	1906	9
60	512 W. 5th St.	Biltmore Hotel [Primary Address: 503 - 539 S. Olive St.]	Schultze & Weaver, Architects [Type Bldg: Hotel] {Beaux Arts style}	7/02/69	1922	9
347	601 - 611 W. 5th St.	One Bunker Hill Building [Alternate Address: 455 S. Grand Ave.]	Allison & Allison, Architects [Type Bldg: Office Building] {Art Deco (Zig-Zag Moderne) style}	3/25/88	1930	9
46	630 W. 5th St.	Central Library Building & Grounds	Bertrum Grosvenor Goodhue, Architect [Type Bldg: Library] {Beaux Arts/Period Revival style}	3/01/67	1925	9
480	6th St., Pershing Square	Spanish-American War Memorial [Primary Address: Pershing Square]	S. M. Goddard, Artist [Type Bldg: Statue with Base] {n/a}	3/23/90	1900	9
104	100 - 134 E. 6th St.	Coles Pacific Electric Buffet/Pacific Electric Building (To Include Entire Building) [Alternate Addresses: 600 - 616 S. Main St., 601 - 619 S. Los Angeles St.]	Thornton Fitzhugh, Architect [Type Bldg: Train Station] {Beaux Arts style}	10/18/72	1908	9
137	217 - 219 W. 6th St.	Finney's Cafeteria	Plummer & Feil, Architects [Type Bldg: Cafeteria] {}	1/15/75	1914	14

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
251	478 W. 6th St. [San Pedro]	Juarez Theater (Warner Brothers)	B. Marcus Priteca, Architect [Type Bldg: Theater] {Art Deco style}	8/25/82	1931	15
398	523 W. 6th St.	Pacific Mutual Building	Parkinson & Parkinson (remodel), Bergstrom, Dodd & Richards, Heitschmidt, Architects [Type Bldg: Office Buildings & Garage] {Beaux Arts style}	11/23/88	1936	9
100	2100 - 2320 W. 6th St.	MacArthur Park [Alternate Addresses: 601 - 631 S. Alvarado St., 610 - 680 Park View St.]	Architect not applicable [Type Bldg: n/a] {n/a}	5/01/72		1
267	2400 - 2416 W. 6th St.	Plaza Park Hotel [Primary Address: 603 - 607 Parkview St.]	Aleck Curlett & Claude Beelman, Architects [Type Bldg: Hotel] {Romanesque influenced style}	6/24/83	1925	1
452	2820 - 2830 W. 6th St.	Felipe de Neve Branch Library (Including the Courtyard, Terraces & Fountain Area) (Northeast corner of Lafayette Park / between Vermont & Alvarado)	Charles F. Whittlesey, Architect [Type Bldg: Library] {Mediterranean/Spanish Colonial style}	10/17/89	1929	10
386	3451 W. 6th St.	Chapman Park Market Building	Morgan, Walls & Clements, Architects [Type Bldg: Shops & Markets] {Mediterranean Revival style}	8/30/88	1929	4
280	3501 - 3519 W. 6th St.	Chapman Park Studio Building	Morgan, Walls & Clements, Architects [Type Bldg: Shop & Studio Building] {Mediterranean Revival style}	7/24/84	1929	10
522	300 - 314 W. 7th St.	State Theater Building [Primary Address: 701 - 713 S. Broadway]	Weeks & Day, Architects [Type Bldg: Theater] {Spanish Renaissance/Plateresque style}	3/20/91	1921	14
69	425 - 437 W. 7th St.	Los Angeles Athletic Club [Alternate Address: 648 - 652 Olive St.]	John Parkinson & Edwin Bergstrom, Architects [Type Bldg: Athletic Club] {Beaux Arts style}	9/16/70	1912	9
354	505 W 7th St.	Giannini/Bank of America [Primary Address: 649 S. Olive St.]	Morgan, Walls & Clements, Architects [Type Bldg: Bank & Office Building] {Beaux Arts Classical Revival style}	4/26/88	1922	9
358	513 - 515 W. 7th St.	Brock Jewelers/Cliftons	William J. Dodd & William Richards, Architects [Type Bldg: Shop] {Churrigueresque style}	4/15/88	1922	9
357	600 - 632 W. 7th St.	Boston Stores/J. W. Robinson's (Exterior Only) [Alternate Addresses: 703 - 719 Grand Ave., 710 - 722 S. Hope St.]	Mayberry, Allison & Allison, Architects [Type Bldg: Department Store] {Art Deco (Art Modern) style}	4/26/88	1934	9
355	723 - 735 W. 7th St.	Roosevelt Building [Alternate Address: 650 - 652 S. Flower St.]	Curlett & Beelman, Architects [Type Bldg: Office Building] {Beaux Arts Renaissance Revival style}	4/26/88	1923	9
125	809 - 815 W. 7th St.	Fine Arts Building	Albert R. Walker & Percy Eisen, Architects [Type Bldg: Office Building] {Romanesque style}	4/17/74	1925	9
356	800 - 898 W. 7th St.	Barker Brothers Building (Exterior Only) [Alternate Addresses: 709 - 715 S. Flower St., 700 - 726 S. Figueroa St.]	Curlett & Beelman, Architects [Type Bldg: Office Building] {Beaux Arts Renaissance Revival style}	4/26/88	1925	9
113	1602 - 1614 W. 7th St.	Young's Market [Alternate Address: 701 - 709 Union Ave.]	Charles F. Plummer, Architect [Type Bldg: Commercial] {Greco Roman style}	3/07/73	1924	1
56	2973 - 2989 W. 7th St.	Bullock's Wilshire [Primary Address: 3050 - 3070 Wilshire Bl.]	Parkinson & Parkinson, Architects [Type Bldg: Department Store] {Parisien Moderne style}	6/05/68	1929	10
505	555 W. 7th St. [San Pedro]	First Baptist Church of San Pedro (Facade Facing 7th Street and All Stained Glass Windows Only)	Norman Marsh, Architect [Type Bldg: Church] {Classical Revival style}	5/22/90	1919	15
450	218 - 230 W. 8th St.	Tower Theater [Primary Address: 800 S. Broadway]	S. Charles Lee, Architect [Type Bldg: Theater] {Baroque style}	8/16/89	1927	14

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
459	300 - 332 W. 8th St.	Hamburger's Dept. Store (May Company Downtown) [Primary Address: 801 - 829 S. Broadway]	Alfred F. Rosenheim, Architect [Type Bldg: Department Store] (Beaux Arts style)	10/17/89	1907	14
237	2875 W. 8th St.	First Baptist Church of Los Angeles [Primary Address: 760 S. Westmoreland Ave.]	Allison & Allison, Architects [Type Bldg: Church] (Gothic/Spanish Revival style)	4/09/81	1927	10
8	4401 8th St.	The Foy House [This is the alternate address of the original location of the house. It was moved on December 7, 1992 to its current location of 1337 - 1341 Carroll Avenue]	Ezra F. Kysor, Architect [Type Bldg: Single Family Dwelling] (Italianate style)	9/22/62	1873	1
122	5950 - 5958 W. 8th St.	Buck House [Primary Address: 805 S. Genesee Ave.]	Rudolph M. Schindler, Architect [Type Bldg: Single Family Dwelling] (Streamline Moderne style)	3/20/74	1934	4
121	401 - 415 W. 8th St.	Garfield Building [Alternate Address: 757 - 761 S. Hill St.]	Claude Beelman, Architect [Type Bldg: Office Building] (Art Deco style)	8/22/73	1928	9
71	754 - 760 E. 8th St.	Site of First African Methodist Episcopal Church [Primary Address: 801 S. Towne Ave.]	[Type Bldg: Church] ()	1/06/71	1903	14
345	127 E. 9th St.	Harris Newmark Building (Exterior)	Curlett & Beelman, Architects [Type Bldg: Shops & Office Building] (Renaissance Revival style)	2/23/88	1926	9
294	211 W. 9th St.	Eastern Columbia Building [Primary Address: 843 - 855 S. Broadway]	Claude Beelman, Architect [Type Bldg: Office Building] (Art Deco/Zig-Zag Moderne style)	4/17/85	1895	14
346	315 W. 9th St.	Coast Federal Savings Building [Alternate Address: 855 S. Hill St.]	Morgan, Walls & Clements, Architects [Type Bldg: Office Building] (Beaux Arts/Italian Renaissance style)	3/11/88	1926	9
186	437 W. 9th St.	Morgan House, (Harbor Area YWCA)	Julia Morgan, Architect [Type Bldg: Single Family Dwelling] (Craftsman style)	5/03/78	1918	15
299	501 W. 9th St.	Embassy Auditorium & Hotel [Primary Address: 839 - 861 S. Grand Ave.]	Thornton Fitzhugh, Architect [Type Bldg: Theater & Hotel] (Beaux Arts style)	10/04/85	1913	9
255	809 - 817 W. 9th St.	The Original Pantry [Primary Address: 873 - 877 S. Figueroa St.]	Architect unknown [Type Bldg: Restaurant] (n/a)	10/05/82	1924	9
514	383 10th St. [San Pedro]	Residence	Architect unknown [Type Bldg: Single Family Dwelling] (Eclectic style)	1/22/91	1907	15
344	5401 10th Ave.	Institute of Musical Art [Primary Address: 3210 W. 54th St.]	Architect unknown [Type Bldg: Music Studio] (Spanish Revival style)	2/23/88	1922	8
178	146 W. 11th St.	Herald Examiner Building [Primary Address: 1111 - 1131 S. Broadway]	Julia Morgan, Architect [Type Bldg: Newspaper] (Spanish Colonial Revival style)	8/17/77	1915	9
431	1851 W. 11th St.	Residence (Exterior Only)	Robert Brown Young, Architect [Type Bldg: Single Family Dwelling] (Queen Anne style)	5/05/89	1890	1
16	200 - 226 E. 12th St.	Site of Saint Joseph's Church (Burned & Demolished 9/4/83) [Alternate Addresses: 1200 - 1210 Los Angeles St., 1203 - 1215 Santee St.]	Architect unknown [Type Bldg: Church] (Victorian Gothic style)	5/10/63	1901	9
119	525 E. 12th St.	Cohn-Goldwater Building [Alternate Address: 1145 - 1149 San Julian St.]	Architect unknown [Type Bldg: Factory] ()	8/16/73	1909	9
138	1300 - 1422 E. 12th St.	Coca-Cola Building [Primary Address: 1200 - 1334 Central Ave.]	Robert V. Derrah, Architect [Type Bldg: Factory] (Streamline Moderne style)	2/05/75	1939	14
173	1501 W. 12th St.	Welsh Presbyterian Building [Primary Address: 1153 S. Valencia St.]	S. Tilden Norton, Architect [Type Bldg: Church] (Greek Revival style)	4/20/77	1909	1

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
147	859 - 863 W. 13th St. [San Pedro]	Dodson Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake/Queen Anne/Chalet style}	8/17/75	1885	15
138	1415 E. 14th St.	Coca-Cola Building [Primary Address: 1200 - 1334 Central Ave.]	Robert V. Derrah, Architect [Type Bldg: Factory] {Streamline Moderne style}	2/05/75	1939	14
244	1866 W. 14th St.	Residence [Alternate Address: 1402 Malvern Ave.]	Architect unknown [Type Bldg: Single Family Dwelling] {Craftsman style}	4/30/81	1906	1
167	627 - 633 W. 15th St.	Residence (moved to 826 S. Coronado St.)	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne in the Carribean style}	11/17/76	1880	1
331	2749 - 2765 W. 15th St.	Pacific Bell Building	Architect unknown [Type Bldg: Office Building] {Spanish Revival style}	12/08/87	1922	1
317	303 - 311 17th St.	Young Apartments [Primary Address: 1615 - 1631 Grand Ave.]	Robert Brown Young, Architect [Type Bldg: Apartments] {Beaux Arts Classicism style}	1/07/87	1921	9
103	629 W. 18th St.	Carriage House [Primary Address: 2801 - 2803 S. Hoover St.] {this is the alternate address for the carriage house on Hoover, the Forthmann House has since been moved to 2801 - 2803 S. Hoover St}	Burgess J. Reeve, Architect [Type Bldg: Single Family Dwelling] {Eastlake style w/Italianate & Second Empire influences}	10/04/72	1885	9
307	2508 W. 18th St.	Washington-Irving Branch Library [Primary Address: 1803 S. Arlington Ave.]	Allison & Allison, Architects [Type Bldg: Library] {Lombardic Romanesque Revival style}	6/27/86	1926	10
253	575 19th St.	Residence (This is the original location of this house; it has since been moved to 1542 Beacon St.)	Architect unknown [Type Bldg: Single Family Dwelling] {Colonial Revival style}	8/25/82	1899	15
179	919 W. 20th St.	Site of Residence (Destroyed by Fire)	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne style}	8/17/77	1908	1
335	923 - 925 W. 23rd St.	Henry J. Reuman Residence	August Wackerbarth, Architect [Type Bldg: Single Family Dwelling] {Eastlake/Queen Anne style}	12/18/87	1896	1
466	1030 W. 23rd St.	Henry J. Foster Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne style}	10/17/89	1889	1
410	1035 W. 24th St.	Distributing Station #31	Architect unknown [Type Bldg: Water & Power Building] {}	1/20/89	1925	1
273	1001 - 1007 W. 24th St.	Durfee House [Alternate Address: 2311 Toberman Ave.]	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style}	1/04/84	1885	1
200	1100 E. 24th St.	Second Baptist Church [Primary Address: 2408 - 2412 Griffith Ave.]	Paul R. Williams, Architect [Type Bldg: Church] {Lombard Romanesque style}	10/18/78	1925	9
95	1941 W. 25th St.	Rindge House [Primary Address: 2247 - 2271 S. Harvard Bl.]	Frederick L. Roehrig, Architect [Type Bldg: Single-Family Dwelling] {Chateauesque style}	2/23/72	1906	8
28	2152 - 2200 W. 25th St.	William Andrews Clark Memorial Library [Primary Address: 2500 - 2520 Cimarron St.]	Robert D. Farquhar, Architect [Type Bldg: Library] {Renaissance style}	10/09/64	1834	10
240	1110 W. 27th St.	Residence [Primary Address: 2703 - 2707 S. Hoover St.]	Bradbeer & Ferris, Architects (this partnership was formed in 1894, after the building was built) [Type Bldg: Single Family Dwelling] {Queen Anne style}	4/09/81	1891	8
72	661 W. 27th St.	Auto Club of Southern Cal. [Primary Address: 2601 S. Figueroa St.]	Silas R. Burns and Sumner P. Hunt (Hunt & Burns), Architects; (Landscape by Roland Coate) [Type Bldg: Office Building] {Spanish Colonial style}	2/03/71	1923	8

Monument Number	Address	Full Designation	Architect, Type & Style Building	Date of Inclusion	Date of Construction	Council District
296	1154 - 1160 W. 27th St.	John C. Harrison House	Architect unknown [Type Bldg: Single Family Dwelling] {Queen Anne style}	7/12/85	1891	8
242	1157 - 1163 W. 27th St.	Miller & Herriott Tract House [Alternate Address: 2670 - 2676 Magnolia Ave.]	Bradbeer & Ferris, Architects (this partnership was formed in 1894, after the building was built) [Type Bldg: Single Family Dwelling] {Eastlake Style}	4/09/81	1890	8
103	1102 - 1114 W. 28th St.	Forthmann House (was moved to this location from 629 W. 18th St.) (there is still a carriage house located at the old address) [Alternate Address: 2801 - 2803 S. Hoover St.]	Burgess J. Reeve, Architect [Type Bldg: Single Family Dwelling] {Eastlake style w/Italianate & Second Empire influences}	10/04/72	1885	8
139	700 W. 32nd St.	Shrine Auditorium [Primary Address: 647 - 655 W. Jefferson Bl.]	John C. Austin, Architect (exterior); G. Albert Lansburg, Architect (interior) [Type Bldg: Theater] {Spanish Colonial/Moorish Revival style}	3/05/75	1926	8
70	650 W. 36th St.	Widney Hall (U.S.C.)	Ezra F. Kysor & Walter Mathews (Mathews & Kysor), Architects [Type Bldg: Educational] {Two Story Frame style}	12/16/70	1880	8
187	37th St.	Korean Bell & Belfry of Friendship [Primary Address: Gaffey & 37th Sts.]	Kim Se-jung, Maker (Bell), unknown (Belfry) [Type Bldg: n/a] {n/a}	5/03/78	1976	15
159	1221 - 1223 E. 40th Pl.	Ralph J. Bunche Home	Architect unknown [Type Bldg: Single Family Dwelling] {Clapboard Construction w/Bellcast Hip Roof}	7/27/76		9
131	1067 42nd Pl.	Dunbar Hotel [Primary Address: 4225 - 4233 S. Central Ave.]	Architect unknown [Type Bldg: Hotel] {}	8/04/74	1928	9
264	1201 W. 48th St.	Vermont Square Library	Sumner P. Hunt & Silas R. Burns (Hunt & Burns), Architects [Type Bldg: Library] {Beaux Arts w/Prairie & Italian Renaissance influenced style}	6/07/83	1913	9
517	917 E. 49th Pl.	Residence	Architect unknown [Type Bldg: Single Family Dwelling] {Eastlake style}	1/16/91	1885	9
344	3210 W. 54th St.	Institute of Musical Art [Alternate Address: 5401 10th Ave.]	Architect unknown [Type Bldg: Music Studio] {Spanish Revival style}	2/23/88	1922	8
511	1100 W. 55th St.	Residence [Alternate Address: 5426 Budlong Ave.]	E. A. Eastman, Architect [Type Bldg: Single Family Dwelling] {Craftsman style}	1/11/91	1911	9
510	1157 W. 55th St.	Residence	Fred E. Edmison, Architect [Type Bldg: Single Family Dwelling] {Craftsman style}	1/11/91	1913	9
518	1207 E. 55th St.	Residence	George Sills, Architect [Type Bldg: Single Family Dwelling] {Eclectic style}	1/16/91	1910	9
305	1005 W. 64th St.	Site of John Muir Branch Library (Destroyed by Fire: 5/92)	Henry F. Withey, Architect [Type Bldg: Library] {Renaissance Revival style}	6/27/86	1930	8
214	814 W. 70th St.	Site of Mount Carmel High School [Primary Address: 7011 S. Hoover St.]	Architect unknown [Type Bldg: School] {Spanish style}	6/06/79	1934	9
36	1686 - 1690 E. 103rd St.	Watts Station	Architect unknown [Type Bldg: Train Station] {}	12/03/65	1904	15
15	1711 - 1765 E. 107th St.	Towers of Simon Rodia [Watts Towers]	Simon Rodia, Builder [Type Bldg: n/a] {n/a}	3/01/63	1954	15
513	615 E. 108th St.	Structure	Architect unknown [Type Bldg: Water & Power Building] {Mediterranean style}	1/15/91	1930	8
339	110 Freeway at Avenue 61	Santa Fe Arroyo Seco Railroad Bridge [Primary Address: Avenue 61 at 110 Freeway]	Architect unknown [Type Bldg: n/a] {n/a}	1/22/88	1895	14

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document: NAN-ADD.FIN
REVISED: 3/11/93

May 10, 1993

Mr. Peter De Haan
Los Angeles County Metropolitan Transportation Authority
818 West Seventh Street
Los Angeles, CA 90017

On: Notice of Preparation
Burbank-Glendale-L.A. Rail Transit Project EIR

Dear Mr. De Haan:

The Burbank-Glendale-Pasadena Airport Authority supports the development of light rail facilities near the Burbank Airport. In fact, the Authority believes that the proposed Supplemental Environmental Impact Report should address, as an alternative, the development of light rail service and light rail maintenance facilities directly on present or future airport property.

The Authority recently certified an Environmental Impact Report (EIR) for a Replacement Airport Terminal. As part of the certification process, the Authority selected a site for the replacement terminal. That site, which is the "Proposed Project," is located in an area to the south of San Fernando Road, and the the west of Hollywood Way. Most of this site is currently owned by other private parties, and would need to be acquired before construction could proceed.

It is entirely conceivable that a light rail station and a light rail maintenance facility could be integrated into the design of a new terminal facility, and would enhance the intermodal aspects of the facility. As such, your Supplemental Environmental Impact report should address this alternative development.

Please feel free to contact me at 818-840-9456, if I can be of further assistance. I have enclosed a copy of the Executive Summary of the EIR for your use.

Sincerely,

Dan Feger
Airport Engineer

Enclosure
cc. Tom Greer
Dios Marrero
Richard Simon- McDermott, Will and Emery

COUNTY OF LOS ANGELES • DEPARTMENT OF HEALTH SERVICES
PUBLIC HEALTH PROGRAMS AND SERVICES
ENVIRONMENTAL HEALTH/HEALTH FACILITIES
BUREAU OF ENVIRONMENTAL PROTECTION
2525 Corporate Place Rm.150, Monterey Park, CA 91754-7631 • (213)881-4011

May 11, 1993

Peter De Haan
Project Manager
Los Angeles County
Metropolitan Transportation Authority
818 West Seventh Street
Los Angeles, California 90017

Dear Mr. De Haan:

NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT RE:
L.A. COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

This is in response to your April 23, 1993 Notice of Preparation of an Environmental Impact Report for the above project.

This Bureau has reviewed the Initial Study, and we have no comments to submit at this time. However, we would appreciate a copy of the Draft Environmental Impact Report when it becomes available for review.

If you have any questions or need additional information, please let me know.

Very truly yours,

Jack Petralia, Director
Bureau of Environmental Protection

JP:kaj\LAC MTA.NOP-DEIR

Los Angeles Unified School District

SIDNEY A. THOMPSON
Superintendent of Schools

Business Services Division

DAVID W. KOCH
Business Manager

C. DOUGLAS BROWN
Deputy Business Manager

BOB NICCUM
Director of Facilities Planning & Real Estate

Environmental Review File
Metro Rail/Burbank-Glendale-Los Angeles Rail

May 13, 1993

Mr. Peter De Haan, Project Manager
Los Angeles County Metropolitan Transportation Authority
818 West Seventh Street
Los Angeles, CA 90017

Dear Mr. De Haan:

Re: Burbank-Glendale-Los Angeles Rail Transit Project SEIR

Thank you for the opportunity to provide input into the supplemental environmental impact report being prepared for the above-referenced project. The statement prepared by the District's Environmental Health and Safety Branch is attached and made part of our response to the NOP.

It has been our understanding that the school-related issues which were not properly addressed for the Taylor Yard portion of the project in the FEIR would be dealt with in the supplemental report. Those issues affecting our schools which must now be addressed in the SEIR are:

Traffic

If the location of any of the proposed stations would bring additional traffic to Irving Middle School/Fletcher Drive School, Glassell Park School or Aragon School, the impacts from that traffic must be considered. Concerns about the traffic-related impacts on air quality and noise levels are discussed below. In addition, it is essential that the project not interfere with vehicular circulation at the schools in the vicinity of Taylor Yard. The project should not disrupt the picking-up and dropping-off of students during either construction or when the line is operational. Please address this issue in the SEIR.

Noise

In our comments to the DEIR, we expressed concern that noise measurements had not been taken at District schools in the vicinity of Taylor Yard. A copy of the District's Noise Guidelines for Environmental Documents was provided at that time. An additional copy of the guidelines is enclosed for your reference. Those measurements should now be done as part of the SEIR. This is essential because alternative rail alignments through Taylor Yard are being proposed, which could bring the rail line closer to Glassell Park School, and possibly other District schools.

In addition to the noise impacts from operation of the line, we are concerned about a rise in noise levels at our schools from vehicular traffic. Please address this issue for both the construction and operational phase of the project.

Air Quality
Fmissions from the project-related traffic could further deteriorate the air quality at the affected schools. Please refer to the attached statement as to how the air analysis should be conducted.

Haul Routes
The SEIR should include the proposed construction haul routes. Because of the noise, vibration and fugitive dust generated by the transporting of excavated materials, haul routes should be established, where possible, to not pass school sites. If haul routes do pass school sites, all of the measures recommended under Rule 403 for "Paved Road Track-Out" should be required. A copy of that section of the "Rule 403 Implementation Handbook" is attached.

The cumulative analysis of the project's impacts on our schools outlined above and in the attached statement must take into consideration the multitude of projects planned, as well as being considered, within Taylor Yard.

Mitigation must be provided to reduce the potential impacts on our area schools to a level of insignificance. I would be pleased to discuss the appropriate measures which should be incorporated into the project. I may be reached at (213) 742-7581.

We look forward to working cooperatively on this worthwhile project.

Very truly yours.

Joan Friedman
Environmental Review Unit

JF:lld

Enclosures

c: (w/o enclosures)
Ms. Quezada
Mr. Horton
Mr. Thompson
Ms. Stockwell
Mr. Koch
Mr. Liechty
Mr. Brown
Ms. Wong
Mr. Warnick
Ms. Shambra
Ms. Yoshii
Ms. Wilkins

INTER-OFFICE CORRESPONDENCE
LOS ANGELES UNIFIED SCHOOL DISTRICT

TO: Joan Friedman
Facilities Planning and Real Estate Branch

Date
May 11, 1993

FROM: Janice Sawyer
Environmental Health and Safety Branch

SUBJECT: **NOTICE OF PREPARATION: BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT - SEIR FOR THE TAYLOR YARD SEGMENT**

Per your request, the Environmental Health and Safety Branch has reviewed the Notice of Preparation for the above-referenced project.

In order to determine if District sites are adversely impacted by the proposed project, the folowing issue must be addressed:

1. Carbon monoxide microscale air quality analysis must strictly follow recommendations and protocol outlined in the following:

   - Air Quality Technical Analysis Notes published by the State of California Department of Transportation

   - CALINE4 - A Dispersion Model for Predicting Air Pollutant Concentrations Near Roadways

   - Carbon Monoxide Transportation Project Protocol published by the Southern California Association of Governments

2. In evaluating construction and operational impacts, the air quality analysis must identify and quantify air contaminants that may emitted during these project phases. The District strongly recommends the use of the following air dispersion models:

   - Industrial Source Complex Short Term (ISCST2)

   - Fugitive Dust Model (FDM)

   The protocol for quantification of health impacts should be based on the procedures outlined in the California Air Pollution Control Officers Association (CAPCOA) Air Toxics Assessment Manual.

3. The analysis of potential impacts related to the development of a LRT maintenance and storage facility must include noise, air quality, traffic, and construction-related impacts on any District sites in the vicinity.

4. Because of the planning and development of associated projects, such as the Pasadena-Los Angeles Blue Line and the Taylor Yard Transit Development Study, cumulative adverse impacts must be addressed. Noise, air quality, traffic, and human health impacts are of particular concern.

If you should have any questions, please feel free to call me at ext. 7371.

JS:js

Source: (4) **Paved Road Track-Out**

CONTROL MEASURES	DESCRIPTION
(R) Wheel washers	(1) Should be placed where vehicles exit unpaved areas onto paved areas. (2) System can be adjusted to spray entire vehicles, including stored bulk material in haul vehicles.
(S) Sweep/clean roadways	(1) Either sweeping or water flushing may be used.
(T) Cover haul vehicles	(1) Entire surface area should be covered once vehicle is full.
(U) Bedliners in haul vehicles	(1) When feasible, use in bottom dumping haul vehicles.

HIGH WIND MEASURES

(a) Cover all haul vehicles -and-
(b) Clean streets with water flushing

RECOMMENDED COMPONENTS OF A NOISE STUDY

I. **Project Description**

Provide a brief description of the project in terms of its effect on the noise environment and a brief description of the existing noise environment and its impact on the District.

II. **A Detailed Survey of Existing Noise Environment**

A. Provide a map showing existing setting in relation to the proposed project with adjacent land uses, receptors, identified noise sources, and proposed sample locations. Pertinent distances should be noted.

B. Survey must encompass the proposed project area and include all noise sensitive receptors (i.e. schools). Survey should establish the existing ambient noise level which may be used to establish compliance with District Noise Standards (See attached). Noise survey sites should include school sites within a quarter mile radius of the proposed project. Rationale for sampling location on District sites should be included in report.

C. Survey should cover the time period when the school may be affected by the proposed project. Identify dates, times and duration of sampling (a minimum of 1 hour recommended).

D. Survey should encompass a representative number of days to determine the existing "typical" noise environment.

E. For time periods measured, the noise data should include Leq, L_1, L_{10}, L_{50}, L_{90}, and identification of typical noise levels emitted by existing sources. If day-night measurements are made, report Ldn or CNEL also.

F. Summarize the present environment by providing a noise contour map showing lines of equal noise level in 5dB increments.

G. Follow the recommended sampling protocol

1. Utilize the "A" weighted scale of the sound level meter and the "slow" meter response (use fast response for impulsive type sounds).

2. The noise measurements should be taken at all impacted District sites, both interior and exterior noise levels. Impacted sites are those which may be affected by construction noise and/or post construction.

3. Microphone should be located four to five feet above the ground; ten feet or more from the nearest reflective surface, where possible. However, in cases where another

DISTRICT NOISE STANDARDS

	L_{10}*	L_{eq}**
EXTERIOR NOISE LIMITS	70 dBA	67 dBA
INTERIOR NOISE LIMITS	55 dBA	52 L_{eq}

In those cases where the existing ambient noise levels exceeds the District Noise Standards, the maximum measured ambient noise level will be considered the standard.

*L_{10}: Sound level that is exceeded 10 percent of the time for the time period under consideration.

**L_{eq}: A measure of the exposure resulting from the accumulation of A-weighted sound levels over a particular period of interest.

elevation is deemed appropriate, that elevation should be utilized and the rationale for the change discussed.

4. Measurements should be made at a point at least four feet from walls, ceilings, or floors nearest the noise source, with windows in the normal seasonal configuration.

5. Exterior noise measurements should be taken at the school property line at the point nearest the source.

6. Calibration of noise measurement equipment should be performed immediately prior to recording any noise data.

III. **Future Noise Environment**

A. Provide a brief description of predicted future noise environment, for both short term (i.e., during project construction) and long term (i.e., after project) impacts. The scope of analysis will vary depending upon the type of project, but at a minimum the following must be provided for short term and long term impacts.

1. Discuss types of noise sources and their proximity to the potentially impacted school site(s).

2. Description of Operations and Activities

a. Average daily level of activity (e.g., traffic, equipment operations in hours per day).

b. Distribution of activity over day and nighttime periods, days of week, etc.

c. Description of noise sources (i.e., percent truck; percent construction equipment; percent machinery).

d. Identify any unusual noise characteristics (impulsive, tone).

B. Method Used to Predict Future Levels

1. Identify computer model used

2. State any modifications to standard model in detail and rationale for changes.

3. Show noise levels at District sites in Leq L_1, L_{10}, L_{50}, L_{90}.

4. Give any other information/data yielded by model used.

C. Provide contours of Predicted Future Levels

IV. Impacts

A. Quantify anticipated changes in noise by comparing ambient noise levels to predicted or projected noise levels with project. Evaluate the impact on District sites.

B. Discuss effects of increased noise on school environment (e.g., speech interference).

V. Mitigations

A. Discuss how adverse noise impacts can be mitigated. List any alternative technologies for mitigation, their relative effectiveness and feasibility. If noise barriers are proposed for mitigation, specify attenuation.

B. Outline responsibilities of the lead agency.

C. Provide a discussion of noise impacts that cannot be mitigated.

NOISE STUDY GUIDELINES FOR ENVIRONMENTAL DOCUMENTS

Noise control is important in determining appropriate land use near educational facilities. These guidelines and standards were intended for use for proposed projects that may result in significant and measurable increases in ambient noise levels at Los Angeles Unified School District sites.

The attached is designed to assist those who prepare noise study reports by providing some consistency to the way noise information is presented in environmental documents.

South Coast
AIR QUALITY MANAGEMENT DISTRICT
21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (909) 396-2000

May 17, 1993

Mr. Peter De Haan
Project Manager
Los Angeles County Metropolitan
Transportation Authority
818 West Seventh Street
Los Angeles, CA 90017

Dear Mr. De Haan:

Subject: **Burbank-Glendale-Los Angeles Rail Transit Project Supplemental Environmental Impact Report**

SCAQMD# LAC930429-02

The South Coast Air Quality Management District (District) appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Burbank-Glendale-Los Angeles Rail Transit Project Supplemental Environmental Impact Report Highway/State Route Improvements Program. SCAQMD is responsible for adopting, implementing, and enforcing air quality regulations in the South Coast Air Quality Management District, which includes the project location. As a responsible agency, SCAQMD reviews and analyzes environmental documents for projects that may generate significant adverse air quality impacts. In this capacity, SCAQMD advises lead agencies in addressing and mitigating the potential adverse air quality impacts caused by projects.

To assist the Lead Agency in the preparation of the air quality analysis for the EIR, the following is a summarization for evaluating air quality impacts.

Baseline Information: Describe the existing climate and air quality of the region and project site location.

Identify and quantify all project **Sources of Emissions.**

Compare and assess anticipated project emissions with the District's **Thresholds of Significance** and the existing air quality of the region and project location.

Identify and assess **Toxic Source Emissions** at the project location.

Assess **Cumulative Air Quality Impacts** from related projects.

Assess **Consistency** with the AQMP.

Identify and quantify **Project Alternatives** that may attain the goals of the project with substantially fewer or less significant impacts including the No Project Alternative.

Identify **Mitigation Measures** necessary to reduce air quality impacts.

Discuss strategies to attain a **1.5 AVR** by 1999.

Discuss **vehicle miles traveled** (VMT) reduction strategies.

Discuss **consistency with** locally adopted **Congestion Management Programs (CMPs).**

For additional information please refer to SCAQMD's Air Quality Handbook for Preparing Environmental Impact Reports to assess and mitigate adverse air quality impacts. Attached is a list of potential mitigation measures to reduce air quality impacts if incorporated into the project.

Upon completion of the Draft Environmental Impact Report, please forward two copies to:

Office of Planning & Rules
South Coast Air Quality Management District
21865 Copley Drive
P O Box 4939
Diamond Bar CA 91765-0939

Attn: Local Government - CEQA

If you have any questions, please call me at (714) 396-3055

Sincerely,

Connie Day

Connie Day
Program Supervisor
Local Government - CEQA

Attachment
(tranop2)

ATTACHMENT

MITIGATION MEASURES

Minimize Construction Activity Emissions:

- o Operate street-sweepers on paved roads adjacent to site.
- o Cover dirt in trucks during on-road hauling.
- o Cease construction during periods when winds exceed 25 miles per hour, or during Stage 1 and 2 episodes.
- o Spread soil binders on site, unpaved roads, and parking areas.
- o Reestablish ground cover on construction site through seeding and watering.
- o Wash off trucks and their wheels when leaving site. A minimum of 2-feet of freeboard height should be kept by all loaded trucks.
- o Construction equipment should be properly tuned.
- o Use low-sulfur fuel for construction equipment.
- o Provide rideshare incentives for construction personnel.
- o Provide transit incentives for construction personnel.
- o Provide a flagperson as needed at construction sites.
- o Provide paved parking areas for the construction personnel.

Limit Long-Term Emissions:

- o Install automated traffic signals as appropriate.
- o Ensure traffic flow management.
- o Coordinate the Transportation System Management, Transportation Demand Management and Congestion Management Plan.
- o Landscape with native drought-resistant plant species to reduce water consumption.
- o Provide dedicated HOV lanes or equivalent Average Vehicle Occupancy (AVO) levels from the beginning of the project.

Development file

PCE Water Division

Comments on Notice of Preparation

Burbank-Glendale-Los Angeles Rail Transit Project

Supplemental Environmental Impact Report

The Supplemental EIR should address the following topics related to water distribution systems:

1. Relocation of water facilities.

2. Protection of water mains from vertical loading and impact loading where rail lines cross over them.

3. Protection of water mains from corrosion that can be caused by stray electrical currents from electrical railway operations.

(Numbers 2 and 3 were also requested for the original EIR for the light rail line.)

If there are any questions, please contact the Water Division at (213) 922-9647.

Robert Bowen

5/19/93

City of Burbank Public Service Department Water-Light-Power

MEMORANDUM

DATE: October 22, 1991

TO: Gary Yamada, Zoning Administrator

FROM: Kevork Parseghian, Assistant Civil Engineer

SUBJECT: **Burbank-Glendale Light Rail Line**

The proposed light rail line passes over the city water mains at approximately 17 different locations. These pipes have to be protected against vertical loading and impact. They may have to be installed in steel casings at all crossings.

A more important factor is the corrosion caused by stray currents resulting from track returns. Underground pipes are corroded by electrolytic action from unidirectional stray currents in the ground.

If proper measures are not taken to prevent this corrosion, the PSD Water Division will be in continuous trouble. Most likely remedial action will be active (i.e. impressed current) cathodic protection.

PF:KP:dal
\K\KevMem.dal

SE (ED) ROWE
GENERAL MANAGER

CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

DEPARTMENT OF
TRANSPORTATION
ROOM 1200 CITY HALL
LOS ANGELES CA 90012
(213) 485-2265
FAX (213) 237-0960

May 25, 1993

Patricia V. McLaughlin, Director
San Fernando Valley/North County Team
Los Angeles County Metropolitan Transportation Authority
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017

NOTICE OF PREPARATION OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (DSEIR) FOR THE BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT

The City of Los Angeles Department of Transportation (LADOT) has reviewed the Initial Study for the Burbank-Glendale-Los Angeles Rail Transit Project leading to the preparation of the DSEIR.

The Department supports the need for supplemental environmental documentation on alternative rail transit alignments through Taylor Yard and at the Pasadena-Los Angeles Blue Line Junction. As previously indicated, the Department will continue to work with you on the selection of station locations and also on coordinating the design of the Alameda Bypass Project with the Burbank-Glendale-Los Angeles Rail Transit Project as it proceeds to the preliminary design/engineering phase.

For further information please contact Michael Uyeno of my staff at (213) 485-7433.

Thomas Conner
Thomas K. Conner
Acting General Manager

bglseir
MM:mm

cc: Councilman Mike Hernandez, CD1
Councilman Joel Wachs, CD2
Councilman Nate Holden, CD10
Councilman Michael Woo, CD13
Keith Comrie, CAO
William McCarley, CLA
Con Howe, City Planning
Robert Horii, Bureau of Engineering

State of California

Business, Transportation and Housing Agency

Memorandum

To : Mr. Tom Loftus
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Wilford Melton -District 7

From : **DEPARTMENT OF TRANSPORTATION**

Date : June 2, 1993

File No.: IGR/CEQA/NOP
County of Los Angeles
BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT SUPPLEMENTAL (EIR)
Vic. LA-110/5/2/134

Subject: Project Review Comments

SCH No.93051016

Caltrans has reviewed the above-referenced Burbank-Glendale-Los Angeles Rail Transit Project Supplemental (EIR). Based on the information received, our comments remain the same as our previous responses of August 10, 1992 and December 2, 1992 (copies attached).

Also, since this report will cover the proposed Light Rail Transit (LRT) maintenance facility near the Burbank-Glendale-Pasadena Airport, a traffic analysis should be conducted for this area, covering the impact on the Golden State Freeway (I-5).

If you have any questions regarding this response, please call me at (213) 897-1338.

Original Signed By

WILFORD MELTON
Senior Transportation Planner
IGR/CEQA Coordinator
Advance Planning Branch

Attachment

cc: Peter De Hann ✓
L.A. County MTA
818 West Seventh Street
Los Angeles, CA 90017

nh\5013

Mr. Tom Loftus
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

August 10, 1992

IGR/CEQA
DEIR
LA/Glendale/Burbank
Light Rail Transit
Vic. LA-5-(19.73-
32.35)

Robert Goodell - District 7

Project Review Comments

SCH# 91101017

Caltrans has reviewed the above-referenced document. Based on the information received, we have the following comments:

All freeway crossings will require review and approval by Caltrans Project Development and Structures units.

The traffic analysis for the I-5/Buena Vista NB ramps, the I-5/San Fernando Blvd. SB ramps, SR-134/Doran St. NB ramps, the SR-134/Fairmont Ave. SB ramps, and the I-5/Verdugo St. at Front St. ramps is insufficient to determine the project's impact at these freeway interchanges. A detailed traffic study and analysis will need to be conducted calculating the volume to capacity ratios and level of service for these locations for existing, project year, and future year (2010).

The following pages contain incorrect data:

Pg. 28 fig. 11 (View would appear North, not East)
Pg. 29 fig. 12 (View would appear North or NW, not NE)
Pg. 30 fig. 13 (View would appear East, not South)
Pg. 31 fig. 14 (View would appear North or NW, not NE)
Pg. 32 fig. 15 (View would appear NW not North)
Pg. 33 fig. 16 (View would appear West or SW, not NE)
Pg. 34 fig. 17 (View would appear NE not SE)
Pg. 35 fig. 18 (View would appear North, not NE)

The following pages contain typographical errors:

Pg. 160, para 1, ln 6 "passed" should read "past"
Pg. 169, para 1, ln 2, Center(") add close quote

On Pg. 13 fig. 3, The map does not show Station #6, Broadway. This missing/incomplete data should be included in the document.

The travel time from Burbank Airport to LAUPT states "... less than 20 minutes" (Page 36), while on (Page 37), Table 5 shows 23 minutes travel time from Burbank Airport to LAUPT.

There is no mention of the know potential hazardous material contamination problem at the Old Burbank Station Site (pp. 83 and 125). The listed reports on Pg. 11 does not mention any environmental documents relating to this problem and who would be responsible for cleaning up this site.

The protection from stray electrical utility corrosion to freeway bridge structures and other roadways was not discussed in the document.

Any mitigation proposed should be fully discussed. These discussions should include, but not be limited to, the following:

* implementation responsibilities
* scheduling considerations
* financing
* monitoring plan.

Any encroachment onto State right-of-way will require a Caltrans Encroachment Permit. Separate Permits will be necessary for each freeway crossing. Since there is generally a long lead time necessary for Encroachment Permits, we recommend early consultation with our Permits Section and submittal of the Plans and Specification relating to each encroachment. A new Cooperative Agreement will need to be executed for this project, please provide the name of the LACTC Project Manager and Permit Coordinators responsible for the preparation for this Coorperative Agreement. The Caltrans contact person for Cooperative Agreement is Mark Archuleta, (213) 897-6010. Projects which cost over $300,000 will require a Caltrans Project Study Report.

Our Maintenance Branch has reviewed the proposal to utilize the Caltrans maintenance facility on Buena Vista. It has been decided that the use of the Caltrans Buena Vista Maintenance Facility is not acceptable. Caltrans does not plan to lease any of the property to LACTC for a surface park-and-ride lot.

There is no mention of coordination with Amtrak and the future Commuter Rail system. Also, there is no mention of the existing SCRTD regional bus system other than comments that some routes may have to be modified or dropped. Patronage forecast should indicate whether expected patrons are anticipated to come from transit riders, from autos, or from a mix.

If you have any questions regarding this response, please call Wilford Melton at (213) 897-1338.

ROBERT GOODELL, CHIEF
Advance Planning Branch

cc: Judy Schwartze, Los Angeles County Transportation Commission

State of California — Business, Transportation and Housing Agency

Memorandum

To : Mr. Tom Loftus
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Date : December 2, 1992

File No.: IGR/CEQA
LACTC
FEIR
BURBANK-GLENDALE-
LOS ANGELES RAIL
TRANSIT PROJECT

From : DEPARTMENT OF TRANSPORTATION
Wilford Melton -District 7

Vic. LA-5-19.73-32.35

Subject :

Project Review Comments

SCH No.91101017

Caltrans has reviewed the above-referenced document. Based on the information received, we have the following comments:

Review of the FEIR indicates that our concerns with the DEIR were addressed. We look forward to your contacting us for the preparation of the Cooperative Agreement as stated in our August 10, 1992 response.

Please send us another copy of the FEIR and the Engineering Plan and Profile Drawings referred to on page 39 for our files.

If you have any questions regarding this response, please call me at (213) 897-1338.

Original Signed By

WILFORD MELTON
Senior Transportation Planner
IGR/CEQA Coordinator
Advance Planning Branch

cc: Judy Schwartze
Los Angeles County Transportation Commission
818 West Seventh Street, 11th, Floor
Los Angeles, CA 90017

nh\11004

CITY OF LOS ANGELES
CALIFORNIA

BOARD OF
FIRE COMMISSIONERS
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MAYOR

DEPARTMENT OF FIRE
200 NORTH MAIN STREET
LOS ANGELES, CA 90012

DONALD O. MANNING
CHIEF ENGINEER
AND
GENERAL MANAGER

June 2, 1993

Peter De Haan, Project Manager
Los Angeles County Metropolitan
Transportation Authority
818 West Seventh Street
Los Angeles, CA 90017

Dear Mr. De Haan:

Supplemental Environmental Impact Report
Burbank-Glendale-Los Angeles Rail Transit Project

All items appear to have been addressed adequately at earlier levels of review.

For any additional information, please contact our Hydrant Unit, at (213) 485-5964.

Very truly yours,

DONALD O. MANNING
Chief Engineer and General Manager

Dal L. Howard

Dal L. Howard, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

DLH:ASM:cec:3140E

cc: Councilman Michael Hernandez, Council District One
Councilman Joel Wachs, Council District Two
Councilman Richard Alatorre, Council District Fourteen
Battalion Chief Robert Aaron, Metro Rail Project Coordinator
Environmental Affairs Commission
Fire Department Planning Section

JUN 4 1993

City of Burbank Public Service Department Water-Light-Power

MEMORANDUM

DATE: June 2, 1993

TO: Rick Pruetz, Chief Asst. Comm. Dev. Dir./City Planner

FROM: Joanne Fillpot, Administrative Officer, PSD

SUBJECT: BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Electric Division

No comment.

Water Division

The Supplemental EIR should address the following topics related to water distribution systems:

1. Relocation of water facilities.

2. Protection of water mains from vertical loading and impact loading where rail lines cross over them.

3. Protection of water mains from corrosion that can be caused by stray electrical currents from electrical railway operations.

Numbers 2 and 3 were also requested for the original EIR for the light rail line.

Joanne L. Fillpot
Administrative Officer

JLF:ret

LOS ANGELES CONSERVANCY

Roosevelt Building • 727 West Seventh Street • Suite 955 • Los Angeles, California 90017 • 213/623-CITY

VIA TELECOPIER AND U.S. MAIL

June 3, 1993

Peter De Haan
Los Angeles County Metropolitan Transportation Authority
818 West Seventh Street
Los Angeles, California 90017

Re: Supplemental Environmental Impact Report
Burbank-Glendale-Los Angeles Rail Transit Project

Dear Mr. De Haan:

Thank you for the opportunity to comment on the Supplemental Environmental Impact Report ("SEIR") for the Burbank - Glendale - Los Angeles Rail Transit Project.

The Los Angeles Conservancy continues to be concerned with the Cultural Resources analysis which we identified as inadequate in our letter of August 12, 1993, to Judith Schwartze, Manager, Government and Public Affairs, LACTC, in response to the Draft Environmental Impact Report ("DEIR") for this project.

We are concerned that all of the historic resources affected by the project have not been identified and consequently, we are uncertain whether there are historic buildings which will require mitigation measures. In addition, the Final EIR response to our concerns regarding the methodology used in surveying historic resources addressed the application of National Register criteria to determine significance. The SEIR should re-evaluate the surveys using the criteria in local historic preservation ordinances, where they exist, to determine the local significance of potential historic resources.

Regarding the Old City Jail, formerly the Lincoln Heights Jail, the SEIR must thoroughly analyze alternative alignments to avoid the demolition of the building. The DEIR acknowledged that this building is historically and architecturally significant and is eligible for designation as a City of Los Angeles Historical-Cultural Monument. In addition, the former jail may qualify for listing in the National Register of Historic Places.

The Lincoln Heights neighborhood has identified the jail building as an important historic and cultural resource to their community, and if properly rehabilitated, it would greatly contribute to the revitalization of the area.

Thank you for considering our comments.

Yours very truly,

Barbara A. Hoff

Barbara A. Hoff
Director of Preservation Issues

Department of Water and Power the City of Los Angeles

TOM BRADLEY
Mayor

Commission
CONSTANCE L. RICE, *President*
RICK J. CARUSO, *Vice President*
ANGEL M. ECHEVARRIA
DOROTHY GREEN
ANTHONY WILLOUGHBY
JUDITH K. DAVISON, *Secretary*

DANIEL W. WATTERS, *General Manager and Chief Engineer*
ELDON A. COTTON, *Assistant General Manager - Power*
JAMES L. WICKSER, *Assistant General Manager - Water*
PHYLLIS D. CURRIE, *Chief Financial Officer*

243126

June 25, 1993

Mr. Peter De Haan
Los Angeles County Transportation Commission
818 West Seventh Street, Suite 1100
Los Angeles, California 90017

Dear Mr. De Haan:

Notice of Preparation
Burbank-Glendale-Los Angeles Rail Transit Project (Project)
Supplemental Environmental Impact Report

This is in reply to your letter dated April 23, 1993 requesting comments concerning the Project.

The proposed Project involves the construction of a Burbank-Glendale-Los Angeles light rail alignment that would operate as a branch of the Los Angeles-to-Pasadena Rail Transit Project. The 10.7-mile Burbank-Glendale-Los Angeles light rail route extends from Taylor Yard to Hollywood Way at the Burbank Airport via the Southern Pacific Railroad right-of-way (R/W).

The Los Angeles Department of Water and Power (LADWP) will be working with you to provide any needed electrical power to the Project. The impact on the electrical distribution system depends upon the Project's actual electrical service requirements. At this time, it is not known where the electrical utility substations will be located and what their electrical demands will be. The environmental documents should discuss the extent of this Project's electrical service requirements.

From the available maps and other preliminary drawings submitted, it is difficult to determine the extent to which this rail Project will impact the transmission system. Any new construction within the Taylor Yard area may impact the transmission line R/W. LADWP emphasizes that consent from LADWP must be obtained prior to any activity within the transmission line R/W, fee-owned property, or easements.

111 North Hope Street, Los Angeles, California ☐ *Mailing address:* Box 111, Los Angeles 90051-0100
Telephone: (213) 481-4211 *Cable address:* DEWAPOLA *FAX:* (213) 481-8701

Thank you for the opportunity to comment on this Project. If you or your staff have any questions regarding these comments, please contact Mr. Richard P. Franklin of my staff at (213) 481-5763.

Sincerely,

William W. Glauz

WILLIAM W. GLAUZ
Assistant Manager of Environmental
and Governmental Affairs

c: Mr. Richard P. Franklin

APPENDIX III:
REFERENCES, AGENCIES CONTACTED, AND PREPARERS

This appendix contains lists of all references utilized in preparing this Supplemental Environmental Impact Report; agencies which have participated in its preparation and review; and preparers of this document. These lists appear in this appendix under the following headings:

III.i REFERENCES

III.ii AGENCIES CONSULTED

III.iii PROJECT MANAGEMENT TEAM

III.iv DOCUMENT PREPARERS

III.i REFERENCES

In addition to the references utilized in preparing the Final Environmental Impact Report, the following reports, documents, and other resources were used as references in the preparation of this Supplemental Environmental Impact Report.

City of Glendale, in conjunction with the Los Angeles County Transportation Commission, *Glendale Corridor LRT Alignment Alternatives Study*, April 1990.

City of Los Angeles, *Sun Valley Community Plan*, September 1977.

Los Angeles County Transportation Commission, *Burbank-Glendale-Los Angeles Rail Transit Project Final EIR*, October 1992.

Los Angeles County Transportation Commission, in conjunction with the City and County of Los Angeles, *Downtown Los Angeles to Sylmar-Santa Clarita Rail Transit Study*, November 1991.

Remy, Thomas, Moose, and Yeates, *Guide to the California Environmental Quality Act (CEQA)*, 1993.

South Coast Air Quality Management District, *Air Quality Handbook for Preparing Environmental Impact Reports, Appendix D*, 1989.

South Coast Air Quality Management District, in conjunction with the Southern California Association of Governments, *Final 1989 Air Quality Management Plan*, March 1989.

Southern California Association of Governments, *Guidance for Implementation of 1989 AQMP Conformity Procedures*, March 1990.

United States Department of Transportation Federal Aviation Administration, *Draft Environmental Impact Statement/Draft Environmental Impact Report, Land Acquisition and Replacement Terminal Project Burbank-Glendale-Pasadena Airport*, June 1992.

III.ii AGENCIES CONSULTED

The following agencies were contacted and consulted in order to retrieve information needed to prepare this Supplemental Environmental Impact Report:

City of Burbank

- Advance Planning
- Burbank Redevelopment Agency
- Traffic Engineering
- Police Department
- Fire Department
- Public Service Department
- Burbank Unified School District

City of Glendale

- Management Services
- Glendale Redevelopment Agency
- Planning

City of Los Angeles

- City Planning
- Cultural Affairs Department
- Department of Transportation
- Fire Department
- Department of Water and Power
- Council Districts #1, and #2
- Los Angeles Unified School District

County of Los Angeles

- Metropolitan Transportation Authority
- Department of Health Services
- Department of Public Works

South Coast Air Quality Management District (SCAQMD)

Southern California Association of Governments (SCAG)

Southern California Regional Rail Authority (SCRRA)

Southern Pacific Transportation Company

City of Los Angeles Council District #1

- Mike Hernandez
- Ed Reyes
- John Morillo
- Ralph Oronoz

City of Los Angeles Council District #2

- Joel Wachs
- Heather Dalmont

III.iii PROJECT MANAGEMENT TEAM

The following agencies and individuals have participated in the project management and review of this environmental document:

Los Angeles County Metropolitan Transportation Authority (MTA)

- Judy Schwartze, San Fernando Valley Area Team
- Peter De Haan, San Fernando Valley Area Team
- David Mieger, San Fernando Valley Area Team
- Mark Dierking, San Fernando Valley Area Team
- Yvette Pierre, Central Area Team
- Ricardo Gonzales, Rail Construction Corporation
- Kathleen Sweet, Rail Construction Corporation
- Manit Churanakoses, Rail Construction Corporation

City of Burbank

- Bill Lundgren, Advance Planning
- Lothar Von Schoenborn, Advance Planning
- Mark Yamarone, Advance Planning
- John Libby, Advance Planning
- Ronald Morris, Traffic Engineering

Burbank-Glendale-Pasadena Airport Authority

- Tom Greer
- Kim Becker

City of Glendale

- Steve Adams, Management Services
- Bob Kadlec, Glendale Redevelopment Agency
- Ruth Martinez, Glendale Redevelopment Agency

City of Los Angeles

- Garland Cheng, City Planning
- James Okazaki, Transportation
- Helene Jacobs, Transportation
- Pauline Chan, Transportation
- Michael May, Transportation
- Robert Takasaki, Transportation
- Benjamin Chan, Transportation
- Howard Lampert, Transportation

State of California

- Department of Conservation, Division of Mines and Geology
- Department of Fish and Game, Natural Heritage Division
- Department of Transportation (Caltrans)
- Environmental Protection Agency

United States

- Department of Transportation
- Environmental Protection Agency

University of California at Los Angeles (U.C.L.A.)

- Institute of Archaeology

III.iv DOCUMENT PREPARERS

The following organizations and individuals participated in the preparation of the Burbank-Glendale-Los Angeles Rail Transit Project Supplemental Environmental Impact Report:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, Lead Agency

- Franklin E. White, Chief Executive Officer
- Judith A. Wilson, Executive Officer Planning and Programming
- Patricia V. McLaughlin, Director Multi-Modal Planning
- Judith L. Schwartze, San Fernando Valley Area Team Director
- Peter De Haan, Project Manager
- David Mieger, Project Manager
- Mark Dierking, Project Manager

Gruen Associates- Planning, Traffic Engineering, and Project Management

- Ki Suh Park, FAIA, AICP, Principal-in-Charge
- John M. Stutsman, AICP, Project Manager
- Rhonnel Sotelo, Urban Planner
- Michelle Fowler, Assistant Planner
- Farid Naguib, PE, Transportation Engineer
- Eve Meng, Graphic Designer

Benito A. Sinclair & Associates- Civil and Structural Engineering

- Jim Dade, PE
- Peter P. Zimmerman, PE

Anil Verma Associates- Station Site Design

- Anil Verma, Principal
- Leland Curran, Project Designer

Terry A. Hayes Associates- Environmental Planning

- Terry A. Hayes, AICP, Principal
- Cynthia van Empel, Environmental Planner
- Andrew Pimm, Assistant Planner
- Fedolia B. Harris, Assistant Planner

Jones, Day, Reavis & Pogue- Environmental Law Review

- J. Scott Schoeffel