

DRAFT

# LOS ANGELES COUNTY CONGESTION MANAGEMENT PROGRAM Environmental Impact Report

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SCAG Clearing House # LA-55791-MT

July 1992

Prepared for: Los Angeles County Transportation Commission  
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**LOS ANGELES COUNTY CONGESTION MANAGEMENT PROGRAM  
DRAFT ENVIRONMENTAL IMPACT REPORT**

**TABLE OF CONTENTS**

|  | <u>Page</u> |
|--|-------------|
| S. SUMMARY   | S-1         |
| I. INTRODUCTION  | 1           |
| II. PROJECT DESCRIPTION  | 6           |
| A. Project Location  | 6           |
| B. The Congestion Management Program (CMP)                             | 12          |
| C. Approvals For Which the EIR Will Be Used                            | 33          |
| D. Environmental Review of the CMP                                     | 33          |
| III. ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION                     | 35          |
| A. Land Use and Planning   | 35          |
| B. Transportation  | 49          |
| C. Air Quality   | 60          |
| D. Noise   | 82          |
| E. Geology   | 90          |
| F. Water Resources   | 99          |
| G. Biological Resources  | 119         |
| H. Cultural Resources  | 127         |
| I. Public Services   | 137         |
| IV. IMPACT OVERVIEW  | 144         |
| A. Growth Inducing Impacts   | 144         |
| B. Cumulative Impacts  | 146         |
| C. Significant Unavoidable Adverse Impacts                             | 150         |
| D. Short Term Use Verses Long Term Productivity                        | 150         |
| V. ALTERNATIVES  | 152         |
| A. No Project (Existing System)  | 165         |
| B. No Project (No CMP, No Future State Funding)                        | 167         |
| C. TDM Intensive   | 170         |
| D. Capital Intensive   | 172         |
| E. Environmentally Superior Alternative                                | 174         |
| VI. REPORT AUTHORS AND CONSULTANTS; PEOPLE AND ORGANIZATIONS CONSULTED | 175         |

**LOS ANGELES COUNTY CONGESTION MANAGEMENT PROGRAM  
DRAFT ENVIRONMENTAL IMPACT REPORT**

**TABLE OF CONTENTS - (Continued)**

|   | <u>Page</u> |
|---|-------------|
| VII. BIBLIOGRAPHY   | 177         |
| APPENDICES  |             |
| A. List of Acronyms   |             |
| B. Notice of Preparation and Responses to Notice of Preparation |             |
| C. Revised TDM Ordinance  |             |
| D. List of STIP Projects  |             |
| E. Cultural Resources in the County                             |             |
| F. Parks and Recreational Facilities in the County              |             |
| G. SCAG CMP Consistency Criteria                                |             |

**List of Tables**

|   |    |
|---|----|
| 1. Cities In Los Angeles County   | 8  |
| 2. Growth Projections for the County's Sub-Regional Areas                           | 11 |
| 3. CMP Roadway System   | 20 |
| 4. CMP Transit Monitoring Network - List of Routes                                  | 24 |
| 5. Capital Improvement Program  | 31 |
| 6. AQMP Transportation Control Measures   | 39 |
| 7. SCAG Regional Policy Forecast  | 41 |
| 8. 1988 Regional Mobility Plan Performance Indicators; SCAG Six-County Urban Region | 50 |
| 9. Description of Highway System Components   | 51 |
| 10. Rail Transit System Components  | 53 |
| 11. South Coast Air Basin Air Quality Receptor Areas and Monitoring Stations        | 63 |

**LOS ANGELES COUNTY CONGESTION MANAGEMENT PROGRAM  
DRAFT ENVIRONMENTAL IMPACT REPORT**

**TABLE OF CONTENTS - (Continued)**

|  | <u>Page</u> |
|--|-------------|
| <b><u>List of Tables - Continued</u></b>   |             |
| 12. Comparison of SCAG and LA County On-Road Mobile Emissions by Source Categories                                     | 75          |
| 13. General Relationship Between AQMP, TCM's, and the CMP  | 78          |
| 14. Noise Characteristics of Vehicles  | 83          |
| 15. Typical Surface Transportation Facility Noise Levels   | 85          |
| 16. Typical Ranges of Noise Levels at Public Works Construction Sites with a 70 Decibel Ambient Typical of Urban Areas | 85          |
| 17. General Effect of Speed Change on Noise Levels   | 86          |
| 18. General Effect of Heavy Truck Percentage Change on Noise Levels  | 87          |
| 19. Beneficial Uses for Surface and Groundwater Resources in California  | 106         |
| 20. Estimated Water Consumption in Los Angeles In Fiscal Year 1990-1991 ( In Acre-Feet)                                | 109         |
| 21. Potential Water Resource Impacts of the CMP  | 115         |
| 22. Significant Ecological Areas in Los Angeles County   | 122         |
| 23. Cultural- Historic Resources in Proximity to the CMP Network   | 132         |
| 24. Los Angeles County Recreational Areas Adjacent to the CMP Roadway Network  | 140         |
| 25. Cumulative Development   | 147         |
| 26. Comparison of RMP Alternatives with the RMP  | 153         |

**LOS ANGELES COUNTY CONGESTION MANAGEMENT PROGRAM  
DRAFT ENVIRONMENTAL IMPACT REPORT**

**TABLE OF CONTENTS - (Continued)**

|  | <u>Page</u> |
|--|-------------|
| <b><u>List of Figures</u></b>  |             |
| 1. Project Location Map  | 7           |
| 2. Location of Cities and Unincorporated Areas   | 9           |
| 3. Subregional Areas   | 10          |
| 4. CMP Highway Network   | 18          |
| 5. Existing Levels of Congestion On Highways   | 19          |
| 6. CMP Transit Network   | 23          |
| 7. South Coast Air Basin's Location  | 61          |
| 8. Source Receptor Areas and Air Monitoring Stations in Los Angeles County                     | 64          |
| 9. Carbon Monoxide and Ozone Levels In Project Vicinity  | 65          |
| 10. Nitrogen Dioxide and Particulate Matter in the Project Vicinity                            | 66          |
| 11. 1-Hour Carbon Monoxide Levels (ppm) Los Angeles County, 1987-1991                          | 67          |
| 12. 8-Hour Carbon Monoxide Levels (ppm) Los Angeles County, 1987-1991                          | 68          |
| 13. 1-Hour Maximum Ozone Concentration Los Angeles County, 1987-1991                           | 70          |
| 14. Maximum 24-Hour PM10 Concentration Los Angeles County, 1987-1991                           | 71          |
| 15. 1-Hour Nitrogen Dioxide Concentration Los Angeles County, 1987-1991                        | 73          |
| 16. 1-Hour Sulfur Dioxide Concentration Los Angeles County, 1987-1991                          | 74          |
| 17. Faults that may Generate Damaging Earthquakes or Surface Rupture in the Los Angeles Region | 94          |
| 18. Geologic Hazards   | 95          |

LOS ANGELES COUNTY CONGESTION MANAGEMENT PROGRAM  
DRAFT ENVIRONMENTAL IMPACT REPORT

TABLE OF CONTENTS - (Continued)

|  | <u>Page</u> |
|--|-------------|
| <b><u>List of Figures</u> - Continued</b>    |             |
| 19. Basin Hydrographic Planning Areas        | 101         |
| 20. Basin Hydrographic Subdivisions          | 103         |
| 21. Location of Significant Ecological Areas | 121         |





## S. SUMMARY

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### A. PROJECT DESCRIPTION

The following Environmental Impact Report (EIR) analyzes the potential of the 1992 Congestion Management Program (CMP) for Los Angeles County to create significant environmental impacts. This assessment fulfills the requirements of the California Environmental Quality Act (CEQA) and is designed to inform decision-makers, other responsible agencies and the general public of the proposed action and the range of potential environmental impacts of that action. The EIR also analyzes alternatives to the proposed CMP and recommends a set of measures to mitigate any potentially significant adverse impacts identified in the EIR. The Los Angeles County Transportation Commission (LACTC), the Lead Agency for the CMP EIR, will use this EIR in their review prior to adopting the 1992 CMP.

The CMP is a new program mandated by State Government Code Sections 65088, et. seq., adopted in June of 1990. The intent of the program is to provide a mechanism for linking regional mobility with local land use decisions while working toward improved air quality. By statute, the LACTC was given a one year extension to adopt the CMP, because it was determined that an EIR was necessary. In accordance with this extension, the LACTC must adopt its CMP by December 1, 1992.

In accordance with Section 65089(b) of the Government Code, the CMP contains the following five elements:

1. An element designating the CMP transportation system and establishing Level of Service (LOS) standards for the highways and roadways included in that system.
2. A transit standards element for service frequency, routing, and coordination among multiple transit agencies operating with the CMP's jurisdiction.
3. A transportation demand and trip reduction element that includes alternatives to single-occupant auto use and promotes strategies to manage overall travel demand.

4. A land use program to analyze the impacts of land use decisions by local jurisdictions on the regional transportation system.
5. A seven-year capital improvement program (CIP) to maintain or improve the traffic and transit standards or to mitigate the impact of new development.

**B. ENVIRONMENTAL ANALYSIS**

The major environmental impacts and suggested mitigation measures are summarized in Table S-1. Appendix A contains a list of acronyms used in the summary and throughout this document.

**C. ALTERNATIVES TO THE PROJECT**

This EIR includes an analysis of four alternatives to the proposed CMP. The first two alternatives are no project alternatives. They are included because CEQA mandates the discussion of a no project alternative in an EIR<sup>1</sup> and because they serve to highlight the effects of CMP adoption. Alternative 1 is the no change from existing conditions version of the no project alternative and Alternative 2 is the non-adoption of a CMP version of the no project alternative. Neither of these alternatives would comply with the requirements of the CMP statute and are therefor not considered feasible.

The other two CMP alternatives are a TDM intensive alternative and a capital intensive alternative. Each of these alternatives has been designed to be consistent with the adopted RMP. In adopting the RMP, SCAG analyzed five alternatives to the RMP.<sup>2</sup> Those five alternatives are described below.

- **RMP Alternative 1 - The No-Project Alternative**. This alternative consisted of the 1987 existing transportation system and construction of the transportation system improvements funded as of 1987. This alternative was designed to be analogous to the potential impact of

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<sup>1</sup> See CEQA Guidelines, section 15126, subd. (d)(2).

<sup>2</sup> Please see Chapter 6 of the Draft EIR for the Regional Mobility Plan (State Clearinghouse number 87-121613) previously incorporated herein by reference.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

| <u>ENVIRONMENTAL IMPACT</u>  | <u>MITIGATION</u>  | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u> |
|--|--|---|
| A. LAND USE  |  |   |
| <u>Direct Impact:</u> Individual CMP projects may result in localized changes in land use.   | A.1 The LACTC shall consult with other adjacent CMAs in reviewing LOS standards to ensure that differences in LOS standards between counties do not encourage a land use pattern which is inconsistent with local land use or regional goals.  | Less than significant.                        |
| <u>Indirect Impacts:</u> Should implementation of the CMP result in increased urban deconcentration or concentration or expansion development in outlying areas, which has not been anticipated in the regional plans, the CMP could have a negative effect on land use. | A.2 The LACTC shall participate in on-going forums, regarding interjurisdictional impacts including land use issues and impact analysis procedures.  | Less than significant.                        |
| Increasing system capacity may encourage additional trips (latent demand) on the system, by reducing the costs (time and stress) associated with trip-making.  | A.3 The LACTC shall investigate the use of other mobility and system performance indices such as Vehicle Miles Traveled and Average Vehicle Ridership and shall compare the effectiveness of such indices with LOS as standards for determining both system mobility and motor vehicle emissions performance. These supplemental measures shall be incorporated into the program if determined to be effective for reconciling localized decreases in service against regional improvements. | Less than significant.                        |

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>  | <u>MITIGATION</u>  | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u> |
|--|--|---|
| <p><u>Direct Impacts:</u> The following classes of CMP CIP projects could lead to the localized displacement of adjacent businesses and residences: Class 1 - freeway system management (specifically the construction of HOV lanes); Class 2 - freeway gap closures; Class 6 - rail improvements; Class 4 - commuter rail stations; transit centers and park-n-ride lots; and, to a more limited degree, Class 3 - arterial system improvements. Of the 1992 CIP projects (see Table 5) Class 2 and 3 projects present the greatest potential for disruption.</p> | <p>A.4 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the land use impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations.</p>                           | <p>Less than significant.</p>                 |
| <p>The CMP's Land Use Analysis Program, in combination with CMP network monitoring and modeling should provide better information on which local jurisdictions can base their analysis.</p>  | <p>None required.</p>  | <p>Beneficial Impact</p>                      |
| <p><u>Indirect Impacts:</u> The CMP's TDM component may result in increased density in the vicinity of transit centers and rail facilities. This would be supportive of the centers development goals of a number of local jurisdictions.</p>  | <p>A.5 The LACTC shall explore with the cities the desirability of including mechanisms in the CMP for encouraging the creation of increased density in targeted centers areas. Possible mechanisms include specification of density related CIP project selection criteria; inclusion of density encouraging mechanisms in the TDM component of the CMP; or inclusion of mechanisms to encourage targeted density development as a component of future deficiency planning.</p> | <p>Less than Significant</p>                  |

S-4

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>  | <u>MITIGATION</u>   | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>   |
|--|---|---|
| <b>B. TRANSPORTATION</b>   |   |   |
| <u>Direct Impact:</u> The CMP has been designed to be consistent with the RMP, thus the CMP should have a positive impact on working towards attainment of Regional Mobility goals.  | None required.  | Significant Beneficial Impact   |
| <u>Direct Impact:</u> Any potential impacts of the highway and roadway element of the CMP are likely to be related to the implementation of the specific CIP improvement projects within the framework of the CMP process. CIP projects will help to maintain LOS.   | Mitigation measure A.4 would mitigate the direct effects of the CIP element of the CMP.   | CIP projects will have a beneficial impact County-wide on LOS. The potential for localized CMP CIP project specific traffic impacts to remain after implementation of CIP project specific mitigations developed as part of CIP project specific environmental review can only be assessed on a project specific basis. |
| Traffic may be re-routed during the construction of a particular facility. It is possible that the implementation of a transportation improvement project may cause traffic to be diverted into or through sensitive areas including residential neighborhoods, creating localized noise or air quality impacts. | B.1 The LACTC shall review EIRs for CIP projects to ensure that mitigation measures are included requiring that the Lead Agency give transit operators and affected City Departments of Transportation advanced notice of construction activities which might impact the transportation system. |   |
| Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, which has not been anticipated in the regional plans, the CMP could have a negative effect on the  | Mitigation Measures A.1 - A.3 would mitigate the indirect effects of the CIP element of the CMP; mitigation measures A.1 - A.3 and mitigation B.1 would mitigate the indirect effects of the CMP Highway and Roadway System element.  | Less than significant.  |

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TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>  | <u>MITIGATION</u> | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u> |
|--|-------------------|---|
| <p>transportation system by increasing vehicle miles traveled. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible.</p> | None Required     | Beneficial Impact                             |
| <p><u>Direct Impact:</u> The Highway and Transit Elements would provide monitoring information to assist in planning.</p>  | None Required     | Beneficial Impact                             |
| <p>C. AIR QUALITY</p>  | None Required     | Significant Beneficial Impact                 |
| <p><u>Direct Impact:</u> The CMP conforms with the AQMP and would help to improve regional air quality in the County</p>   | None Required     | Significant Beneficial Impact                 |

S-5

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>   | <u>MITIGATION</u>   | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>   |
|---|---|---|
| <p><u>Direct Impact:</u> The construction and/or operation of CIP transportation improvement projects could have the following localized negative air quality impacts adjacent to the improvement alignment or right-of-way:</p> <ul style="list-style-type: none"> <li>• Construction of roadway and/or transit improvements would have short-term construction impacts. Earth moving activities would increase localized particulate levels. Improvements to existing roadways may also require detours and delays during construction which would cause short-term increases in emissions.</li> <li>• New route locations or freeway gap closures have the potential to bring mobile emission sources closer to existing sensitive land uses as well as create new line sources of pollutant emissions in areas where such sources may not have existed before.</li> <li>• Providing increased roadway capacity by widening or re-striping may move vehicle travel lanes closer to sensitive land uses adjacent to the roadway.</li> </ul> | <p>In addition to mitigation measure B.1, the following mitigation measures would partially mitigate direct impacts associated with CMP CIP projects:</p> <p>C.1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the air quality impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas in the EIR:</p> <ul style="list-style-type: none"> <li>• preparation in accordance with applicable guidelines (SCAQMD, CALTRANS, FHWA, EPA etc.);</li> <li>• both construction and operation phase emissions and criteria pollutant concentrations, and compare emissions and concentrations to established SCAQMD daily emissions thresholds, as well as to California Ambient Air Quality Standards (CAAQS);</li> <li>• consistency with the Air Quality Management Plan;</li> </ul> | <p>The potential for localized CMP CIP project specific air quality impacts to remain after implementation of the mitigations and CIP project specific mitigations developed as part of CIP project specific review can only be assessed on a project specific basis.</p> |

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>   | <u>MITIGATION</u>   | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u> |
|---|---|---|
| <ul style="list-style-type: none"> <li>Creation of rail transit stations and transit centers has the potential to attract a significant number of vehicles to parking locations. Particularly during peak periods, localized carbon monoxide "hot spots" may be created by vehicles idling or queuing at access points to parking facilities. Station circulation may also impeded vehicle flow on adjacent arterial streets and this increase delays, idling and localized emissions.</li> </ul>   | <ul style="list-style-type: none"> <li>demonstration that significant air quality impacts have been mitigated in a manner consistent with the provisions of applicable State and Federal clean air legislation.</li> </ul> <p>C.2 The LACTC shall seek Environmental Enhancement and Mitigation Demonstration Program Funds made available under Section 164.56(b)(1) of the Street and Highways Code for highway landscaping and urban forestry projects designed to offset vehicular emissions of carbon dioxide associated with CIP projects.</p>                      |   |
| <p><u>Indirect Effects:</u> Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, which has not been anticipated in the regional plans, the CMP could have a negative effect on air quality by increasing vehicle miles traveled. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible.</p> | <p>C.3 The LACTC, where possible, through the congestion monitoring, highway and transit network modeling and land use analysis program elements of the CMP, shall determine the similarity between observed travel behavior with growth rates and geographic distribution assumptions of the RMP. The success of the program in working toward regional land use and mobility goals will be assessed as part of future CMP updates, and appropriate changes to work toward regional goals will be proposed in consultation with local, regional, and state agencies.</p> | Less than Significant.                        |



TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>   | <u>MITIGATION</u>   | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>   |
|---|---|---|
| <p>CMP-related improvements could potentially increase the density of trips and traffic in center areas such as near transportation centers, rail transit stations, park and ride lots, etc. In these cases, the air quality affect of the CMP could create "hot spots" of pollutant concentrations, particularly carbon monoxide.</p>  | <p>C.4 The LACTC shall encourage and participate in the evaluation and reconciliation of localized adverse impacts with regional improvements. Such evaluation is intended to broaden the understanding of "hot spots" of pollutant emissions, and the tradeoffs between hot spot creation and regional emission reductions.</p>  | <p>Less than Significant</p>  |
| <p>D. NOISE</p>   | <p>D.1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the noise impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas in the EIR:</p> <ul style="list-style-type: none"> <li>• preparation in accordance with applicable local and State guidelines (FHWA FHMP 773, State Office of Noise Control, local noise ordinance and general noise element, etc.)</li> </ul> | <p>The potential for localized CMP CIP project specific noise impacts to remain significant after implementation of the mitigations and CIP project specific mitigations developed as part of CIP specific review can only be assessed on a project specific basis.</p> |
| <p>Noise from the construction of CIP projects may be disruptive. Circumstances where noise conditions may increase and adverse impacts may result including the following:</p> <ul style="list-style-type: none"> <li>- Construction of new routes or freeway gap closures through sensitive residential areas.</li> <li>- Widening of facilities on the existing CMP highway network that would bring travel lanes and mobile noise sources closer to sensitive adjacent land use receptors.</li> <li>- Construction of elevated HOV lanes or elevated rail transit within or adjacent to facilities passing through residential areas or adjacent to sensitive land uses.</li> </ul> |   |   |

65

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>  | <u>MITIGATION</u>  | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u> |
|--|--|---|
| <p>S-10</p> <ul style="list-style-type: none"> <li>- Operational improvements on the CMP network that would increase traffic speed and flow that may incremental increase noise levels.</li> <li>- Increase in the frequency of transit service (bus and/or rail) would increase Community Noise Equivalent Levels (CNEL).</li> <li>- New transit alignments or the construction of new elevated transit facilities would increase ambient noise levels.</li> <li>- New transit stations may cause an increase in mobile and stationary levels for adjacent land uses.</li> <li>- New park-and-ride locations may cause an increase in mobile noise levels for adjacent land uses as a result of a significant increase in vehicle trips to the area. Stationary noise levels may also increase as a result of the construction of parking structures with ventilation systems or from parking areas where sounds such as engine run-ups, door slams, car alarms etc. would be more common.</li> </ul> | <ul style="list-style-type: none"> <li>• demonstration that all significant noise impacts have been mitigated in a manner consistent with the provisos of applicable local ordinances, as well as State and Federal guidelines.</li> </ul> |   |

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>  | <u>MITIGATION</u>   | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u> |
|--|---|---|
| <p><u>Indirect Effects:</u> Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, which has not been anticipated in the regional plans, the CMP could have a negative effect on noise by increasing traffic in areas with relatively low background noise levels. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible. Also a possibility is that CMP-related improvements could increase the density of trips and traffic in center areas such as near transportation centers, rail transit stations, park-and-ride lots, etc. In these cases, the noise effect of the CMP could concentrate an increase in both mobile and stationary noise levels in the immediate vicinity of these new facilities.</p> | <p>Mitigation measure C.3 addresses indirect noise impacts.</p> | <p>Less than significant.</p>                 |

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>  | <u>MITIGATION</u>  | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>  |
|--|--|--|
| E. GEOLOGY   |  |  |
| <p><u>Direct Effects:</u> Construction of CIP projects could result in the following geotechnical impacts: construction related erosion; increased risk of slope failures, mudslides, and rock falls; a limited potential for subsidence or soil-related impacts; and seismic risks.</p> | <p>E.1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the geological impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas in the EIR:</p> <ul style="list-style-type: none"> <li>• preparation in accordance with applicable local and State guidelines (Caltrans, Division of Mines Geology, local ordinances).</li> <li>• adequate geotechnical investigations regarding grading, slope stability, seismic hazards, potential ground acceleration.</li> <li>• the appropriate level of coordination with the State Division of Mines and Geology and identify specific mitigation measures to be implemented.</li> </ul> | <p>The potential for localized CMP CIP project specific geotechnical impacts to remain after implementation of the mitigations and CIP project specific mitigations developed as part of CIP project specific review can only be assessed on a project specific basis. With mitigation, the CMP is not anticipated to result in any significant regional geotechnical impacts.</p> |

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u> | <u>MITIGATION</u>  | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>   |
|-----------------------------|--|---|
| S-13                        | <p><b><u>Indirect Effects:</u></b> Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, in closer proximity to active faults which has not been anticipated in the regional plans, the CMP could have a negative effect on seismic risk by increasing vehicle miles traveled. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible.</p> | <ul style="list-style-type: none"> <li>• are designed in accordance with County and local code requirements for seismic ground shaking with special attention to the seismic design of bridges, elevated structures and tunnels.</li> <li>• demonstrate that all significant geotechnical factors have been mitigated in a manner consistent with the provisions of sound engineering practice and applicable local ordinances.</li> </ul> <p>Mitigation measure C.3 addresses indirect geological impacts.</p> <p style="text-align: right;">Less than Significant</p> |

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>   | <u>MITIGATION</u>  | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>   |
|---|--|---|
| <p>Also a possibility is that CMP-related improvements could increase pressures for increased population and employment density in areas adjacent to transit stations, transit lines, transportation centers, etc. A new concentration of population and/or employment, particularly in multi-story buildings could increase human exposure seismic event risks.</p>  |  |   |
| <p><b>F. WATER</b></p>  |  |   |
| <p><u>Direct Impacts:</u> CIP projects could affect beneficial uses through the destruction of habitat and changes in surface water quality. Implementation of the CMP could have a short-term adverse effect on nearby surface water bodies during construction CIP related projects. these effects would include increased sedimentation engendered by excavation and grading activities, as well a pollution from vehicular oils and grease. Long-term impacts could result from increased highway and transit associated facilities operations and their associated pollution (such as vehicular oils and grease emissions). The level of pollution produced would be a function of the number and lengths of trips made on these new facilities.</p> | <p>F.1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the water resource impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas in the EIR:</p> <ul style="list-style-type: none"> <li>For large-scale capital improvement projects, such as freeway, HOV, rail and interchange projects, appropriate ecologically-oriented maps are obtained and used during the planning process for CIP projects. Every effort is made to avoid areas that are currently used or are anticipated</li> </ul> | <p>With implementation of the mitigation measures, program level water resource impacts on beneficial uses, supply and demand, and water quality are not anticipated to be significant. The potential for significant adverse water resource impacts to remain after implementation of CIP project specific mitigations developed as part of CIP project specific environmental review, can only be assessed on a project specific basis.</p> |

S-14

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TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

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| <u>ENVIRONMENTAL IMPACT</u> | <u>MITIGATION</u>  | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u> |
|-----------------------------|--|---|
|                             | <p>to be used for ecologically beneficial purposes. Every effort is made to minimize all disturbances in areas where construction is mandatory. All areas are restored to their original pre-construction condition, including the re-introduction of all uncontaminated soil and the replacement of all native vegetation. In the coastal zone, coastal zone planning and management programs reduce adverse impacts to coastal water quality and preserve or improve areas of special water quality significance such as bays and estuaries.</p> <ul style="list-style-type: none"><li>• For large-scale CIP projects such as freeway, HOV, rail and interchange projects, a comprehensive site investigation is conducted by ecological and water quality specialists to provide input into the above planning and mitigation design process and to confirm expected onsite conditions prior to the initiation of demolition and construction activities.</li><li>• Planning, construction, and operational activities are coordinated with appropriate ecological and water resources agencies and are conducted in accordance with the requirements of the Federal Water Pollution Control Act, the Water Quality Act and the Clean Water Act, including NPDES and Section 404 permit requirements.</li></ul> |   |

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TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

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| <u>ENVIRONMENTAL IMPACT</u> | <u>MITIGATION</u>   | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u> |
|-----------------------------|---|---|
|                             | <ul style="list-style-type: none"><li>• Natural conditions are maintained or simulated wherever possible to minimize effects at stream crossing. Single-span bridges are used when feasible.</li><li>• Erosion control measures and runoff management, such as drainage channels, detention basins, and vegetated buffers, are employed to prevent pollution of adjacent water resources by runoff from transportation facilities. Wherever physically feasible, detention basins are equipped with oil and grease traps which are cleaned regularly. Treatment and disposal of excavated materials is well-planned.</li><li>• Water conservation measures listed in the BMP are incorporated into the planning and design of CIP projects and their mitigations.</li><li>• Use of permeable surfaces and channelization of flows to recharge areas are incorporated into project design, where possible, to promote water percolation and removal of metals.</li><li>• All demolition, construction, and operational activities are conducted in accordance with all applicable regulatory requirements.</li></ul> |   |

Mitigation measure A.3 would reduce long-term water quality impacts associated with CIP project operation:



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TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

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| <u>ENVIRONMENTAL IMPACT</u>   | <u>MITIGATION</u>  | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u> |
|---|--|---|
| <p><u>Indirect Effects:</u> Should implementation of the CMP result in increased urban deconcentration or concentration or expansion of development in areas containing beneficial uses, significant indirect impacts could result.</p> <p>Deconcentration could also decrease the amount of open land that is currently available for ground water recharge, either through natural means or through use of reclaimed water. Efforts to foster reclamation projects to increase local ground water supplies could be significantly curtailed because of the area requirements associated with the reuse of treated effluent. Lastly, the interdependent effects of deconcentration would increase the need for and restrictiveness of large-scale water conservation programs.</p> | <p>Mitigation measure C.3 would reduce the indirect impacts of the CMP of beneficial uses and the water supply/demand balance:</p> | <p>Less than Significant</p>                  |

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>   | <u>MITIGATION</u>  | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>  |
|---|--|--|
| <p>G. BIOLOGICAL RESOURCES</p> <p><u>Direct Impacts:</u> To the extent that the CMP is successful in maintaining LOS in the vicinity of SEAs, the CMP would have a beneficial impact as a result of reduced congestion and air pollution. If the CMP results in the diversion of traffic to corridors passing through SEAs, or from already-congested corridors to corridors which are currently relatively free-flowing, leading to increased levels of congestion, traffic, and air pollution in proximity to SEAs, the CMP may have an adverse effect on biological resources. Some CMP CIP projects may be routed through SEAs. Any capital improvement projects located in or near SEAs pose the potential for significant biological impacts.</p> | <p>G.1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the biological resource impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas in the EIR:</p> <ul style="list-style-type: none"> <li>• Prior to any new construction on existing or proposed highways within the boundaries of an SEA, the need for construction is reviewed and substantiated, and alternative alignments or appropriate mitigation measures are investigated and implemented as feasible. If no feasible alternative or mitigation is found, the project is performed in the most environmentally sensitive manner possible.</li> </ul> | <p>With implementation of the mitigation measures listed above, program level biological resource impacts are not anticipated to be significant. The potential for significant adverse biological resource impacts to remain after implementation of CIP project specific mitigation's developed as part of CIP project specific environmental review, can only be assessed on a project specific basis.</p> |

S-18

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TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

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| <u>ENVIRONMENTAL IMPACT</u> | <u>MITIGATION</u>   | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u> |
|-----------------------------|---|---|
|                             | <ul style="list-style-type: none"><li>• Site-specific studies are required for each capital improvement project located in the vicinity of an SEA to determine whether significant plant or animal life is present in a proposed alignment and the level of impact on those resources. In consultation with the California Department of Fish and Game and the U.S. Fish and Wildlife Service, detailed biological surveys are conducted prior to the adoption of roadway alignments which have the potential to adversely affect significant biological resources.</li><li>• Appropriate consultation with the California Department of Fish and Game occurs to determine if special status species, not identified under the SEA program, occur in the project vicinity.</li><li>• Vegetation removal occurs only where absolutely necessary for grading; revegetation with appropriate native plants is implemented as feasible.</li><li>• Capital improvement projects which take place in recognized wetlands comply with local, state, and federal regulations governing the protection of these areas.</li></ul> |   |

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>   | <u>MITIGATION</u>  | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>  |
|---|--|--|
| <p><b>Indirect Impacts:</b> Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, particularly areas containing significant ecological resources, which has not been anticipated in the regional plans, the CMP could have a negative effect on biological resources. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis</p> | <ul style="list-style-type: none"> <li>• Capital improvement projects within the coastal zone comply with coastal zone planning and local government management programs which prevent or reduce impacts on biological resources within the coastal zone.</li> </ul> <p>G.2 The LACTC shall seek Environmental Enhancement and Mitigation Demonstration Program Funds made available under Section 164.56(b)(2) of the Streets and Highways Code for acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for proposed transportation improvements</p> | <p>Mitigation measure C.3 would reduce the indirect impacts of the CMP on biological resources. Less than significant.</p> |

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>  | <u>MITIGATION</u>  | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>  |
|--|--|--|
| <p>contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible.</p>   |  |  |
| <p>H. CULTURAL RESOURCES</p>   |  |  |
| <p><b>Direct Impacts:</b> While prehistoric sites or artifacts could be discovered in the urbanized areas of Los Angeles County, it is likely that any archaeological sites on the surface would have been destroyed during past urbanization. Generally in the urbanized or urbanizing areas, archaeological and paleontological resources are uncovered during the construction phase of a project.</p>          | <p>H.1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the cultural resource impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas into the EIR:</p> | <p>With implementation of the mitigation measures listed above, program level cultural resource impacts are not anticipated to be significant. The potential for significant adverse cultural resource impacts to remain after implementation of CIP project specific mitigation's developed as part of CIP project specific environmental review, can only be assessed on a project specific basis.</p> |
| <p>The National Register entries, National Landmarks, State Landmarks, local designations, and Los Angeles Historic-Cultural Monuments are located along or near many of the streets and highways of the CMP Roadway System. Inclusion of a roadway or highway segment on the CMP network could ultimately lead to improvement projects on or near that segment, should service deteriorate below CMP Level of</p> | <ul style="list-style-type: none"> <li>The project sponsor contacts either the archeological resource information depository at UCLA or Cal State Northridge to determine the status of each site or corridor proposed for development, if it is determined during project-specific environmental review that the site or corridor is likely to contain archaeological resources.</li> </ul>   |  |

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TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

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| <u>ENVIRONMENTAL IMPACT</u>   | <u>MITIGATION</u>   | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u> |
|---|---|---|
| Service standards. This could potentially lead to impacts on historic structures as part of CIP projects. | <ul style="list-style-type: none"><li data-bbox="856 509 1499 662">• A professional archaeologist is retained to aid in the assessment of those sites or corridors considered to have moderate to high likelihood of containing archaeological resources, and to recommend a course of action for preservation of significant resources.</li><li data-bbox="856 699 1499 971">• During construction, at sites judged to have moderate to high likelihood of containing paleontological resources, a qualified paleontologist approved by the California Archaeological Inventory Regional Information Center is on call to remove fossil remains found during construction. If fossil remains are discovered during construction, all activity at the fossil site shall be stopped until the paleontologist has removed the remains.</li><li data-bbox="856 1008 1499 1248">• For those sites or corridors for which environmental review or subsequent analysis indicates a less than moderate likelihood of containing archaeological resources, the following measures are taken: If any archaeological materials are encountered during the course of the project development, the project shall be halted. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology - Cal</li></ul> |   |

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>  | <u>MITIGATION</u>   | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u> |
|--|---|---|
| <p><u>Indirect Impacts:</u> Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas or the mountain or desert portions of the County, which has not been anticipated in the regional plans, the CMP could have a negative effect on cultural and archaeological resources in these areas.</p> | <p>State University, Northridge, or a member of the Society of Professional Archaeologist (SOPA), or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. Copies of the archaeological survey, study or report are submitted to the UCLA Archaeological Information Center. All specimens collected are donated to the most appropriate educational research not possible to evaluate the potential impact until specific projects are proposed.</p> <ul style="list-style-type: none"> <li>The environmental assessment adequately evaluates the potential for significant impacts to nearby historic resources, and includes appropriate mitigations.</li> </ul> <p>Mitigation measure C.3 would reduce the indirect impacts of the CMP on historic resources:</p> | <p>Less than significant.</p>                 |

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>  | <u>MITIGATION</u>   | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>  |
|--|---|--|
| <p>I. PUBLIC SERVICES</p>  | <p>I.1 The LACTC shall review project-level EIR's for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the public service impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas in the EIR:</p> <ul style="list-style-type: none"> <li>• Prior to the construction of individual CMP capital improvement projects, the lead agency consults with affected police and fire departments to ensure these agencies adequate access to the affected portions of the CMP roadway network.</li> <li>• An assessment of the potential impacts to parks and recreational facilities is included in the environmental assessment of any CMP transportation facilities to be located in proximity to parks and recreational facilities which includes an assessment of traffic, noise, and access impacts.</li> </ul> | <p>With implementation of the mitigation measures listed above, program level public services impacts are not anticipated to be significant. The potential for significant adverse police, fire and parks and recreational impacts to remain after implementation of CIP project specific mitigation's developed as part of CIP project specific environmental review, can only be assessed on a project specific basis.</p> |
| <p><u>Direct Effects:</u> The construction of individual CIP projects may temporarily slow police and fire department responses and disrupt access.</p> <p>Some CIP projects may require additional right-of-way adjacent to existing parks and recreational facilities, reducing the already limited parkland in the County. Increased traffic volumes and/or speed in proximity to parks and recreational facilities could result in increased noise impacts, inhibited access to facilities, and an increased number of automobile-related accidents. Site-specific studies required for each capital improvement project of the CMP with a potential for adversely affecting parks and recreational facilities will determine the level of impact on those facilities.</p> |   |  |

S-24



TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (continued)

| <u>ENVIRONMENTAL IMPACT</u>  | <u>MITIGATION</u>  | <u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>   |
|--|--|---|
| Local governments' compliance with the CMP could result in the diversion of local government personnel and revenues. | <p>1.2 The LACTC shall seek Environmental Enhancement and Mitigation Demonstration Program Funds made available under Section 164.56(b)(2) of the Streets and Highways Code for acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for proposed transportation improvements</p> <p>1.3 The LACTC shall work with local jurisdictions to investigate a county-wide process to deal with future year CMP implementation.</p> <p>1.4 The LACTC shall continue to work with public and private interests regarding CMP requirements to minimize adverse public/private cost impacts associated with the CMP.</p> | With implementation of the mitigation measures listed, impacts are not anticipated to be significant. |

EPA sanctions on the South Coast Air Basin for nonattainment of federal clean air standards for ozone and carbon monoxide. These sanctions would result in a construction ban on new large stationary sources and the withholding of federal highway construction funds. Population growth and housing construction would continue to occur, with a greater share of housing construction focused in outlying housing-rich subregions as a result of the EPA imposed stationary source construction ban.

- **RMP Alternative 2 - Facility Intensive Response to Growth Trends.** This alternative consisted of the construction of 7,660 lane-miles of freeway improvements region-wide, compared to the construction of 3,097 miles of mixed-flow and HOV lane miles included in the RMP. It included a comparable level of transit corridor development to the RMP (367 miles, verse the RMP's 360 miles), however, this alternatives included a much lower level of TDM effort than the RMP.
- **RMP Alternative 3 - Facility-Intensive Emphasis with Balanced Growth.** This alternative consisted of the construction of 6,043 lane miles of freeway improvements region-wide, compared to the construction of 3,097 miles of mixed-flow and HOV lane miles under the RMP. It included slightly less transit corridor development than RMP Alternative 2 (294 miles, compared to the RMP's 360 miles). Like RMP Alternative 2, it included a much lower level of TDM effort than the RMP. The key difference between RMP Alternative 2 and RMP Alternative 3 was that Alternative 3 included jobs/housing balance strategies.
- **RMP Alternative 4 - Demand Management Emphasis with Balanced Growth.** This alternative included a much lower level of freeway improvement construction region-wide than the RMP (1,858 lane miles compared to 3,097 for the RMP). It included job/housing balance strategies coupled with the same TDM requirements as the RMP and a similar level of transit corridor development (397 miles compared to the RMP's 360 miles). The slightly higher transit corridor development resulted in a slightly higher mode split under this alternative than under the RMP (19.4% compared to the RMP's 19.3%)
- **RMP Alternative 5 -- Demand Management Response to Growth Trends.** Unlike RMP Alternative 4, this alternative did not include jobs/housing balance strategies. It included construction of less freeway improvements than the RMP (2,766 lane miles compared to the RMP's 3,097 lane miles) but more transit corridor development (499 miles compared to the

RMP's 360 miles). This mix of improvements resulted in a higher transit mode-split than under the RMP (19.5% compared to the RMP's 19.3%).

Because the CMP statute requires that the CMP be consistent with the RMP, the alternatives developed in this EIR must also be consistent with the adopted RMP. Therefore, the proposed CMP, and the TDM Intensive and Capital Intensive CMP alternatives, are tiered from the adopted RMP. The proposed CMP and the two program alternatives have been designed to be consistent with the adopted RMP strategy and to contain the five elements required by statute for a CMP. Program alternatives which were not consistent with the adopted RMP have been excluded from the CMP alternative analysis since they do not meet the CMP Statute's RMP consistency requirement and since they were generally felt to represent an inferior strategy based on the previous RMP analysis. The four alternatives analyzed in this document are described below:

**1. NO PROJECT (EXISTING SYSTEM)**

This alternative, as the No Project Alternative, presumes that no changes are made to the existing transportation system, and that the existing system must accommodate future travel demand. Local land use decisions would continue to be made, but the regional highway and transit system would not be able to accommodate the mobility needs of the County.

As discussed in the RMP EIR, congestion on the highway and arterial system would degrade to Level of Service F on most of the system, peak period average vehicle speed would significantly decrease, and as a result, peak period travel would lengthen as people increasingly attempt to avoid congestion.

**2. NO PROJECT (NO CMP, NO FUTURE STATE FUNDING)**

Under this alternative, the CMP would not be adopted. This would directly result in the loss of future Flexible Congestion Relief (FCR) and Traffic Systems Management (TSM) funding. In addition, the federal congestion management requirements now tied to transportation funding would likely not be met, resulting in the loss of those funds as well. The effect of losing these funding sources would be to substantially delay the delivery of transportation capital

improvement projects throughout the County, as local funding sources would be the primary source available for transportation improvements.

The other components of the CMP would not be implemented. This includes the highway and transit Level of Service, network monitoring, the trip reduction ordinance, and the land use analysis program.

Local land use decisions would continue to be made with varying attention to regional transportation impacts and without the benefit of the additional data which would be generated through a CMP monitoring program. The method used to perform land use impacts evaluations would continue to vary by jurisdiction.

As a result of the delay in project delivery of planned projects, highway congestion would continue to deteriorate in many parts of the county and the transportation improvements which did occur would be less likely to adequately alleviate severe congestion problems.

Transportation demand management ordinances and policies would be developed individually by each jurisdiction, if at all. This could lead to inconsistent standards and approaches within the region which could, in turn, have an indirect effect on the pattern of land use in the County.

### **3. TDM INTENSIVE**

This alternative would be based on an intensive performance based TDM program approach to congestion management. The program would be aimed at achieving the Regional Mobility Plan's TDM goal of a 30% reduction in auto-based home-work trips and a 19.4 percent transit mode share. Since the overall CMP must still be implemented within the same limited resources, the additional TDM effort would largely reduce the CIP component of the program. The CMP LOS standards, networks and land use analysis program would be the same as for the proposed CMP.

### **4. CAPITAL INTENSIVE**

Under this alternative a capital-intensive approach to maintaining mobility would be taken. This alternative proposes to accelerate much of the capital component of the RMP into the seven year

CIP. This component would include no additional TDM efforts above existing levels. The network, LOS and land use analysis components of the alternative would be the same as for the proposed CMP.

## **5. ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

After mitigation, no significant adverse program level impacts are anticipated to result from implementation of the CMP. All impacts would be CIP project specific.

The California Environmental Quality Act (CEQA) requires that an environmentally superior alternative be identified. The TDM Intensive Alternative is environmentally superior to the no project alternatives (Alternatives 1 and 2) and the Capital Intensive Alternative because it would have fewer impacts.

Although this alternative is environmentally superior to the other alternatives, it is not superior to the proposed CMP. This alternative would result in potentially more land use, transportation, air quality and public services impacts than the proposed CMP. Because this alternative minimizes capital improvement projects, it would reduce the project specific CIP related impacts of the proposed CMP. For this same reason, it would have fewer noise, geological, water resources and cultural resource impacts than the proposed CMP. This alternative, however, still falls short of regional mobility goals and air quality goals. The TDM Intensive Alternative is inferior to the proposed CMP because: (1) it would not include the balance of capital improvement projects included in the RMP and would therefore not achieve RMP mobility goals; (2) there is great uncertainty regarding the actions required to achieve this level of TDM; (3) stringent controls on new development could deter such development and preclude the creation of transportation beneficial land uses and densities; (4) congestion on the transportation system would continue to degrade under this alternative; and (5) this alternative would have negative air quality impacts when compared to the proposed CMP.

Therefore, the CMP project is environmentally superior the project alternatives.



## I. INTRODUCTION

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The following Environmental Impact Report (EIR) analyzes the potential of the 1992 Congestion Management Program (CMP) for Los Angeles County to create significant environmental impacts. This assessment fulfills the requirements of the California Environmental Quality Act (CEQA) and is designed to inform decision-makers, responsible agencies and the general public of the proposed action and the range of potential environmental impacts of that action. The EIR also analyzes alternatives to the proposed CMP and recommends a set of measures to mitigate any potentially significant adverse impacts identified in the EIR. The Los Angeles County Transportation Commission (LACTC or Commission), the Lead Agency for EIR, will use this EIR in their review prior to adopting the 1992 CMP. This EIR is tiered from the EIR for the Regional Mobility Plan

The CMP is a new program mandated by State Government Code Sections 65088, et. seq., adopted in June of 1990. The intent of the program is to provide a mechanism for linking regional mobility with local land use decisions while working toward improved air quality. By statute, the LACTC was given a one year extension to adopt the CMP, because it was determined that an EIR was necessary.<sup>1</sup> In accordance with this extension, the LACTC must adopt the CMP by December 1, 1992.

### Environmental Work to Date

In December of 1991, a Notice of Preparation (NOP) and Initial Study for the Congestion Management Program for Los Angeles County were issued by the LACTC, based on the Final Draft CMP.<sup>2</sup> After issuance of the NOP and Initial Study, the modifications detailed below were made to the CMP. On June 5, 1992, the Commission issued a revised NOP and Initial Study describing the changes to the proposed CMP and reassessing the CMP's potential to create

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<sup>1</sup> Government Code Section 65082

<sup>2</sup> A copy of the original NOP and Initial Study is incorporated herein by reference and is available from the LACTC offices located at: 818 West Seventh Street, Los Angeles, CA 90017, Suite 1100.

significant environmental effects. A copy of the revised NOP and Initial Study and a copy of comment letters received in response to both NOPs are contained in Appendix B.

Based on the revised Initial Study, this EIR evaluates the CMP's potential to create the following classes of significant environmental effects:

- Land Use
- Transportation
- Air Quality
- Noise
- Geology
- Water Resources
- Biological Resources
- Cultural Resources
- Public Services

#### The CMP

The Final Draft CMP, released by the LACTC on August 14, 1991 contained five components:<sup>3</sup>

1. The definition of the regional transportation network and Level of Service (LOS) performance standards for the highway segments and intersections which make up the system.
2. Standards for frequency and routing of transit service and coordination between transit operators.
3. A trip reduction and travel demand management (TDM) element promoting alternative transportation methods.

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<sup>3</sup> As required by Section 65089(b) of the Government Code.



4. A program to analyze the impact of local land use decisions on the regional transportation system, including the preparation of deficiency plans and the development of a County-wide nexus development fee.
5. A seven-year capital improvement program that includes projects proposed for funding through the State Flexible Congestion Relief (FCR) or Traffic System Management (TSM) program.

The CMP has been revised since publication of the Final Draft CMP in 1991: Component one, the Highway Element, has been revised to include a final CMP network; component three, the TDM element, has been further refined to identify minimum threshold of effort; and component four, the Land Use Program, has been significantly altered. The following is a brief description of the CMP elements and the nature of the modifications made to the Program since issuance of the Final Draft CMP:

**CMP Highway and Roadway System Element**<sup>4</sup> - As part of the CMP, the LACTC has defined a set of highways and roadways which will be monitored to ensure that established levels of regional highway mobility are maintained. The Final Draft CMP documents the rationale for selecting specific highways and roadways included in the network as well as the LOS Standards, monitoring guidelines, responsibility assignments, and analysis methodology. Additional routes for further study were proposed for addition to the CMP network. These routes were considered in consultation with local jurisdictions and a recommended CMP network has been established. This has resulted in minor changes to the defined highway network since publication of the Final Draft CMP. Chapter II of this document contains a description of the modified network.

**CMP Transit Element**<sup>5</sup> - The CMP Transit Element establishes a regional transit monitoring network and establishes standards for frequency, routing and coordination of regional transit services. The purpose of the transit monitoring network is to gauge the effectiveness of transit in relieving traffic congestion in travel corridors of regional significance. Transit monitoring efforts are intended to provide important information on the routing, frequency, capacity and time competitiveness of existing services relative to the automobile. The transit monitoring network

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<sup>4</sup> See Section 65089(b)(1) of the Government Code.

<sup>5</sup> See Section 65089(b)(2) of the Government Code.

is also intended to serve as a planning tool which will facilitate identification of potential gaps in the current transit system, as well as opportunities to make transit a more effective traffic mitigation strategy. This section of the CMP also discusses project review procedures to provide transit operators the opportunity to identify the impact of linking transit impacts and transit mitigation measures to the local development proposals. No substantive changes have been made in this component since publication of the Final Draft CMP.

**Transportation Demand Management (TDM) Element**<sup>6</sup> - As required by statute, the CMP includes a trip reduction and travel demand management element aimed at promoting alternative transportation methods. The CMP contains a description of existing TDM programs. Since each local jurisdiction is responsible for adopting and implementing a trip reduction and travel demand ordinance,<sup>7</sup> the focus of the TDM Element is to identify a sample TDM ordinance with minimum TDM standards. The LACTC has refined the sample TDM ordinance to focus on design standards that are implemented through the development review process. This approach, focusing on design related requirements, efficiently complements the Southern California Air Quality Management District's Regulation XV TDM requirements, which focuses on employer trip reduction programs. This approach is a refinement of TDM requirements since publication of the final draft.

**Land Use Analysis Program**<sup>8</sup> - This element of the CMP defines a mechanism for ensuring that the impacts of local development projects on the CMP system are analyzed. In lieu of the land use analysis program and regional fee approach to deficiency planning described in the Final Draft CMP, the revised CMP includes a requirement that local jurisdictions, under existing CEQA requirements, analyze the regional transportation impacts of a development project in the project's EIR.<sup>9</sup> The CMP staff is currently engaged in a planning and feasibility study regarding various approaches to address future congestion on the CMP system. This study will form the

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<sup>6</sup> See Section 65089(b)(3) of the Government Code.

<sup>7</sup> Section 65089.3(b) of the Government Code.

<sup>8</sup> See Section 65089(b)(4) of the Government Code.

<sup>9</sup> Local jurisdictions are required to have such a program by Section 65089.3(c) of the Government Code.

basis of a deficiency plan approach which is expected to be included in the 1993 CMP update scheduled for adoption in November of 1993.

**Capital Improvement Program Element** - As required by statute<sup>10</sup>, the CMP includes a seven year Capital Improvement Program (CIP) to maintain or improve the Level of Service on the CMP highway system, transit performance, and to mitigate regional transportation impacts identified through the CMP land use analysis program. The CIP includes a list of specific improvements proposed for the regional system. The 1992 CMP CIP list consists of Los Angeles County projects consistent with the current Regional Mobility Plan and included in the State Transportation Improvement Program (STIP). These projects have received prior environmental review in the EIR for the Regional Mobility Plan (RMP), which is herein incorporated by reference.<sup>11</sup>

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<sup>10</sup> See Section 65089(b)(5) of the Government Code.

<sup>11</sup> Draft Environmental Impact Report Regarding the SCAG Regional Mobility Plan, October 1988 and the Final Environmental Impact Report Regarding the 1988 SCAG Regional Mobility Plan, (SCH #87-121613) December 1988. The RMP and the RMP EIR are summarized in relevant sections of this EIR and are available for review at the LACTC offices located at: 818 West Seventh Street, Los Angeles, CA 90017, Suite 1100. They are also available at the SCAG office located at 818 West Seventh Street, Los Angeles, CA 12th floor.

## II. PROJECT DESCRIPTION

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The proposed project consists of the adoption and implementation of the CMP for the County of Los Angeles. The CMP will be administered by LACTC, which is the designated Congestion Management Agency (CMA) for Los Angeles County. The LACTC is the lead agency for the preparation of this Program level EIR. However, local jurisdictions, transit operators, the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), and Caltrans all have roles and responsibilities regarding implementation of the program, as described below in Section II.B. and II.C.

### II.A. PROJECT LOCATION

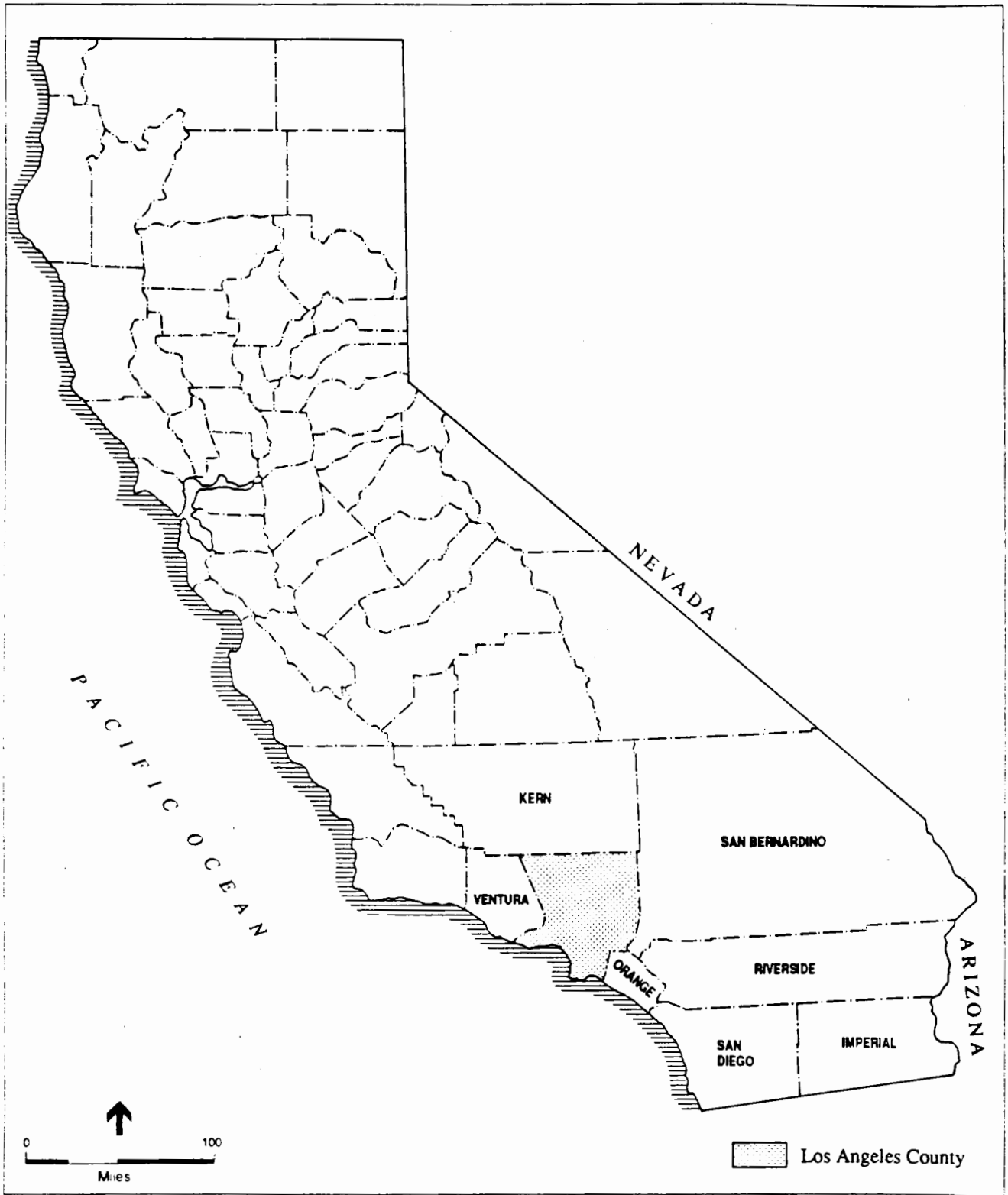
The planning area for the CMP includes all of Los Angeles County which is 4,083 square miles in size. The County is located in Southern California and is bordered by Ventura County to the west; Kern County to the north; San Bernardino and Orange counties to the east, and the Pacific Ocean to the south (see Figure 1).

The County contains 88 incorporated cities. These cities contain 7,884,000 of the County's 8,855,000 residents and cover 1,386 square miles of the County's total area.<sup>1</sup> The County of Los Angeles and the 88 incorporated cities represent the 89 local jurisdictions participating in the CMP for Los Angeles County. Table 1 lists the cities in the County. Figure 2 shows their locations.

Los Angeles County, along with the counties of Imperial, Orange, Riverside, San Bernardino and Ventura, make up the Southern California planning region. SCAG is the designated metropolitan planning organization for the Southern California region. SCAG has divided the County into ten sub-regional areas for forecasting purposes. SCAG groups these sub-regional areas into three categories: urban, urbanizing, and mountain and desert (see Figure 3). Table 2 shows the growth projections for the sub-regional areas within the County.

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<sup>1</sup> Data is from the Los Angeles County Population Research section. Population figures are for January of 1991.



SOURCE: Environmental Science Associates, Inc.

Los Angeles County Congestion Management Program / 91578 ■

**Figure 1**  
Project Location Map

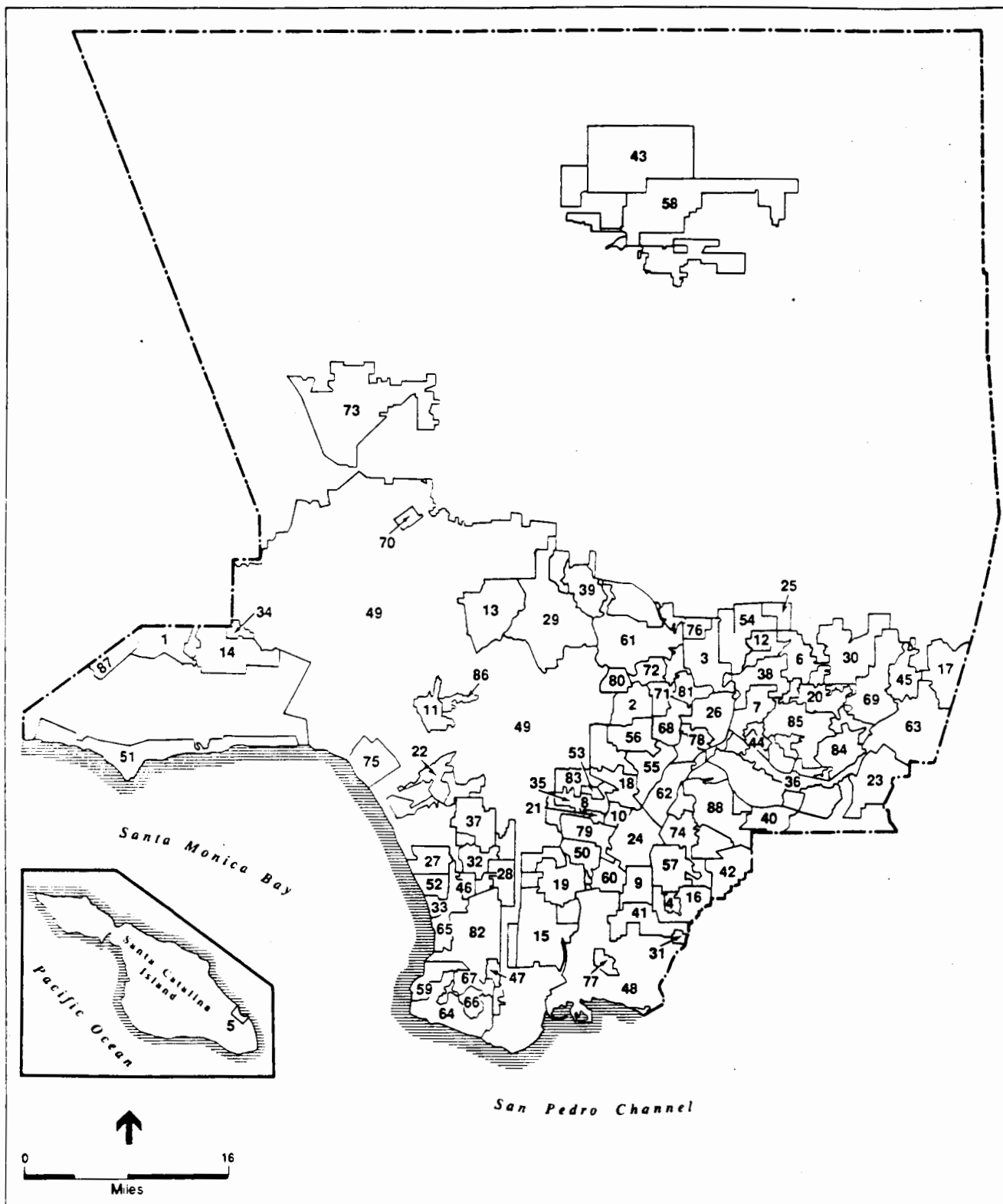
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**TABLE 1: CITIES IN LOS ANGELES COUNTY**

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|     |                      |     |                       |
|-----|----------------------|-----|-----------------------|
| 1.  | AGOURA HILLS         | 45. | LA VERNE              |
| 2.  | ALHAMBRA             | 46. | LAWNDALE              |
| 3.  | ARCADIA              | 47. | LOMITA                |
| 4.  | ARTESIA              | 48. | LONG BEACH            |
| 5.  | AVALON               | 49. | LOS ANGELES CITY      |
| 6.  | AZUSA                | 50. | LYNWOOD               |
| 7.  | BALDWIN PARK         | 51. | MALIBU                |
| 8.  | BELL                 | 52. | MANHATTAN BEACH       |
| 9.  | BELLFLOWER           | 53. | MAYWOOD               |
| 10. | BELL GARDENS         | 54. | MONROVIA              |
| 11. | BEVERLY HILLS        | 55. | MONTEBELLO            |
| 12. | BRADBURY             | 56. | MONTEREY PARK         |
| 13. | BURBANK              | 57. | NORWALK               |
| 14. | CALABASAS            | 58. | PALMDALE              |
| 15. | CARSON               | 59. | PALOS VERDES ESTATES  |
| 16. | CERRITOS             | 60. | PARAMOUNT             |
| 17. | CLAREMONT            | 61. | PASADENA              |
| 18. | COMMERCE             | 62. | PICO RIVERA           |
| 19. | COMPTON              | 63. | POMONA                |
| 20. | COVINA               | 64. | RANCHO PALOS VERDES   |
| 21. | CUDAHY               | 65. | REDONDO BEACH         |
| 22. | CULVER CITY          | 66. | ROLLING HILLS         |
| 23. | DIAMOND BAR          | 67. | ROLLING HILLS ESTATES |
| 24. | DOWNEY               | 68. | ROSEMEAD              |
| 25. | DUARTE               | 69. | SAN DIMAS             |
| 26. | EL MONTE             | 70. | SAN FERNANDO          |
| 27. | EL SEGUNDO           | 71. | SAN GABRIEL           |
| 28. | GARDENA              | 72. | SAN MARINO            |
| 29. | GLENDALE             | 73. | SANTA CLARITA         |
| 30. | GLENORA              | 74. | SANTE FE SPRINGS      |
| 31. | HAWAIIAN GARDENS     | 75. | SANTA MONICA          |
| 32. | HAWTHORNE            | 76. | SIERRA MADRE          |
| 33. | HERMOSA BEACH        | 77. | SIGNAL HILL           |
| 34. | HIDDEN HILLS         | 78. | SOUTH EL MONTE        |
| 35. | HUNTINGTON PARK      | 79. | SOUTH GATE            |
| 36. | INDUSTRY             | 80. | SOUTH PASADENA        |
| 37. | INGLEWOOD            | 81. | TEMPLE CITY           |
| 38. | IRWINDALE            | 82. | TORRANCE              |
| 39. | LA CANADA-FLINTRIDGE | 83. | VERNON                |
| 40. | LA HABRA HEIGHTS     | 84. | WALNUT                |
| 41. | LAKESWOOD            | 85. | WEST COVINA           |
| 42. | LA MIRADA            | 86. | WEST HOLLYWOOD        |
| 43. | LANCASTER            | 87. | WESTLAKE VILLAGE      |
| 44. | LA PUENTE            | 88. | WHITTIER              |

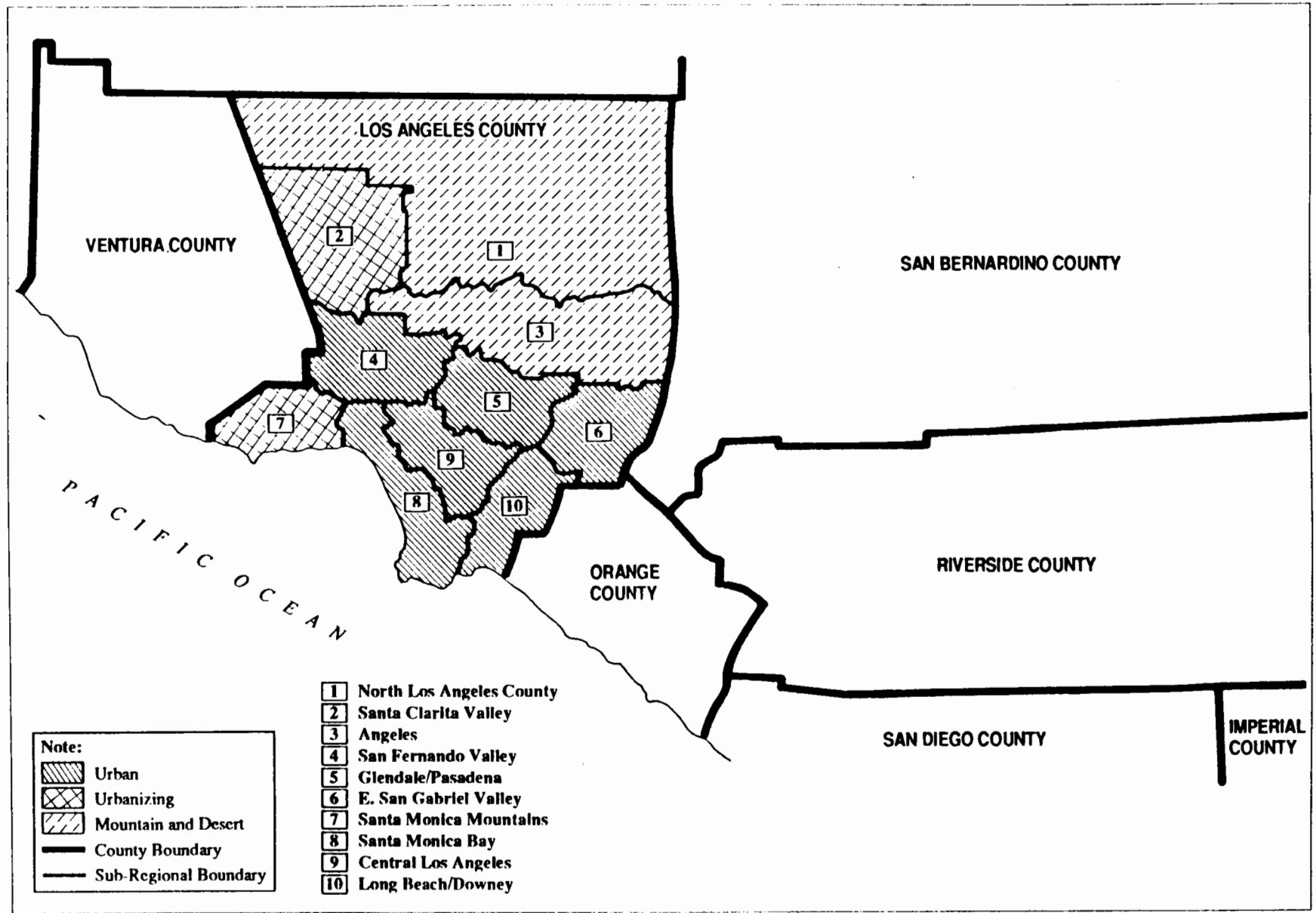
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SOURCE: Environmental Science Associates, Inc.

Los Angeles County Congestion Management Program / 91578 ■

**Figure 2**  
Location of Cities and Unincorporated Areas



SOURCE: (SCAG) Southern California Association of Governments.

Los Angeles County Congestion Management Program 191578 ■

**Figure 3**  
Subregional Areas



TABLE 2: GROWTH PROJECTIONS FOR THE COUNTY'S SUB-REGIONAL AREAS

|                             | 1984<br>Population | 2010<br>Population | %<br>Increase | 1984<br>Employment | 2010<br>Employment | %<br>Increase | 1984<br>Housing  | 2010<br>Housing  | %<br>Increase |
|-----------------------------|--------------------|--------------------|---------------|--------------------|--------------------|---------------|------------------|------------------|---------------|
| <b>URBAN</b>                |                    |                    |               |                    |                    |               |                  |                  |               |
| Central Los Angeles         | 2,102,000          | 2,354,500          | 12%           | 1,435,300          | 1,634,500          | 14%           | 777,100          | 898,100          | 16%           |
| E. San Gabriel Valley       | 739,300            | 1,071,500          | 45%           | 239,300            | 391,600            | 64%           | 233,000          | 355,100          | 52%           |
| Glendale/Pasadena           | 1,202,200          | 1,412,000          | 17%           | 485,400            | 616,200            | 27%           | 442,500          | 537,100          | 21%           |
| Long Beach/Downey           | 1,075,800          | 1,312,100          | 22%           | 482,600            | 632,200            | 31%           | 400,000          | 503,500          | 26%           |
| San Fernando Valley         | 1,177,400          | 1,593,900          | 35%           | 580,900            | 809,800            | 39%           | 454,000          | 643,000          | 42%           |
| Santa Monica Bay            | 1,297,400          | 1,606,400          | 24%           | 759,500            | 1,012,500          | 33%           | 519,200          | 666,100          | 28%           |
| SUBTOTAL                    | 7,594,100          | 9,350,400          | 23%           | 3,983,000          | 5,096,800          | 28%           | 2,825,800        | 3,602,900        | 28%           |
| COUNTY SHARE                | 96.58%             | 91.39%             |               | 98.28%             | 94.52%             |               | 96.66%           | 91.00%           |               |
| <b>URBANIZING</b>           |                    |                    |               |                    |                    |               |                  |                  |               |
| Santa Clarita Valley        | 89,200             | 242,400            | 172%          | 23,400             | 102,200            | 337%          | 29,200           | 89,800           | 208%          |
| Santa Monica Mountains      | 58,100             | 106,400            | 83%           | 13,200             | 31,800             | 141%          | 21,300           | 42,900           | 101%          |
| SUBTOTAL                    | 147,300            | 348,800            | 137%          | 36,600             | 134,000            | 266%          | 50,500           | 132,700          | 163%          |
| COUNTY SHARE                | 1.87%              | 3.41%              |               | 0.90%              | 2.49%              |               | 1.73%            | 3.35%            |               |
| <b>MOUNTAINS AND DESERT</b> |                    |                    |               |                    |                    |               |                  |                  |               |
| Angeles National Forest     | 2,400              | 2,400              | 0%            | 600                | 600                | 0%            | 1,100            | 1,100            | 0%            |
| North Los Angeles County    | 118,900            | 529,600            | 345%          | 32,700             | 160,800            | 392%          | 46,100           | 222,600          | 383%          |
| SUBTOTAL                    | 121,300            | 532,000            | 339%          | 33,300             | 161,400            | 385%          | 47,200           | 223,700          | 374%          |
| COUNTY SHARE                | 1.54%              | 5.20%              |               | 0.82%              | 2.99%              |               | 1.61%            | 5.65%            |               |
| <b>TOTAL FOR COUNTY</b>     | <b>7,862,700</b>   | <b>10,231,200</b>  | <b>30%</b>    | <b>4,052,900</b>   | <b>5,392,200</b>   | <b>33%</b>    | <b>2,923,500</b> | <b>3,959,300</b> | <b>35%</b>    |

SOURCE: SCAG 1989 Regional Growth Management Plan Tables VI-1.2 &3

As shown in **Table 2**, most of the County's population lives in the urban portion of the County: 7,594,100 in 1984 projected to increase to 9,350,400 by the year 2010. Although the population of the urban portion of the County is projected to increase substantially, the share of the County's population living in the urban sub-regional areas is projected to decline slightly from 96.58% in 1984 to 91.39% by the year 2010 as a result of increased growth in the urbanizing, and mountain and desert portions of the County. According to SCAG, the fastest growing sub-regional areas within the County are projected to be the Santa Clarita Valley and North Los Angeles County. Population in Santa Clarita Valley is expected to increase by 172% to 242,400, employment by 337% to 102,200, and housing by 208% to 89,800. North Los Angeles County is anticipated to experience a 345% increase in population to 529,600, a 392% increase in employment to 160,800, and a 383% increase in housing to 222,600. Even with these substantial increases, the share of the population living in the urbanizing portion of the County represented by the Santa Clarita Valley and the Santa Monica Mountains is only projected to increase from 1.87% to 3.41% of the Los Angeles County total. Similarly, the share of the population living in the mountain and desert portion of the County represented by North Los Angeles County and the Angeles National Forest is projected to increase from 1.54% to 5.2% of the population.<sup>2</sup>

## **II.B. THE CONGESTION MANAGEMENT PROGRAM**

The CMP is a new program enacted by the State to address traffic congestion in California's urbanized counties. In establishing the CMP requirement, the State Legislature emphasized the importance of California's transportation system to maintaining the economic vitality of the State. The Legislature also noted that the existing transportation system relies on a street and highway system that is currently over-crowded. The resulting congestion results in significant hours of delay, increased pollutants released into the air, and increased costs to the motoring public.

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<sup>2</sup> Data is from Tables VI-1, 2 and 3 of SCAG's 1989 Regional Growth Management Plan and represents the adopted policy forecast, which incorporates SCAG's jobs/housing balance policy.

### **Regulatory Framework**

The CMP requirement originated in the State Legislature with the passage of Assembly Bill 471 (1989) and Assembly Bill 1791 (1990). The program requirement became effective when Proposition 111 was enacted by the voters in June of 1990. The California voters approved Propositions 108 and 111 in June 1990, and put into place a nine-cent-per-gallon gas tax. These taxes are expected to generate approximately \$18.5 billion in gas tax revenues to fund transportation investment statewide over a ten year period. A portion of these funds are returned to local governments for transportation related purposes. In order to receive these funds, local jurisdictions must comply with local CMP requirements. These requirements are as established in Section 65088 through 65089.2 of the California Government Code and include monitoring of the CMP highway system, adopting and implementing local TDM ordinances, adopting and implementing programs to assess the impact of land use decisions on the CMP system, and preparing and adopting deficiency plans when level of service standards are not attained.

The intent of the program is to: link land use, transportation, and air quality decisions; to develop a partnership among transportation decision makers in developing multi-modal transportation solutions; and that the CMP be the first step in identifying congestion relief projects for state gas tax funding.

Each urban county in the state is required to designate a Congestion Management Agency (CMA) to develop and annually update a CMP. Preparation of a CMP is a condition for eligibility to receive the new fuel tax subventions. Section 65089(b) requires each CMP to contain the following five elements:

1. An element designating the CMP transportation system and establishing LOS standards for the highways and roadways included in that system.
2. A transit standards element for service frequency, routing, and coordination among multiple transit agencies operating with the CMP's jurisdiction.
3. A transportation demand and trip reduction element that includes alternatives to single-occupant auto use and promotes strategies to manage overall travel demand.

4. A land use program to analyze the impacts of land use decisions by local jurisdictions on the regional transportation system.
5. A seven-year capital improvement program (CIP) to maintain or improve the traffic and transit standards or to mitigate the impact of new development.

In addition to these components, the CMA must develop a uniform data base for use in a computer model of the countywide transportation system.<sup>3</sup> The LACTC is currently in the process of developing the model for Los Angeles County. It also has the responsibility, as CMA, to review and approve local community models used for CMP purposes and assess their consistency with the countywide transportation model.

After approving the CMP, the CMA must forward it to the regional transportation agency for review.<sup>4</sup> SCAG is the regional transportation agency for Los Angeles County. SCAG must then evaluate whether the proposed CMP is consistent with the RMP. SCAG must also evaluate the compatibility of Los Angeles County's CMP with the CMPs of the four other urbanized counties in the SCAG planning region. SCAG has developed criteria for determining CMP consistency and these are included in Appendix G. If SCAG finds that the proposed CMP is inconsistent with the RMP, it may remove inconsistent projects from the Regional Transportation Improvement Program (RTIP).<sup>5</sup> Consistent CMPs are incorporated into the RMP and served as a county level building block, working towards regional mobility goals. This program is a list of highway and transit projects that SCAG recommends to the State for inclusion in the State Transportation Improvement Program (STIP). The STIP contains transportation projects from throughout California. Inclusion in the STIP is essential to receive certain State and federal funding.

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<sup>3</sup> See Section 65089(b)(5) of the Government Code.

<sup>4</sup> See Section 65089.2 of the Government Code.

<sup>5</sup> Ibid.

## Goals and Objectives

The Congestion Management Program was created by the State Legislature in recognition of the following conditions and with the following objectives:<sup>6</sup>

- (a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.
- (b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.
- (c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars (\$3,100,000) added to costs to the motoring public.
- (d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.
- (e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

The following policy statements included in the Final Draft CMP outline the LACTC's objectives regarding CMP implementation:

- LACTC will develop a first year CMP that identifies a basic, core program, consistent with statutory requirements. As this program must be annually updated, LACTC will build on this core program as implementation experience is gained.

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<sup>6</sup> Section 65088 of the Government Code.

- Local land use authority will remain the responsibility of local jurisdictions. LACTC will not be responsible for directing the land use decisions of local jurisdictions. Rather, it is the LACTC's hope that local jurisdictions will use the CMP process as a tool in making land use decisions that consider and enhance countywide mobility.
- Local CMP implementation guidelines will be developed that provide local agencies with flexibility in meeting CMP responsibilities through existing local procedures, rather than creating new CMP processes.
- LACTC will work closely with local jurisdictions in implementing the CMP thereby ensuring local compliance with CMP requirements and the continued allocation of State gas tax funds.
- The CMP implementation process will increase coordination: between transportation providers responsible for implementing the best mix of transportation solutions; between land use and transportation programs; and, between neighboring cities and counties.
- The CMP will ensure consistency, compatibility, and integration of other transportation studies within the County.
- The CMP will serve as an important resource in the current update of the RMP. LACTC will work closely with SCAG in the update of the RMP, providing input based on what LACTC has learned through the CMP process. This will enable SCAG to incorporate relevant CMP information into the RMP, as required by statute and the Regional Transportation Planning Guidelines recently adopted by the California Transportation Commission.

In addition, the following goals have also been articulated for the CMP development process:

- The CMP will be supportive of the economy of Los Angeles County. While increased mobility and reduced congestion serve attainment of this goal, CMP policies and procedures are being developed to minimize cost and provide certainty and predictability to the public and private sector alike.

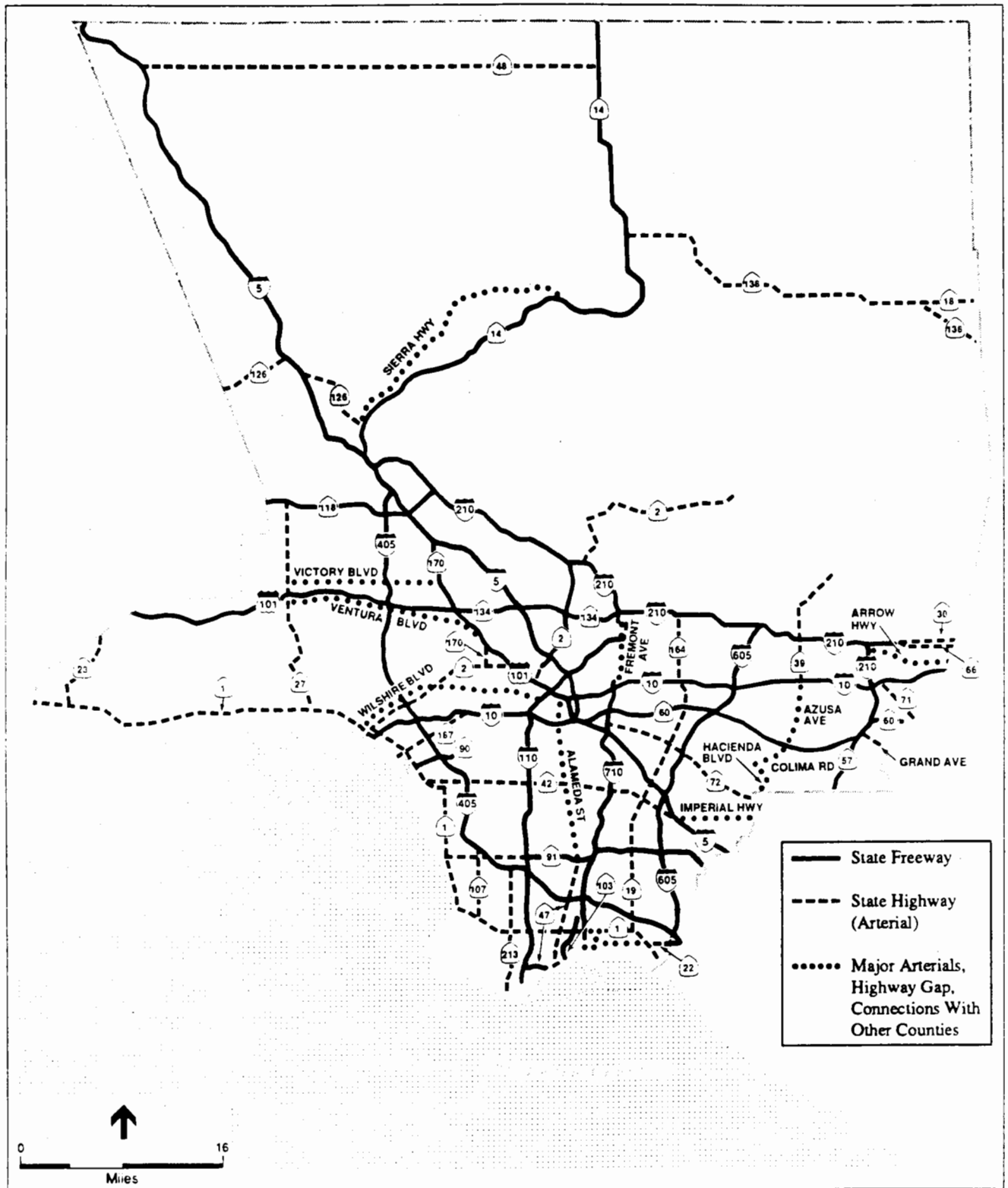
- The CMP will be supportive of efforts to rebuild Los Angeles as a result of the civil unrest during a state of emergency declared by the Governor on April 29, 1992.
- The CMP will be developed in close coordination with SCAG to ensure consistency between the CMP and the RMP.
- The CMP will work towards reducing congestion and improving air quality.

### **1992 Program Elements**

**CMP Highway and Roadway System Element** - CMP statutes require the CMA to specify a CMP network containing all State highways and principal arterials. These highways and roadways are then monitored to ensure that established levels of regional highway mobility are maintained. **Figure 4** shows the location of the 500 miles of State freeways, 400 miles of State arterials and 100 miles of local arterials which comprise the CMP highway network; **Table 3** lists the components of the CMP Roadway System. The CMP Highway Network consists of: all existing State highways and principal arterials (i.e. routes that complete gaps in the State highway system; routes that connect with the CMP systems of adjacent counties; and routes along major inter-jurisdictional travel corridors, providing primary high-volume or multi-modal transportation.) Once a route is added to the CMP network it may not be removed. Additional routes may be added as deemed appropriate.

Included as part of this element of the CMP is the definition of the Levels of Service (LOS) standards for the highway network. The CMP requires that segments currently operating at LOS E or better can not degrade below LOS E; segments operating at LOS F are not allowed to degrade further. LOS E is characterized by fluctuating speeds and flows and intermittent long queues at intersections. Level of Service F is characterized by forced traffic flow and traffic jams. **Figure 5** shows existing levels of congestion of the highway system. Standards will be set based on traffic counts just completed by local jurisdictions. CMP system standards will be established at LOS E, or at LOS F, for routes currently operating at LOS F.

This element of the CMP also defines the methodology for calculating LOS and establishes network monitoring guidelines.

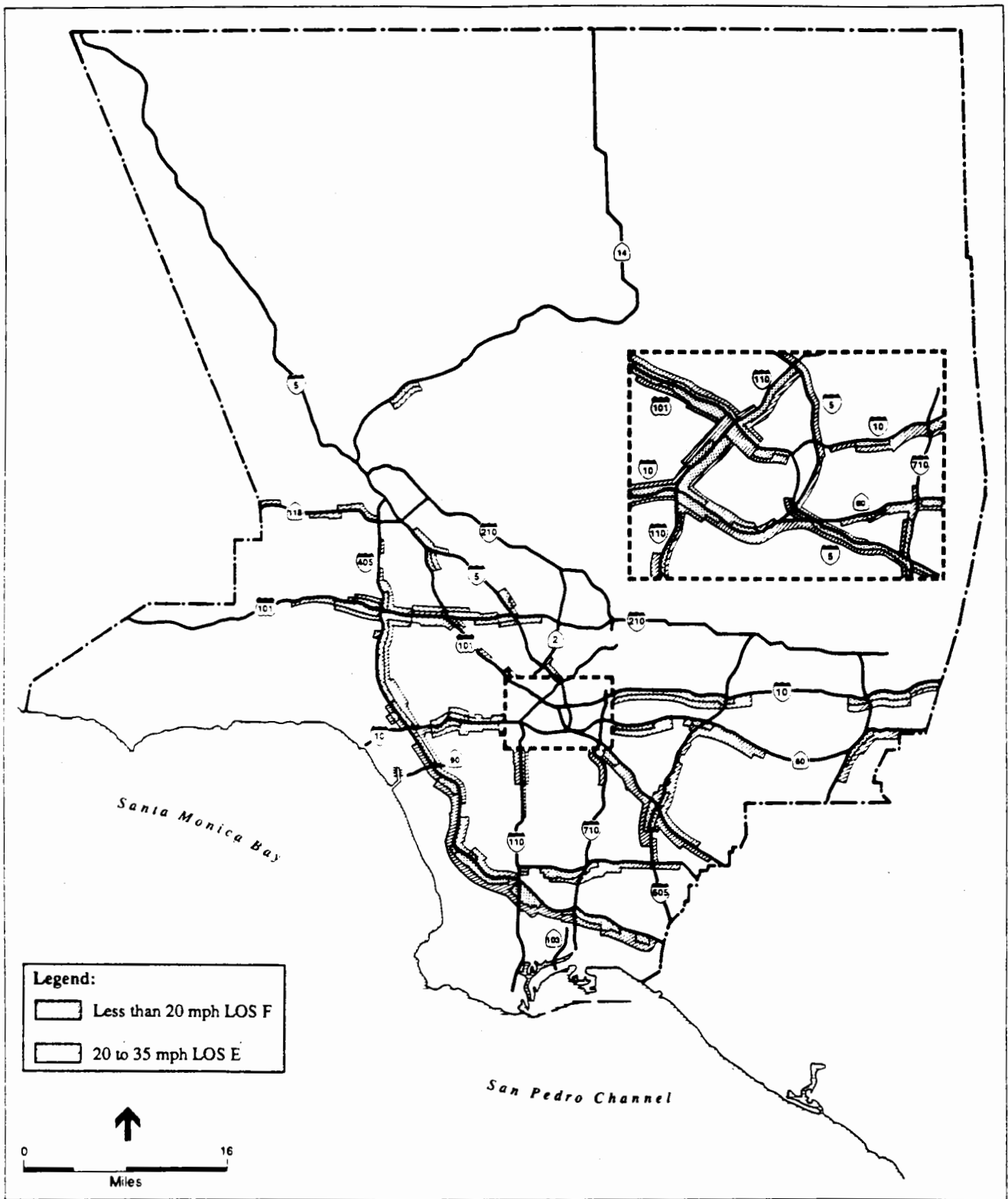


SOURCE: LACTC.

Los Angeles County Congestion Management Program / 91578 ■

**Figure 4**  
CMP Highway Network





SOURCE: Caltrans.

Los Angeles County Congestion Management Program / 91578 ■

**Figure 5**  
Existing Levels of Congestion  
(On Highways)

**TABLE 3: CMP ROADWAY SYSTEM**

**HIGHWAYS**

**ROUTE** Freeway/Arterial Name

|        |   |
|--------|---|
| 1      | Pacific Coast Highway, Palisades Beach Road, Lincoln Boulevard, Sepulveda Boulevard                                     |
| 2      | Lincoln Boulevard, Santa Monica Boulevard, Alvarado Street, Glendale Boulevard, GLENDALE FREEWAY, Angeles Crest Highway |
| 5      | SANTA ANA FREEWAY, GOLDEN STATE FREEWAY   |
| 10     | SANTA MONICA FREEWAY, SAN BERNARDINO FREEWAY  |
| 14     | ANTELOPE VALLEY FREEWAY   |
| 18     | Pearblossom Highway   |
| 19/164 | Lakewood Boulevard, Rosemead Boulevard  |
| 22     | 7th Street, GARDEN GROVE FREEWAY  |
| 23     | Decker Canyon Road  |
| 27     | Topanga Canyon Boulevard  |
| 30     | FOOTHILL FREEWAY, Baseline Road, Williams Avenue, College Way   |
| 39     | Azusa Avenue, San Gabriel Canyon Road   |
| 42/105 | Manchester Boulevard, Firestone Boulevard   |
| 47     | Vincent Thomas Bridge, Henry Ford Avenue, Alameda Street  |
| 48     | Neenach Road, Avenue D  |
| 57     | ORANGE FREEWAY  |
| 60     | POMONA FREEWAY  |
| 66     | Foothill Boulevard  |
| 71     | Corona Expressway   |
| 72     | Whittier Boulevard  |
| 90     | Manna Expressway, MARINA FREEWAY  |
| 91     | Artesia Boulevard, GARDENA FREEWAY, ARTESIA FREEWAY   |
| 101    | SANTA ANA FREEWAY (SPUR), HOLLYWOOD FREEWAY, VENTURA FREEWAY  |
| 103    | TERMINAL ISLAND FREEWAY   |

**TABLE 3: CMP ROADWAY SYSTEM - (Continued)**

**HIGHWAYS**

**ROUTE** Freeway/Arterial Name

|     |  |
|-----|--|
| 107 | Hawthorne Boulevard  |
| 110 | Gaffey Street, HARBOR FREEWAY, PASADENA FREEWAY, Arroyo Parkway  |
| 118 | SIMI VALLEY FREEWAY, SAN FERNANDO VALLEY FREEWAY   |
| 126 | Henry Mayo Drive, Magic Mountain Parkway, San Fernando Road  |
| 134 | VENTURA FREEWAY  |
| 138 | Neenach Road, Palmdale Boulevard, 47th Street East, Fort Tejon Road, Pearblossom Highway, Antelope Highway |
| 170 | Highland Avenue, HOLLYWOOD FREEWAY   |
| 187 | Venice Boulevard   |
| 210 | FOOTHILL FREEWAY   |
| 213 | Western Avenue   |
| 405 | SAN DIEGO FREEWAY  |
| 605 | SAN GABRIEL RIVER FREEWAY  |
| 710 | LONG BEACH FREEWAY, Pasadena Avenue, St. John Avenue   |

**HIGHWAY GAPS/CONNECTORS WITH OTHER COUNTIES**

| Street             | Limits                              |
|--------------------|-------------------------------------|
| Arrow Highway      | Route 210 to San Bernardino County  |
| Azusa Avenue       | Colima Road to Route 10             |
| Colima Road        | Hacienda Boulevard to Azusa Avenue  |
| Fremont Avenue     | Valley Boulevard to Columbia Street |
| Grand Avenue       | Route 57 to San Bernardino County   |
| Hacienda Boulevard | Orange County to Colima Road        |
| Imperial Highway   | Route 5 to Orange County            |
| Valley Boulevard   | Route 710 to Fremont Avenue         |

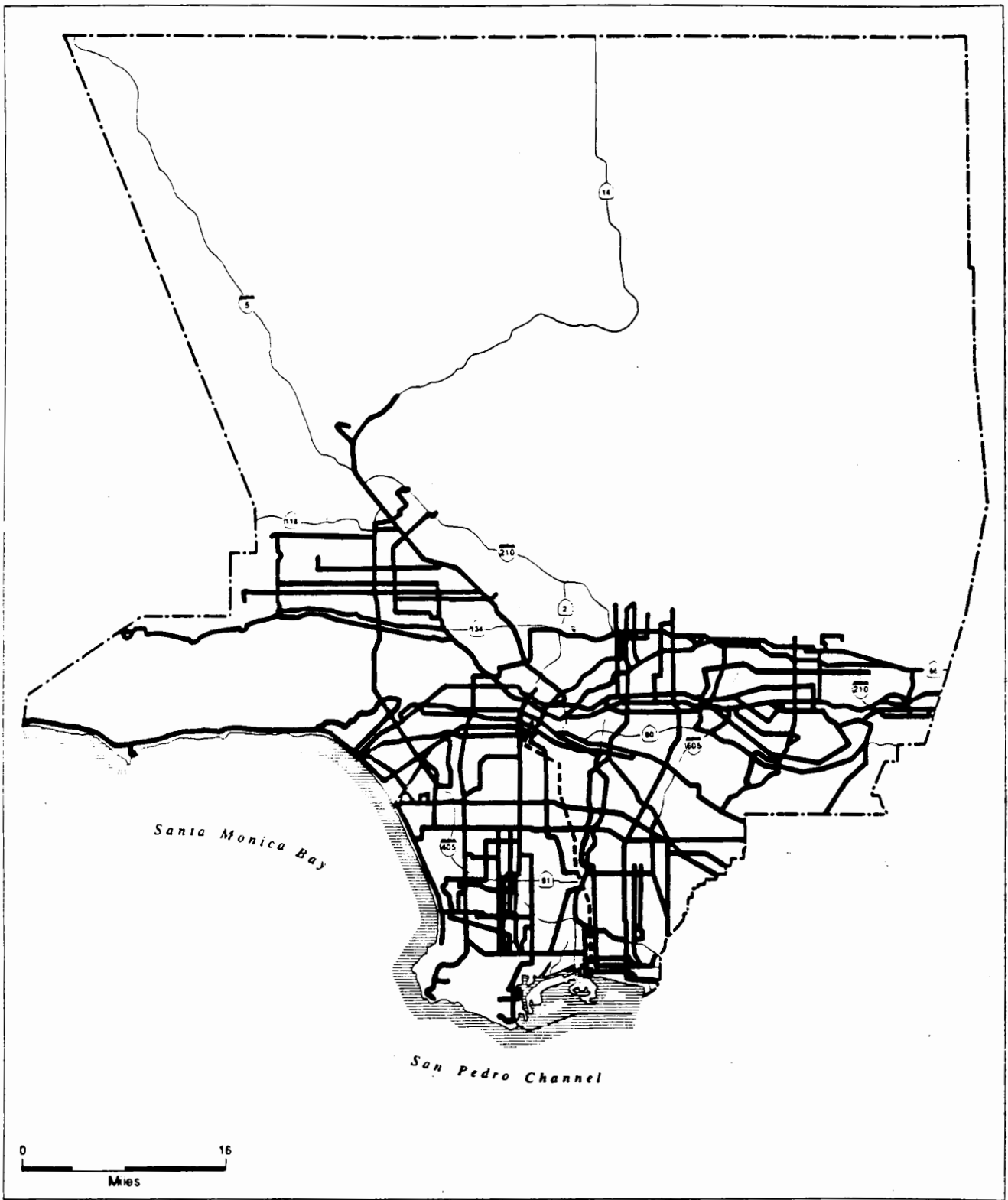
TABLE 3: CMP ROADWAY SYSTEM - (Continued)

MAJOR ARTERIALS

| Street             | Limits   |
|--------------------|--|
| Alameda Street     | Port of Los Angeles to Route 101                 |
| Alamitos Avenue    | Ocean Boulevard to Pacific Coast Highway         |
| Seventh Street     | Alamitos Avenue to Pacific Coast Highway         |
| Sierra Highway     | Route 126 to Route 14 (at Red Rover Mine Road)   |
| Shoreline Drive    | Route 710 to Ocean Boulevard                     |
| Ventura Boulevard  | Topanga Canyon Boulevard to Lankershim Boulevard |
| Victory Boulevard  | Topanga Canyon Boulevard to Route 170            |
| Wilshire Boulevard | Ocean Avenue to Route 110                        |

SOURCE: LACTC

**CMP Transit Element** - The CMP Transit Element establishes a regional transit monitoring network and establishes standards for frequency, routing and coordination of regional transit services. The purpose of the transit monitoring network is to gauge the effectiveness of transit in relieving traffic congestion in travel corridors of regional significance. Transit monitoring efforts are intended to provide important information on the routing, frequency, capacity and time competitiveness of existing services relative to the automobile. Transit performance standards have been established to determine transit capacity and frequency of regional services operating in the broad corridors identified in LACTC's Congested Corridor Action Plan. The transit monitoring network is also intended to serve as a planning tool which will facilitate identification of potential gaps in the current transit system, as well as the effectiveness of transit over time as a regional mobility strategy. **Figure 6** displays the CMP Transit Monitoring Network; **Table 4** lists the routes included in the Transit Monitoring Network. This section of the CMP also



SOURCE: LACTC.

Los Angeles County Congestion Management Program / 91578 ■

**Figure 6**  
CMP Transit Network

**TABLE 4: CMP TRANSIT MONITORING NETWORK -- LIST OF ROUTES**

| CONGESTED CORRIDORS & CMP ROADWAY NETWORK               |   |              | TRANSIT MONITORING NETWORK |                    |              |             |                   |
|---|---|--------------|----------------------------|--------------------|--------------|-------------|-------------------|
|   | Operator  | Line         | Description                | Operator           | Line         | Description |                   |
| <u>1 A SANTA MONICA FREEWAY CORRIDOR</u>                |   |              | Santa Monica Blvd          |                    |              |             |                   |
| 1   | Palisades Beach Rd., Lincoln Blvd., Sepulveda   | SCRTD        | 20/320                     | Wilshire           | Culver City  | 6           | Sepulveda         |
| 2   | Lincoln Blvd., Santa Monica Blvd., Alvarado     | SCRTD        | 28/27/328                  | Olympic            | SCRTD        | 434         | I10 PCH Exp.      |
| 10  | SANTA MONICA FREEWAY                            | SCRTD        | 33/333                     | Venice             | SCRTD        | 436         | Venice I10 Exp.   |
| 90  | MARINA FREEWAY                                  | SCRTD        | 200                        | Alvarado           | SCRTD        | 439         | I10 Exp.          |
| 170   | Highland Avenue                                 | SCRTD        | 212                        | La Brea            | Santa Monica | 10          | I10 Exp.          |
| 187   | Venice Blvd.                                    | Santa Monica | 1                          | Santa Monica Blvd. | LADOT        | 430         | I10 Exp.          |
|   | Wilshire Blvd.                                  | Santa Monica | 2                          | Wilshire           | LADOT        | 431         | I10 Exp.          |
|   | Olympic Blvd.                                   | Santa Monica | 3                          | Lincoln            | LADOT        | 437         | I10 Exp.          |
|   |   |              |                            |                    | LADOT        | 438         | I10 Exp.          |
| <u>1B SAN BERNARDINO/POMONA/ORANGE FREEWAY CORRIDOR</u> |   |              |                            |                    |              |             |                   |
| 30  | Baseline Rd., College St., Foothill Freeway     | SCRTD        | 18                         | Whittier           | Foothill     | 495         | 160 Exp.          |
| 39  | Beach Blvd., Azusa Ave., San Gabriel Canyon Rd. | SCRTD        | 70                         | Garvey             | Foothill     | 498         | I10 Exp.          |
| 57  | ORANGE FREEWAY                                  | SCRTD        | 76                         | Valley             | Foothill     | 492         | I10 Arrow Exp.    |
| 60  | POMONA FREEWAY                                  | Foothill     | 280                        | AZUSA              | Foothill     | 494         | Foothill I10 Exp. |
| 66  | Foothill Blvd.                                  | SCRTD        | 480                        | I10 Exp.           |              |             |                   |
|   | Arrow Highway                                   | SCRTD        | 482                        | (160) I10 Exp.     |              |             |                   |
|   | Azusa Ave.                                      | SCRTD        | 484                        | Valley Blvd. Exp   |              |             |                   |
|   | Colina Rd.                                      | SCRTD        | 486                        | I10 Exp.           |              |             |                   |
|   | Hacienda Blvd.                                  | SCRTD        | 488                        | I10 Exp.           |              |             |                   |
|   | Holt Ave.                                       | SCRTD        | 490                        | Rt. 57 I10 Exp.    |              |             |                   |
|   | Valley Blvd.                                    | SCRTD        | 497                        | I10 Exp.           |              |             |                   |
|   | Garvey Ave.                                     |              |                            |                    |              |             |                   |
| <u>2 SAN FERNANDO VALLEY/DOWNTOWN LA CORRIDOR</u>       |   |              |                            |                    |              |             |                   |
| 5   | GOLDEN STATE FREEWAY                            | SCRTD        | 161                        | I101               | LADOT        | 413         | I5 Exp.           |
| 27  | Topanga Canyon Blvd.                            | SCRTD        | 165                        | Victory            | LADOT        | 419         | Devonshire Exp.   |
| 101   | VENTURA FREEWAY, HOLLYWOOD FREEWAY,             | SCRTD        | 245                        | Topanga            | LADOT        | 423         | I101 Exp.         |

TABLE 4: CMP TRANSIT MONITORING NETWORK -- LIST OF ROUTES - (Continued)

| CONGESTED CORRIDORS & CMP ROADWAY NETWORK                          |            | TRANSIT MONITORING NETWORK |                   |          |      |                |
|--|------------|----------------------------|-------------------|----------|------|----------------|
|  | Operator   | Line                       | Description       | Operator | Line | Description    |
| SANTA ANA FREEWAY (SPUR)   | SCRTD      | 418                        | 15 Exp.           |          |      |                |
| 170 HOLLYWOOD FREEWAY  | SCRTD      | 420                        | 1101 Exp.         |          |      |                |
| Ventura Blvd.  | SCRTD      | 424                        | Ventura Exp.      |          |      |                |
| Victory Blvd.  | SCRTD      | 426                        | Topanga 15 Exp.   |          |      |                |
| Devonshire St.   | SCRTD      | 427                        | 1101 Exp.         |          |      |                |
| Sepulveda Blvd.  |            |                            |                   |          |      |                |
| <u>3 HARBOR FREEWAY CORRIDOR</u>                                   |            |                            |                   |          |      |                |
| 47 Vincent Thomas Bridge, Henry Ford Ave.                          | SCRTD      | 81                         | Figueroa          | Torrance | 1    | 1110 Exp.      |
| 110 HARBOR FREEWAY   | Gardena    | 2                          | Western           | Torrance | 2    | 1110 Exp.      |
| 213 Western Ave  | SCRTD      | 443                        | 1110 Exp.         | Gardena  | 1    | 1110 Exp.      |
| S. Figueroa St.  | SCRTD      | 445                        | 1110 Exp.         | LADOT    | 448  | 1110 Exp.      |
|  | SCRTD      | 446                        | 1110 Exp.         |          |      |                |
| <u>4 SAN DIEGO FREEWAY CORRIDOR</u>                                |            |                            |                   |          |      |                |
|  | SCRTD      | 40                         | Hawthorne         | SCRTD    | 442  | Hawthorne Exp. |
| 1 Pacific Coast Highway  | SCRTD      | 232                        | Pacific Coast Hwy | SCRTD    | 444  | Hawthorne Exp. |
| 22 7th St., GARDEN GROVE FREEWAY                                   | SCRTD      | 234                        | Sepulveda         | SCRTD    | 560  | Sepulveda Exp. |
| 107 Hawthorne Blvd.  | Torrance   | 3                          | Pacific Coast Hwy |          |      |                |
| 405 SAN DIEGO FREEWAY  | Torrance   | 7                          | Sepulveda         |          |      |                |
| Alamitos Ave.  | Torrance   | 8                          | Hawthorne         |          |      |                |
| Seventh St. (PCH - Alamitos)                                       | Long Beach | 90                         | 7th Street        |          |      |                |
| Shoreline Drive  |            |                            |                   |          |      |                |
| Hawthorne Blvd.  |            |                            |                   |          |      |                |
| Sepulveda Blvd. (PCH - 1710)                                       |            |                            |                   |          |      |                |
| <u>5 VENTURA/FOOTHILL FREEWAY/WEST SAN GABRIEL VALLEY CORRIDOR</u> |            |                            |                   |          |      |                |
| 2 Glendale Ave., Angeles Crest Highway, Glendale                   | SCRTD      | 78/79/379                  | Huntington        |          |      |                |
| FREEWAY  | SCRTD      | 180/181                    | Colorado          |          |      |                |
| 110 PASADENA FREEWAY   | SCRTD      | 187                        | Foothill          |          |      |                |
| 134 VENTURA FREEWAY  | SCRTD      | 401                        | 1110 Exp.         |          |      |                |
| 210 FOOTHILL FREEWAY   | SCRTD      | 483                        | 110 Exp.          |          |      |                |

**TABLE 4: CMP TRANSIT MONITORING NETWORK -- LIST OF ROUTES - (Continued)**

| CONGESTED CORRIDORS & CMP ROADWAY NETWORK          |   | TRANSIT MONITORING NETWORK |      |                 |          |      |             |
|--|---|----------------------------|------|-----------------|----------|------|-------------|
|  |   | Operator                   | Line | Description     | Operator | Line | Description |
|  | Alosta Ave. Colorado Blvd.                    | SCR TD                     | 487  | 110 Exp.        |          |      |             |
|  | Colorado Blvd.                                | Foothill                   | 690  | 1210 Exp.       |          |      |             |
|  | Foothill Blvd.                                |                            |      |                 |          |      |             |
|  | Huntington Drive                              |                            |      |                 |          |      |             |
|  | N. Figueroa St.                               |                            |      |                 |          |      |             |
| <b><u>6 SANTA ANA FREEWAY CORRIDOR</u></b>         |   |                            |      |                 |          |      |             |
| 5  | SANTA ANA FREEWAY                             | SCR TD                     | 66   | E. Olympic      | SCR TD   | 470  | Whittier    |
| 72   | Whittier Blvd.                                | Montebello                 | 10   | Whittier        | OC       | 721  | 15 Exp.     |
|  | Telegraph Rd.                                 | SCR TD                     | 460  | 15 Exp.         | OC       | 701  | 15 Exp.     |
|  |   | SCR TD                     | 462  | 15 Exp.         |          |      |             |
|  |   | SCR TD                     | 466  | 15 Exp.         |          |      |             |
| <b><u>7 SAN GABRIEL RIVER FREEWAY CORRIDOR</u></b> |   |                            |      |                 |          |      |             |
| 19   | Rosemead Blvd., Lakewood Blvd                 | SCR TD                     | 266  | Rosemead        |          |      |             |
| 164  | Rosemead Blvd.                                |                            |      |                 |          |      |             |
| 605  | SAN GABRIEL RIVER FREEWAY                     |                            |      |                 |          |      |             |
| <b><u>8 ARTESIA FREEWAY CORRIDOR</u></b>           |   |                            |      |                 |          |      |             |
| 42(105)  | Manchester Blvd., Firestone Blvd.             | SCR TD                     | 115  | Firestone       |          |      |             |
| 91   | Artesia Blvd., REDONDO BEACH, ARTESIA FREEWAY | SCR TD                     | 120  | Imperial        |          |      |             |
|  | Imperial Highway                              |                            |      |                 |          |      |             |
| <b><u>9 NORTH COUNTY CORRIDOR</u></b>              |   |                            |      |                 |          |      |             |
| 14   | ANTELOPE VALLEY FREEWAY                       | LA County SC               | 799  | 15 Rt. 126 Exp. |          |      |             |
| 48   | Necnach Rd.                                   | LA County AV               | 785  | 15 Rt. 14 Exp.  |          |      |             |
| 118  | SIMI VALLEY FREEWAY                           | LA County AV               | 787  | 15 Rt. 14 Exp.  |          |      |             |
| 138  | ANTELOPE VALLEY FREEWAY                       |                            |      |                 |          |      |             |



**TABLE 4: CMP TRANSIT MONITORING NETWORK -- LIST OF ROUTES - (Continued)**

| CONGESTED CORRIDORS & CMP ROADWAY NETWORK |                         | TRANSIT MONITORING NETWORK |        |             |            |           |             |
|---|-------------------------|----------------------------|--------|-------------|------------|-----------|-------------|
|   |                         | Operator                   | Line   | Description | Operator   | Line      | Description |
| <u>10 LONG BEACH FREEWAY CORRIDOR</u>     |                         |                            |        |             |            |           |             |
| 47  | Alameda St.             | SCR TD                     | 55     | Alameda     | Long Beach | 60        | Atlantic    |
| 103                                       | TERMINAL ISLAND FREEWAY | SCR TD                     | 60/360 | Feeder      | METRO      | Blue Line | Light Rail  |
| 710                                       | LONG BEACH FREEWAY      | SCR TD                     | 260    | Atlantic    | SCR TD     | 457       | I710 Exp.   |
|   | Alameda Avenue          | Long Beach                 | 40     | Feeder      |            |           |             |
|   | Atlantic Blvd           | Long Beach                 | 50     | Feeder      |            |           |             |

discusses project reporting procedures for ensuring that transit impacts are considered throughout the local development process.

**Transportation Demand Management (TDM) Element** - As required by statute, the CMP includes a trip reduction and travel demand management element aimed at promoting alternative transportation methods. The CMP contains a description of existing TDM programs. Since each local jurisdiction is responsible for adopting and implementing a trip reduction and travel demand ordinance, the focus of the TDM Element is to identify a sample TDM ordinance with minimum TDM standards. The LACTC has revised the sample TDM ordinance, which focuses on design standards for new development. The sample ordinance includes minimum TDM measures necessary for local jurisdictions to be found in conformance with the CMP. Additional TDM measures are also identified in the TDM element for those local jurisdictions that are looking for guidance in developing a more aggressive TDM program. A copy of the latest revised sample ordinance is included in Appendix C.

**Land Use Analysis Program** - CMP statute requires that local jurisdictions adopt a land use program to analyze the impact of new development on the CMP system, and to estimate the cost of mitigating CMP related impacts. This element of the CMP defines a mechanism for ensuring that the impacts of local development projects on the CMP system are analyzed. The Land Use Analysis program requires that local jurisdictions, under existing CEQA requirements, analyze the regional transportation impacts of a development project in the project's EIR. The program is intended to expand information provided to local decision makers about regional transportation impacts, but leaves the authority for land use decisions at the local level. The program is based upon existing CEQA provisions, and calls for an expanded regional transportation impact analysis for projects preparing an EIR. In brief, the program would work as follows:

- Projects meeting the CEQA definition of "regionally significant", or otherwise required to prepare an EIR based on a local determination, will perform a CMP system impact analysis utilizing guidelines included in the final CMP. Utilizing the guidelines will result in standardizing the methodologies that are currently used.

- Jurisdictions choosing to utilize local traffic models may do so provided LACTC as the Congestion Management Agency (CMA) finds the model consistent with the standardized guidelines and the CMP model and data base currently under development.
- Projects which entered into a Development Agreement prior to July 10, 1989, and traffic generated by low and very low income housing projects are exempted. In addition, projects for which an NOP was issued before local adoption of the land use program will be exempt. The land use program must be adopted by local jurisdictions within 120 days of CMP adoption.
- The existing guidelines and requirements for EIR's contained in CEQA are relied upon. All existing CEQA requirements for EIR's related to NOP, scope and content of an EIR, determinations of significant effect, time limits, etc., continue to be the responsibility of the local jurisdiction. LACTC as the CMA becomes a "responsible agency". The local jurisdiction is required to inform the CMA of the proposed development project through the NOP process.
- The EIR for each project would also contain an identification and discussion of recommended mitigation measures. It would remain the discretion of the local jurisdiction to select the mitigation measures it deemed appropriate.
- The EIR for each project will also contain cost estimates for mitigation measures identified for CMP system impacts. The determination of whether or not to assess any mitigation cost would remain the discretion of the local jurisdiction.
- Local jurisdictions would self-monitor implementation of adopted CMP system impact related mitigation measures through the mitigation monitoring requirements contained in CEQA. The CMA monitors only to ensure that the local jurisdiction complies with CMP statute by adopting and implementing this local land use analysis program.

**Capital Improvement Program Element** - As required by statute, the CMP includes a seven year Capital Improvement Program (CIP) to maintain or improve the Level of Service on the CMP highway system, transit performance, and to mitigate regional transportation impacts

identified through the CMP land use analysis program. The CIP includes a list of specific improvements proposed for the regional system. The 1992 CMP CIP list consists of those new projects funded through the 1992 State Transportation Improvement Program (STIP) as well as those TSM projects recommended by the LACTC for State Traffic System Management funding included in Table 5. The full list of 1992 STIP projects is included as Appendix D.

For the purposes of environmental impact evaluation, the capital improvement program can generally be divided into the following broad categories:

1. Freeway System Management. System management projects improve the operation of existing freeways, while not substantially increasing the right-of-way requirements of these facilities. For example: High Occupancy Vehicle (HOV) lanes, traffic monitoring and incident management systems, driver information systems, and operational improvements such as lane restriping and ramp metering.
2. Freeway Gap Closures. Within the largely built environment of Los Angeles County, there exist a number of major travel corridors which are not currently served by freeway facilities. Freeway construction is proposed to close these "gaps" in the county's vehicular transportation system where high capacity facilities are required.
3. Arterial System Improvements. Improvements to the arterial street system include both capacity enhancements and operational improvements. Capacity enhancements increase the through carrying capacity of the arterial, such as widening or restriping to provide additional through lanes. Operational improvements improve the operation of an arterial without substantially increasing its through-carrying capacity, such as intersection improvements and signal synchronization.
4. Commuter Rail Stations, Transit Centers & Park-n-Ride Lots. Transfer facilities are a key component of an integrated multi-modal transportation system. These facilities allow passengers to transition between car, bus and rail modes by providing parking, drop-off and waiting areas.

TABLE 5: CAPITAL IMPROVEMENT PROGRAM

| FUND SOURCE | PROJECT DESCRIPTION  | CIP Project Category |
|-------------|--|----------------------|
| FCR         | Rte 30 at Foothill Blvd., construct interchange  | 3                    |
| FCR         | Rte 30 from Padua to San Bernardino County Line, construct 6 lane fwy+2 carpool la                                   | 2                    |
| FCR         | Rte 30 from Towne to Padua, construct 6 lane fwy+2 carpool lanes   | 2                    |
| FCR         | Rte 105 at Monroe Ave, construct storm drain cost increase   | 1                    |
| FCR         | Rte 105 from Mona Bl to State St, realign imperial hwy cost increase   | 3                    |
| FCR         | Rte 105/710 Interchange, construct pump plant cost increase  | 1                    |
| FCR         | Rte 110 Transitway, construction cost increase   | 1                    |
| FCR         | Rte 110 Transitway, right of way cost increase   | 1                    |
| FCR         | Rte 138 from Avenue T to Longview Rd, widen to 4 lanes   | 3                    |
| FCR         | Rte 138 from 10th St West to 30th St East, widen to 6 lanes  | 3                    |
| FCR         | Rte 210 at Fair Oaks Av, construct interchange cost increase   | 3                    |
| FCR         | Rte 405 at Arbor Vitae, construct southern portion of interchange  | 3                    |
| FCR         | Atlantic Blvd at Rte 5, modify "Mixmaster" intersection and fwy ramps  | 3                    |
| FCR         | Chatsworth Commuter Rail Station, construct access road  | 4                    |
| FCR         | Del Amo Blvd at Rte 405, construct overcrossing  | 3                    |
| FCR         | Imperial Hwy at Wilmington Ave, construct rail/highway grade separation  | 6                    |
| FCR         | Rosescrans/Aviation, widen intersection  | 3                    |
| FCR         | Valley Blvd from Rte 710 to Santa Anita, widen intersections and roadway at selected locations                       | 3                    |
| TSM         | Rte 2 WB from Verdugo Bl to Rte 5 SB/Riverside Dr, install ramp metering, HOV bypass                                 | 1                    |
| TSM         | Rte 10 at Arlington Av Westbound collector/distributor, restripe auxiliary lane                                      | 1                    |
| TSM         | Rte 10 WB at Frazier St Interchange, restripe auxiliary lane   | 1                    |
| TSM         | Rte 57/Rte 210 from Sunset Crossing Rd to Allen Av, install ramp metering, HOV bypass (phase I)                      | 1                    |
| TSM         | Rte 60 at Reservoir St, install ramp meter, HOV bypass   | 1                    |
| TSM         | Rte 105, 110, 405, 605 & 710 at various locations, install Closed Circuit TV   | 1                    |
| TSM         | Rte 210 from Rte 134 to Rte 30, widen ramps, intersection improvements (phase II)                                    | 1                    |
| TSM         | Traffic Operations Center, upgrade (phase I)   | 1                    |
| TSM         | Traffic Operations Center, SMART corridor direct ATSAC link  | 1                    |
| TSM         | LA County Freeway System, at various locations, install Changeable Message Signs                                     | 1                    |
| TSM         | Hawthorne Bl, from Imperial Hwy to Manhattan Beach and 244th St to Palos Verde Dr W, upgrade signals & intersections | 3                    |
| TSM         | Hollywood Fwy Corridor, install ATSAC area control system (stage I)  | 3                    |
| TSM         | Hollywood Fwy Corridor, ATSAC area control system (stage III)  | 3                    |
| TSM         | Huntington/Foothill/Alosta, Michillinda-Baseline, upgrade signals & interconnect                                     | 3                    |
| TSM         | San Gabriel Bl from Rte 60 to Rte 10, signal coordination  | 3                    |
| TSM         | Victory Corridor East, ATSAC area control system (stage I)   | 3                    |
| TSM         | Washington Bl along Santa Monica Fwy (Rte 10), SMART street project  | 3                    |

CIP Project Categories are as follows: (1) Freeway System Management; (2) Freeway Gap Closure, (3) Arterial System Improvements, (4) Commuter Rail Stations, Transit Centers & Park-n-Ride Lots; (5) Bus Improvements, (6) Rail Improvements, (7) Transportation Demand Management, (8) Alternative Mode Improvements

SOURCE: LACTC

5. Bus Improvements. Buses provide flexible service to broad geographic areas within the county, primarily on the highway system. Expansion of these services relieves overcrowding in high demand corridors, and increases the coverage of the system throughout the county.
6. Rail Improvements. Fixed rail transit provides high capacity, high speed transportation services. These lines can be further classified as urban rail, which serves the densely developed urban core, and commuter rail, which connects the urban core to outlying suburban communities.
7. Transportation Demand Management. TDM measures decrease the demands upon the transportation system by decreasing the demand for single-occupant automobile travel. These measures include the provision of facilities, such as telecommuting centers, as well as developing services such as organizations which match potential ridesharers.
8. Alternative Mode Improvements. Facilitating travel by non-vehicular modes can substantially decrease demands on the highway as well as the transit system. In-particular, bicycle and pedestrian facility improvements serve and foster safe travel by these modes.

#### CMP Adoption Schedule

By statute, LACTC was given a one year extension to adopt the CMP because it was determined that an Environmental Impact Report was necessary.<sup>7</sup> In accordance with the provisions of this extension, the LACTC must adopt the CMP by December 1, 1992. The CMP must be adopted by this date to ensure that the projects approved for the County of Los Angeles by the State in the 1992 State Transportation Improvement Program remain eligible for funding, and that local subventions that are available to local jurisdictions continue to flow.

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<sup>7</sup> Government Code Section 65082.

**II.C. APPROVALS FOR WHICH THE EIR WILL BE USED**

The Los Angeles County Transportation Commission will use this program level EIR as part of its review and approval of the CMP. Local jurisdictions may reference this EIR during TDM ordinance approval; and as part of environmental review, project approval, and EIR certification decisions for regionally significant projects. The SCAQMD may use this EIR as part of the approval of projects that measurably improve air quality. In addition to the above approvals, agencies approving projects listed in the CIP, and other regionally significant transportation projects, may use this EIR in evaluating proposed projects.

**II.D. ENVIRONMENTAL REVIEW OF THE CONGESTION MANAGEMENT PROGRAM**

**Relationship to Past and Future Environmental Review**

The CMP is required by law to be consistent with the RMP prepared by SCAG. The RMP includes transportation demand management strategies, transportation system management strategies, mixed-flow facilities, high-occupancy vehicle (HOV) facilities, a transit and inter-city rail program, non-motorized transportation strategies and financial strategies for accomplishing the plan. Improvement projects included in the CMP must be consistent with the RMP or SCAG may withhold them from inclusion in the Regional Transportation Improvement Program.

An Environmental Impact Report for the current RMP was prepared in 1988. The CMP EIR is tiered from the current RMP EIR. Tiering is a procedure where broad EIRs (such as those for general plans or policy statements such as the RMP) are followed by the preparation of either narrower EIRs for related plans or programs of lesser scope and/or site-specific EIRs. When tiering is used the subsequent EIRs incorporate by reference the general discussions contained in the earlier, broader EIR and concentrate on the issues specific to the project for which the subsequent EIR is being prepared.<sup>8</sup> The Legislature specifically encourages the tiering of EIRs

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<sup>8</sup> CEQA Guidelines (Cal. Code of Regulations, Title 14), section 15385.

under CEQA in order to provide increased efficiency in the CEQA process. The RMP EIR is incorporated herein by reference.<sup>9</sup>

The land use analysis requirement contained in the CMP will help to ensure that local jurisdictions consider the regional transportation impacts of new development as part of their land use approval process. This will help to ensure that private and public projects are better able to comply with the CEQA requirement to consider the potential regional impacts of a project.

Individual improvement projects included in, or made necessary by, the CMP will be subject to CEQA environmental review requirements. The CMP EIR will serve as a program level EIR from which these CMP project level environmental assessments may be tiered.

### Program EIR

The EIR for the CMP is a "program EIR," which under CEQA guidelines may be prepared for projects characterized as a series of actions that are parts in the chain of contemplated actions, in connection with the issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program.<sup>10</sup> Under CEQA an EIR on a project, such as the adoption of a plan, should focus on the secondary effects that can be expected to follow from its adoption, but need not be as detailed as an EIR on the specific construction projects that might follow.<sup>11</sup> This program EIR, therefore, identifies general countywide effects of the proposed CMP, and identifies general areas of environmental sensitivity which, where necessary, can be evaluated in greater detail in project-specific EIRs.

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<sup>9</sup> Draft Environmental Impact Report Regarding the SCAG Regional Mobility Plan, October 1988 and the Final Environmental Impact Report Regarding the 1988 SCAG Regional Mobility Plan, December 1988. These documents are herein incorporated by reference and are summarized in relevant sections of this EIR. Copies of these documents are available for review at the LACTC located at 818 West Seventh Street, Los Angeles CA 90017, Suite 1100. Copies are available from SCAG, located at 818 West Seventh Street, 12 floor.

<sup>10</sup> CEQA Guidelines (Cal. Code of Regulations, Title 14), section 15168.

<sup>11</sup> CEQA Guidelines (Cal. Code of Regulations, Title 14), section 15146.



### **III. ENVIRONMENTAL SETTING , IMPACTS AND MITIGATIONS**

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This chapter contains a discussion of the environmental setting, impacts, and mitigations associated with the potentially significant issue areas identified for the CMP. The issue areas, and the section of the chapter in which they appear, are listed below:

- III.A. Land Use
- III.B. Transportation
- III.C. Noise
- III.D. Air Quality
- III.E. Geology
- III.F. Water Resources
- III.G. Biological Resources
- III.H. Cultural Resources
- III.I. Public Services

Each of these issue areas is discussed in terms of the potential of the CMP to create both direct and indirect impacts. Direct impacts are the physical changes in the environment which could result from implementation of specific CMP program elements such as the CIP or TDM Ordinance. Indirect impacts are the potential effects of the program as a whole. These would include effects associated with land use analysis and mitigation impacts of the program.

#### **III.A. LAND USE AND PLANNING**

##### **SETTING**

Land use in the County of Los Angeles is governed by both regional and local plans. Regional planning for the six county region that makes up the greater Los Angeles area is carried out primarily by SCAG. In addition, several special districts are involved in planning at a regional level, among these is the SCAQMD which jointly develops the Air Quality Management Plan with SCAG.

At the local level, planning for the unincorporated portion of the County is carried out by the County of Los Angeles. The unincorporated area consists of 2,697 square miles, or approximately 66% of the County's 4,083 square miles. Planning in the remaining 1,386 square miles is the responsibility of the 88 cities within Los Angeles County.

### **Regional Plans**

SCAG is responsible for planning on a regional basis. The SCAG region consists of Los Angeles, Ventura, Orange, Imperial, Riverside and San Bernardino Counties. SCAG has developed several plans which address regional issues. Three plans which relate to the CMP are: the Regional Mobility Plan (RMP), the Air Quality Management Plan (AQMP) and the Growth Management Plan (GMP). These are discussed below.

### **Regional Mobility Plan**

The RMP serves as the Regional Transportation Plan required under State and Federal statute. The RMP identifies the short and long range transportation needs of the region, and identifies policies, actions, and funding sources to meet these needs. In developing its RMP, SCAG must assess the impact that transportation improvements have on attaining air quality goals, and must find that the RMP is in conformance with the AQMP.

The goal of the adopted RMP is to maintain 1984 mobility levels. In order to accomplish this, the RMP identifies a series of improvements including the construction of new transportation facilities, transportation system management strategies to make most effect use of the existing transportation system, transportation demand management strategies to encourage ridesharing and other strategies that reduce the number of vehicle trips, and land use strategies to encourage shorter commute trips. The plans objectives are to:

- Maintain the freeway system at 450 miles of congestion (Level F) through 2010.
- Achieve a 19 percent transit share of home-to-work trips by 2010.
- Limit to 60 million miles the increase in daily vehicle miles traveled over the next 20 years.
- Limit the daily vehicle hours of travel at approximately 7,850,000.

### III. Environmental Setting, Impacts and Mitigations

- Increase the number of people ridesharing to 1,610,000 by 2010.
- Eliminate 3 million daily home-to-work trips by 2010.
- Reduce transportation emissions back to 1987 levels by 2010.
- Fund the \$23.2 billion shortfall in highway, transit and demand management capital costs.
- Fund the \$2.9 billion annual shortfall in highway, transit and demand management operating costs.

The specific actions recommended under the Plan to achieve those goals are:

Transportation Demand Management (TDM): (1) eliminate 3 million daily work trips through work-at-home and telecommuting; (2) increase ridesharing to 1,610,000 daily work trips; (3) increase transit usage to 1,400,000 daily work trips; and (4) study the implementation of user charges for congestion, peak period use, tolls, parking, fuel taxes, and emission fees.

Transportation System Management (TSM): (1) increase ramp metering and High Occupancy Vehicle (HOV) bypass-lane programs; (2) promote advanced signalization and coordination of key intersections throughout the region; and (3) improve programs to monitor, control, and respond to traffic incidents.

Highway Improvement: (1) build 1,251 land-miles of HOV and transitway lanes; (2) build 1,846 lane-miles of additions to existing highways; and (3) protect rights-of-way for future use.

Transit Development: (1) work with county transportation commissions and operators to implement all projects within the financially constrained program; and (2) identify and create new sources of funds needed to complete the unconstrained program of transit development.

Both the RMP and anticipated transportation system performance as they relate to transportation planning in the County are described in additional detail in part III.B. of this EIR.

CMP statute requires that the CMP be developed consistent with the RMP and the adopted regional forecast. The CMP was developed keeping in mind this consistency requirement. The CMP has established a county-level process that will work toward the attainment of regional

mobility goals identified in the RMP. The Capital Improvement Program projects of the CMP have been developed and evaluated through the RMP. The CMP has also established a process for recommending highway projects that are most effective at reducing congestion (i.e., high occupancy vehicle lane projects), for identifying the effectiveness of regional transit services and for establishing a Transportation Demand Management program that will work toward the attainment of the trip reduction goals of the RMP. The CMP will continue to be an important mechanism for identifying specific approaches at the county level that will be most effective in meeting regional mobility goals. Therefore, the CMP process will be closely coordinated with the development of the RMP.

#### **Air Quality Management Plan**

The purpose of the AQMP is to establish a comprehensive program which will result in the achievement of federal and state air quality standards. The South Coast Air Basin currently fails to meet the National Ambient Air Quality Standards or the California Clean Air Act (CCAA) standards for ozone, carbon monoxide, nitrogen dioxide and particulate matter. The AQMP is jointly developed and adopted by SCAG and the SCAQMD.

The AQMP contains three tiers of control measures aimed at meeting the AQMP's air pollution reduction targets through the control of both mobile and stationary emission sources. Tier I measures are those measures that can be accomplished using existing technology. Tier II measures represent significant advancements in today's technology and Tier III measures call for the development of new technology. The Tier I measures which are Transportation Control Measures (TCMs) are listed in **Table 6**.

The AQMP is developed based on the adopted regional forecast, and transportation improvements included in the RMP must be found in conformance with the AQMP. While the CMP is not statutorily required to be in conformance with air quality requirements, the requirement to be consistent with the RMP means that transportation improvements identified in the CMP are working toward regional mobility goals as well as implementing projects and strategies necessary to work toward air quality attainment as well.

The 1991 AQMP update provides subregional Vehicle Miles Traveled (VMT) targets to be achieved through the RMP. In an effort to further simplify implementation of strategies aimed at

**TABLE 6: AQMP TRANSPORTATION CONTROL MEASURES**

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Control Measure

1. Alternative Work Schedules, Locations and Non-Motorized Transportation
    - 1a. Person Work Trip Reductions
    - 1b. Non-Motorized Transportation
  2. Mode Shift Strategies
    - 2a. Employer Rideshare & Transit Incentives
    - 2b. Parking Management
    - 2c. Vanpool Purchase Incentives
    - 2d. Merchant Transportation Incentives
    - 2e. Auto Use Restrictions
    - 2f. HOV Facilities
    - 2g. Transit Movements
  3. Goods Movement
    - 3a. Truck Dispatching, Rescheduling & Rerouting
    - 3b. Diverting Port-Related Truck Traffic to Rail
  4. Traffic Flow Improvements
  5. Non recurrent Congestion
  6. Aircraft & Ground Service Vehicles
  7. Centralized Ground Power Systems
  8. Airport Ground Access
  9. Replacement of High-Emitting Aircraft
  10. General Aviation Vapor Recovery
  11. Rail Consolidation to Reduce Grade Crossings
  12. Paved and Unpaved Roads and Parking Lots
    - 12a. Paved Roads
    - 12b. Unpaved Roads
  13. Highway and Freeway Capacity Enhancements
  14. Railroad Electrification
  15. Electric Vehicles
  16. High Speed Rail
  17. Growth Management
  - H-2. Trip Reduction for Schools
  - H-3. Supplemental Development Standards
  - H-4. Special Activity Centers
  - H-5. Enhanced Regulation XV
  - H-6. Truck Programs
  - H-7. Registration Program
- 

SOURCE: SCAG

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reducing trip-making in the region, SCAG and the SCAQMD are working on consolidating VMT and VT reductions goals into a single VT based goal.<sup>1</sup>

### **Growth Management Plan**

The Growth Management Plan evaluates socio-economic trends through the year 2010 and identifies the adopted regional forecast for the SCAG region. Both the RMP and AQMP were developed based on this forecast, and by statute, the CMP must also be developed consistent with the regional forecast.

In order to provide the transportation infrastructure necessary to meet forecasted growth patterns, the GMP calls for County Transportation Commissions to implement transportation projects consistent with the RMP, including the development of High Occupancy Vehicle lanes, the continued increases in the availability of transit, and continued efforts to reduce or eliminate trips through transportation demand management strategies. The GMP also recommends local consideration of land use patterns that minimize the length of commute trips.

SCAG has forecasted that the population of Los Angeles County by the year 2010 will reach over 10 million people. Table 7 identifies the adopted SCAG socio-economic forecast for each county within the SCAG region.

### **Local Plans**

Land use control at the local level is exercised by the County of Los Angeles and the 88 cities located in the County.<sup>2</sup> Under state planning law, each city must adopt a comprehensive, long-term general plan to guide the physical development of both the city and any land outside the city's boundaries that it judges to relate to its planning.<sup>3</sup> The General Plan is considered the "construction for all future developments within the city or county" to which any local decision

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<sup>1</sup> See the SCAQMD's "District Proposed Implementation Program" (Model Ordinance).

<sup>2</sup> A list of the 88 cities can be found in Table 1.

<sup>3</sup> General Plan requirements are contained in Government Code Section 65300 et seq.

TABLE 7: SCAG REGIONAL FORECAST

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| County         | 2010<br>Population | 2010<br>Employment | 2010<br>Housing |
|----------------|--------------------|--------------------|-----------------|
| Los Angeles    | 10,231,200         | 5,392,200          | 3,959,300       |
| Orange         | 2,982,200          | 1,718,800          | 1,191,900       |
| Riverside      | 1,815,800          | 626,500            | 816,200         |
| San Bernardino | 2,171,600          | 785,400            | 966,000         |
| Ventura        | 915,200            | 365,600            | 332,200         |
| Imperial       | 140,200            | 65,600             | 51,900          |

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SOURCE: GMP; figures are from Table VI-1,2,3 of the GMP.

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affecting land use and development must conform.<sup>4</sup> All general plans contain the following seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. In addition, they may include any optional elements that a city chooses to adopt.

## IMPACTS

### Regional Mobility Plan

The CMP is required by law to be consistent with the RMP prepared by SCAG and SCAG is required to issue a consistency finding for the CMP. Improvement projects included in the CMP must be consistent with the RMP or SCAG may withhold them from inclusion in the Regional Transportation Improvement Program (RTIP), which is a necessary precursor to obtaining State and Federal funding for the projects through the State Transportation Improvement Program (STIP). In addition, SCAG has the responsibility for assessing that the CMP model and data base are consistent with the regional model. The necessary mechanisms for ensuring consistency are therefore part of the CMP legislation.

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<sup>4</sup> See Citizens of Goleta Valley v. Board of Supervisors of the County of Santa Barbara, 52 Cal. 3d 553 (1990).

### III. Environmental Setting, Impacts and Mitigations

The first year CMP has been developed to work toward the implementation of transportation projects and strategies recommended in the RMP. The projects included in the first year CIP are consistent with the 1989 RMP. The capital improvement projects recommended for Flexible Congestion Relief (FCR) funding were found to be consistent with the 1989 Regional Mobility Plan at the SCAG Executive Committee meeting on December 5, 1991. The CMP includes a TDM element, which is complementary to SCAQMD's Regulation XV TDM ordinance, and which will thus help to further the TDM goals of the RMP. The definition of the CMP highway network and LOS standards is consistent with, and will help to further the RMP's objective of maintaining the freeway system at 450 miles of congestion (Level F) through 2010 and enhancing HOV lane use. The CMP provides both a mechanism for monitoring services on the CMP network, and a mechanism to help ensure that those portions of the CMP system currently operating at LOS E or above, will not degrade below LOS E, and that portions operating and LOS F, will not suffer further degradation. Similarly, the CMP's Land Use Analysis Program will help ensure that local jurisdictions consider the impact of land use decisions on the regional transportation system, thus potentially reducing network impacts resulting from land use development. The CMP transit element will help to maintain and improve the attractiveness of transit in the County, and is thus working toward the RMP's objective to achieve a 19 percent transit share of home-to-work trips by 2010.

**Direct Impacts:** The CMP has been designed to be consistent with the RMP, thus the CMP should have a positive direct impact on working toward the attainment of regional mobility goals.

**Indirect Impacts:** Critics of capacity improvements have argued that increasing system capacity encourages additional trips on the system, by reducing the costs (time and stress) associated with trip-making. These additional trips are referred to as latent demand. However, standard traffic modeling techniques do not indicate demand changes resulting from increased capacity, and there has been relatively little research to date with respect to the presence or magnitude of this potential effect. The recent sensitivity analysis conducted in conjunction with SCAG's 1991-1997 RTIP Clean Air Conformity Report suggested that travel demand is relatively inelastic with respect to system speed.<sup>5</sup>

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<sup>5</sup> Final Report. Conformity of SCAG's 1989 Regional Mobility Plan and SCAG's FY 1991/1997 Regional Transportation Improvement Program under the 1990 Clean Air Act Amendments, SCAG, September 1991.



Although the CMP does include capacity increasing measures, it is not expected to stimulate any potential "latent demand" which may be present in the County. CMP consistency with the RMP serves to minimize any changes in demand patterns or latent demand effect. The RMP is planned to address mobility needs based on SCAG's regional demand projections. Since the capacity improvements included in the CMP are consistent with the RMP, the CMP is not expected to significantly alter the RMP's analysis of transportation demand. Further, the CMP is designed only to maintain established levels of service, rather than to reduce congestion compared to existing conditions. Therefore, as increases in capacity will be filled by projected demand, excess capacity is not expected to be available to attract latent demand.

#### **Air Quality Management Plan**

**Direct Impacts:** As discussed more fully in Section III.C - Air Quality of this EIR, the CMP would help to improve regional air quality in the County. This is due to the fact that: (1) the CMP includes a provision for consultation with the SCAQMD to ensure the CMP is developed in accordance with the region's air quality goals; (2) formal air quality review of CIP projects is conducted by SCAG as part of RTIP development;<sup>6</sup> (3) TDM strategies of the CMP work toward implementation of TCM measures; and (4) as discussed more fully in Section III.C, the 1992 CMP contains elements which contribute to TCM 2f, 2g, 4, and H-3.

Construction of individual CIP projects may result in localized air quality impacts. This potential is discussed in detail in Section III.C of this EIR.

**Indirect Impacts:** Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, which has not been anticipated in the regional plans, the CMP could have negative effect on air quality. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, as well as, in a more limited way, in the discussion of the Growth Management Plan which follows. The potential for the CMP to foster urban deconcentration, not anticipated in the regional plans, is considered negligible.

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<sup>6</sup> Formal air quality review of 1992 CMP CIP projects will be conducted as part of the Regional Transportation Improvement Program in the Summer of 1992.

### III. Environmental Setting, Impacts and Mitigations

CMP-related improvements could have the effect of increasing vehicle miles traveled as a result of latent demand with a concomitant increase in air quality emissions. However, as previously discussed, this potential is considered negligible.

CMP-related improvements could potentially increase the density of trips and traffic in center areas such as near transportation centers, rail transit stations, park and ride lots, etc. In these cases, the air quality affect of the CMP could create "hot spots" of pollutant concentrations, particularly carbon monoxide.

#### **Growth Management Plan**

The CMP is required to be consistent with the adopted regional forecast and these forecasts were considered in developing the program.

**Direct Impacts:** Individual CIP projects may result in localized changes in land use. As explained in greater detail in Chapter IV as part of the growth inducing impacts discussion, the CMP is not anticipated to affect the distribution of population and employment at the SCAG sub-regional level over the 20 year planning horizon.

**Indirect Effects:** The potential for the CMP to result in a distribution of population and employment which is significantly different than the policy forecast contained in the GMP is discussed in detail in the growth inducing impacts section of Chapter IV. - Impact Overview, where it is concluded that the CMP's potential to create a land use pattern which is inconsistent with the policy forecast is negligible. The reasons for this are as follows: (1) although deconcentration, is in part, a function of system mobility, the policy forecast anticipates the levels of mobility to be achieved by the RMP - the CMP alone would not achieve as great a mobility level as the RMP which has a goal of maintaining 1984 mobility levels; (2) the affects of the CMP on land use decisions are minimal when compared to market forces such as the desire to purchase affordable housing and the desire to maintain a quality of life which avoids the consequences of urban development; (3) the CMP's TDM element and transit related capital improvements will help to make transit more attractive, which would lessen the rate of deconcentration by reducing the attractiveness of the automobile as the major form of transportation, and by increasing the attractiveness of transit; (4) the LOS standards of the CMP are the same as those established by the region's other CMA's. The CMP, therefore, should not result in a level of service which is greater than under the RMP, or which is substantially

different than maintained in the other counties in the region. No significant deconcentration effects are thus anticipated to result from the CMP.

### **Local Plans**

**Direct Impacts:** Land use impacts associated with the CMP would be generally as described in the RMP EIR,<sup>7</sup> and would include: potential community disruption and displacement; changes in community character; community revitalization effects; personal mobility and accessibility effects; and transportation opportunities for special groups such as the elderly, the handicapped and low-income households.

The following classes of CMP CIP projects could lead to the localized displacement of adjacent businesses and residences: Class 1 - freeway system management (specifically the construction of HOV lanes); Class 2 - freeway gap closures; Class 6 - rail improvements; Class 4 - commuter rail stations; transit centers and park-n-ride lots; and, to a more limited degree, Class 3 - arterial system improvements. Of the CIP categories, Class 2, 3 and 6 projects present the greatest potential for disruption. These projects have received previous review at a program level as part of the RMP EIR. The potential for community displacement will also be evaluated as part of the project level environmental review conducted for individual CIP projects. The RMP EIR includes the following mitigation measures for community displacement:

- Select route alignments, locations for supporting facilities, and design features that minimize displacement of residences and businesses. Route alignments for transit guideways should strongly consider use of existing transportation right-of-way, such as highways and railways, in order to avoid or minimize displacement. Design features should consider use of depressed, elevated or underground facilities, and reduction in width of new right-of-way where significant displacement is a possibility.
- Where displacement is unavoidable, relocate displaces in accordance with state and federal laws (Uniform Relocation and Real Property Acquisition Policies Act), which provide for monetary compensation for acquired properties, moving expense payments, supplemental payments for replacement housing (or rentals), and relocation assistance.

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<sup>7</sup> Please see section 4J (pages 113 to 124) of the Draft Environmental Impact Report for the Regional Mobility Plan, October 1989 which describes the Social Impacts.

### ***III. Environmental Setting, Impacts and Mitigations***

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- Avoid protracted waiting periods between right-of-way designation, property taking and construction, in order to minimize potential neighborhood deterioration due to neglected maintenance, early move-outs, vandalism and value losses.
- Provide housing adequate to meet potential housing shortages created by right-of-way acquisition by providing new or rehabilitated housing, or relocation of housing from acquired right-of-way.
- Construction of CMP CIP projects are also likely to disrupt the normal activities of neighboring land uses because of traffic reroutings, traffic congestion, restricted access to nearby businesses, restricted parking, interference with pedestrian and vehicular circulation, visual unsightliness, and dust, noise and fumes generated by construction. These would be short-term impacts of the CMP.

The RMP EIR includes the following mitigation measures for community disruption:

- Use construction techniques that minimize disruption effects of facility construction.
- Select route alignments and design features that minimize barrier effects within communities. Use street and pedestrian over and underpasses where possible to avoid broken linkages in local access. Minimize at-grade crossing of transit facilities and other local traffic, and/or utilize transportation engineering measures to minimize traffic delays. Use existing physical barriers such as highways and railways for future facility development to the extent possible.
- Through the general plan, zoning and subdivision process seek to achieve a satisfactory relationship between transportation development, and current and future development plans. Maximize redevelopment opportunities resulting from new facilities.
- Minimize increased congestion from autos and buses accessing transit stations, centers and parking lots through proper location and design of facilities, and traffic engineering.

The RMP EIR includes the following mitigation measures for accessibility/mobility impacts:

- Maximize connectivity between transportation service area boundaries and different modal systems through intermodal transfers and intersystem schedule coordination.

- Establish transit fare structures that encourage use of new transit facilities by the elderly and handicapped.
- Use vehicle and station design measures that assure maximum use of transit guideway facilities by the handicapped.
- Continue expansion of paratransit and local bus service in conjunction with transit guideway development to provide maximum service to the elderly and handicapped.

Under the CMP local jurisdictions remain responsible for adoption and implementation of a program to analyze the impacts of land use decisions on the regional transportation system. However, the CMP's Land Use Analysis Program, in combination with CMP network monitoring and modeling should provide better information on which local jurisdictions can base their analysis. This would be a benefit of the CMP.

**Indirect Impacts:** A number of local land use plans include goals related to the development of higher density mixed use centers.<sup>8</sup> A potential benefit of CIP transit projects, the CMP's transit network element, and the CMP's TDM component may be increases in density in the vicinity of transit centers and rail facilities. This would be supportive of the centers development goals of a number of local jurisdictions.

## **MITIGATIONS**

The following are mitigation measures to reduce the potential direct and indirect impacts of the CMP:

- A.1 The LACTC shall consult with other adjacent CMAs in reviewing LOS standards to ensure that differences in LOS standards between counties do not encourage a land use pattern which is inconsistent with local land use and regional goals.

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<sup>8</sup> See for example the Land Use Element of the Los Angeles County General Plan or the Concept Los Angeles portion of the City of Los Angeles' General Plan.

### *III. Environmental Setting, Impacts and Mitigations*

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- A.2 The LACTC shall continue to participate in on-going forums with Southern California Congestion Management Agencies and SCAG, regarding interjurisdictional impacts including land use issues and impact analysis procedures.
- A.3 The LACTC shall investigate the use of other mobility and system performance indices such as Vehicle Miles Traveled and Average Vehicle Ridership and shall compare the effectiveness of such indices with LOS as standards for determining both system mobility and motor vehicle emissions performance. These supplemental measures shall be incorporated into the program if determined to be effective for reconciling localized decreases in service against regional improvements.

Implementation of mitigation measure A.3 would also mitigate potential indirect impacts associated with latent demand.

Mitigation measures for localized CIP project air quality impacts are contained in Section III.C of this EIR.

Implementation of mitigation measures A.1 and A.2 would mitigate potential indirect air quality impacts associated with the CMP's potential to affect deconcentration.

Implementation of the following mitigation measures will mitigate the direct local land use impacts of the CMP:

- A.4 The LACTC shall review project-level EIR's for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the land use impacts of individual CMP CIP Projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations.

In addition to mitigation measures A.2 and A.3, implementation of the following mitigation measure would mitigate the indirect local land use impacts of the CMP:

- A.5 The LACTC shall explore with the cities the desirability of including mechanisms in the CMP for encouraging the creation of increased density in targeted centers areas. Possible

mechanisms include specification of density related CIP project selection criteria; inclusion of density encouraging mechanisms in the TDM component of the CMP; or inclusion of mechanisms to encourage targeted density development as a component of future deficiency planning.

## **ADVERSE IMPACTS**

With the exception of potential CIP project specific community displacement and disruption impacts, land use impacts can be mitigated to a level which is less than significant through implementation of the mitigation measures specified above. The potential for significant adverse land use impacts to remain after implementation of CIP project specific mitigations developed as part of CIP project specific environmental review, can only be assessed on a project specific basis. The CMP would have a beneficial impact on the implementation of the RMP.

### **III.B. TRANSPORTATION**

#### **SETTING**

The Los Angeles County transportation system is a central part of the regional six-county SCAG network. The CMP is designed to be consistent with the RMP. Therefore it is relevant to expect that the system-wide performance indicators used to assess the effect of the RMP can also be used to assess the projected effectiveness of the CMP. The current system performance of the regional system has been quantified by SCAG and includes several indicators. **Table 8** summarizes this information for the entire six-county SCAG region which the RMP addresses. **Figure 5** in Chapter II shows the existing levels of congestion on the system. As indicated in **Table 8**, using 1987 conditions as the Existing Base, it is estimated that the six-county system supports travel demands of approximately 243,339,000 daily vehicles miles of travel (VMT) and 7,454,000 daily vehicle hours of travel (VHT). Travelers experience an estimated 1,136,000 hours of delay per day, representing 15 percent of the total VHT. Average daily speeds are estimated at 33 miles per hour (mph) on all facilities and 43 mph on freeways. Home-to-work transit ridership totals 482,000 trips per day, which represents approximately 6.0 percent of the total daily home-to-work trips.

TABLE 8: 1988 REGIONAL MOBILITY PLAN; PERFORMANCE INDICATORS  
SCAG SIX-COUNTY URBAN REGION

| Criterion                           | 1987 Base <sup>a</sup> | 2010 Without Plan <sup>b</sup> | 2010 With Plan <sup>b</sup> |
|-------------------------------------|------------------------|--------------------------------|-----------------------------|
| Travel                              |                        |                                |                             |
| Daily Vehicle Miles (1,000 VMT)     | 243,339                | 376,187                        | 284,328                     |
| Daily Vehicle Hours (1,000 VHT)     | 7,454                  | 19,577                         | 7,850                       |
| Delay                               |                        |                                |                             |
| Daily Hours of Delay (1,000)        | 1,136                  | 10,132                         | 899                         |
| Percent of Daily VHT                | 15%                    | 52%                            | 11%                         |
| Average Daily Speed (mph)           |                        |                                |                             |
| All facilities                      | 33                     | 19                             | 36                          |
| Freeways                            | 43                     | 24                             | 45                          |
| Congested Facilities (miles)        |                        |                                |                             |
| AM Peak                             | n/a                    | 2,564                          | 280                         |
| PM Peak                             | n/a                    | 4,567                          | 612                         |
| Transit Ridership                   |                        |                                |                             |
| Daily Home-to-Work Trips (1,000)    | 482                    | 527                            | 1,401                       |
| Percent of Daily Home-to-Work Trips | 6.0%                   | 5.1%                           | 19.4%                       |

Notes:

- a. Source: SCAG, 1987 Base Year Travel Information Digest for the Southern California Region, December 1990.
- b. Source: SCAG, Draft Environmental Impact Report 1988 SCAG Regional Mobility Plan, October 1988.

The CMP addresses mobility for Los Angeles County, one of the six RMP counties. Los Angeles County is an urbanized county with a large and diverse population (8,863,164 persons in 1990 according to census data) which is expected to approach 10 million by year 2010. These nearly 9 million residents include 5,402,342 licensed drivers who operate 5,229,790 registered vehicles. The transportation system in Los Angeles County is designed to provide the following existing elements:



### III. Environmental Setting, Impacts and Mitigations

**Highway System** - The highway system in Los Angeles County is comprehensive and diverse. It includes a hierarchy of facilities that include freeways and major arterials that provide regional access, primary and secondary arterials that provide local access and circulation, and high occupancy vehicle (HOV) facilities that improve the flow of traffic for these vehicles. The inventory of facilities within in the Los Angeles County highway system are listed in **Table 9**.

In addition to these existing facilities, major construction projects are on-going to complete the system. The following facilities are currently under construction:

- I-210 (Foothill Freeway) HOV lane
- I-105 (Glen Anderson Freeway): Norwalk to El Segundo
- I-110 (Harbor Freeway) Transitway
- I-405 (San Diego Freeway) HOV Lane

Another key component of the Los Angeles County freeway system is the recently implemented Metro Freeway Service Patrol. The service patrol assists motorists who are stalled or in accidents off of the freeways to access repair facilities. The system is designed to provide a dual service by assisting motorists and also by enhancing the flow of traffic on the freeways by keeping them clear of obstruction, especially during peak periods of commuting. The following summarizes key statistics of this program based upon surveys of those vehicles assisted during the period between September 30, 1991 to April 17, 1992:

- 91% of all accidents or stalled vehicles received assistance in 15 minutes or less.
- 30% of vehicles required towing.
- 76% of assisted vehicles were found on the right shoulder, 6% on the left shoulder, 11% in freeway lanes, and 4% on ramps (3% other).
- Incident type: 31% mechanical, 15% out of gas, 14% electrical, 14% other, 11% overheated, 8% flat tire, 4% accident, 3% debris removal.
- Types of vehicles assisted: 68% automobile, 24% light vehicles, 5% large trucks, 3% other.

**Bus Transit** - An extensive bus system that provides local, express and special services is currently in operation, with expansion of each element planned. Fixed-route services are provided by the Southern California Rapid Transit District (the regional transit operator), nine

TABLE 9: DESCRIPTION OF EXISTING HIGHWAY SYSTEM COMPONENTS

| <u>Facility</u>        | <u>Miles</u> | <u>Lane Miles</u> | <u>Avg. Speed</u> |
|------------------------|--------------|-------------------|-------------------|
| Freeway                | 514          | 3,955             | 39 mph            |
| Major/Primary Arterial | 2,704        | 15,676            | 25                |
| Secondary Arterial     | 961          | 4,767             | 25                |
| HOV Lanes              | 45           | 45                | 48                |

SOURCE: Kaku Associates

municipal operators (Commerce, Culver City, Gardena, Long Beach, Montebello, Norwalk, Santa Monica, Santa Clarita, and Torrance), the City of Los Angeles, Los Angeles County, Foothill Transit and Antelope Valley Transit. These nine transit operators have a combined fleet of about 2,580 buses (includes 90 vehicle dial-a-ride peak fleet) and provide service for about 1.4 million passengers per day on about 506 routes. In addition, over 50 cities provide community and shuttle services.

**Rail Transit** - An extensive rail transit system is currently being developed for Los Angeles County. When completed, the rail program for Los Angeles County will include regional commuter service, local access, and local circulation, will be both diverse and comprehensive. Table 10 described the components of the system which are currently operational or under construction.

**Commuter Rail** - Three regional commuter rail lines that join outlying areas to the Los Angeles CBD are expected to commence operation in late 1992. They are San Bernardino to Los Angeles, Moorpark to Los Angeles, and Santa Clarita to Los Angeles. Several other commuter rail lines are in the planning stages.

**Transportation Demand Management** - The SCAQMD has adopted Regulation XV, which currently requires all employers of 100 or more employees to develop and implement a TDM

**TABLE 10: RAIL TRANSIT SYSTEM COMPONENTS**

| Line                         | Metro Blue Line                                  | Metro Green Line  | Metro Red Line Segment 1  | Metro Red Line Segment 2  |
|------------------------------|--|---|---|---|
| Location                     | Connects Long Beach to Los Angeles               | Connects Norwalk to El Segundo, with a 3.5 mile "South Coast" branch extending south from Aviation/Imperial into El Segundo and ending at Freeman/Marine in Redondo Beach, and a "North Coast" branch to LAX and Westchester. | Connects Union Station to Wilshire/Alvarado                                   | Connects Wilshire Section from Alvarado, to Western ;and Hollywood Section to Hollywood and Vine. |
| Length                       | 22 miles (21.5 on the surface and 1/2 in tunnel) | 23 miles  | 4.4 miles   | 6.7 miles   |
| No. of Stations              | 22   | 16  | 5   | 8   |
| Estimated Passengers per day | 31,000 per day, currently                        | 25,000 daily in 1995, 48,000 daily in 2010  |   |   |
| Maximum Speed (in MPH)       | 55   | 65  | 70  | 70  |
| Car Carrying Capacity        | 150 people                                       | 150 people  | 170 people  | 170 people  |
| Technology                   | Light Rail                                       | Automated Light Rail  | Heavy Rail subway   | Heavy Rail subway   |
| Status                       | In Operation                                     | Under Construction<br>Estimated opening date: 1995.<br>Dependent on opening of I-105 Freeway.   | Construction completed, undergoing testing. Estimated opening date June 1993. | Under construction<br>Estimated opening date Wilshire Section: 1996; Hollywood Section 1998.      |

plan that is designed to achieve a specific ratio of employees to auto vehicle trips, average vehicle ridership (AVR) to the site. The AVR goal varies according to location within the South Coast Air Basin; for example, the largest AVR in the Los Angeles CBD is 1.75.

A variety of transportation demand management strategies are currently being utilized throughout the region to achieve the goals of Regulation XV. These include disincentives to drive-alone vehicle trips and incentives to encourage use of other modes of transportation such as carpool/vanpools, mass transit, and even bicycles. A key element of the program is the transportation infrastructure necessary to support these various incentives. The bus services, the rail system, and the system of HOV facilities form the base of this infrastructure. Important additions include the system of park-and-ride lots and bikeways. There are currently about 99 park-and-ride lots in Los Angeles County providing a total of about 11,763 spaces. The bikeway system in Los Angeles County includes about 500 miles of bikeways.

## IMPACTS

The CMP is designed to be consistent with the RMP. The CMP represents one of the procedural steps towards full implementation of the RMP and the realization of the future conditions projected under the RMP program. The RMP EIR includes consideration of all RMP highway and transit improvements as well RMP TDM/mode split assumptions regarding reduction of person and vehicle trips. As such, it is appropriate to review the system-wide performance indicators used to assess the effect of the RMP in the RMP EIR. Table 8 indicates that although overall vehicular travel is expected to increase between the 1987 Base Year and Year 2010 with or without the RMP, delay is projected to decrease and average speeds are expected to increase with the RMP. When compared to conditions without the plan, the RMP would result in overall system-wide conditions with a significant reduction in total miles traveled, delay, and miles of congested facilities. The RMP would result in a significant increase in average speeds on all facilities including freeways. The transit ridership is expected to increase from the 1987 level of six percent of all home-to-work trips to an RMP level of 19.4 percent. The CMP, by implementing projects identified in the RMP and furthering RMP goals, will contribute to these beneficial impacts.

The CMP is intended to be part of the overall process required to plan, program, fund and implement transportation improvement projects within Los Angeles County. While, the CMP itself would not create direct transportation impacts, potential impacts could be created by the actual implementation of projects which are included in the CMP list of capital improvements. As detailed below, since the purpose of the CMP is to maintain mobility through transportation improvements that reduce vehicle trips (HOV lanes, transit, TDM), it can be expected that the majority of the transportation system impacts would be beneficial. This would be particularly true from a system-wide or region-wide perspective. The primary exception may be at the local level where impacts may result from the implementation of specific transportation improvements (such as construction impacts, increased traffic in the vicinity of transit stations, or traffic in residential neighborhoods attempting to access a regional highway facility). However, these individual projects would be subject to subsequent environmental review prior to implementation, as appropriate.

**CMP Highway and Roadway System Element**

The CMP highway network consists of all state highways and regionally significant arterials within the county, including approximately 500 miles of state freeways, 400 miles of state arterials and 100 miles of local arterials. The specific facilities included in the network were illustrated previously on Figure 4 and listed on Table 3.

The CMP highway element establishes LOS E as the LOS standard for the CMP highway network, except at locations where the 1992 base year LOS is worse than E (in which case the base year LOS is the standard). Although the CMP LOS standards allow uncongested facilities to reach LOS E, allowing potential LOS deterioration compared to existing conditions, the CMP provides assistance in maintaining levels of service standards through improved TDM measures and gas tax funds. Land use decisions remain under the control of local jurisdictions, which can pursue LOS standards through the CEQA process.

**Direct Impacts:** Any potential impacts of the highway and roadway element of the CMP are likely to be related to the implementation of the specific improvement projects within the framework of the CMP process.

### III. Environmental Setting, Impacts and Mitigations

**Indirect Impacts** - Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, which has not been anticipated in the regional plans, the CMP could have a negative effect on the transportation system by increasing vehicle miles traveled. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible. CMP related improvements could have the effect of increasing vehicle miles traveled as a result of latent demand. However, this potential is considered negligible. Highway LOS standards could also result in an emphasis on highway-related mitigation and de-emphasis of transit, demand reduction and other mitigation measures. This would generate inconsistencies with other regional plans.

#### **CMP Transit Element**

The CMP transit monitoring network consists of selected transit routes which provide regionally significant transit service and includes 90 existing bus routes, the Metro Blue Line and several bus feeders to rail station services. The specific routes included in the network were illustrated previously on Figure 6 and listed on Table 4. The CMP also includes provisions for the addition of new transit routes to the CMP transit monitoring network in future years.

The CMP transit element also establishes transit routing and frequency standards in broad congested corridors as well as standards for coordination of transit services provided by separate operators. The transit routing and frequency standards are based on the current service levels along the routes included in the transit network. The coordination standards are based on and reaffirm standards previously established by the LACTC for all transit funding recipients and thus would not create new impacts.

**Direct Impacts:** As with the highway and roadway element, the transit element would provide monitoring information to assist in the planning of transportation improvements that would improve conditions and thus have a beneficial effect on a regional or area-wide basis.

**Indirect Impacts:** To the degree that improved information leads to transit improvements, this element would have a beneficial impact in that it would result in a comparative increase in transit ridership thereby reducing VMT and VT and their associated impacts.

**TDM Element**

Under the CMP local jurisdictions are required to adopt a TDM Ordinance. The CMP TDM model ordinance is intended to specify the mandatory components of local ordinances. Cities have the option to include additional measures at their discretion. The CMP TDM model ordinance is distinct from the SCAQMD's Regulation XV in two key ways. First, the CMP TDM model ordinance is directed at the requirements of the facility, for example, an entire office building, while Regulation XV is directed at the performance of the individual employer. In this way the CMP TDM element acts in support of the SCAQMD regulation rather than adding new requirements to Regulation XV. Second, the model ordinance requires that as part of EIR preparation for public or private development projects, consultation with the regional and municipal fixed route transit operators providing service to the development site occur.

**Direct Impacts:** Because Regulation XV is already in existence, any potential impacts related to social adjustments to comply with rideshare requirements are not associated with the CMP TDM element. The transit operator consultation requirement is anticipated to have a beneficial impact on transit services as a result of improved information on potential transit impacts being incorporated into EIRs for development projects. Facility design that creates the opportunity for car/van pooling, transit use and other alternatives to the single occupancy automobile will have a positive impact on congestion and air quality, reducing both vehicle trips and vehicle miles traveled.

**Indirect Impacts:** To the degree that this element reduces VMT and VT it would have a beneficial impact on air quality, transportation and noise.

**Land Use Analysis Program**

The Land Use Analysis Program builds on the conditions established by CEQA in that it will require local jurisdictions to consider regional transportation impacts of new developments and specifies the analytic method for this evaluation.

**Direct Impacts:** No direct impacts are anticipated to occur as a result of this component.

### III. Environmental Setting, Impacts and Mitigations

**Indirect Impacts:** The land use program will result in the identification of the regional impacts of new developments on the CMP system (i.e., transportation improvements). Such analysis could serve to minimize trips on the CMP system and encourage alternative uses, as well as to encourage development patterns which reduce trips, which would in turn, result in beneficial impacts on the regional highway and transit systems.

#### **Capital Improvement Program Element**

The 1992 (first year) CMP Capital Improvement Program (CIP) consists of those projects already approved for State funding in the 1992 State Transportation Improvement Program (STIP). As such, the 1992 CMP CIP has been reviewed for air quality conformity by SCAG and found to be consistent with the 1989 Regional Mobility Plan (RMP). The projects included in the CMP CIP are included in the Regional Transportation Improvement Program (RTIP), a seven-year, multi-modal program of regional transportation improvements for highway and transit.

**Direct Impacts:** CIP projects are a subset of the capital improvement projects analyzed in the RMP EIR. As previously discussed, the RMP analysis indicates that the projects would have a beneficial impact at a regional level.

The most common potential impact associated with the CIP element would be generated by the re-routing of traffic during the construction of the facility. This is normally a very localized effect. It is also possible that the implementation of a transportation improvement project may cause traffic to be diverted into or through sensitive areas including residential neighborhoods creating localized noise or air quality impacts. These are discussed in Sections III.D and III.C of this chapter respectively. In addition, as detailed in Section III.A, CIP project construction could lead to community dislocation. Mitigations included in the RMP EIR for these impacts are detailed in Section III.A of this chapter.

**Indirect Impacts:** CIP projects would improve mobility resulting in the negligible deconcentration and latent demand effects previously described for the CMP highway system element.



**MITIGATION MEASURES**

Mitigation measures A.1 - A.3 repeated below and mitigation B.1 would mitigate the indirect effects of the CMP Highway and Roadway System element.

- A.1 The LACTC shall consult with other adjacent CMAs in reviewing LOS standards to ensure that differences in LOS standards between counties do not encourage a land use pattern which is inconsistent with local land use and regional goals.
- A.2 The LACTC shall continue to participate in on-going forums with Southern California Congestion Management Agencies and SCAG, regarding interjurisdictional impacts including land use issues and impact analysis procedures.
- A.3 The LACTC shall investigate the use of other mobility and system performance indices such as Vehicle Miles Traveled and Average Vehicle Ridership and shall compare the effectiveness of such indices with LOS as standards for determining both system mobility and motor vehicle emissions performance. These supplemental measures shall be incorporated into the program if determined to be effective for reconciling localized decreases in service against regional improvements.
- B.1 The LACTC shall review EIRs for CIP projects to ensure that mitigation measures are included requiring that the Lead Agency give transit operators and affected City Departments of Transportation advanced notice of construction activities which might impact the transportation system.

Mitigation measure A.4 repeated below would mitigate the direct effects of the CIP element of the CMP.

- A.4 The LACTC shall review project-level EIR's for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the land use impacts of individual CMP CIP Projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations.

## **ADVERSE IMPACTS**

On a program level the CMP would have a beneficial impact on the transportation system. Individual CIP projects may result in localized adverse traffic impacts as a result of construction and operation, which would not be significant at a regional level. The transit network and TDM elements of the program would result in increased transit use which would be a beneficial impact of the project. Thus, no adverse transportation impacts would result from the CMP at a regional level. The potential for localized CMP CIP project specific traffic impacts to remain after implementation of CIP project specific mitigations developed as part of CIP project specific environmental review can only be assessed on a project specific basis.

## **III.C AIR QUALITY**

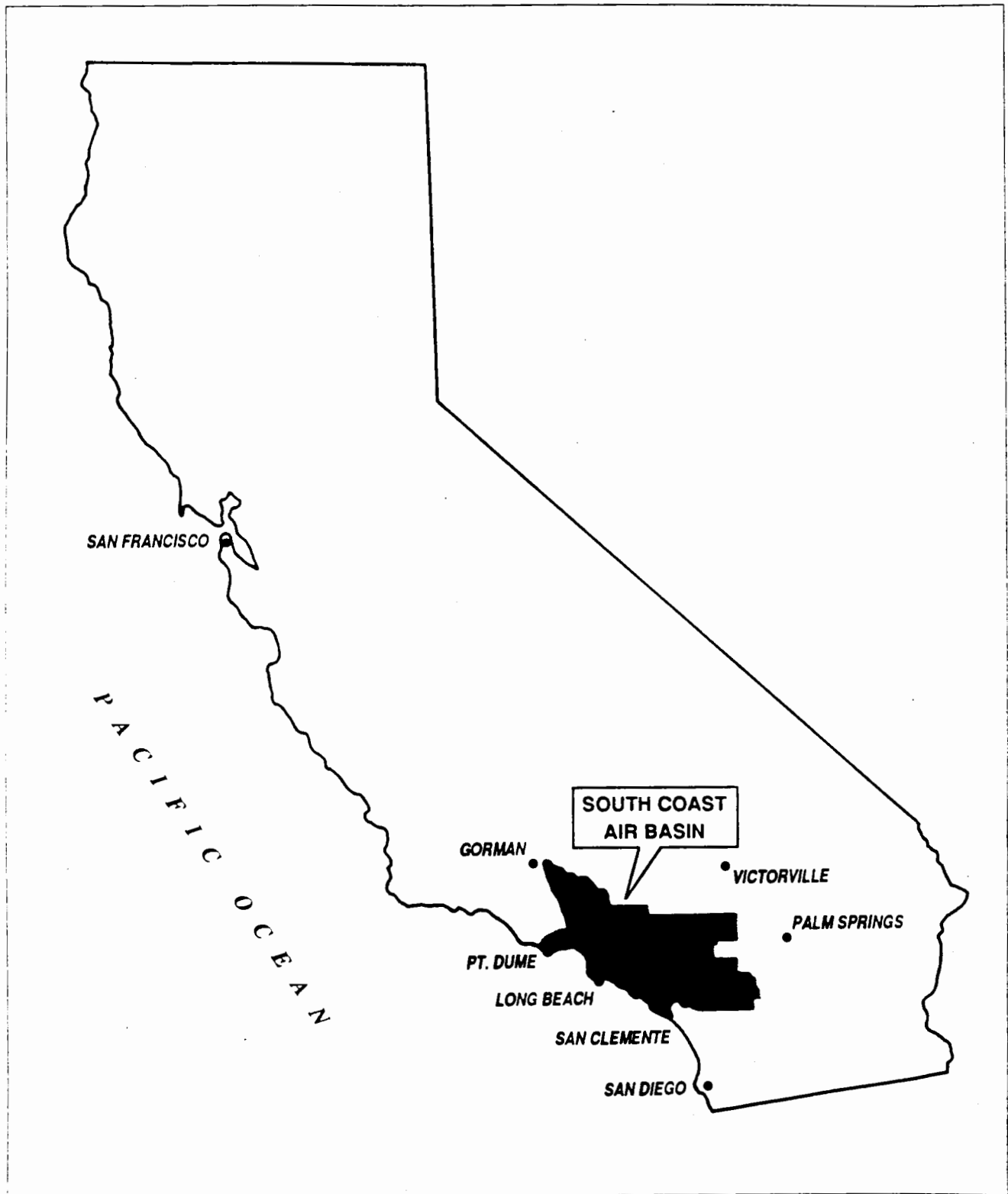
### **SETTING**

#### **South Coast Air Basin**

The proposed project is located within the South Coast Air Basin (SCAB). The SCAB consists of the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. Its area is approximately 6,600 square miles. The Los Angeles County portion encompasses approximately 40 percent of the basin area (2,400 square miles). The SCAB is bounded on the west by the Pacific Ocean, on the north and east by the San Gabriel, San Bernardino, and San Jacinto Mountains, and on the south by the San Diego County line (Figure 7).

The basin is a coastal plain with connecting broad valleys and low hills. On most days the net wind flow is from west to east. This produces the effect of having source areas near the coast impacting receptor areas inland to the east, and this source-receptor relationship is further compounded by the population distribution in the basin where the greatest population density and the majority of industries, commerce, streets and freeways are located in the principal source areas in the western portion of the basin.

Ambient pollution concentrations in Los Angeles County are among the highest in the four counties comprising the SCAB. In the winter, air quality problems are created due to carbon monoxide and



SOURCE: Terry Hayes & Associates.

Los Angeles County Congestion Management Program / 91578 ■

**Figure 7**  
South Coast Air Basin's Location

nitrogen dioxide emissions. Summer air quality problems result from the formation of photochemical smog as hydrocarbons and nitrogen dioxide react under strong sunlight. Los Angeles County has been designated as a non-attainment area by the United States Environmental Protection Agency (EPA) under provisions of the Clean Air Act for ozone, carbon monoxide, nitrogen dioxide and total suspended particulates. Los Angeles County is designated an attainment area for sulfur dioxide.

**General Air Quality Conditions in Los Angeles County**

The County of Los Angeles has been subdivided into 15 source receptor areas (see **Table 11**, and **Figure 8**) by the SCAQMD. Air monitoring stations located in these designated areas compile data on air pollutants every year. Carbon Monoxide (CO), Sulfur Dioxide (SO<sub>2</sub>), Nitrogen Dioxide (NO<sub>2</sub>), Ozone (O<sub>3</sub>), and Suspended Particulate Matter (PM<sub>10</sub>) are major air pollutants regulated by Federal and State laws and monitored by these stations in the region. **Figures 9 and 10** illustrate the relationship of the project area to basinwide pollution patterns for carbon monoxide, ozone, nitrogen dioxide and particulates. Atmospheric concentrations of these pollutants are compared to state and federal standards for the years 1987 to 1991.

**Carbon Monoxide (CO)** -Carbon Monoxide is a colorless, odorless gas pollutant emitted primarily from vehicles (mobile sources) using carbon-containing fuels, such as gasoline. Carbon Monoxide concentrations are generally higher in the vicinity and downwind of areas with dense vehicular traffic. Stationary sources are identified as power plants, industrial operations, etc. Ships, railroads, and aircraft are other significant sources of emissions. Carbon monoxide is a primary (directly emitted) pollutant, unlike ozone and other secondary pollutants. High concentrations of carbon monoxide are recorded mostly in winter months in light wind conditions with surface inversions. In Los Angeles County, during the period 1987 to 1991, the maximum 1-hour concentration ranged from 7.0 ppm to 32.0 ppm (see **Figure 11**). South Central Los Angeles (Lynwood) and Southwest Coastal (Hawthorn) areas recorded highest 8-hour average carbon monoxide concentration in the region, ranging from 16.8 ppm to 32.0 ppm and 11.3 ppm to 16.4 ppm, respectively (see **Figure 12**). The highest recorded 8-Hour average in Lynwood was 32.0 ppm in the year 1988. Hawthorne recorded 16.4 ppm in the year 1989. However, in 1991 Lynwood (17.4 ppm) and Reseda (13.5 ppm) both recorded high concentrations of carbon monoxide, due to the regional industrial, commercial, and residential mobility and structural changes within the region inconsistent with decreasing carbon monoxide concentration in the Los Angeles County. The Southwest Coastal area

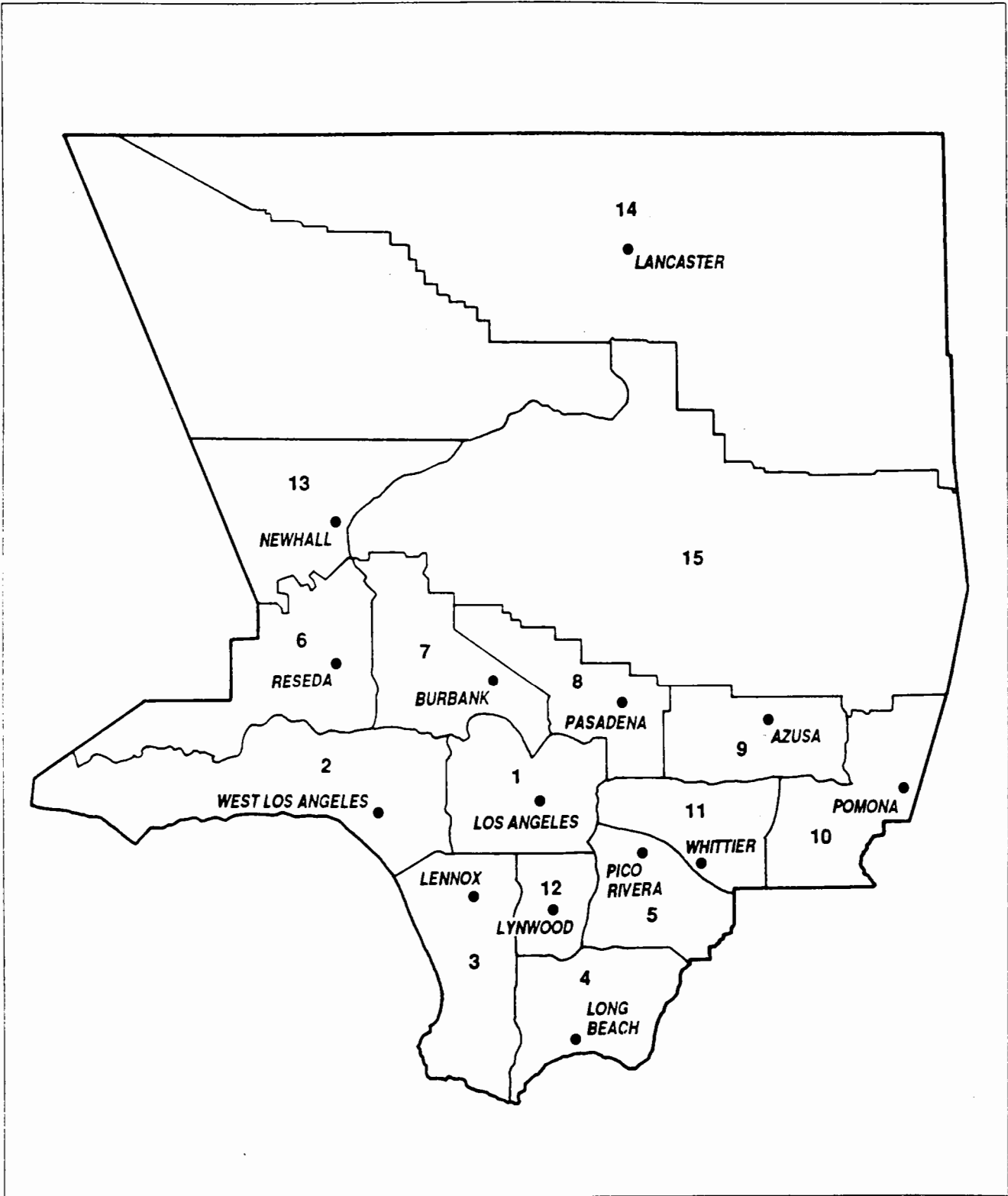
**TABLE 11: SOUTH COAST AIR BASIN AIR QUALITY RECEPTOR AREAS AND MONITORING STATIONS**

| Station Numbers | Air Monitoring Areas         | Air Monitoring Stations  |
|-----------------|------------------------------|--|
| 1               | Central Los Angeles          | Los Angeles  |
| 2               | Northwest Coastal            | W. Los Angeles   |
| 3               | Southwest Coastal            | Hawthorn   |
| 4               | South Coastal                | Long Beach   |
| 5               | Southeast Los Angeles County | Pico Rivera  |
| 6               | West San Fernando Valley     | Reseda   |
| 7               | East San Fernando Valley     | Burbank  |
| 8               | West San Gabriel Valley      | Pasadena   |
| 9               | East San Gabriel Valley      | Azusa  |
| 10              | Pomona/Walnut Valley         | Pomona   |
| 11              | South San Gabriel Valley     | Whittier   |
| 12              | South Central Los Angeles    | Lynwood  |
| 13              | Santa Clarita Valley         | Santa Clarita  |
| 14              | Antelope Valley              | Lancaster  |
| 15              | San Gabriel Mountains        | 15 A - San Fernando/Santa Clarita Valleys<br>15 B - San Gabriel/Pomona Valleys |

showed a decline in number of days Federal (9.5 ppm) and State (9.1 ppm) standard were exceeded over this period.

In the South Central Los Angeles area concentrations increased from 1987 to 1989 and then declined in years 1990 and 1991. The rest of the County remained relatively stable.

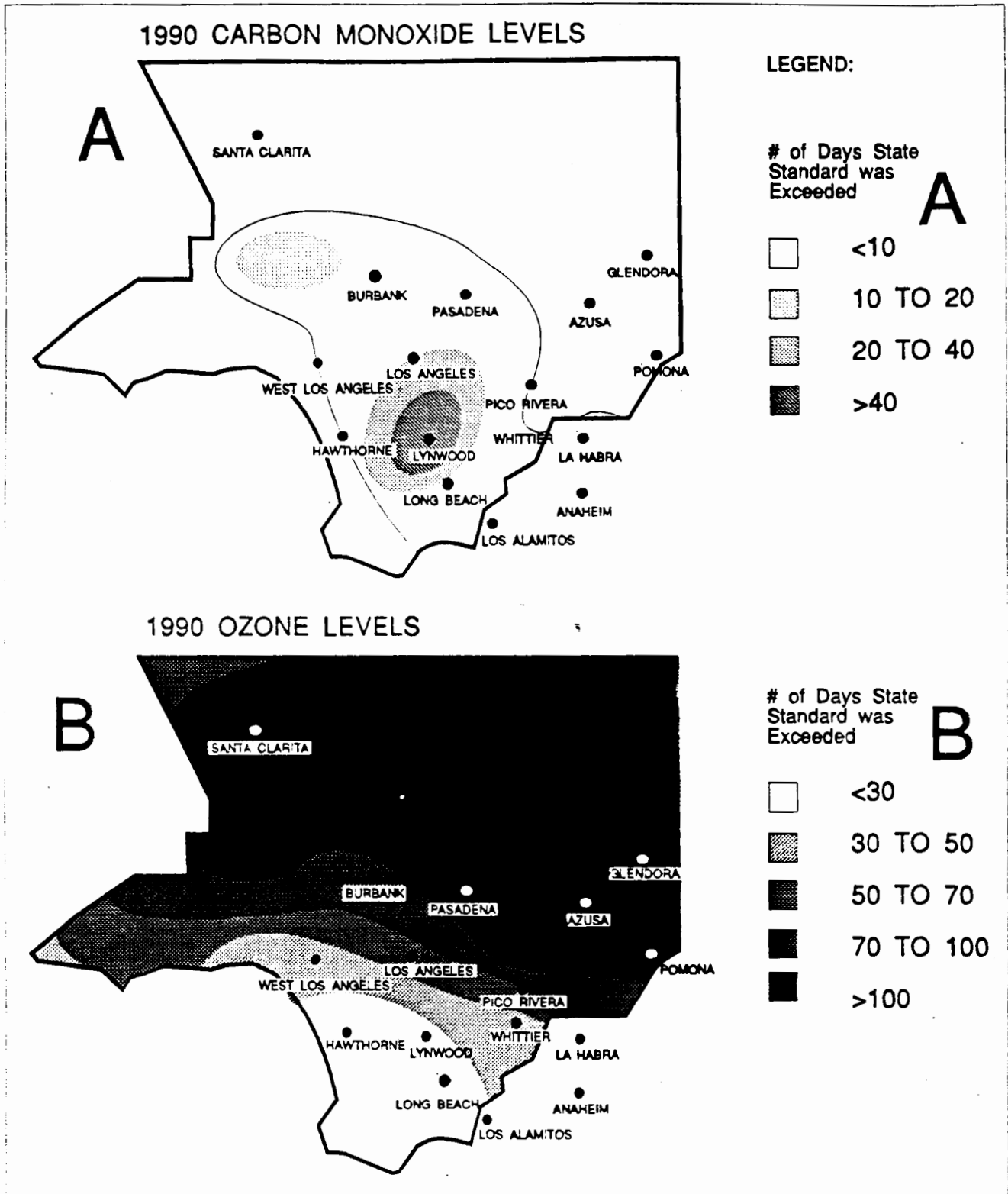
**Ozone** - Ozone is formed through chemical reactions of reactive organic gases, oxides of nitrogen and the oxygen in air in the presence of sunlight. It is a colorless, sharp odor gas. Because the ozone-forming reactions require sunlight, peak concentrations tend to occur in the summer and near the middle of the day, when the sunlight is most intense. The sea wind typically carries the polluted air inland as these photochemical reactions proceed. For this reason, peak ozone concentrations are found in the inland valleys some distance from the largest concentrations of sources of precursor emissions. The maximum recorded 1-hour concentration



SOURCE: Terry Hayes & Associates.

Los Angeles County Congestion Management Program / 91578 ■

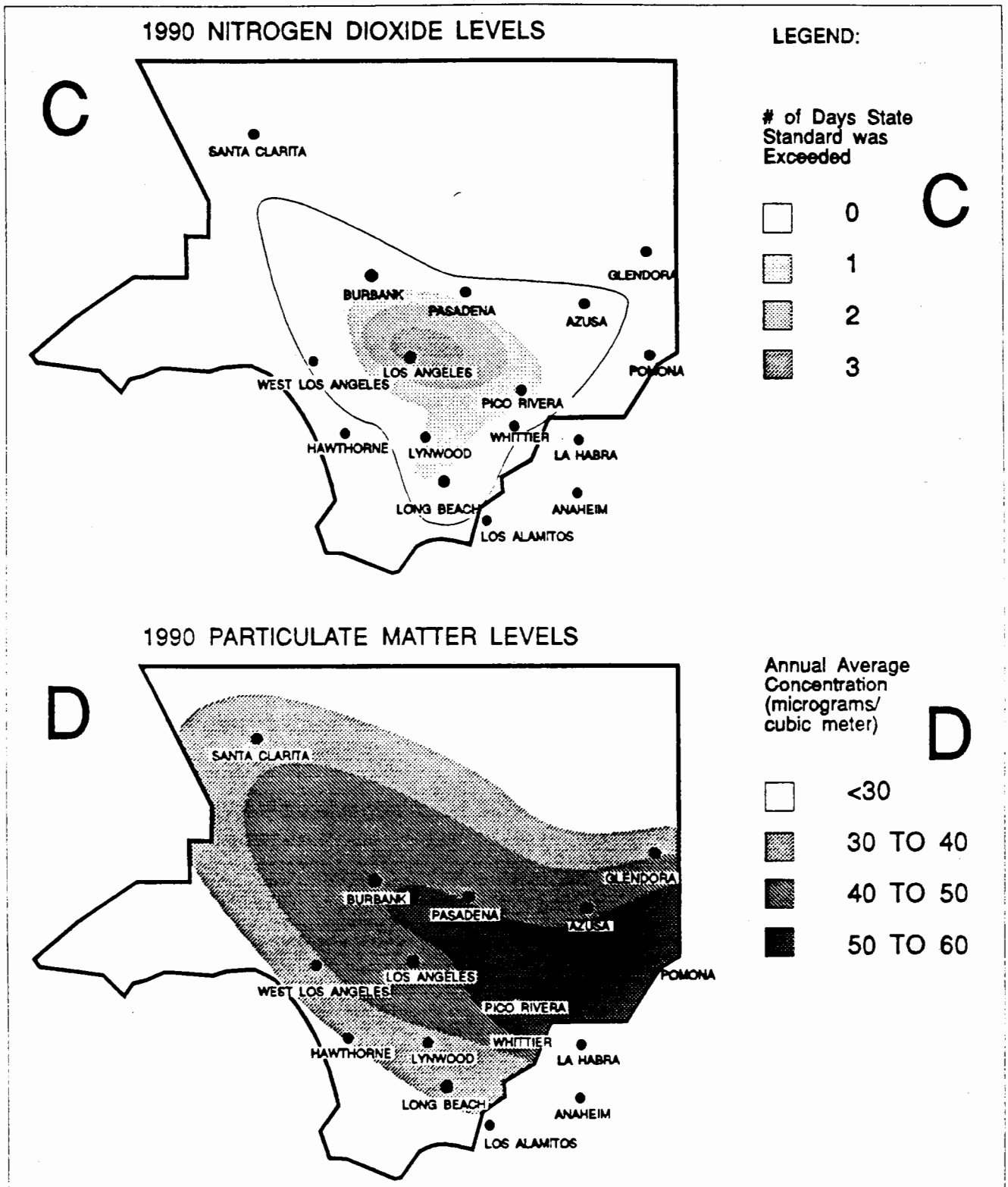
**Figure 8**  
 Source Receptor Areas and Air Monitoring  
 Stations in Los Angeles County



SOURCE: Terry Hayes & Associates

Los Angeles County Congestion Management Program / 91578 ■

**Figure 9**  
Carbon Monoxide and Ozone Levels  
in the Project Vicinity

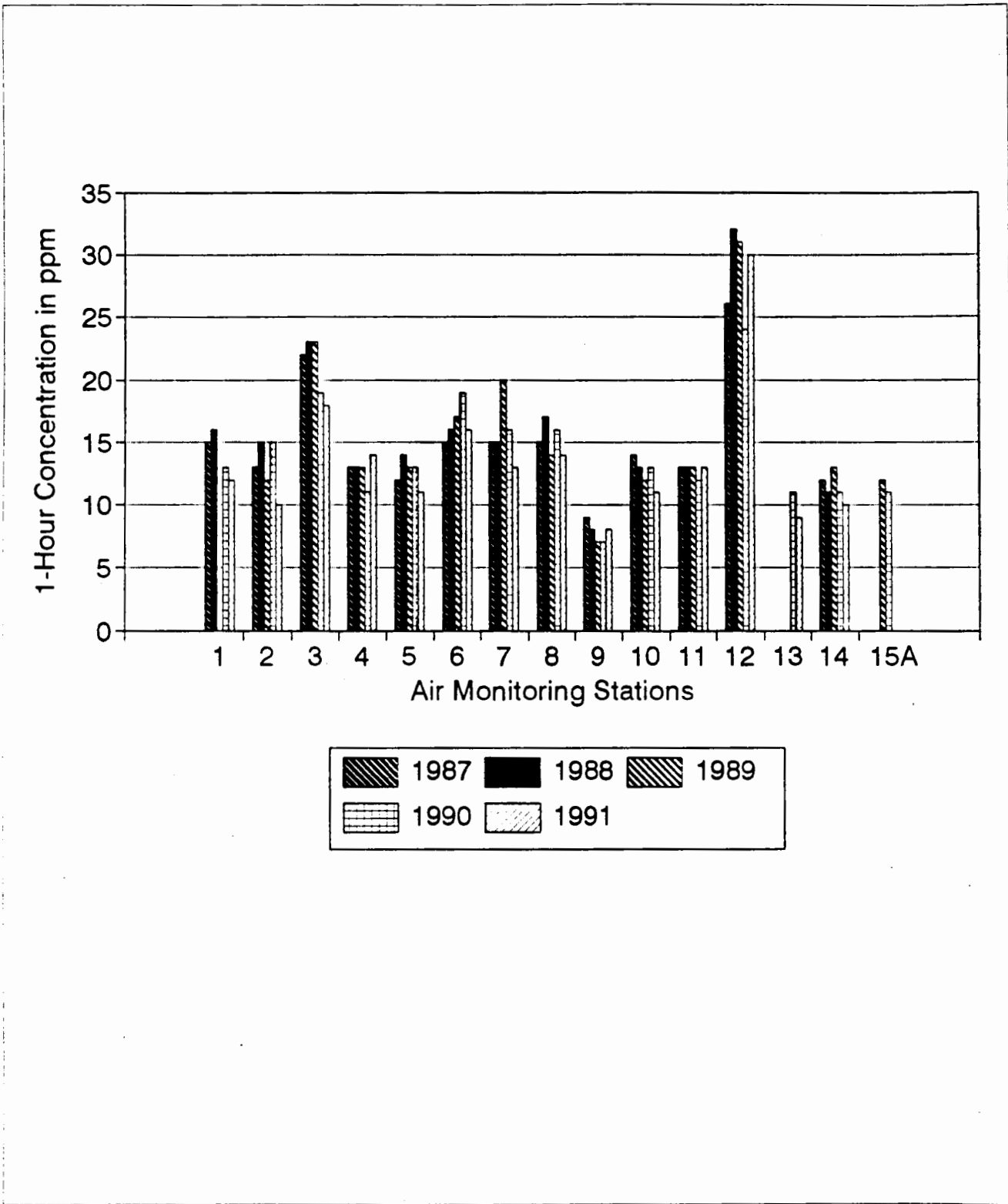


SOURCE: Terry Hayes & Associates

Los Angeles County Congestion Management Program / 91578 ■

**Figure 10**  
Nitrogen Dioxide and Particulate Matter  
in the Project Vicinity

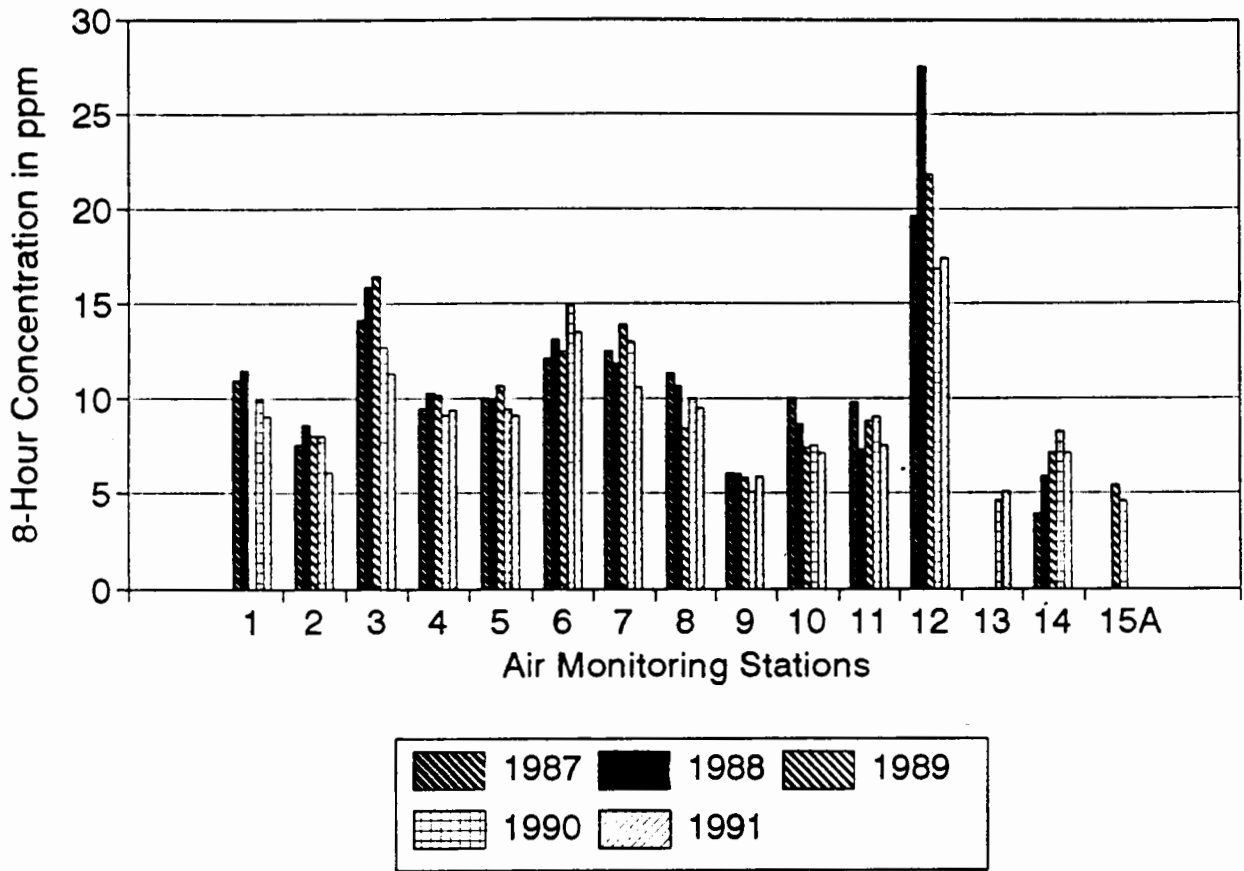




SOURCE: Terry Hayes & Associates

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**Figure 11**  
 1-Hour Carbon Monoxide Levels (ppm)  
 Los Angeles County, 1987 - 1991



SOURCE: Terry Hayes & Associates.

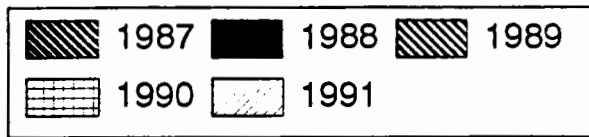
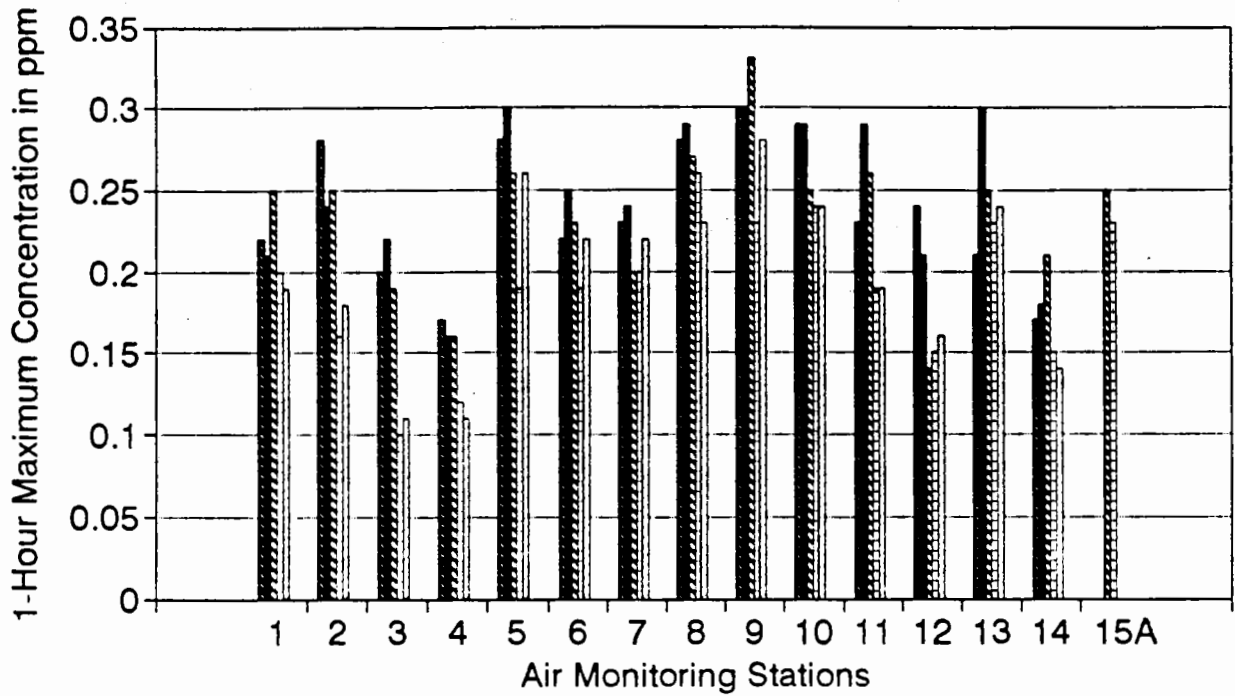
Los Angeles County Congestion Management Program / 91578 ■

**Figure 12**  
 8-Hour Carbon Monoxide Levels (ppm)  
 Los Angeles County, 1987 - 1991

was 0.33 in 1989 in East San Gabriel Valley (Azusa). Azusa recorded consistently high concentration of ozone in the County from 1987 to 1991 due to its geographical location. The concentration ranged from 10.0 ppm to 30.0 ppm in the Los Angeles County (Figure 13). The summer and near the middle of the day, when the sunlight is most intense. The sea wind typically carries the polluted air inland as these photochemical reactions proceed. For this reason, peak ozone concentrations are found in the inland valleys some distance from the largest concentrations of sources of precursor emissions. The maximum recorded 1-hour concentration was 0.33 in 1989 in East San Gabriel Valley (Azusa). Azusa recorded consistently high concentration of ozone in the County from 1987 to 1991 due to its geographical location. The concentration ranged from 10.0 ppm to 30.0 ppm in the Los Angeles County (Figure 13). The general trend indicates a decline in the ozone concentration in the County. The state standard exceeded ranged from 3 (Hawthorne, 1990) to 175 (Pasadena, 1988) between 1987 and 1991.

**Suspended Particulate (PM<sub>10</sub>)** - Atmospheric particulates consist of finely divided solids or liquids such as soot, dust, aerosols, fumes and mists. Particulate smaller than 10 microns are known as PM<sub>10</sub> and are regulated as a criteria air pollutant. Standards for PM<sub>10</sub> were adopted by the Air Resources Board (ARB) in 1983 and by the EPA in 1987 to replace the earlier standards for total suspended particulate or TSP, which includes larger particles. In 1989, PM<sub>10</sub> averaged for 42 percent to 63 percent of TSP, depending on location. In areas close to major sources, particulate concentrations are generally higher in the winter, when more fuel is burned, and meteorological conditions favor the build-up of directly-emitted contaminants. Natural activities, such as wind and ocean spray, also put particulates into the atmosphere. In Los Angeles County the maximum PM<sub>10</sub> was recorded in the Antelope Valley area (Lancaster) in 1990, 342 ug/m<sup>3</sup>. The PM<sub>10</sub> concentration almost doubled in 1991 to 780 ug/m<sup>3</sup> from 342 ug/m<sup>3</sup> in 1989 in Lancaster (Figure 14). The Central Los Angeles area (Los Angeles) indicated a gradual increase in PM<sub>10</sub> concentration. Other areas showed a decline in the concentration.

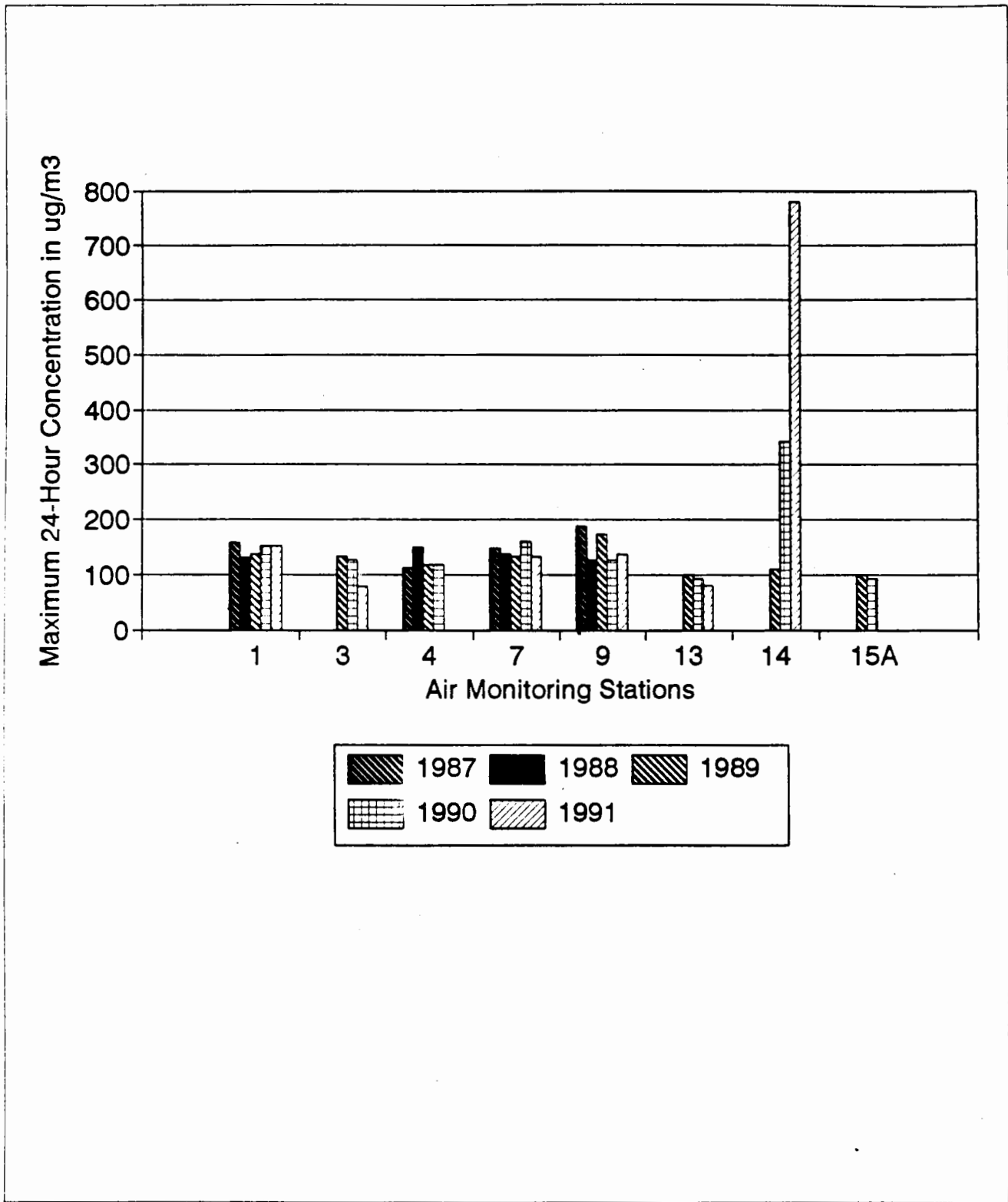
**Nitrogen Dioxide (NO<sub>x</sub>)** - Nitrogen Dioxide is a brownish reactive gas with a bleach like odor formed by oxidation of colorless nitric oxide (NO). The major source of this pollutant in SCAB region is vehicle engines, power plants, and other industrial operations. The emitted compound, nitric oxide combines with oxygen in the atmosphere in the presence of hydrocarbons and sunlight to form nitrogen dioxide and ozone. Nitrogen dioxide, the most significant of these pollutants can color the atmosphere at concentrations as low as 0.5 ppm on days with 10-mile visibility. The maximum concentration recorded was 0.54 ppm in the Central Los Angeles area (Los Angeles) in 1988. During the most recent 5 years, the concentration ranged from 0.08 ppm



SOURCE: Terry Hayes & Associates.

Los Angeles County Congestion Management Program / 91578 ■

**Figure 13**  
 1-Hour Maximum Ozone Concentration  
 Los Angeles County, 1987 - 1991



SOURCE: Terry Hayes & Associates.

Los Angeles County Congestion Management Program / 91578 ■

**Figure 14**  
 Maximum 24-Hr. PM10 Concentration  
 Los Angeles County, 1987 - 1991

to 0.54 ppm (**Figure 15**). In 1991 the maximum concentration was recorded in Los Angeles: 0.38 ppm. Like other pollutants Nitrogen Dioxide indicates a general inconsistent decline in concentration with the Central Los Angeles area reporting consistently high in the County with exception of year 1989. In 1989, two of the 15 sources receptor areas recorded highest concentration in the county, West San Gabriel Valley (Pasadena, 0.34 ppm) and South Central Los Angeles (Lynwood, 0.34 ppm). During the last five years, the state standard was exceeded from 0-6 days in the County, with Los Angeles exceeding the standard for 6 days in 1988.

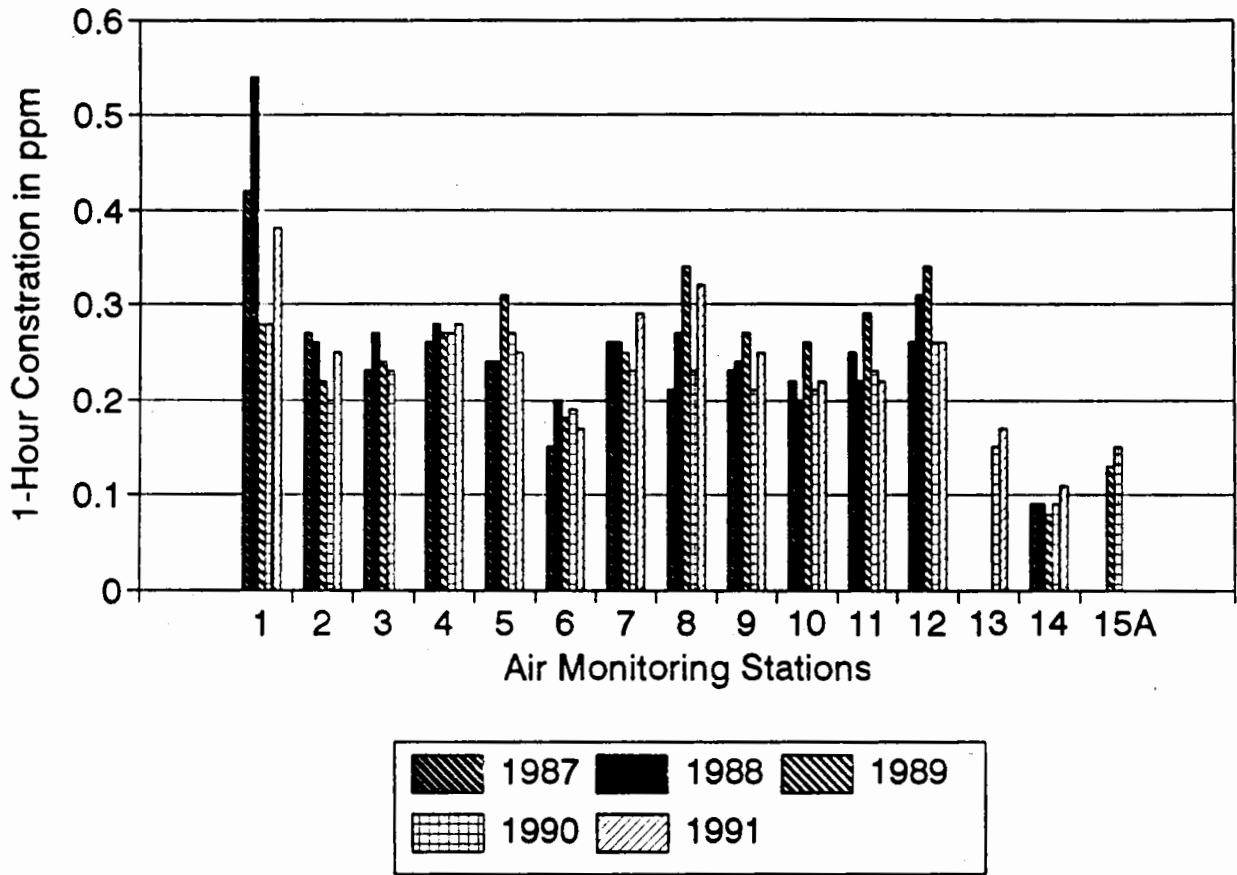
**Sulfur Dioxide (SO<sub>2</sub>)** - Sulfur dioxide is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. Conditions of high relative humidity, photochemical activity, and limited vertical mixing favor the oxidation of the sulfur dioxide which may be converted to sulfur trioxide (SO<sub>3</sub>) and sulfuric acid mist, with some of the latter eventually reacting with other materials to produce sulfate particulate. Sulfur dioxide levels are generally higher in the winter. During the last five years (1987-1991), sulfur dioxide concentration ranged from 0.01 ppm to 0.15 ppm in Los Angeles County (**Figure 16**). The maximum concentration was recorded in the Southwest Coastal area (Hawthorne) in 1988, 0.15 ppm. In 1991 the maximum concentration was recorded in the South Coastal area (Long Beach): 0.14 ppm.

#### **Air Quality Emissions**

Another major indicator of air quality conditions in Los Angeles County is the inventory of daily emissions of various pollutants from both stationary and mobile sources. **Table 12** illustrates the basic relationship between Los Angeles County and the entire SCAB. As can be seen from the data, Los Angeles County generally represents over 60 percent of the emissions of pollutants generated in the SCAB.

#### **Geographic Distribution**

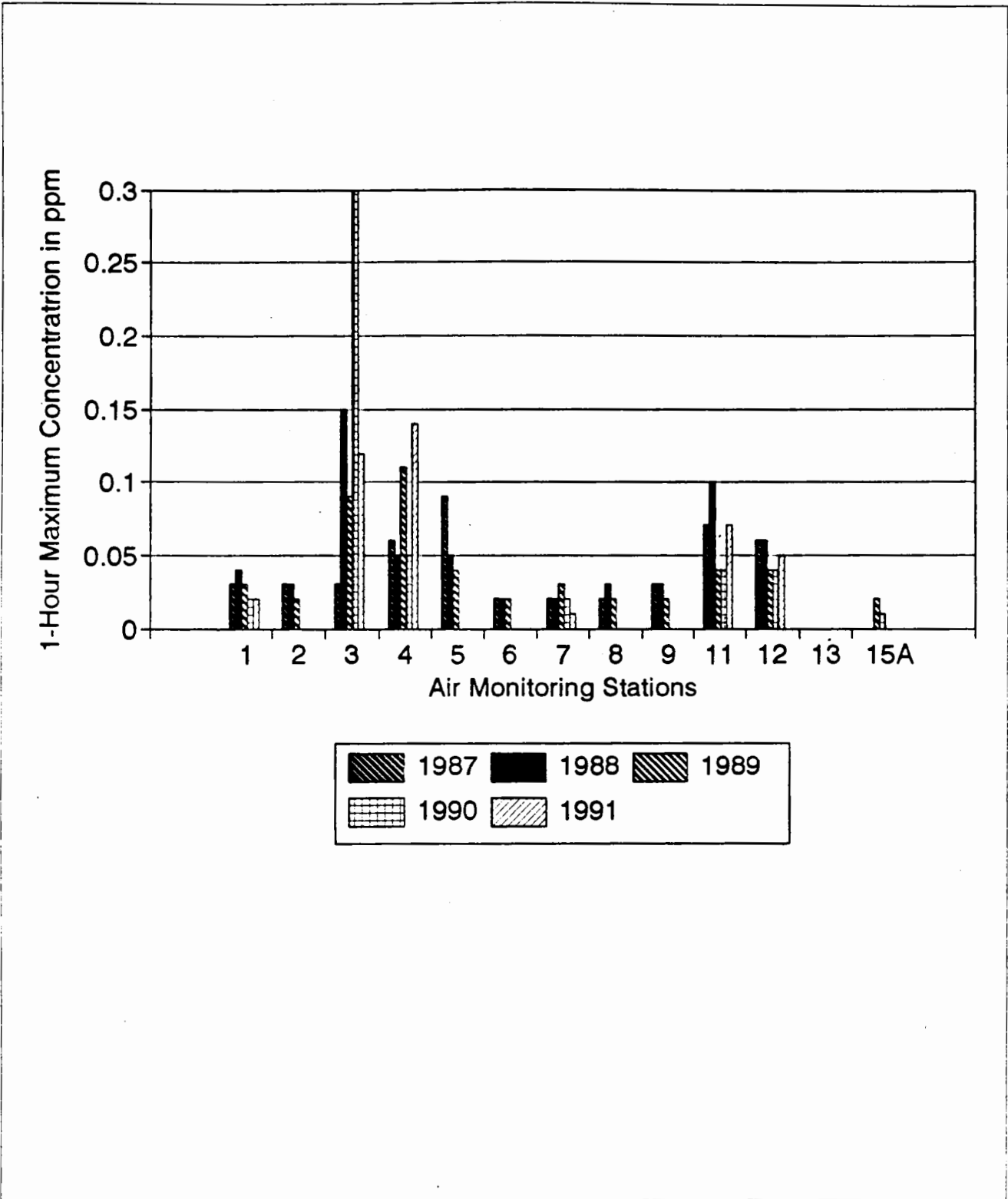
The geographic distribution of daily emissions of various subareas within the County is characterized below:



SOURCE: Terry Hayes & Associates.

Los Angeles County Congestion Management Program / 91578 ■

**Figure 15**  
1-Hour Nitrogen Dioxide Concentration  
Los Angeles County, 1987 - 1991



SOURCE: Terry Hayes & Associates.

Los Angeles County Congestion Management Program / 91578 ■

**Figure 16**  
 1-Hour Sulfur Dioxide Concentration  
 Los Angeles County, 1987 - 1991



**TABLE 12: COMPARISON OF SCAB AND L.A. COUNTY ON-ROAD MOBILE EMISSIONS BY MAJOR SOURCE CATEGORIES (In Tons/Day)**

| GEOGRAPHIC AREA      | TOG    | ROG    | CO       | NOX    | SOX   | PM    | PM10  |
|----------------------|--------|--------|----------|--------|-------|-------|-------|
| SCAB                 | 652.79 | 604.55 | 4,363.25 | 664.16 | 31.61 | 88.72 | 53.24 |
| L.A. CO.             | 428.80 | 397.16 | 2,848.08 | 415.56 | 19.78 | 55.25 | 32.66 |
| LA County, % of SCAB | 66%    | 66%    | 65%      | 63%    | 63%   | 62%   | 61%   |

SOURCE: AQMP 1991 Revision, TOG = Total Organic Gases

**Coastal Area** - The coastal area of Los Angeles County runs along the coast between Ventura County on the northwest, Orange County on the southeast and the Santa Monica Mountains and the Long Beach area to the north. Reactive Organic Gas (ROG) levels range from >0 to 0.5 tons per day along the northwest portion of the coastal area to over 3.0 tons per day in the southeast and interior portions of the Coastal area. NOX levels range from >0 to 0.1 tons per day in the northwest to over 3.0 tons per day southeast of Santa Monica. CO levels range from >0 to 5 tons per day along the northwest portion of the coastal area, from 5 to 15 tons per day north of the Palos Verdes Peninsula, and over 50 tons per day in the Santa Monica/West Los Angeles area. SOX levels range from >0 to 0.01 tons per day in the northwest and from 0.05 to 0.5 tons per day along the southeast of the coastal area. TSP levels range from >0 to 0.25 tons per day in the northwest and southern portions of the coastal area while TSP levels in the central coastal areas range from 0.25 to 1.0 tons per day.

**Metropolitan Area** - The metropolitan area of Los Angeles County includes the downtown area and the area southeast of downtown. ROG levels in the metropolitan area range from over 3.0 tons per day in the downtown area to between 1.5 and 3 tons per day southeast of downtown. NOX levels decrease from over 3.0 tons per day in the downtown area to between 1.5 and 3.0 tons per day southeast of downtown. CO levels decrease from over 50 tons per day in the downtown area to between 15 and 30 tons per day southeast of downtown. SOX levels are fairly consistent throughout the metropolitan area (0.15 to 0.5 tons per day), and TSP levels range from

### ***III. Environmental Setting, Impacts and Mitigations***

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0.25 to 1.5 tons per day in the downtown area to between >0 to 0.25 tons per day southeast of downtown.

**San Fernando and Santa Clarita Valleys** - The air quality in the San Fernando Valley and Santa Clarita Valley are impacted to varying degrees by automobile emissions. TSP levels range from 1.5 to 3.0 tons per day in the San Fernando basin, adjacent to the Santa Monica Mountains, to between >0 and 0.5 tons per day in the Santa Clarita Valley. NOX levels in the San Fernando Valley range from 1.5 to over 3.0 tons per day while NOX levels in the Santa Clarita Valley range from >0 to 0.5 tons per day. Increased NOX levels ranging from 0.1 to 1.5 tons per day occur in the Santa Clarita Valley along Interstate 5. CO levels in the San Fernando Valley are over 50 tons per day while CO levels in the Santa Clarita Valley are between 0 to 5 tons per day. SOX levels range from 0.05 to 0.5 tons per day in the San Fernando Valley to between 0.1 and 0.05 tons per day in the Santa Clarita Valley. TSP levels range from 0.25 to 1.0 tons per day in the San Fernando Valley to between >0 and 0.25 tons per day in the Santa Clarita Valley.

**San Gabriel and Pomona Valleys** - The San Gabriel/Pomona Valleys contain a range of air quality levels. ROG levels range from 1.5 to over 3.0 tons per day within the foothill communities to between >0 and 0.1 tons per day north of the San Gabriel Mountains. NOX levels range from 1.5 to over 3 tons per day in the foothill communities to between >0 and 0.1 tons per day north of the San Gabriel Mountains. CO levels for the most part range from 15 to 30 tons per day in the San Gabriel/Pomona Valleys while the Pasadena area ranges from 30 to 50 tons per day. SOX levels range from 0.15 to 0.5 tons per day along the foothill communities east of the metropolitan area to >0 to 0.2 tons per day north of the San Gabriel Mountains and 0.05 to 0.15 tons per day in the Pasadena area. TSP levels range from 0.25 to 0.5 tons per day in the foothill communities to >0 to 0.25 tons per day north of the San Gabriel Mountains.

**High Desert** - The high desert contains the most uniform air quality levels; the exceptions being the Palmdale and Lancaster areas. ROG levels range between >0 and 0.1 tons per day for the majority of the high desert and between 0.1 to 0.5 tons per day for the Palmdale/Lancaster areas. NOX levels range between >0 and 0.1 tons per day for the majority of the area with the Palmdale/Lancaster areas ranging between 0.1 and 0.5 tons per day. Increased NOX levels ranging from 0.5 to 1.5 tons per day occur in the high desert along State Highway 14. CO levels for the majority of the area range between >0 and 5 tons per day with Palmdale/Lancaster ranging between 5 and 15 tons per day. Likewise, SOX levels range from >0 to 0.01 tons per

day for the majority of the high desert to between 0.01 and 0.15 for the Palmdale/Lancaster area. TSP levels for the high desert are uniform, ranging between >0 and 0.25 tons per day.

## **IMPACTS**

**Direct Impacts:** The CMP will contribute to a decrease in on-road emissions by maintaining established levels of roadway and transit service so as to minimize delays and congestion as described below. In this context, the overall countywide effect of the CMP would be a beneficial effect and a contribution to the attainment of the objectives of the AQMP.

Under the provisions of State legislation, before a transportation-related project can be authorized and funded, it must be determined that the project conforms to the applicable Air Quality Management Plan. The AQMP for the South Coast Air Basin is designed to achieve the objectives of both the Federal and State Clean Air acts by specified target dates.

In Los Angeles County, this means that a project must be found in conformance with the South Coast Air Basin AQMP. The air pollutant emissions levels inventoried and forecasted in the AQMP are based on land use, population and employment assumptions contained within GMP. In turn, the transportation infrastructure improvements necessary to serve the mobility needs forecasted in the GMP are defined in the RMP. As a practical matter, if a project is consistent with the RMP it is consistent with the AQMP. (These regional plans are discussed in Section III.A.) SCAG through its Executive Committee makes this determination regarding conformity with the AQMP. In the case of CMP CIP projects contained within the proposed CMP, the SCAG Executive Committee has already acknowledged the consistency of Flexible Congestion Relief (FCR) projects with the RMP.

The other elements of the CMP not addressed in conformity findings are consistent with the AQMP. Table 13 below shows the relationship between the CMP and the Transportation, Land Use and Energy Control Measures (TCMs) contained within 1991 AQMP. As shown in the Table, each of the CMP elements matches with a corresponding AQMP TCM. Specifically, CMP elements are consistent with the following categories of AQMP control measures defined in the table: TCM 1, 2, 4, 5, 13 and 17. These measures are also discussed in Section III.A.

**III. Environmental Setting, Impacts and Mitigations**

**TABLE 13: GENERAL RELATIONSHIP BETWEEN AQMP TRANSPORTATION, LAND USE AND ENERGY CONSERVATION CONTROL MEASURES AND THE CONGESTION MANAGEMENT PLAN**

| AQMP Control Measure Category/a/                 | Corresponding CMP Element or Element Category:   |
|--|--|
| 1. Alternative Work Schedules and Locations      | TDM - Optional List  |
| 2. Mode Shift Strategies                         | Transit Network Definition and LOS standards<br>CIP- Freeway System Management (HOV Lanes).<br>CIP - Bus Improvements.<br>CIP - Rail Improvements.<br>CIP - Alternative Mode Improvements. |
| 3. Truck Goods Movement                          | Not Applicable   |
| 4. Traffic Flow Improvements                     | Highway and Roadway Network Definition and LOS Standards.<br>CIP - Freeway System Management (operational improvements, ramp meters).<br>CIP - Arterial System Improvements                |
| 5. Non recurrent Congestion                      | CIP - Freeway System Management (Incident Management Systems).   |
| 6. Aircraft and Ground Service Vehicles          | Not Applicable   |
| 7. Centralized Ground Power Systems              | Not Applicable   |
| 8. Airport Ground Access                         | Not Applicable   |
| 9. Replacement of High-Emitting Aircraft         | Not Applicable   |
| 10. General Aviation Vapor Recovery              | Not Applicable   |
| 11. Rail Consolidation to Reduce Grade Crossings | Not Applicable   |
| 12. Paving of Unpaved Roads and Parking Lots     | Not Applicable   |
| 13. Freeway and Highway Capacity Enhancements    | CIP - Freeway Systems Management (lane restriping).<br>CIP - Freeway Gap Closures  |
| 14. Railroad Electrification                     | Not Applicable   |
| 16. High Speed Rail                              | Not Applicable   |
| 17. Growth Management                            | Land Use Analysis Program  |
| H-2 Trip reduction for Schools                   | Not Applicable   |
| H-3 Supplemental Development Standards           | Land Use Analysis Program  |
| H-4 Special Activity Centers                     | Not Applicable   |
| H-5 Enhanced Regulation XV                       | TDM Optional list  |
| H-6 Truck Programs                               | Not Applicable   |
| H-7 Registration Program                         | Not Applicable   |

Legend:

CIP = Capital Improvement Program

TDM = Transportation Demand Management

LOS = Level of Service

SOURCE: Southern California Association of Governments, Draft Appendix IV-E, Transportation, Land Use and Energy Conservation Control Measures, Draft Air Quality Management Plan, 1991 Revision, December 1990.

A finding that the CMP either conforms to and/or is consistent with the AQMP does not mean that specific initiatives and/or projects that would be funded through the CMP process would not have air quality impacts. Rather, it means that the CMP as a whole would have a beneficial effect on air quality. Potential negative impacts associated with specific projects are detailed below.

The construction and/or operation of a transportation improvement project could have the following localized negative air quality impacts adjacent to the improvement alignment or right-of-way:

- Construction of roadway and/or transit improvements would have short-term construction impacts. Earth moving activities would increase localized particulate levels. Improvements to existing roadways may also require detours and delays during construction which would cause short-term increases in emissions.
- New route locations or freeway gap closures have the potential to bring mobile emission sources closer to existing sensitive land uses as well as create new line sources of pollutant emissions in areas where such sources may not have existed before.
- Providing increased roadway capacity by widening or re-striping may move vehicle travel lanes closer to sensitive land uses adjacent to the roadway.
- Creation of park-and-ride lots has the potential to attract a significant number of vehicles to parking locations. Particularly during peak periods, localized carbon monoxide "hot spots" may be created by vehicles idling or queuing at access points to parking facilities.
- Similar to park-and-ride lots, rail transit stations and transit centers would also become attractions to vehicles either where commuter parking is provided or as a result of pick-up and drop-off activities. Station circulation may also impede vehicle flow on adjacent arterial streets and thus increase delays, idling and localized emissions.

**Indirect Effects:** Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, which has not been anticipated in the regional plans, the CMP could have a negative effect on air quality by increasing vehicle miles traveled. The potential for the CMP to reinforce urban deconcentration is discussed in

detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible.

CMP related improvements could have the effect of increasing vehicle miles traveled as a result of latent demand resulting in air quality effect. However, this potential is considered negligible.

#### **MITIGATION**

CIP projects funded through the CMP process would be implemented by local agencies or Caltrans. These projects would be subject to CEQA and, where determined by the analysis of potential project impacts, would impose mitigation measures addressing air quality effects during both the construction and the operation of the project. In addition to mitigation measure B.1 which is repeated below, the following mitigation measures would partially mitigate direct impacts associated with CMP CIP projects:

- B.1 The LACTC shall review EIRs for CIP projects to ensure that mitigation measures are included requiring that the Lead Agency give transit operators and affected City Departments of Transportation advanced notice of construction activities which might impact the transportation system.
- C.1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the air quality impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas in the EIR:
- preparation in accordance with applicable guidelines (SCAQMD, CALTRANS, FHWA, EPA etc.);
  - both construction and operation phase emissions and criteria pollutant concentrations, and compare emissions and concentrations to established

SCAQMD daily emissions thresholds, as well as to California Ambient Air Quality Standards (CAAQS);

- consistency with the Air Quality Management Plan;
- demonstration that significant air quality impacts have been mitigated in a manner consistent with the provisions of applicable State and Federal clean air legislation.

C.2 The LACTC shall seek Environmental Enhancement and Mitigation Demonstration Program Funds made available under Section 164.56(b)(1) of the Street and Highways Code for highway landscaping and urban forestry projects designed to offset vehicular emissions of carbon dioxide associated with CIP projects.

As indicated above, the implementation of the CMP may have effects on the rate and distribution of growth (population, employment, residential and non-residential), resulting in redistributed air quality impacts. The following mitigation measure addresses this indirect impact:

C.3 The LACTC, where possible, through the congestion monitoring, highway and transit network modeling and land use analysis program elements of the CMP, shall determine the similarity between observed travel behavior with growth rates and geographic distribution assumptions of the RMP. The success of the program in working toward regional land use and mobility goals will be assessed as part of future CMP updates, and appropriate changes to work toward regional goals will be proposed in consultation with local, regional, and state agencies.

C.4 The LACTC shall encourage and participate in the evaluation and reconciliation of localized adverse impacts to regional improvements. Such evaluation is intended to broaden the understanding of "hot spots" of pollutant emissions, and the tradeoffs between hot spot creation and regional emission reductions.

#### **ADVERSE IMPACTS**

On a regional level the CMP would have a beneficial impact on air quality and would help to further the AQMP. Individual CIP projects would result in both short-term construction related

air quality impacts and localized operational impacts. The potential for localized CMP CIP project specific air quality impacts to remain after implementation of the mitigations and CIP project specific mitigations developed as part of CIP project specific review can only be assessed on a project specific basis.

### **III.D. NOISE**

#### **SETTING**

The ambient noise level in Los Angeles County, like similarly highly urbanized areas, is typically high and encompasses a wide range of stationary and mobile noise sources. Even in highly urbanized areas, such as Los Angeles County, the variation in community noise levels between daytime and nighttime is quite significant. In daytime hours noise levels can range over 90 decibels. Average daytime noise levels fall in the range of 60-70 decibels. In the nighttime hours, when there are few competing noise sources, noise levels can fall below 50 decibels.

Noise from transportation vehicles is illustrated in **Table 14**. At a distance of 50 feet, noise from individual vehicles is typically discernible when compared against ambient background noise in either the daytime or nighttime periods.

Transportation facilities (freeways, arterial, transit guideways, buses, railroads, airports etc.) have a pivotal impact on community noise levels. State law requires local governments to include a noise element in their General Plan.<sup>9</sup> The purpose of the noise element is to provide both an inventory and mapping of current and projected noise levels associated with major noise generators such as roadways, railroads, airports and industrial plants and to define a pattern of land uses that will minimize the exposure of community residents to excessive noise levels. Implementation measures and possible solutions to identified noise problems are also included in the noise element. Cities typically draw on information from SCAG and Caltrans regarding future traffic levels when developing their General Plan noise projections.

General Plan noise elements are intended to identify and respond to future noise patterns. Current federal and state laws largely prevent local governments from controlling noise sources

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<sup>9</sup> Section 65300 et. seq. of the Government Code



TABLE 14: NOISE CHARACTERISTICS OF VEHICLES

| VEHICLE CLASS | VEHICLE TYPE         | NOISE LEVEL AT 50 FEET |
|---------------|----------------------|------------------------|
| AUTOMOBILES   | Passenger Cars       | 64 - 76                |
|               | Sports Cars          | 70 - 87                |
|               | Compacts             | 70 - 80                |
|               | Imported             | 70 - 80                |
| TRUCKS        | Light Duty           | 70 - 85                |
|               | Medium Duty          | 80 - 89                |
|               | Heavy Duty           | 85 - 95                |
| BUSES         | Highway              | 75 - 87                |
|               | City                 | 70 - 85                |
|               | School               | 70 - 85                |
| RAILROADS     | Diesel Locomotives   | 88 - 98                |
|               | Passenger Cars       | 80 - 90                |
| RAIL TRANSIT  | Light Rail at 40 mph | 77                     |
|               | Heavy Rail at 70 mph | 82                     |

SOURCE: Wyle Laboratories. Transportation Noise and Noise from Equipment Powered by Internal Combustion Engines, US EPA, 1971. Also, Harris Miller and Hansen, Noise and Vibration Impact Assessment San Fernando Valley Rail Project, October 1989

by setting noise levels and operational procedures for major noise sources such as motor vehicles, interstate carriers and aircraft and by requiring that noise legislation passed by local authorities agree with the statutes of these higher authorities. Local jurisdictions do have authority to restrict speeds and prohibit trucks on surface streets and to control the path of noise by constructing barriers, however, the primary noise mitigation measure available to cities is that of land use control. In general, local jurisdictions, through their General Plans seek to control the distance between sensitive land uses, such as housing, and noise generators such as street and highways.

State guidelines recommend that exterior noise levels at sensitive land uses adjacent to transportation routes not exceed 65 decibels. As shown in **Table 15**, noise levels adjacent to major roadways typically range from 65 to 79 decibels. Thus, state noise guidelines for residential uses are often exceeded for residential and public facilities land uses in proximity to major transportation facilities.

## **IMPACTS**

The potential for adverse impacts from the CMP derives primarily from the construction and operation of CIP projects. These potential impacts are discussed below.

### **Direct Effects of Capital Improvement Projects**

**Construction Noise:** Noise from the construction of CIP projects may be disruptive. Often the work involves the use of heavy earth moving machinery and or pile-driving equipment. Under these circumstances noise levels during construction are likely to be significantly higher (greater than 5 decibels) than ambient conditions. Typical noise levels associated with a public works -- roadway construction type project are shown in **Table 16**. Noise levels at a distance of 50 feet range from 84 to 89 decibels. Although nighttime construction is conducted to avoid daytime traffic delays, noise levels from activities during what is typically a sensitive time period would be more pronounced and disruptive for any adjacent sensitive land uses such as residences, hospital, resthome, etc.

**Facilities Operations Noise:** The potential for noise impacts on existing elements of the CMP roadway network is anticipated to be limited. The largest single factor involved in noise impacts is increasing the speed and volume of traffic. As a general rule, assuming the traffic vehicle mix remains unchanged, the traffic volume must double to realize at least a 3 decibel increase in noise. A 3 decibel increase is generally considered the increment in noise levels that is discernible. All in all the potential for doubling traffic volumes or significantly increasing speed on existing elements of the CMP network is unlikely and as a result noise impacts resulting from CMP-related project would be minimal.

Changes in speed would also affect noise levels. It is unlikely however that incremental changes in speed resulting from CIP projects or TDM measures would exceed 5 mph since the aim of

**TABLE 15: TYPICAL SURFACE TRANSPORTATION FACILITY NOISE LEVELS**

| AVERAGE DAILY TRAFFIC | TYPICAL EXTERIOR NOISE LEVEL (CNEL<br>in decibels) |
|-----------------------|--|
| 10,000 (Arterial)     | 65 dBA at 50 feet from centerline                  |
| 20,000 (Arterial)     | 68 " " " " " "                                     |
| 40,000 (Arterial)     | 71 " " " " " "                                     |
| 80,000 (Freeway)      | 72 dBA at 200 feet from centerline                 |
| 160,000 (Freeway)     | 76 " " " " " "                                     |
| 320,000 (Freeway)     | 79 " " " " " "                                     |

SOURCE: Based on results of Federal Highway Administration, Highway Traffic Prediction Model, RD-77-108, 1977 for at grade conditions and infinite roadway length.

**TABLE 16: TYPICAL RANGES OF NOISE LEVELS AT PUBLIC WORKS  
CONSTRUCTION SITES WITH A 70 DECIBEL AMBIENT TYPICAL OF  
URBAN AREAS**

| Construction Activity | Noise Level in Decibels |
|-----------------------|-------------------------|
| Ground Clearing       | 84                      |
| Excavation            | 89                      |
| Foundations           | 88                      |
| Erection              | 79                      |
| Finishing             | 84                      |

Bolt, Bernanek and Newman, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, US. EPA, 1971

CMP is to maintain mobility. As shown in Table 17, 5 mph increase in speed results generally in a 1-2 decibel increase in noise. This level of change would not typically be discernible to the human ear with normal sensitivity.

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**TABLE 17: GENERAL EFFECT OF SPEED CHANGE ON NOISE LEVELS  
(ARTERIAL WITH AVERAGE DAILY TRAFFIC OF 20,000)**

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| SPEED | NOISE LEVEL AT 50 FEET FROM<br>CENTERLINE (Decibels) |
|-------|--|
| 20    | 62   |
| 25    | 64   |
| 30    | 66   |
| 35    | 68   |
| 40    | 69   |
| 45    | 71   |

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**SOURCE:** Based on results of the Federal Highway Administration, Highway Traffic Noise Prediction Model, RD-77-108, 1977.

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Increases or decreases in truck percentages would also have an effect on noise. However, as shown in Table 18, the change in the percentage of trucks either added or eliminated from a particular roadway must be 10 percent or more to result in a discernible noise change.

It should be noted, however, that there are other circumstances where noise conditions may increase and adverse impacts may result including the following:

- Construction of new routes or freeway gap closures through sensitive residential areas.
- Widening of facilities on the existing CMP highway network that would bring travel lanes and mobile noise sources closer to sensitive adjacent land use receptors.
- Construction of elevated HOV lanes or elevated rail transit within or adjacent to facilities passing through residential areas or adjacent to sensitive land uses.
- Operational improvements on the CMP network that would increase traffic speed and flow that may incrementally increase noise levels.
- Increase in the frequency of transit service (bus and/or rail) would increase Community Noise Equivalent Levels (CNEL).

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**TABLE 18: GENERAL EFFECT OF HEAVY TRUCK PERCENTAGE CHANGE ON NOISE LEVELS (ARTERIAL WITH PEAK HOUR TRAFFIC OF 1,000)**

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| PERCENT HEAVY TRUCKS | NOISE LEVEL AT 50 FEET FROM CENTERLINE (Decibels) |
|----------------------|---|
| 5%                   | 69  |
| 10%                  | 71  |
| 15%                  | 73  |
| 20%                  | 74  |
| 25%                  | 75  |
| 30%                  | 76  |

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SOURCE: Based on results of the Federal Highway Administration, Highway Traffic Noise Prediction Model, RD-77-108, 1977.

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- New transit alignments or the construction of new elevated transit facilities would increase ambient noise levels.
- New transit stations may cause an increase in mobile and stationary levels for adjacent land uses.
- New park-and-ride locations may cause an increase in mobile noise levels for adjacent land uses as a result of a significant increase in vehicle trips to the area. Stationary noise levels may also increase as a result of the construction of parking structures with ventilation systems or from parking areas where sounds such as engine run-ups, door slams, car alarms etc. would be more common.

**Indirect Effects:** Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, which has not been anticipated in the regional plans, the CMP could have a negative effect on noise by increasing vehicle miles traveled. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible.

Also a possibility is that CMP-related improvements could increase the density of trips and traffic in center areas such as near transportation centers, rail transit stations, park-and-ride lots, etc. In these cases, the noise effect of the CMP could concentrate an increase in both mobile and stationary noise levels in the immediate vicinity of these new facilities.

#### **MITIGATION MEASURES**

CIP projects funded through the CMP process would be implemented by local agencies. These projects would be subject to CEQA and, where determined by the analysis of potential project impacts, would impose mitigation measures addressing noise effects during both the construction and operation of the project. The following mitigation measure would partially mitigate direct impacts associated with CMP CIP projects:

D. 1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the noise impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas in the EIR:

- are prepared in accordance with applicable local and State guidelines (FHWA FHMP 773, State Office of Noise Control, local noise ordinance and general noise element, etc.)
- address both construction and operation phase noise, particularly at sensitive land uses adjacent to the project. Noise levels shall be compared to applicable guidelines and standards.
- demonstrate that all significant noise impacts have been mitigated in a manner consistent with the provisions of applicable local ordinances, as well as State and Federal guidelines.

As indicated above, the implementation of the CMP may have effects on the rate and distribution of growth (population, employment, residential and non-residential), resulting in redistributed noise impacts. The following mitigation measure included in Section III.C and repeated below addresses this indirect impact:

- C.3 The LACTC, where possible, through the congestion monitoring, highway and transit network modeling and land use analysis program elements of the CMP, shall determine the similarity between observed travel behavior with growth rates and geographic distribution assumptions of the RMP. The success of the program in working toward regional land use and mobility goals will be assessed as part of future CMP updates, and appropriate changes to work toward regional goals will be proposed in consultation with local, regional, and state agencies.

#### **ADVERSE IMPACTS**

On a regional level the CMP would not have an adverse impact on noise. Individual CIP projects would result in both short-term construction related noise impacts and potentially localized operational noise impacts. The potential for localized CMP CIP project specific noise impacts to remain significant after implementation of the mitigations and CIP project specific mitigations developed as part of CIP specific review can only be assessed on a project specific basis.

#### **III.E. GEOLOGY**

##### **SETTING**

The County of Los Angeles comprises a large section of Southern California. The County includes the Los Angeles Basin, the Coastal Region, San Fernando/Santa Clarita Valleys (Transverse Ranges), San Gabriel/Pomona Valleys (San Gabriel Mountains), and the High Desert (Antelope Valley). The Coastal areas include Santa Monica, Marina, Santa Monica Mountains, Palos Verdes Hills, Pacific Palisades, and Los Angeles Harbor.

### III. Environmental Setting, Impacts and Mitigations

The County is characterized by broad, flat areas of intensely urbanized valleys and coastal plains that are separated by relatively undeveloped mountain areas. The lowland areas such as Downtown Los Angeles, South Central Los Angeles, and valley areas comprise a major portion of the Los Angeles basin geomorphic province. High mountains and valleys represent the dominant east-west trend of the Transverse Ranges province. The Los Angeles Basin is bounded on the west by the Santa Monica Mountains, Simi Hills and the Santa Susana Mountains and to the north by the San Gabriel Mountains, each of which is part of the Transverse Ranges. The Santa Ana Mountains, the San Joaquin and Puente Hills form the eastern topographic boundary of Los Angeles and the Pacific Ocean and the Palos Verdes Hills form the southern boundary.

Los Angeles County is bordered by Ventura County to the west, San Bernardino County to the east, Kern County to the north, and the Pacific Ocean and Orange County to the south.

The geology and present landscape of Los Angeles has been attributed to a geological process which has taken place over millions of years. The mechanical model used to discuss the process -- plate tectonics -- attributes the formation of the area to a shift between the evolutionary shift of the tectonic boundary between the Pacific and North American plates. The point of interaction of these two plates is what we commonly refer to today as the San Andreas Fault System.

The northwest-trending strike-slip faulting associated with this boundary in addition to the east-west trending Transverse Ranges have contributed to the development of the physical and geologic "subprovinces" which represent Los Angeles County.

#### Geology

Much of the land in Los Angeles County -- valley and mountain alike -- is comprised of marine sediments from the area's ancient past as seafloor. Rock types in the region range from ancient, crystalline basement rocks; old, primarily marine, sedimentary rocks; and recent alluvial deposits.

#### **Geologic Hazards**

Numerous environmental problems, such as erosion, landslides, liquefaction and earthquakes are associated with the geology and soils throughout Los Angeles County.



In the high mountain areas (i.e. the Santa Monica Mountains) the terrain features high peaks and long, narrow valleys. The topography is rugged, the slopes are steep and unstable rock in much of the higher elevation contribute to slope instability. In addition, the dangers of flash flooding, landslides/mudslides, and the flow of debris in the mountains which sometimes accompany short periods of intense rainfall (i.e. the "Floods of '92").

These problems are important with respect to transportation due to potential hazards which could disrupt facility operations or constrain transportation system development.

#### **Landslides and Erodability**

Soil stability hazards which exist throughout the County include erosion and landslides/mudslides. Erodible soils are found in the following areas: the San Gabriel Mountains, the Santa Monica Mountains, the Santa Susana Mountains; and along coastal areas and the Santa Clara, San Gabriel, and Los Angeles Rivers. Active geological processes, weak earth materials and steep terrain, in addition to the effects of urbanization have resulted in widespread slope failures.

In general, Tertiary sedimentary rocks are subject to the greatest number of large landslides. Older rocks, such as those of the Transverse Ranges, are less prone to landsliding and have high erosion rates. Recent sediments on steep slopes tend to have high erosion rates and may be susceptible to landsliding. Much of the Santa Monica Mountains is geologically unstable and prone to slope failure by landsliding. Many other areas throughout Los Angeles County, such as the San Gabriel Mountains have widespread slope stability hazards. Many coastal areas, such as San Pedro and Long Beach, are becoming more susceptible to landsliding, as a result of wave erosion.

#### **Soils**

According to the U.S. Soil Conservation Service<sup>1</sup> there are sixteen major soil classifications mapped for Los Angeles County. Of these, most soils are classified as belonging to Groups II and III. Group II soils are either those of alluvial fans, plains, terraces and rolling hills (slopes to 15% or lowland soils) or those that typically form on coastal soil. Group III soils are upland soils which tend to form on slopes from 9 - 50%.

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<sup>1</sup> United States Department of Agriculture, Soil Conservation Service, Report and General Soils Map - Los Angeles County, June 1967, revised 1969.

The predominant soil type of the coastal zone is the Oceana Association. These soils have high sand concentrations and are susceptible to severe wind erosion where exposed. Lowland soils of the Los Angeles Basin are varied. Soil properties that present a constraint to development include high shrink-swell potential, high corrosivity, high erosion potential and load limitations. Lowland soils with moderate to high shrink-swell potential include Yolo, Chico, Pleasanton-Ojai and Ramona-Placentia Associations. Of these, all but the Yolo also have moderate to high corrosivity. Soils of the Altamont and Diablo Associations are present in the Elysian and Torrance-Wilmington faults may also be capable of generating large earthquakes.

### **Subsidence and Unstable Soil**

Subsidence, a lowering of the ground surface, generally is the result of the extensive pumping of fluids (water or oil) from the subsurface. This condition can result in sudden or gradual ground failure and damage to and collapse of structures.

Certain areas of Los Angeles County are prone to regional down-warping and rapid subsidence. In the past large scale petroleum extraction has created subsidence in the Long Beach- Los Angeles area, but reclamation practices have greatly limited this type of ground failure.<sup>2</sup>

Subsidence related to oil resource development in the Los Angeles Basin became an issue in the 1950's and 60's. Of the 15 main oil fields in the Los Angeles Basin, the Beverly Hills/Cheviot Hills, Santa Fe Springs, Wilmington, and Inglewood Oil Fields displayed significant subsidence during that time period.<sup>3</sup> In the Wilmington Oil Field, damage to industrial facilities, buildings, utilities, and transportation facilities, and the threat of inundation to low-lying areas in Long Beach, prompted oil companies to begin pumping large amounts of water or steam into reservoir rock to counteract the subsidence. This had the effect of repressurizing the oil reservoir and immediately began slowing subsidence rates. By the early 1960's, water injection/flooding operations are believed to have minimized subsidence in the other rapidly subsiding oil fields in the Los Angeles basin as well.

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<sup>2</sup> State of California - The Resources Agency, Landslides and Subsidence -Geologic Hazards Conference, May 26 -27, 1965.

<sup>3</sup> Wentworth, C.M., and Yerkes, R. F. , 1971, "Geologic Setting and Activity of Faults in the San Fernando Area of California", The San Fernando Earthquake of February 9, 1971: U.S. Geological Survey, Professional Paper 733, p. 6 - 16.

In Los Angeles County, the City of Long Beach and the State Division of Oil and Gas presently administer a post-oil production plan to ensure that subsidence does not resume.

### **Seismicity**

The principal geologic hazards from earthquakes are fault rupture, tsunamis, strong ground shaking, fault rapture and soil liquefaction.

As shown in **Figure 17** Los Angeles County is located in an area with two highly active fault systems: The San Andreas system of transform faults, which includes such ruptures as the San Andreas, San Gabriel, Whittier, and the Newport-Inglewood; and a system of thrust faults associated with the Transverse Ranges featuring faults such as the Sierra Madre, San Fernando, and "blind" thrusts underlying the Los Angeles Basin.<sup>4</sup>

As shown in **Figure 18** the entire County of Los Angeles is seismically active with 50 active and potentially active faults or principal fault segments located within the immediate area. A minimum of 21 of these are considered major active faults. In addition, there are an unknown number of buried thrust faults and offshore faults, some of which could cause damaging earthquakes.<sup>5</sup>

There are five major Alquist-Priolo Special Study Zone (APSSZ) faults in Los Angeles County: the San Andreas, Newport-Inglewood, San Gabriel, Raymond, and the San Fernando Valley fault **Figure 18**. These zones have been identified by special studies and zoned by the State<sup>6</sup> to exclude projects within 50 feet of fault traces.

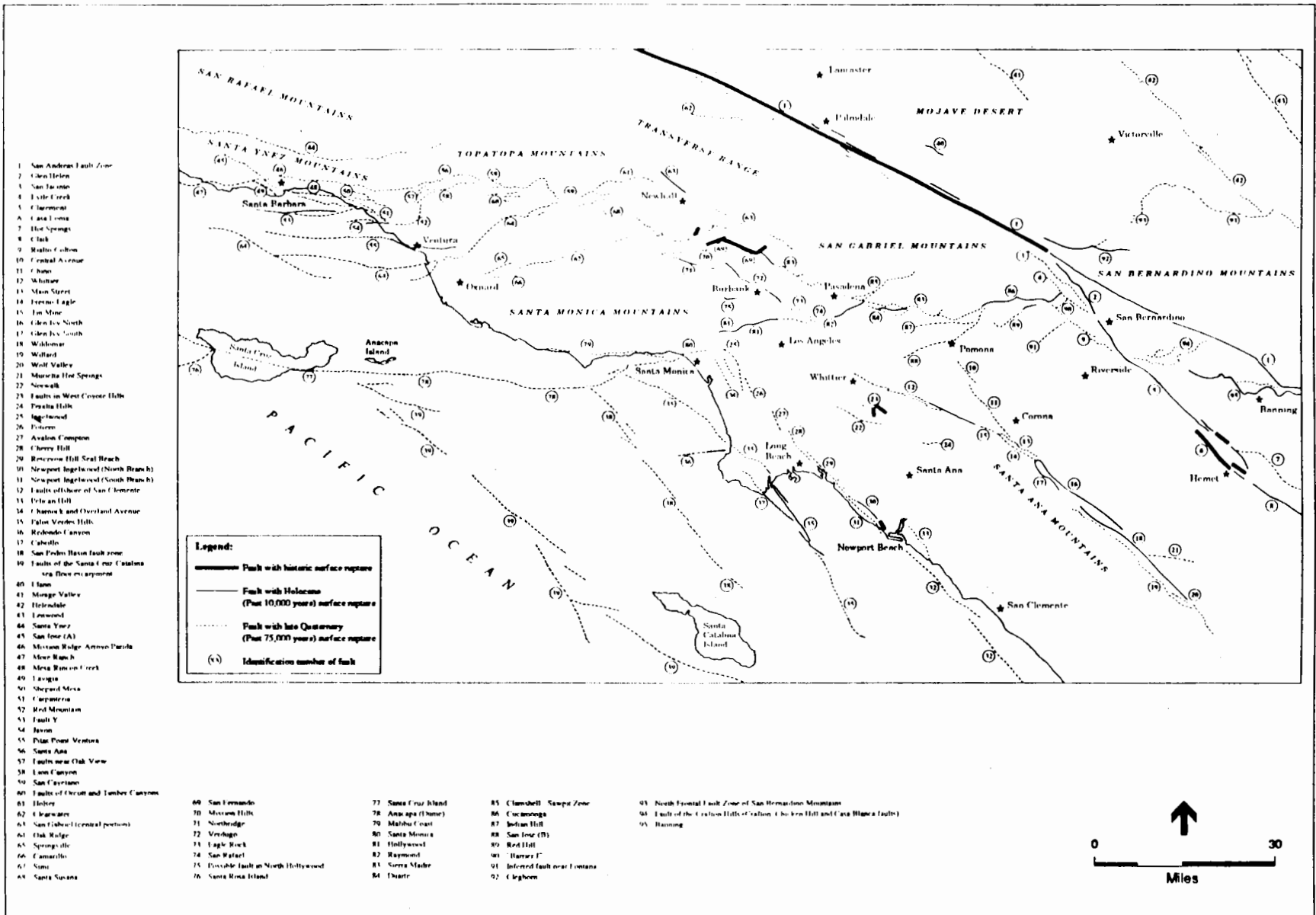
Between 1800 and 1989, active fault systems in the Los Angeles region were responsible for approximately 54 damaging earthquakes, indicating the region as a whole experiences about one earthquake every four years.

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<sup>4</sup> California Division of Mines and Geology, Fault Rupture Hazard Zones in California, Special Report 42, revised 1985.

<sup>5</sup> California Division of Mines and Geology, Fault Rupture Hazard Zones in California, Special Report 42, revised 1985.

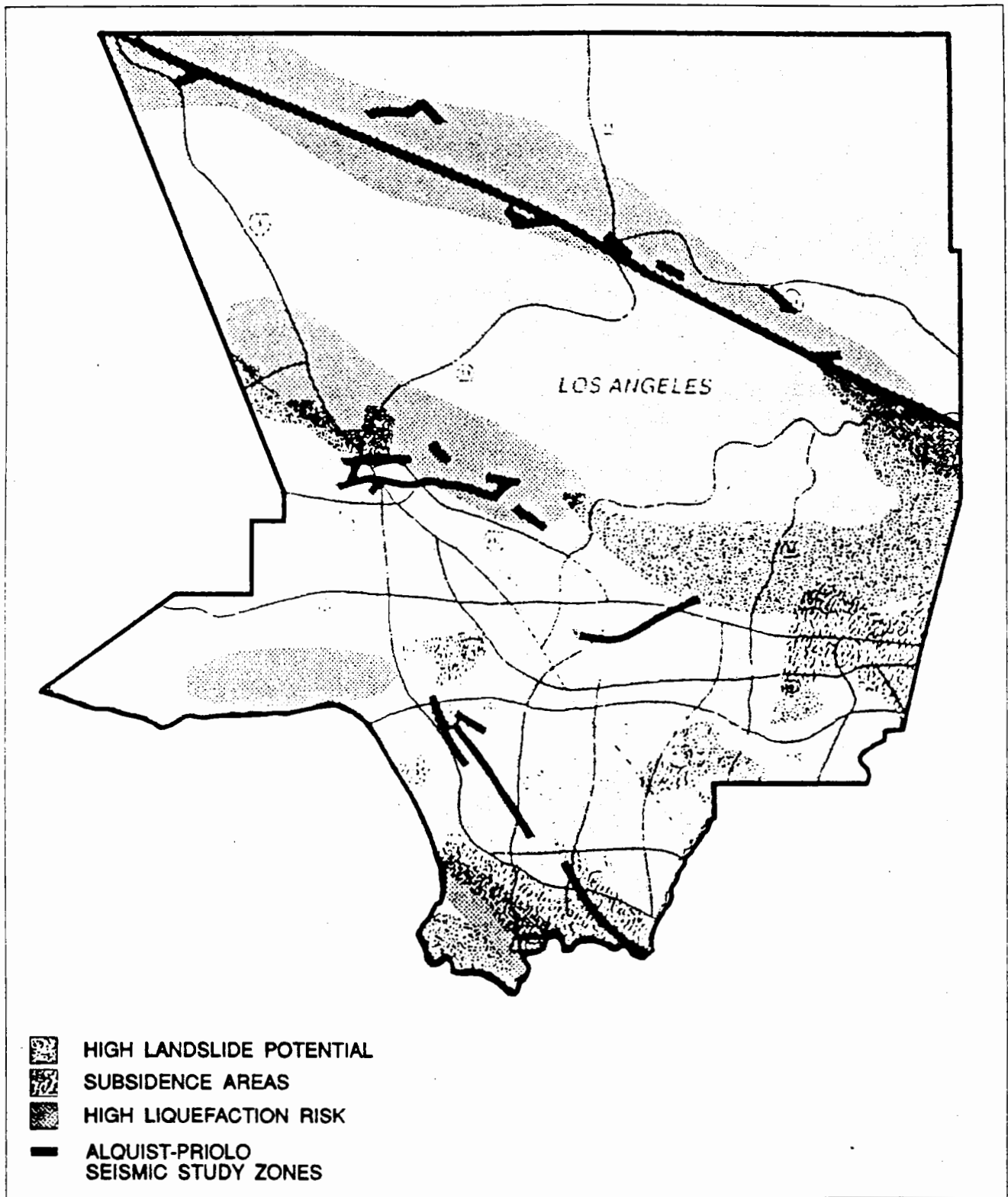
<sup>6</sup> State of California, Alquist-Priolo Special Study Zones Act, Public Resources Code, Division 2, Chapter 7.5 - Effective March 1973.



SOURCE: *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth-Science Perspective*. U.S. Geological Survey Professional Paper 1360, 1985.

Los Angeles County Congestion Management Program 191578

**Figure 17**  
**Faults That May Generate Damaging Earthquakes or Surface Rupture in the Los Angeles Region**



SOURCE: *Draft Regional Mobility Plan*, October 1988.

*Los Angeles County Congestion Management Program / 91578* ■

**Figure 18**  
Geologic Hazards

## **Liquefaction**

Liquefaction involves a sudden loss in strength of saturated soil lacking cohesion (predominantly sand) which is caused by a shock such as an earthquake. Basically, the soil temporarily behaves like fluid under these conditions. If the liquefying layer is on the surface, the effects are much like quicksand for the structures which are on it. If the layer is below the surface, it may provide a sliding surface for the material above it. Liquefaction typically occurs in areas where groundwater is less than 30 feet from the surface, and where the soils are composed predominantly of poorly consolidated sand.

There are numerous potential liquefaction areas in Los Angeles County, including those located in the Harbor area, Marina Del Rey, Walnut Valley/Whittier Narrows, southern San Fernando Valley, the flood plain of the Santa Clara River, along the San Andreas fault and low-lying areas in the Antelope Valley surrounding Rosamond Playa. Other localized high ground water conditions also make liquefaction possible where land use practices are actively recharging shallow and perched aquifers.

It is estimated that about 300,000 acres or about 11 percent of the total County area are in liquefiable areas. Approximately 100,000 acres are in County areas or about six percent of all unincorporated territory. Some 20 freeway-to-freeway interchanges are located in or near liquefiable areas.

## **IMPACTS**

### **Direct Effects of Capital Improvement Projects**

Modifications of existing facilities on the CMP network should not result in major adverse geotechnical impacts. However, it should be recognized that construction of highway facilities and transit guideways in new rights-of-way or previously undeveloped areas poses the potential for significant adverse geotechnical impacts. This potential is addressed below. The other elements of the CMP would not, in themselves result in geotechnical impacts.

**Erosion Potential:** Construction phase erosion would occur as a result of earth work for various types of CIP projects including, expanded right-of-way for intersection improvements, street widening, freeway capacity extensions, freeway gap closures, HOV lane construction, transit station construction, grading for park-and-ride lots etc. Erosion could be potentially significant for large

### III. Environmental Setting, Impacts and Mitigations

scale projects that involve major new roadway construction in lightly developed, undeveloped steep terrain or terrain with significant landforms, particularly new transit alignments or freeway gap closures. It is anticipated that erosion may be a particular problem for improvements to the CMP network in the high desert areas where soil conditions and wind turbulence would combine to create adverse situations. It should also be noted that there would be a limited potential that erosion could occur on any highway and or transit project that involves artificial embankment (engineered filled).

**Slope Stability:** Improvements in hilly terrain or mountainous areas would be exposed to the risk of potential slope failures, landslides, mudslides and rockfalls. There would be a limited potential for slope failure to occur on any highway and or transit project that involves artificial embankments (engineered filled).

**Subsidence and Soil Settlement:** There would be a limited potential for subsidence or soil settlement-related impacts on improvements in coastal areas near the Port of Los Angeles. It is anticipated, however, that normal engineering practice would minimize any potential adverse effects.

**Seismic Risks:** Because Southern California is seismically active, all facilities on the proposed highway or transit networks could be exposed to seismic ground-shaking from the major regional faults within and adjacent to Los Angeles County. The magnitude of ground shaking could range from minor to potentially very destructive. The greatest impacts of earthquakes could be ground shaking damage to facilities with substandard construction, facilities with elevated structures and facilities that transverse fault rupture zones or Alquist-Priolo areas. As indicated in the 1988 RMP EIR, it is expected that, with new engineering design criteria for earthquake resistant structures, impacts from seismic activity on the proposed improvement projects would be less than on older, existing facilities.

Improvement projects that are close to major regional or local faults or that involve elevated structures or subways would be particularly vulnerable to seismic ground shaking and would be most likely to sustain substantial damage if design measures do not accommodate potential ground acceleration. The potential for ground rupture to affect the network is limited to those facilities that cross active fault zones, such as the San Andreas, Santa Monica/Hollywood, and the Newport Inglewood fault rupture zones.

**Indirect Effects:** Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas in closer proximity to active faults,

which has not been anticipated in the regional plans, the CMP could have a negative effect on seismic risk. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible. Also a possibility is that CMP-related improvements could increase pressures for increased population and employment density in areas adjacent to transit stations, transit lines, transportation centers, etc. A new concentration of population and/or employment, particularly in multi-story buildings could increase human exposure to seismic event risks.

### **MITIGATION MEASURES**

The following mitigation addresses the indirect impacts of the project:

E.1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the geological impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas in the EIR:

- preparation in accordance with applicable local and State guidelines (Caltrans, Division of Mines Geology, local ordinances).
- adequate geotechnical investigations regarding grading, slope stability, seismic hazards, potential ground acceleration.
- include the appropriate level of coordination with the State Division of Mines and Geology and identify specific mitigation measures to be implemented.
- are designed in accordance with County and local code requirements for seismic ground shaking with special attention to the seismic design of bridges, elevated structures and tunnels.



- demonstrate that all significant geotechnical factors have been mitigated in a manner consistent with the provisions of sound engineering practice and applicable local ordinances.

As indicated above, implementation of the CMP may have effects on the rate and distribution of growth, resulting in redistributing geotechnical impacts. The following mitigation measure included in Section III.C and repeated below addresses this indirect impact:

C.3 The LACTC, where possible, through the congestion monitoring, highway and transit network modeling and land use analysis program elements of the CMP, shall determine the similarity between observed travel behavior with growth rates and geographic distribution assumptions of the RMP. The success of the program in working toward regional land use and mobility goals will be assessed as part of future CMP updates, and appropriate changes to work toward regional land use and mobility goals will be proposed in consultation with local, regional, and state agencies.

#### **ADVERSE IMPACTS**

The potential for localized CMP CIP project specific geotechnical impacts to remain after implementation of the mitigations and CIP project specific mitigations developed as part of CIP project specific review can only be assessed on a project specific basis. With mitigation, the CMP is not anticipated to result in any significant regional geotechnical impacts.

#### **III.F. WATER RESOURCES**

##### **SETTING**

Water resources are used for domestic, commercial, industrial, agricultural, recreational, and ecological activities. To the extent that the locational aspects of transportation projects can interfere with these activities, which are collectively called beneficial uses, the consideration of water resources in this environmental assessment is appropriate. The demand these activities place on natural and imported water supplies and their effect on water quality are also relevant considerations.

### III. Environmental Setting, Impacts and Mitigations

Water resources are of particular concern in arid environments, such as Southern California. In an effort to preserve and enhance water quality and to protect present and future beneficial uses, the State Water Resources Control Board (SWRCB) and the nine California Regional Water Quality Control Boards (CRWQCB) formulated and adopted Water Quality Control Plans for the entire state in the early 1970's. The requirements of the Federal Water Pollution Control Act, Amendments of 1972, Public Law 92-500, Section 303-e were also incorporated into the goals and objectives of the planning program. The planning period that was used was from the year 1970 to the year 2000.

The Water Quality Control Plans encompass a total of 16 basin planning areas, which correspond to natural subsurface geohydrological formations. These 16 basins are shown in **Figure 19**. The following basins are located in Los Angeles County: the Los Angeles River Basin (Basin 4B), the upper" or eastern portion of the Santa Clara River Basin (Basin 4A), and a small section in the southern-most portion of the South Lahontan Basin (Basin 6B).

The Water Quality Control Plans (or Basin Plans) that were prepared in the early 1970's appear to be the most comprehensive, regionally-applicable source of hydrological data that is available for Los Angeles County (4B<sup>7</sup>, 4A<sup>8</sup>, 6B).<sup>9</sup> Although current hydrological data is available for numerous locations throughout the County, the localized data are of differing scales and specificity.<sup>10</sup>

The principal water resource issues associated with implementation of the proposed CMP are beneficial uses, the supply/demand balance, and water quality. The existing characteristics of water resources in Los Angeles County are thus described below in terms of (1) the basic hydrographic (drainage) planning areas that are used in the Basin Plans, (2) the beneficial uses that occur in each

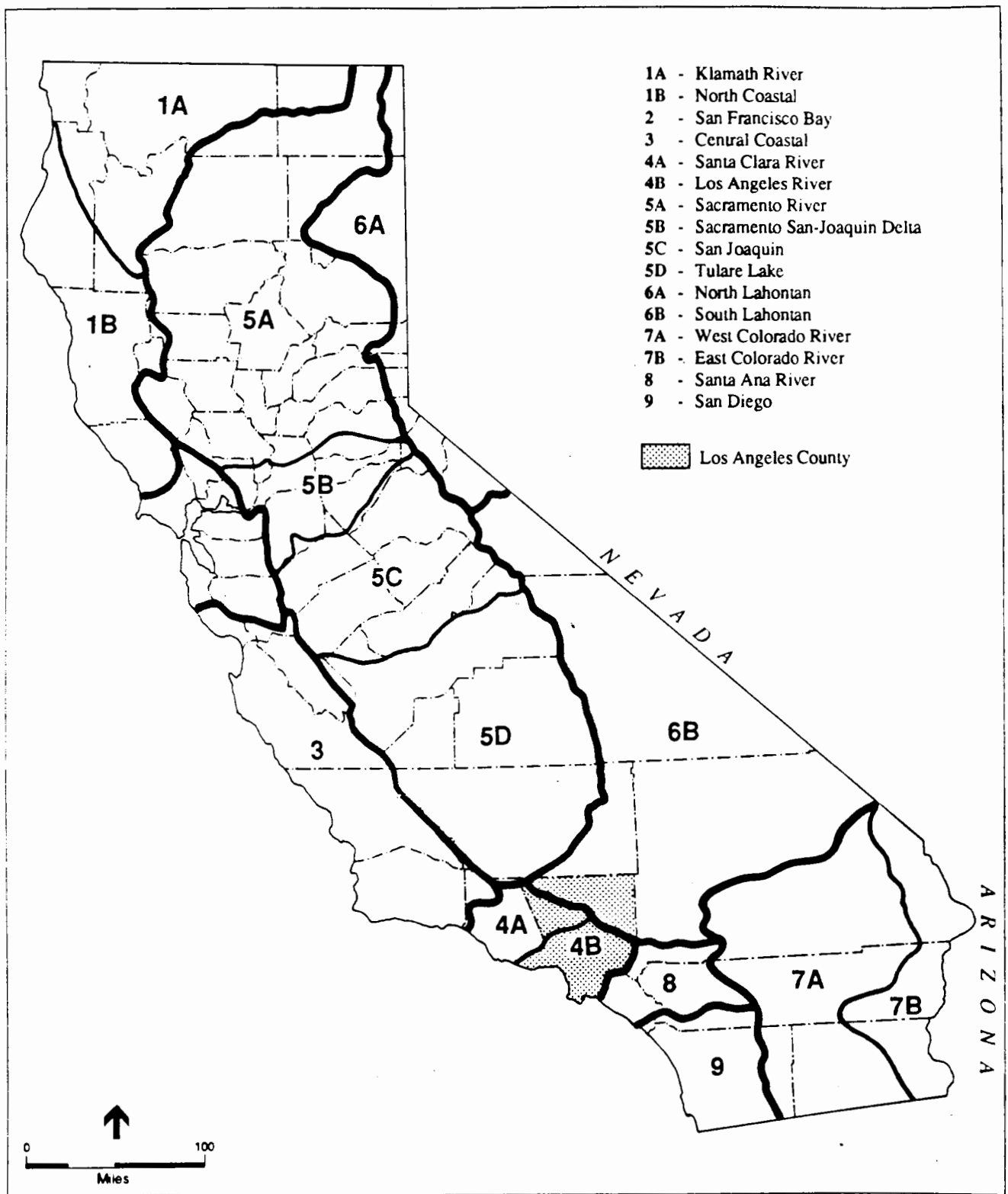
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<sup>7</sup> Felix Oduyemi; Southern California Association of Governments (SCAG); Personal Conversation, June 4, 1992.

<sup>8</sup> Daniel, Mann, Johnson, & Mendenhall; Water Quality Control Plan, Santa Clara River Basin (4A): California Regional Water Quality control Board, Los Angeles Region (4); June, 1974.

<sup>9</sup> Daniel, Mann Johnson, & Mendenhall; Water Quality Control Plan, Los Angeles River Basin (4B): California Regional Water Quality Board, Los Angeles Region (4); March, 1975.

<sup>10</sup> Daniel, Mann, Johnson, & Mendenhall; Environmental Setting SCAG Region: South Coast Planning Area, Ventura County, Desert Areas: Southern California Association of Governments; October, 1978. (SCAG is currently in the process of updating the Environmental Setting for the SCAG Region. The scheduled completion date is approximately June, 1993.) See also Southern California Association of Governments; Environmental Impact Report, Growth Management Plan: 1988.



SOURCE: Water Quality Control Plans (4A, 4B, 6B); California Regional Water Quality Control Boards (Region 4; 6).

Los Angeles County Congestion Management Program / 91578 ■

**Figure 19**  
Basin Hydrographic Planning Areas

area, (3) the County wide demand for water in comparison with local and imported supplies, and (4) the general quality of the local surface and ground water supplies, as well as the imported water.

### **Hydrographic Planning Areas**

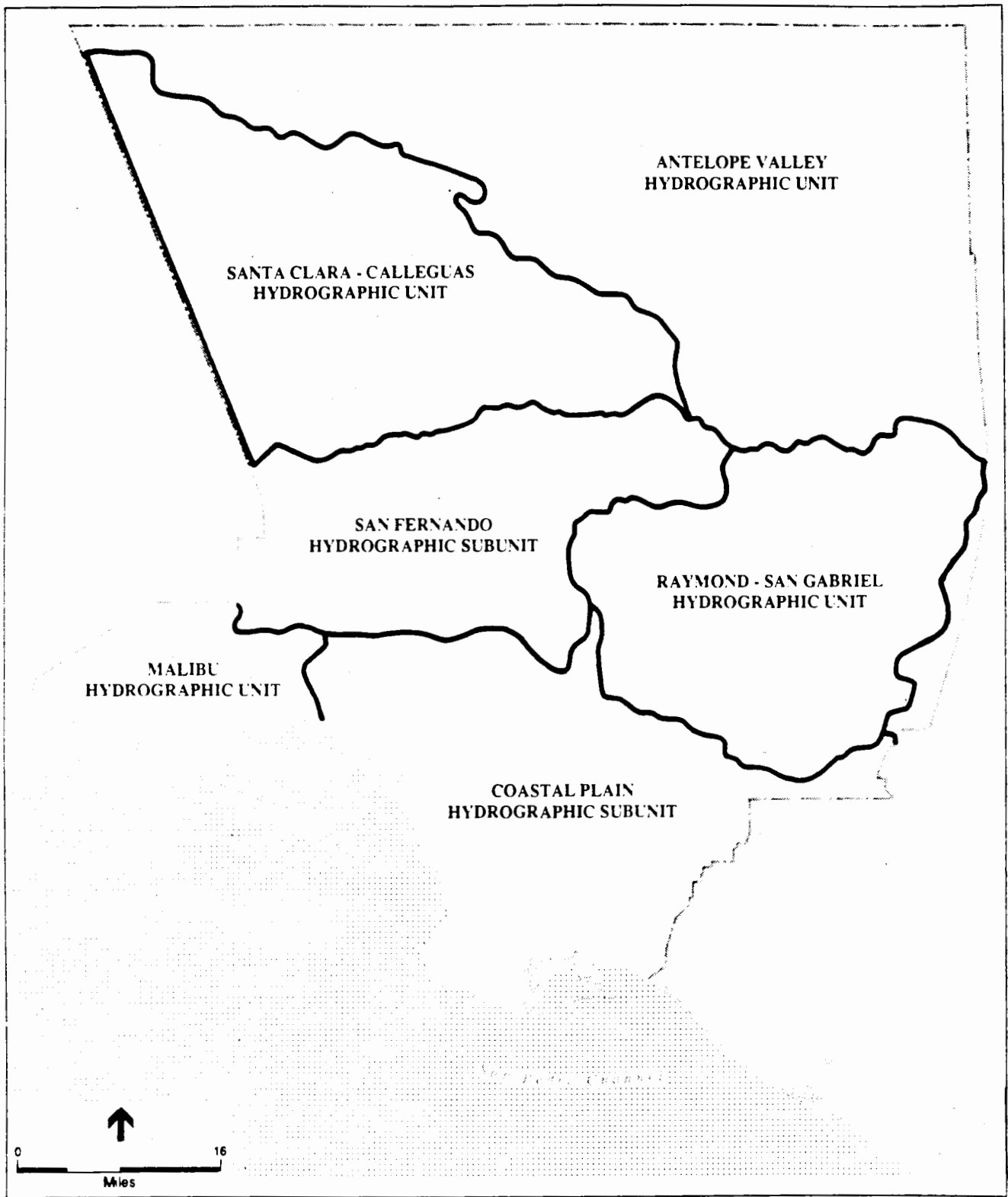
As shown previously in **Figure 17**, Los Angeles County is located within three relatively self-contained hydrographic (drainage) areas: (1) the Los Angeles River Basin (Basin 4B), (2) the eastern/"upper" portion of the Santa Clara River Basin (Basin 4A), and (3) the southern-most portion of the South Lahontan Basin (Basin 6B). Basin 4B includes all of the urbanized portions of Los Angeles County south of the San Gabriel Mountains drainage divide, a small area in the southeastern corner of Ventura County, and the San Pedro Channel Islands (Santa Barbara, Santa Catalina, and San Clemente Islands). Basin 4A includes most of Ventura County, very small portions of Santa Barbara and Kern Counties, and the Channel Islands (Anacapa and San Nicholas Islands), as well as the northwestern portion of Los Angeles County. Basin 6B includes the desert portions of Los Angeles County, all of Inyo County, most of Mono and San Bernardino Counties, and a small portion of Kern County.

Each basin is composed of successively-smaller hydrological subdivisions known as Units, Subunits, Areas, and Subareas. Those that make up the basins within Los Angeles County are shown in **Figure 20** and described below.

#### **Los Angeles River Basin(4B)**

Major hydrographic subdivisions in Basin 4B are the San Fernando Subunit, the Coastal Plain Subunit, the Raymond-San Gabriel Unit, the Malibu Unit, and the San Pedro Channel Islands Unit. Each of these contain a number of hydrographic Subunits and Subareas, collectively encompassing a total of 33 ground water basins. Twenty-one of the ground water basins are located in the first three Units/Subunits, or the greater metropolitan area; eight are located in the Malibu Unit and three in the San Pedro Unit.

Storage capacity in the greater metropolitan ground water basins is considerable. Spreading grounds adjacent to rivers and creeks throughout the metropolitan area facilitate percolation of natural runoff into these basins; artificial recharge with imported and reclaimed waters is also practiced extensively. Storage capacity in the Malibu and San Pedro Units is relatively small.



SOURCE: Water Quality Control Plans (4A, 4B, 6B); California Regional Water Quality Control Boards (Region 4; 6).

Los Angeles County Congestion Management Program / 91578 ■

**Figure 20**  
Basin Hydrographic Subdivisions

### III. Environmental Setting, Impacts and Mitigations

Major surface water features in the mainland portions of Basin 4B are listed below.

- San Fernando Subunit: Danton Creek, Tujunga Wash, Little Tujunga Canyon, Big Tujunga Canyon, Tujunga Dam, and Verdugo Wash.
- Coastal Plain Subunit: Ballona Creek, Los Angeles River, Arroyo Seco, Rio Hondo, San Gabriel River, and Coyote Creek.
- Raymond-San Gabriel Unit: Devil's Gate Dam, Eaton Wash, Arcadia Wash, San Jose Creek, Walnut Creek, Puddingstone Reservoir, Morris Reservoir, San Gabriel Reservoir, and East Fork San Gabriel.
- Malibu Unit: Malibu Creek, Las Vergenes, Malibu Lake, Triunfo Canyon, Westlake, and Hidden Valley.

#### **Upper Santa Clara River Basin (4A)**

The eastern portion of the Santa Clara-Calleguas Unit is the major hydrographic subdivision in the Los Angeles County portion of Basin 4A. Impoundment and recharge of surface water flows, which typically occur only during winter months, has been limited by the lack of sufficient storage facilities.

The Unit includes the following major surface water features: the Upper Santa Clara River, San Francisquito Canyon, Bouquet Canyon, Bouquet Reservoir, Mint Canyon, Castaic Creek, Castaic Lake, Elizabeth Lake Canyon, Piru Creek, and Pyramid Reservoir.

#### **Southern South Lahontan Basin (6B)**

The Antelope Valley Unit is the major hydrographic subdivision in the Los Angeles County portion of Basin 6B. The water-bearing alluvial deposits that underlay the entire valley are essentially an interconnected ground water body, rather than discrete units. The deposits are replenished periodically by percolation of runoff from the San Gabriel Mountains. Given the arid conditions, the valley is characterized by dry lakes and creek beds except during flash floods and occasional winter storms. The principal surface water features in the area are Lake Palmdale and Big and Little Rock Creeks.

### **Beneficial Uses**

The State Water Resources Control Board (SWRCB) established a set of standard beneficial uses for surface and ground water resources throughout the state, in accordance with the objectives of the statewide Water Quality Control Planning Program. The complete list of uses and the ones that occur in each basin within Los Angeles County are shown in **Table 19**.

Specific water quality objective were established by SWRCB for each beneficial use in order to ensure its protection. The key element in providing this protection was SWRCB's enactment of Resolution No. 68-16, commonly referred to as the No Degradation Policy, which states that "Wherever the existing quality of water is better than the quality established in policies as of the date on which such policies become effective, such existing high quality will be maintained until it has been demonstrated to the State that any change will be consistent with maximum benefit to the people of the State, will not unreasonably affect present and anticipated beneficial use of such water and will not result in water quality less than that prescribed in the policies."

### **Supply and Demand Characteristics**

The fact that the demand for water exceeds the replenishment capability and safe yield of local supplies throughout many parts of Los Angeles County was reported in the Basin Plans prepared in 1970. In addition to the increased demand, the conversion of agricultural land to urban uses has reduced the surface area available for ground water recharge. Overdrafting of the ground water basins has also made them susceptible to increased levels of salinity and contamination, which render them unacceptable for domestic use. The current drought has exacerbated the situation, highlighting the historic need for water conservation.

The Metropolitan Water District (MWD) provides water to all areas within Los Angeles County except for the City of Los Angeles, which is within the jurisdiction of the Department of Water and Power (DWP), and the Cities of Alhambra, Azuza, Monterey Park, and Sierra Madre, as well as all of the desert communities. The amount of water that is provided by these purveyors fluctuates over time, depending on seasonal conditions, legal entitlements, financial considerations, and community preferences. The sources of the water, which include local and imported supplies, also vary over time under the same circumstances and conditions. However, although specific quantities and sources vary, certain trends are apparent, as noted below.

**TABLE 19: BENEFICIAL USES FOR SURFACES AND GROUND WATER RESOURCES  
IN CALIFORNIA**

| <b>Beneficial Use</b>         | <b>Abrev.</b> | <b>Description</b>   | <b>4Ba</b> | <b>4Ab</b> | <b>6Bb</b> |
|-------------------------------|---------------|--|------------|------------|------------|
| Municipal and Domestic Supply | MUN           | Community or military water systems from individual water supply systems   | x          | x          | x          |
| Agricultural Supply           | AGR           | Crop, orchard, and pasture irrigation; stock watering; support of vegetation for range grazing, farming, and ranching  | x          | x          | x          |
| Industrial Service Supply     | IND           | Uses not depending primarily on water quality such as mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection and oil well re-pressurization | x          | x          | x          |
| Industrial Process Supply     | PROC          | Process water supply and all uses related to manufacturing of products   | x          | x          | x          |
| Ground Water Recharge         | GWR           | Natural or artificial recharge for future extraction and to maintain salt balance or halt saltwater intrusion into freshwater aquifers                                   | x          | x          | x          |
| Freshwater Replenishment      | FRSH          | Source of freshwater for replenishment of inland lakes and streams of varying salinities   | x          | x          |            |
| Navigation                    | NAV           | Commercial and naval shipping  | x          |            |            |
| Hydropower Generation         | POW           | Hydropower generation  | x          | x          |            |



**TABLE 19: BENEFICIAL USES FOR SURFACES AND GROUND WATER RESOURCES IN CALIFORNIA**

| Beneficial Use   | Abrev. | Description   | 4Ba | 4A <sup>b</sup> | 6B <sup>b</sup> |
|--|--------|---|-----|-----------------|-----------------|
| Water Contact Recreation                                 | REC-1  | All uses involving actual body contact with water, such as swimming, wading, water-skiing, skin diving, surfing, and sport fishing also therapeutic spas and other uses where ingestion of water is reasonably possible         | x   | x               | x               |
| Non-contact Water Recreation                             | REC-2  | Uses involving presence of water but not requiring contact, such as picnicking, sunbathing, hiking, beach combing, camping, pleasure boating, tide pool and marine life study, hunting and aesthetic enjoyment, and sightseeing | x   | x               | x               |
| Ocean Commercial and Sport Fishing                       | COMM   | Collection of various types of fish and shellfish, including bait, and sport fishing in ocean, bays, estuaries, and similar non freshwater areas  | x   |                 |                 |
| Warm Freshwater Habitat                                  | WARM   | Provides warm-water habitat to sustain aquatic resources associated with warm-water environment   | x   |                 | x               |
| Cold Freshwater Habitat                                  | COLD   | Provides cold-water habitat to sustain aquatic resources associated with cold-water environment   | x   | x               | x               |
| Preservation of Areas of Special Biological Significance | BIOL   | Includes areas specifically designated by the SWRCB where natural water quality conditions will be maintained for protection of marine life   | x   |                 |                 |
| Saline Water Habitat                                     | SAL    | Provides inland saline water habitat for aquatic and wildlife   | x   |                 |                 |

**TABLE 19: BENEFICIAL USES FOR SURFACES AND GROUND WATER  
RESOURCES IN CALIFORNIA**

| <b>Beneficial Use</b>                       | <b>Abrev.</b> | <b>Description</b>  | <b>4Ba</b> | <b>4Ab</b> | <b>6Bb</b> |
|---|---------------|---|------------|------------|------------|
| Wildlife Habitat                            | WILD          | Provides water supply and vegetative habitat for maintenance of wildlife  | x          | x          | x          |
| Preservation of Rare and Endangered Species | RARE          | Provides aquatic habitat necessary, at least in part, for survival of certain species established as being rare and/or endangered                             | x          |            |            |
| Marine Habitat                              | MAR           | Provides for preservation of marine ecosystem including propagation and sustenance of fish, shellfish, marine mammals, waterfowl, and vegetation such as kelp | x          |            |            |
| Fish Migration                              | MIGR          | Provides migration route and temporary aquatic environment for anadromous or other fish species   | x          |            |            |
| Fish Spawning                               | SPWN          | Provides high quality aquatic habitat especially suitable for fish spawning   | x          |            |            |
| Shellfish Harvesting                        | SHELL         | Collection of shellfish such as clams, oysters, abalone, shrimp, crab, and lobster for either commercial or sport purposes.                                   | x          |            |            |

a. Los Angeles County portions only

b. The types of beneficial uses occurring throughout Los Angeles County were initially identified in the early 1970's. It is assumed that areas containing rare and/or endangered species have been at least tentatively identified in the upper Santa Clara and Antelope Valley since that time.

SOURCE: State Water Resource Control Board

**TABLE 20: ESTIMATED WATER CONSUMPTION IN LOS ANGELES COUNTY IN FISCAL YEAR 1990-91 (IN ACRE-FEET)**

| <u>Service Area</u>             | <u>Local Sources</u> | <u>Imported</u>    | <u>Total</u>       |
|---------------------------------|----------------------|--------------------|--------------------|
| MWD/DWPa                        | 475,000              | 100,179,000        | 100,654,000        |
| Alhambra <sup>b</sup>           | 12,796               |                    | 12,796             |
| Azuza <sup>c</sup>              | 18,074               |                    | 18,074             |
| Monterey Park <sup>d</sup>      | 8,650                |                    | 8,650              |
| Sierra Madre <sup>e</sup>       | 2,700                |                    | 2,700              |
| Desert Communities <sup>f</sup> | <u>21,243</u>        | <u>19,115</u>      | <u>40,358</u>      |
|                                 | <u>538,463</u>       | <u>100,198,115</u> | <u>100,736,578</u> |

- a. MWD Services all areas except the City of Los Angeles, which is serviced by DWP, and the other listed communities. Source: Thomas Lovil, Sr. Public Affairs Representative; MWD; (213) 250-6648
- b. Source: Manny Magna. General Manager; Department of Public Works; (818) 570-5007.
- c. Sources: Terry Lewis. Customer Service Representative; City of Azuza Water Department; (818) 334-0215. Ruth Prime. Billing Supervisor; Azusa Valley Water District; (818) 334-7881.
- d. Source: Suzie Galstian. Public Works Technician; Department of Public Works; (818) 307-1280.
- e. Source: Kev Tcharkhoutian, Director of Public Works; Department of Public Works (818) 355-7135.
- f. Includes 85-90 percent of desert portion of Los Angeles County. Sources: Michael Steinbock, Engineering Aid; Palmdale Water District; (805) 947-411. Carolyn Golden, Secretary; Little Rock Creek Irrigation District; (805) 944-2015. Mustafa Arika, Supervising Civil Engineer I; Los Angeles County Water Works (which services Lancaster, portions of Palmdale, Pearblossom, High Vista, Acton Lake Los Angeles, Rock Creek, and a number of other smaller communities; (818) 458-7153.

Estimated water consumption in Los Angeles County for Fiscal Year 1990-91 is shown in Table 20. As will be shown by the table, approximately 73 percent of the total amount of water that was used in the County was imported (see the following subsection for a discussion of the conveyances used).

Although this percentage appears to be fairly typical of metropolitan areas within the County, imported water has usually represented only about 50 percent of the total amount of water used in the desert communities (as shown in the table). It should be noted, however, that the Palmdale Water District was only able to import about half the amount of water requested in Calendar Year 1991, for a total of approximately 25 percent; other communities used more, balancing out the average to about 50 percent.

Information on the general status of local surface and ground water supplies, imported water, reclamation projects, and water conservation efforts are provided below.

#### **Local Surface and Ground Water Supplies**

Continued urbanization, with its attendant need for municipal/domestic and industrial supplies, is regarded as the principal reason for the ground water deficit in the Los Angeles River Basin (4B) portion of Los Angeles County. Although surface runoff into the metropolitan ground water basins has augmented natural and artificial recharge efforts, it has not been enough to offset the increased demand.

The Upper Santa Clara area was experiencing water shortages even in the early 1970's because of limited storage capacity coupled with the typical lack of dry weather flows in the local watercourses. An accelerated rate of growth since that time has aggravated the situation, resulting in an increased reliance on imported water.

In the Antelope Valley, ground water withdrawals for agricultural purposes caused a steady decline in water levels since the 1930's. It was estimated in the early 1970's that levels in the Palmdale/Lancaster area had dropped by as much as 180 feet, engendering requests for water entitlements from the State Water Project.

#### **Imported Water**

It is estimated that only about 30 percent of the total water that is used in Los Angeles County is provided by local surface and ground water supplies; the rest is imported. The State Water Project (SWP) brings water to Los Angeles County from northern California. Water from the Sierra Nevada's is delivered to the County via the Los Angeles Aqueducts. Colorado River water is transported through the Colorado River Aqueduct. The continued availability of water from these

### ***III. Environmental Setting, Impacts and Mitigations***

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sources is uncertain, however, particularly at current levels. Competing uses and litigation are seen as the principal impediments, as summarized below.

- **State Water Project (SWP)**: Based on existing facilities, the amount of water that is delivered to the County via the SWP is expected to decline by 2000 as uses in northern California increase. Efforts to offset this decline include implementation of a Coordinated Operation Agreement between the State and the U.S. Bureau of Reclamation, completion of additional pumping facilities, and transfer of water entitlements from agricultural to urban SWP contractors.
- **Los Angeles Aqueducts**: These aqueducts currently transport approximately 80 percent of the water used by the City of Los Angeles. This amount is expected to be reduced significantly, however, because of pending litigation and legislation. The purpose of the legislation is to reduce both the diversion of water from the Mono Basin and the amount of ground water that is pumped in the Owens Valley.
- **Colorado River Aqueduct**: The amount of Colorado River water that is conveyed to the County is expected to be reduced substantially with implementation of the Central Arizona Project (CAP). Efforts to offset this reduction include substituting urban uses for current agricultural uses.

#### **Reclamation Projects**

Reclaimed wastewater represents the largest undeveloped water resource that is available to offset future deficits in local and/or imported supplies. Some reclamation projects have been implemented in various locations within the County, notably for ground water recharge. Other typical uses include industrial cooling towers and firebreaks. Although other beneficial uses are being explored, public health considerations impose certain practical limitations. This is particularly true in highly urbanized areas, such as the Los Angeles River Basin (4B), where agricultural irrigation potentials are relatively small and where prevention of additional mineralization of the ground water is critical.

#### **Water Conservation**

Drought is an ever-present threat in arid environments where the typical rainfall is relatively modest. As a result, a succession of years in which there is less than normal amounts of rainfall can severely strain an already precarious relationship between the beneficial use of water and dwindling and/or

deteriorating supplies. Such is the case with Southern California, which has most recently been experiencing drought conditions since approximately the mid-1980's.

Although knowledge of the inherent problems involved in developing arid environments is not new, it was not until the early 1970's that official policy mandated constructive action through the adoption of the statewide Basin Plans. In March 1989, the Southern California Water Committee and the (Northern California) Committee for Water Policy Consensus formed the State Water Conservation Coalition in order to ensure that appropriate actions were being and would continue to be taken.<sup>7</sup> After several months of deliberations, the Coalition and the Urban Water Conservation Subgroup of the California Department of Water Resources established the Urban Water Conservation Best Management Practices (BMP's) process.

In accordance with the BMP process, urban water suppliers agree to aggressively study and implement conservation measures. The process is implemented through Memorandums of Understanding (MOU's) between the suppliers, public interest groups, and environmental organizations. As the regional planning agency, SCAG will review appropriate sections of general development project EIR's in terms of BMP policies and mitigation measures, in accordance with its Intergovernmental Review (IGR) Program. SCAG will also incorporate the related issues of water reclamation and conjunctive use programs into the Water Supply and Water Quality Element of the 1992 Comprehensive Regional Plan.

The BMP currently lists 16 water conservation methods, which can be grouped as follows: (1) Interior and Exterior Water Audits, (2) Conservation Pricing and Financial Incentives, (3) Building and Plumbing Codes, (4) Conditions of Planning and Zoning Approvals (5) EIR Mitigation Measures, and (6) Education, Information, and Coordination Programs. It is anticipated that cognizance of the BMP and these measures during preparation of environmental documents will become increasingly more important.

#### Water Quality Conditions

In general, the quality of the water that is used in Los Angeles County is relatively good in areas that are receiving imported water. In areas that rely principally on local supplies, however, the water quality varies considerably. Given the anticipated cut-backs in imported water, the quality of local surface and ground water supplies will continue to be of concern.

A summary of the general quality of the local surface and ground water supplies in each basin is provided below.

**Los Angeles River Basin (4B)**

The quality of the ground water in the San Fernando Subunit is good, although it has deteriorated to some extent due to overdrafting and intrusion of poorer quality ground water. The Coastal Plan Subunit continues to experience salt water intrusion along the coast due to historic oil extraction activities. Elsewhere in the Subunit, the quality of the ground water is relatively good. Localized areas in the Raymond-San Gabriel Unit are exhibiting high levels of nitrates, toxins, and Total Dissolved Solids (TDS). A major Superfund ground water decontamination project is currently in progress at a landfill site in the southeastern portion of the Unit. Ground water in the Malibu Unit is considered unusable because of improper sewage disposal practices.

Surface water in the Los Angeles River system exhibits high pH, increased nitrate/nitrite and chlorine levels, and low dissolved oxygen. Urbanized portions of the San Gabriel River are showing minor water quality problems due to urban runoff and point source discharges. Water quality in the mountain portions of the system, however, appears to be good. The Malibu Creek drainage system, which has been degraded by historic wastewater discharge practices, shows high TDS levels.

**Upper Santa Clara River Basin (4B)**

Ground water quality is considered generally good in the Upper Santa Clara, although it deteriorates to some extent near the Los Angeles/Ventura County line. High TDS concentrations, however, are common throughout the system.

Reservoir water in the basin is principally imported via the State Water Project and the Los Angeles Aqueducts and is therefore of high quality. Surface water quality in the creeks is relatively good, except during low flows.

**Southern South Lahontan Basin (6B)**

Ground water quality problems in the desert portions of Los Angeles County include those related to overdrafting and pollution from mining and sewage wastes. There appear to be few water quality problems, however, in the surface water supplies.

## IMPACTS

As shown in Table 21, implementation of the proposed Congestion Management Program (CMP) could have a direct adverse impact on water resources in Los Angeles County through the construction and operation of CIP projects. This would include projects that are currently under construction and in the planning stages, as well as routes designated for interim status and further study. An indirect impact could also result from any urban deconcentration inducing impacts of the CMP.

CIP program components that have the potential for creating adverse effects include the following improvements to the highway and roadway system: (1) operating new or expanded highway routes; and (2) constructing stations, park and ride lots, as well as widening or expanding existing highway routes. Improvements to the Transit Network that could cause adverse impacts would principally involve construction of various rail options and fixed bus routes.

The impacts on beneficial uses, the supply and demand balance, and water quality that are expected to be associated with implementation of the above-listed components of the CMP are discussed below.

### Beneficial Uses

**Direct Impacts:** Construction of CIP projects could affect beneficial uses in two ways: through the destruction of habitat and through changes in surface water quality of surface features resulting from construction activities. Well-established, officially-recognized, profitable, and/or obvious beneficial uses would not be expected to be adversely affected by implementation of the CMP. Some uses, however, could be impaired or eliminated as the result of project specific routings and design. These uses would generally involve unobtrusive and/or "unofficial" ecological functions that do not signal their existence via obvious signs. These uses would include the following:

- "Unofficial" Ground water Recharge areas, such as open fields and agricultural plots, particularly those with sizable alluvial deposits.
- Warm and Cold Habitats, particularly if the watercourse and/or the surrounding area were disturbed, denuded, rerouted, and/or channelized.



TABLE 21: POTENTIAL WATER RESOURCE IMPACTS OF THE CMP

| Environmental Indicator      | Direct Effects |           | Indirect Effect              |
|------------------------------|----------------|-----------|------------------------------|
|                              | Construction   | Operation | Urban/<br>Suburban<br>Growth |
| Surface Stream Discharge     |                | X         | X                            |
| Surface Water Quality        | X              |           |                              |
| Temperature                  |                |           |                              |
| Biochemical<br>Oxygen Demand |                |           | X                            |
| Dissolved Oxygen             |                |           | X                            |
| Suspended Solids             | X              | X         | X                            |
| Turbidity                    | X              | X         | X                            |
| Total Dissolved Solids       |                | X         | X                            |
| pH                           |                |           |                              |
| Bacteria and Viruses         |                |           | X                            |
| Nitrogen                     |                |           | X                            |
| Phosphorus                   |                | X         | X                            |
| Hardness                     |                |           |                              |
| Iron and Manganese           |                |           |                              |
| Chlorides                    |                | X         | X                            |
| Heavy Metals                 |                |           |                              |
| Radioactivity                |                |           |                              |
| Pesticides                   |                |           |                              |
| Toxic Substances             |                |           |                              |
| Stratification               |                |           |                              |
| Flooding                     |                |           | X                            |
| Groundwater                  |                |           |                              |
| Quantity                     |                | X         | X                            |
| Quality                      |                |           | X                            |
| Erosion                      | X              | X         | X                            |
| Sedimentation                | X              | X         | X                            |
| Water Demand                 |                |           | X                            |
| Wastewater System            |                |           | X                            |

SOURCE: Environmental Impact Analysis Handbook, edited by John G. Rau and David Wooten, page 6-45.

### III. Environmental Setting, Impacts and Mitigations

- Areas of Special Biological Significance, Wildlife Habitat, and Rare and Endangered Species, which can be virtually "invisible" and where any disturbance could be fatal.
- Currently unidentified Fish Spawning watercourses that are disturbed, rerouted, and/or channelized, although the emergence of new routes is considered a relatively remote possibility.

**Indirect Impacts:** Should implementation of the CMP result in increased urban sprawl or concentration or expansion of development in areas containing beneficial uses, significant indirect impacts could result.

#### **Supply and Demand**

**Direct Impacts:** Implementation of CMP elements would not significantly increase water use in the region. With the exception of projects, such as highways, which contain large landscaped areas, little water would be required to serve most capital improvement projects, resulting in few project specific impacts.

**Indirect Impacts:** Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, which has not been anticipated in the regional plans, the CMP could have a negative effect on the water supply by decreasing the amount of open land that is currently available for ground water recharge, either through natural means or through use of reclaimed water. Efforts to foster reclamation projects to increase local ground water supplies could be significantly curtailed because of the area requirements associated with the reuse of treated effluent. Lastly, the interdependent effects of deconcentration would increase the need for and restrictiveness of large-scale water conservation programs. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible.

#### **Water Quality**

**Direct Impacts:** Implementation of the CMP could have a short-term adverse effect on nearby surface water bodies during construction of CIP related projects. These effects would include increased sedimentation engendered by excavation and grading activities, as well as pollution from vehicular oils and grease. Long-term impacts could result from increased highway and transit

associated facilities operations and their associated pollution (such as vehicular oils and grease emissions). The level of pollution produced would be a function of the number and lengths of trips made on these new facilities.

In areas where there are no nearby water bodies, the bulk of the sediments and pollutants would probably be carried into the storm drain. This could result in adverse impacts on distant receiving waters, including the ocean and any intervening surface water bodies.

Adverse impacts on non-proximate or intervening surface water bodies and ground water supplies would not be expected.

### **MITIGATION MEASURES**

Measures to reduce or eliminate direct adverse effects on beneficial uses, the direct and indirect effects on water supply, and the direct impacts on water quality associated with CIP projects are as follows:

- F.1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the water resource impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas in the EIR:
- For large-scale capital improvement projects, such as freeway, HOV, rail and interchange projects, appropriate ecologically-oriented maps are obtained and used during the planning process for CIP projects. Every effort is made to avoid areas that are currently used or are anticipated to be used for ecologically beneficial purposes. Every effort is made to minimize all disturbances in areas where construction is mandatory. All areas are restored to their original pre-construction condition, including the re-introduction of all uncontaminated soil and the replacement of all native vegetation. In the coastal zone, coastal zone planning and management programs reduce adverse impacts to coastal water quality and preserve or improve areas of special water quality significance such as bays and estuaries.

### ***III. Environmental Setting, Impacts and Mitigations***

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- For large-scale CIP projects such as freeway, HOV, rail and interchange projects, a comprehensive site investigation is conducted by ecological and water quality specialists to provide input into the above planning and mitigation design process and to confirm expected onsite conditions prior to the initiation of demolition and construction activities.
- Planning, construction, and operational activities are coordinated with appropriate ecological and water resources agencies and are conducted in accordance with the requirements of the Federal Water Pollution Control Act, the Water Quality Act and the Clean Water Act, including NPDES and Section 404 permit requirements.
- Natural conditions are maintained or simulated wherever possible to minimize effects at stream crossing. Single-span bridges are used when feasible.
- Erosion control measures and runoff management, such as drainage channels, detention basins, and vegetated buffers, are employed to prevent pollution of adjacent water resources by runoff from transportation facilities. Wherever physically feasible, detention basins are equipped with oil and grease traps which are cleaned regularly. Treatment and disposal of excavated materials is well-planned.
- Water conservation measures listed in the BMP are incorporated into the planning and design of CIP projects and their mitigations.
- Use of permeable surfaces and channelization of flows to recharge areas are incorporated into project design, where possible, to promote water percolation and removal of metals.
- All demolition, construction, and operational activities are conducted in accordance with all applicable regulatory requirements.

Mitigation measure A.3, repeated below would reduce long-term water quality impacts associated with CIP project operation:

- A.3 The LACTC shall investigate the use of other mobility and system performance indices such as Vehicle Miles Traveled and Average Vehicle Ridership and shall compare the effectiveness of such indices with LOS as standards for determining both system mobility and motor vehicle

emission performance. These supplemental measures shall be incorporated into the program if determined to be effective in reconciling localized decreases in service against regional improvements.

Mitigation measure C.3, repeated below would reduce the indirect impacts of the CMP of beneficial uses and the water supply/demand balance:

C.3 The LACTC, where possible, through the congestion monitoring, highway and transit network modeling and land use analysis program elements of the CMP, shall determine the similarity between observed travel behavior with growth rates and geographic distribution assumptions of the RMP. The success of the program in working toward regional land use and mobility goals will be assessed as part of future CMP updates, and appropriate changes to work toward regional goals will be proposed in consultation with local, regional, and state agencies

#### **ADVERSE IMPACTS**

With implementation of the mitigation measures listed above, program level water resource impacts on beneficial uses, supply and demand, and water quality are not anticipated to be significant. The potential for significant adverse water resource impacts to remain after implementation of CIP project specific mitigations developed as part of CIP project specific environmental review, can only be assessed on a project specific basis.

#### **III.G. BIOLOGICAL RESOURCES**

##### **SETTING**

Los Angeles County contains a rich and extensive array of biological resources. As a result of the wide range in topography and climate in the County, a wide variety of plant and animal life, including rare and endangered species, can be found throughout the County.

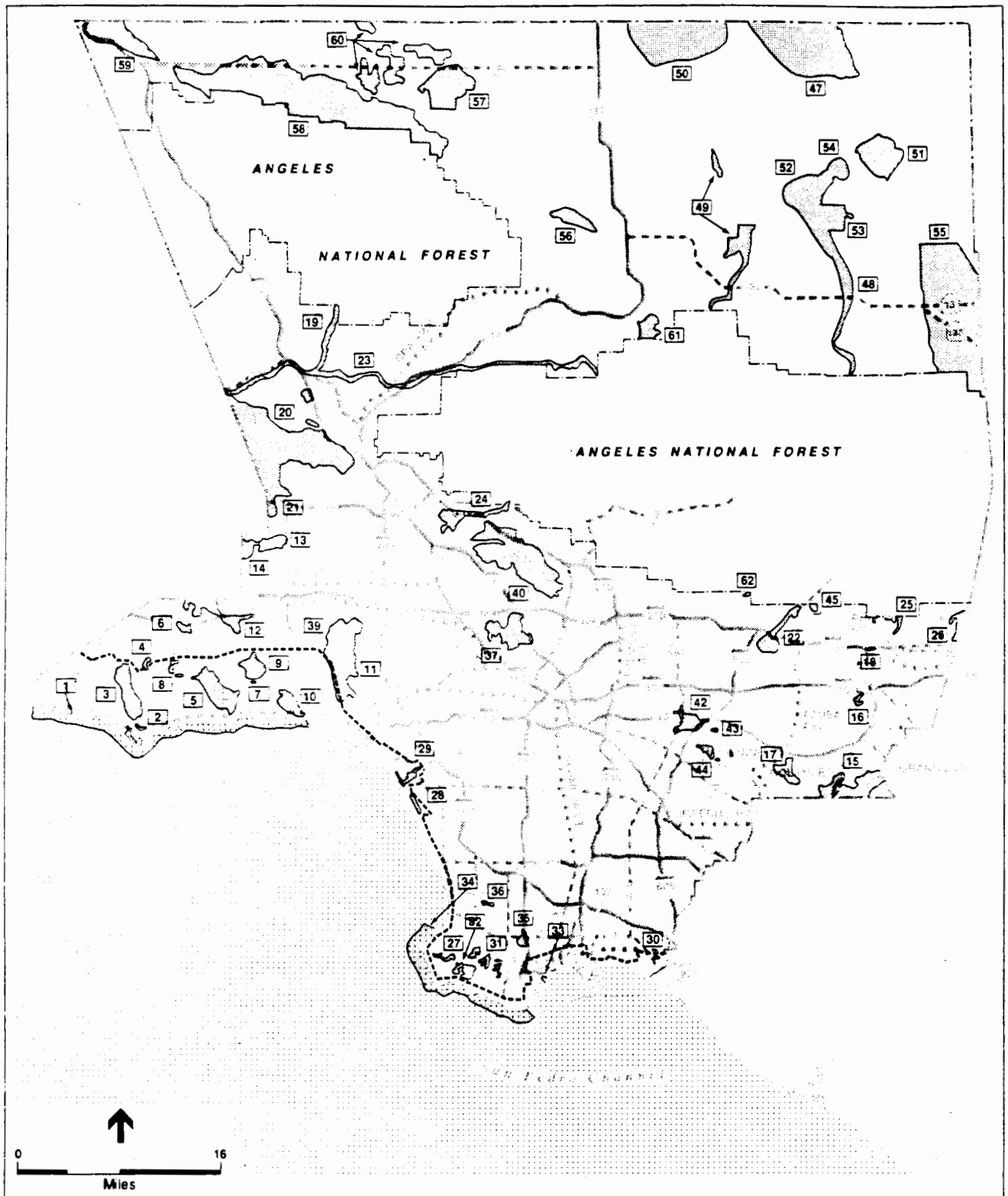
Urban development, along with the development of an extensive transportation network, have disturbed, limited, and wiped out many plant and animal communities in the County. The construction of highways and other facilities have displaced the habitats of plants and animals, and the corresponding growth in air and water pollution have greatly impacted the biological resources of

the County. As a result, the diverse plant and animal life of the County has been relegated to the isolated open spaces that remain.

The County of Los Angeles designated 61 Significant Ecological Areas (SEAs) in its 1980 General Plan. The SEAs were selected for their value as habitat migration corridors for wildlife; as strongholds for threatened plants, birds, or other animals; or as the best remaining examples of ecological niches once common in Southern California. The SEAs vary in size from a few acres to a few thousand acres. Their primary function is to preserve habitats for rare, endangered, and threatened plant and animal species. There are eight classifications of SEAs, as follows:

- Class 1: The habitat of rare, endangered and threatened plant or animal species;
- Class 2: The habitat of plant or animal species that are either one of a kind, or are restricted in distribution on a regional basis;
- Class 3: The habitat of plant or animal species that are either one of a kind, or are restricted in distribution in Los Angeles County;
- Class 4: A habitat which serves as a concentrated breeding, feeding, resting, or migrating grounds, and is limited in availability;
- Class 5: Biological resources of scientific interest, because of extreme physical/geographical limitations, or unusual variations in a population;
- Class 6: Game species habitat or fisheries;
- Class 7: An area that preserves relatively undisturbed examples of the natural biotic communities in Los Angeles County;
- Class 8: Special Areas.

Figure 21 shows the location of the SEAs in Los Angeles County; Table 22 lists the SEAs and their primary and secondary classifications. Thirty-eight (38) of the 61 SEAs are located within



SOURCE: Department of Regional Planning, County of Los Angeles.

Los Angeles County Congestion Management Program / 91578 ■

**Figure 21**  
Location of Significant Ecological Areas

*III. Environmental Setting, Impacts and Mitigations*

**TABLE 22: SIGNIFICANT ECOLOGICAL AREAS IN LOS ANGELES COUNTY**

|                                     | No. | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 |
|-------------------------------------|-----|---------|---------|---------|---------|---------|---------|---------|---------|
| Agus Amarga Canyon                  | 32  |         |         | x       | o       | o       |         | o       |         |
| Alamitos Bay                        | 30  | x       | o       | o       | o       | o       |         | o       |         |
| Alpine Butts                        | 52  |         |         |         |         |         |         | x       |         |
| Ballons Creek                       | 29  | x       | o       | o       | o       | o       |         | o       |         |
| Big Rock Wash                       | 48  |         |         |         | x       | o       |         | o       |         |
| Buzzard Peak/San Jose Hills         | 16  |         |         |         |         |         |         | x       |         |
| Chatsworth Reservoir                | 13  |         | x       | o       |         |         |         | o       |         |
| Cold Creek                          | 9   |         |         | x       |         | o       |         | o       |         |
| Desert-Montana Transect             | 55  |         |         |         |         |         |         | x       |         |
| Dudlea Densiflora Pop., Glendora    | 45  |         | x       | o       |         | o       |         | o       |         |
| Edwards Air Force Base              | 47  | x       |         | o       |         | o       |         | o       |         |
| El Segundo Dunes                    | 28  | x       | o       | o       | o       | o       |         | o       |         |
| Encino Reservoir                    | 39  |         |         |         |         |         |         | x       |         |
| Fairmont and Antelope Buttes        | 57  |         |         |         | x       | o       |         | o       |         |
| Galium Grande Pop., Monrovia        | 62  | x       | o       | o       | o       | o       |         | o       |         |
| Griffith Park                       | 37  |         |         |         |         |         |         | x       |         |
| Harbor Lake Regional Park           | 35  |         |         | x       | o       | o       |         | o       |         |
| Hepstic Gulch                       | 7   |         |         | x       |         | o       |         | o       |         |
| Joshua Tree Woodland Habitat        | 60  |         |         |         |         |         |         | o       |         |
| Kentucky Springs                    | 61  |         | x       | o       |         | o       |         | o       |         |
| Las Virgenes                        | 6   |         |         |         |         | x       |         | o       |         |
| Little Rock Wash                    | 49  |         |         |         | x       | o       |         | o       |         |
| Lovejoy Butts                       | 53  |         |         |         |         |         |         | x       |         |
| Lyon Canyon                         | 63  |         |         |         |         |         |         | x       |         |
| Madrona Marsh                       | 36  |         |         | x       | o       | o       |         | o       |         |
| Malibu Canyon & Lagoon              | 5   |         | x       | o       | o       | o       | o       | o       |         |
| Malibu Coastline                    | 1   |         | x       | o       | o       | o       | o       | o       |         |
| Malibu Creek State Park Buffer Area | 8   |         |         |         |         |         |         |         | x       |
| Palo Comado Canyon                  | 12  |         |         | x       |         |         |         | o       |         |
| Palos Verdes Peninsula Coastline    | 34  |         | x       | o       | o       | o       | o       | o       |         |
| Piute Butte                         | 54  |         |         |         |         |         |         | x       |         |
| Point Dume                          | 2   |         |         | x       | o       | o       |         | o       |         |
| Portabl Ridge/Liebre Mountain       | 58  |         |         |         |         | x       |         | o       |         |
| Portuguese Bend Landslide           | 27  |         |         | x       | o       | o       |         | o       |         |
| Powder Carry on/Puente Hills        | 17  |         |         |         |         |         |         | x       |         |
| Rio Hondo College Wildlife Sanc.    | 43  |         |         |         |         |         |         |         | x       |
| Ritter Ridge                        | 56  |         |         |         |         | x       |         | o       |         |
| Rolling Hills Canyons               | 31  |         |         | x       | o       | o       |         | o       |         |
| Rosemond Lake                       | 50  |         | x       | o       |         | o       |         | o       |         |
| Saddleback Butte State Park         | 51  |         |         |         |         |         |         | x       | o       |
| San Antonio Canyon Mouth            | 26  |         |         | x       |         | o       |         | o       |         |
| San Dimas Canyon                    | 25  |         |         | x       | o       | o       |         | o       |         |

x = Principal classification;  
o = Secondary classification



**TABLE 22: SIGNIFICANT ECOLOGICAL AREAS IN LOS ANGELES COUNTY**

|                                    | No. | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Class 8 |
|------------------------------------|-----|---------|---------|---------|---------|---------|---------|---------|---------|
| San Francisquito Canyon            | 19  | x       | o       | o       | o       | o       | o       | o       |         |
| Santa Clara River                  | 23  | x       | o       | o       | o       | o       |         | o       |         |
| Santa Fe Dam Floodplain            | 22  |         |         | x       |         | o       |         | o       |         |
| Santa Susana Mountains             | 20  |         |         |         |         |         |         | x       |         |
| Santa Susana Pass                  | 21  | x       | o       | o       | o       | o       |         | o       |         |
| Simi Hills                         | 14  |         |         |         |         |         |         | x       |         |
| Sycamore and Turnbull Canyons      | 44  |         |         |         |         |         |         | x       |         |
| Tehachapi Foothills                | 59  |         |         |         |         | x       |         | o       |         |
| Tamescal, Rustic, Sullivan Canyons | 11  |         |         |         |         |         |         | x       |         |
| Terminal Island                    | 33  | x       | o       | o       | o       | o       |         | o       |         |
| Tenner Canyon/Chino Hills          | 15  |         |         |         |         |         |         | x       |         |
| Tujunga Valley/Hansen Dam          | 24  | x       |         | o       |         | o       |         | o       |         |
| Tuna Canyon                        | 10  |         |         | x       | o       |         |         | o       |         |
| Upper La Sierra Canyon             | 4   | x       | o       | o       |         | o       |         | o       |         |
| Verdugo Mountains                  | 40  |         |         |         |         |         |         | x       |         |
| Valley Oaks Savannah, Newhall      | 64  |         |         | x       |         |         |         | o       |         |
| Way Hill                           | 18  | x       | o       | o       | o       | o       |         | o       |         |
| Whittier Narrows                   | 42  |         |         | x       | o       | o       |         | o       |         |
| Zuma Canyon                        | 3   |         |         | x       | o       |         |         | o       |         |

x = Principal classification;  
o = Secondary classification

unincorporated Los Angeles County area. The remaining 23 SEAs are located within municipal boundaries, where the County has no land use authority.

Although not designated as SEAs, the Angeles and Los Padres National Forests are the largest and most important significant ecological areas in the County. The forests cover a vast area in the mountains of Los Angeles County and support ecosystems which have retained their natural character, possessing many unique resources.

Since the development of the SEA definitions, additional species have been classified as rare, threatened or endangered or identified as candidate species under the Federal and California Endangered Species Acts. Additional species may also be identified over the life of the CMP. The United States Fish and Wildlife Service and the California Department of Fish and Game share responsibility for management and protection of biological resources. Both maintain and update lists of endangered species and their known habitats. Both provide formal and informal consultation on endangered species. The California Department of Fish and Game has established the California

### *III. Environmental Setting, Impacts and Mitigations*

Natural Diversity Data Base - RareFind, a program that inventories the State's special status species and sensitive natural communities, and also provides information on their current listing status.

These agencies provide up-to-date information of special status species.

#### **IMPACTS**

As indicated in Figure 21, the CMP roadway network currently passes through the following 32

SEAs:

|                              |    |
|------------------------------|----|
| Alamitos Bay                 | 30 |
| Ballons Creek                | 29 |
| Big Rock Wash                | 48 |
| Buzzard Peak/San Jose Hills  | 16 |
| Chatsworth Reservoir         | 13 |
| Desert-Montana Transect      | 55 |
| Fairmont and Antelope Buttes | 57 |
| Griffith Park                | 37 |
| Harbor Lake Regional Park    | 35 |
| Joshua Tree Woodland Habitat | 60 |
| Las Virgenes                 | 6  |
| Little Rock Wash             | 49 |
| Malibu Canyon & Lagoon       | 5  |
| Malibu Coastline             | 1  |
| Palo Comado Canyon           | 12 |
| Point Dume                   | 2  |
| Portabl Ridge/Libre Mountain | 58 |
| Powder Carry on/Puente Hills | 17 |
| San Antonio Canyon Mouth     | 26 |
| San Francisquito Canyon      | 19 |
| Santa Clara River            | 23 |
| Santa Fe Dam Floodplain      | 22 |
| Santa Susana Mountains       | 20 |
| Santa Susana Pass            | 21 |
| Tehachapi Foothills          | 59 |
| Terminal Island              | 33 |
| Tenner Canyon/Chino Hills    | 15 |
| Tujunga Valley/Hansen Dam    | 24 |
| Tuna Canyon                  | 10 |
| Verdugo Mountains            | 40 |
| Way Hill                     | 18 |
| Whittier Narrows             | 42 |

**Direct Impact:** To the extent that the CMP is successful in improving or maintaining current Levels of Service on the roadway network in Los Angeles County in the vicinity of these SEAs, the CMP

would have a beneficial impact on biological resources as a result of reduced congestion and air pollution and inhibitions on additional noise increases. However, if the CMP results in the diversion of traffic to corridors passing through SEAs, or from already-congested corridors to corridors which are currently relatively free-flowing, leading to increased levels of congestion, traffic, and air pollution in proximity to SEAs, the CMP may have an adverse effect on biological resources. Some CMP CIP projects may be routed through SEAs. Any capital improvement projects located in or near SEAs pose the potential for significant biological impacts.

**Indirect Impacts:** Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, particularly areas continuing significant ecological resources, which has not been anticipated in the regional plans, the CMP could have a negative effect on biological resources. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible.

## MITIGATION MEASURES

The following mitigation measures address the direct impacts of the CMP of biological resources:

G.1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the biological resource impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas in the EIR:

- Prior to any new construction on existing or proposed highways within the boundaries of an SEA, the need for construction is reviewed and substantiated, and alternative alignments or appropriate mitigation measures are investigated and implemented as feasible. If no feasible alternative or mitigation is found, the project is performed in the most environmentally sensitive manner possible.
- Site-specific studies are required for each capital improvement project located in the vicinity of an SEA to determine whether significant plant or animal life is present in a

proposed alignment and the level of impact on those resources. In consultation with the California Department of Fish and Game and the U.S. Fish and Wildlife Service, detailed biological surveys are conducted prior to the adoption of roadway alignments which have the potential to adversely affect significant biological resources.

- Appropriate consultation with the California Department of Fish and Game occurs to determine if special status species, not identified under the SEA program, occur in the project vicinity.
- Vegetation removal occurs only where absolutely necessary for grading; revegetation with appropriate native plants is to be implemented as feasible.
- Capital improvement projects which take place in recognized wetlands comply with local, state, and federal regulations governing the protection of these areas.
- Capital improvement projects within the coastal zone comply with coastal zone planning and local government management programs which prevent or reduce impacts on biological resources within the coastal zone.

G.2 The LACTC shall seek Environmental Enhancement and Mitigation Demonstration Program Funds made available under Section 164.56(b)(2) of the Streets and Highways Code for acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for proposed transportation improvements

Mitigation measure C.3, repeated below would reduce the indirect impacts of the CMP on biological resources:

C.3 The LACTC, where possible, through the congestion monitoring, highway and transit network modeling and land use analysis program elements of the CMP, shall determine the similarity between observed travel behavior with growth rates and geographic distribution assumptions of the RMP. The success of the program in working toward regional land use and mobility goals will be assessed as part of future CMP updates, and appropriate changes to work toward regional goals will be proposed in consultation with local, regional, and state agencies

## **ADVERSE IMPACTS**

With implementation of the mitigation measures listed above, program level biological resource impacts are not anticipated to be significant. The potential for significant adverse biological resource impacts to remain after implementation of CIP project specific mitigation's developed as part of CIP project specific environmental review, can only be assessed on a project specific basis.

## **III.H. CULTURAL RESOURCES**

### **SETTING**

#### **Archaeological and Paleontological Resources**

Prior to European contact and missionization of southern California, the Los Angeles County area was occupied by Chumash and Gabrielino Indians. These native Americans followed a hunting and gathering way of life and lived in a variety of settlements throughout the area. These native American peoples, living in the area prior to the arrival of the Europeans, developed a complex pattern of resource exploitation. The complexity is reflected in the artifacts, features and sites which make up the only tangible remains of their cultures, which existed for thousands of years. Major sites containing data for the reconstruction of these systems still exist in many areas of the County. Within the southern California region, there are over 13,000 known or surveyed archaeological sites. The greatest concentration of unknown or undiscovered archaeological and paleontological sites occurs in undeveloped mountain, desert, and coastal areas. These previously undeveloped areas of southern California are currently undergoing vast changes and are rapidly becoming urbanized.

Los Angeles County is one of the richest areas in the world for both fossil marine vertebrates and land vertebrates from rocks deposited over the last 25 million years. Perhaps one of the richest and most famous fossil deposits is located at Rancho La Brea. Although Rancho La Brea has been highly publicized, there are many other areas of Los Angeles County which contain equally important fossil occurrences. There are over 1,100 known vertebrate fossil localities within the county, mostly in the hillside areas. In addition, the entire floor of the Los Angeles Basin, San Fernando Valley and Antelope Valley are mantled with Quaternary sediments similar to those at Rancho La Brea. Information on Archaeological and Paleontological resources is maintained at the Archaeological

Information Center, Institute of Archaeology at UCLA and at the Department of Archaeology at California State University, Northridge.

**Historic Resources**

The designated historic sites in Los Angeles County are located primarily in the urbanized areas. Historic resources includes buildings, objects, or sites of historic value or interest. Many monuments to the historical past still exist in Los Angeles County forming an essential link with the present. There are missions and the remnants of the great ranchos which once covered southern California, as well as the routes of early explorers and historical trails. There are also stagecoach stations, forts, railroad depots, and the homes of prominent people whose lives are a part of the area's history.

Numerous historical sites within the County have been identified by state and local groups. Such sites are associated with the Hispanic (early 1500's to middle 1800's) and American (middle 1800's to present ) periods of Los Angeles's cultural heritage. The Federal Government through the National Register of Historic Places and the State of California through Registered Historical Landmark Criteria have established guidelines for determining a structure's or site's historical significance. In addition, a number of local jurisdictions, including the City of Los Angeles have developed procedures for designating cultural monuments.

The sites that have been designated by the Federal, State and local governments represent aspects of local history and include: residences, churches, public buildings and commercial structures which are distinguished for their design or architectural style, historic trees, battlefields, military campsites, stations along historic transportation routes, and places associated with historically notable persons, activities or events. These sites are usually marked by a plaque or monument. In some instances, several historical sites are located near one another (for example,, neighborhoods of Victorian houses, homogenous business districts, and early settlements). Several sites which are not individually of outstanding significance may as a group be considered historically significant and be designated historic districts.

Historical sites are located for the most part, in the accessible urbanized areas of the County, with the largest number in an east/west belt across the southern county, clustering primarily in the Hollywood and Central Los Angeles areas. In Los Angeles County there are approximately 245 National Register entries, 11 National Landmarks, 25 State Landmarks, and 41 local designations. In addition, the City of Los Angeles has listed over 500 Historic-Cultural Monuments.

The historic designations definitions include the following:

**National Register**

National Register refers to the National Register of Historic Places which is a record or list of districts, sites, buildings, structures and objects significant in American history, architecture, archaeology, engineering and culture. The register is maintained by the Secretary of Historic Sites Act of 1935 and of the National Historic Preservation Act of 1956. According to the National Register of Historic Places, a recognized site, structure and/or object of local, state, and national significance is placed on the register only when those properties have retained enough physical integrity to accurately convey their appearance during their period of historical significance. A complete listing of National Register sites is located in Appendix D of this report.<sup>11</sup>

In addition to the National Register, there is the National Trust for Historic Preservation which is a private, non-profit organization chartered by the U.S. Congress to encourage public participation in preservation efforts. It serves primarily in an advisory and review capacity in the preparation of criteria, guidelines and forms used in the nomination process to the National Register. The National Trust suggest the following historical and cultural significance criteria:

- Outstanding historical and cultural significance in the nation or in the state, region, or community it best exemplifies, and from which the visitor may grasp in three-dimensional form one of the larger patterns of the American Heritage.
- Identified with the lives of historic personages or with important events in the main currents of national, state or local history.
- Embody the distinguishing characteristics of an architectural type - specimen, inherently valuable for a study of a period - style or method of construction; or a notable work of a master builder, designer or architect whose individual genius influenced his age.

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<sup>11</sup> Federal Register, Volume 48, Number 23, Wednesday, February 2, 1965, Rules and Regulations.

- Preference should be given to those structures or sites where there is a preponderance of original material or other physical remains which have retained their integrity.<sup>12</sup>

#### **National Landmark**

National Historic Landmarks include districts, sites, buildings, structures or objects in public or private ownership, judged by the Secretary of Historic Sites to possess national significance in American history, archeology, architecture, engineering and culture and so designated by the Secretary.<sup>13</sup>

#### **State Landmark**

A State Landmark as defined by the California Office of Historic Preservation, recognizes only sites and structures of statewide significance. A State Landmark may identify a site and/or structure of architectural, historical, archaeological or cultural significance, including significant trees, hedgerows and other plant materials.<sup>14</sup>

#### **Local Designation**

Local Designation is an historic district, structure or place of importance to a local community.

City of Los Angeles Historic-Cultural Monument - The Cultural Heritage Commission of the Cultural Affairs Department of the City of Los Angeles has set criteria for naming a Historic-Cultural Monument. This criteria includes any site (including trees or other plant life located thereon), building or structure of particular historic or cultural significance to the City of Los Angeles. The monument can be an historic structure or site in which the broad cultural, political, economic or social history of the nation, state or community is reflected or exemplified or identified at that site. Also, the site may identify historic personages or important events in the main currents of national, state, or local history. The site or structure may also embody an architectural-type specimen,

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12 Criteria for Evaluating Historic Sites and Buildings, Preservation Leaflet Series, National Trust or Historic Preservation, 1973.

13 Federal Register, Volume 48, Number 23, Wednesday, February 2, 1965, Rules and Regulations.

14 Office of Historic Preservation, California Department of Parks and Recreation, Registration Programs.



inherently valuable for a study of a period of style or method of construction or notable work of a master builder, designer, or architect whose individual genius influenced his/her age. A complete listing of Los Angeles Historic-Cultural Monuments is located in Appendix D of this report.<sup>15</sup>

## **IMPACTS**

### **Archaeological and Paleontological Resources**

**Direct Impacts:** While prehistoric sites or artifacts could be discovered in the **urbanized areas** of Los Angeles County, it is likely that any archaeological sites on the surface would have been destroyed during past urbanization. Generally in the urbanized or urbanizing areas, archaeological and paleontological resources are uncovered during the construction phase of a project.

**Indirect Impacts:** Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, which has not been anticipated in the regional plans, the CMP could have a negative effect on archaeological or paleontological resources. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible.

### **Historic Resources**

#### **Definition of the Network**

**Direct Impacts:** The National Register entries, National Landmarks, State Landmarks, local designations, and Los Angeles Historic-Cultural Monuments are located along or near many of the streets and highways of the CMP Roadway System. **Table 23** identifies the number of listed cultural/historic resources, located within approximately one mile of the CMP roadway segments. Segments not included in the Table did not have any proximate historic resources. The designations used in the table are as follows: National Register Entry (NR).

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<sup>15</sup> Section 22.130 of the Los Angeles Administrative Code Pertaining to the Cultural Heritage Commission.

**TABLE 23: CULTURAL/HISTORIC RESOURCES WITHIN ONE-MILE OF THE CMP NETWORK**

| State Route | CMP Roadway System Freeway/Arterial Name  | NR (a) | NL (b) | SL (b) | LD (b) | LAM (c) |
|-------------|---|--------|--------|--------|--------|---------|
| 1           | PCH, Palisades Beach Road, Lincoln Blvd., Sepulveda Blvd.   | 13     | 1      | 1      | 1      |         |
| 2           | Lincoln Blvd. Santa Monica Blvd., Alvarado Street, Glendale Blvd. Glendale Freeway, Angeles Crest Highway | 22     |        | 3      | 2      | 2       |
| 5           | Santa Ana Fwy., Golden State Fwy.   | 11     | 1      | 3      | 4      |         |
| 10          | Santa Monica Fwy., San Bernardino Freeway   | 34     |        | 1      | 8      |         |
| 14          | Antelope Valley Freeway   | 1      |        | 1      |        |         |
| 19/164      | Lakewood Blvd., Rosemead Blvd.  |        | 1      | 4      |        |         |
| 22          | 7th Street, Garden Grove Freeway  | 1      |        |        |        |         |
| 27          | Topanga Cyn. Blvd.  |        |        | 1      | 1      |         |
| 39          | Azusa Avenue, San Gabriel Cyn. Road   |        |        | 1      |        |         |
| 42/105      | Manchester Blvd., Firestone Blvd.   | 2      |        | 1      |        | 1       |
| 47          | Vincent Thomas Bridge, Henry Ford Avenue, Alameda Street  | 1      |        | 1      | 1      |         |
| 57          | Orange Freeway  | 1      |        |        |        |         |
| 60          | Pomona Freeway  | 5      |        | 1      | 1      |         |
| 66          | Foothill Blvd.  | 8      |        |        |        |         |
| 71          | Corona Expressway   | 1      |        |        |        |         |
| 72          | Whittier Blvd.  | 7      |        |        |        |         |
| 91          | Artesia Blvd., Gardena Fwy., Artesia Fwy.   | 2      |        | 1      | 1      |         |
| 101         | Santa Ana Fwy. (Spur), Hollywood Fwy., Ventura Fwy.   | 29     | 1      | 2      | 7      |         |

*III. Environmental Setting, Impacts and Mitigations*

**TABLE 23: CULTURAL/HISTORIC RESOURCES WITHIN ONE-MILE OF THE CMP NETWORK - (Continued)**

| State Route  | CMP Roadway System Freeway/Arterial Name                    | NR (a) | NL (b) | SL (b) | LD (b) | LAM (c) |
|--|---|--------|--------|--------|--------|---------|
| 103  | Terminal Island Fwy.  |        |        |        | 1      |         |
| 110  | Gaffey Street, Harbor Fwy., Pasadena Fwy., Arroyo Parkway   | 78     |        |        | 6      | 1       |
| 118  | Simi Valley Fwy., San Fernando Valley Fwy.                  | 2      | 1      |        | 3      |         |
| 126  | Henry Mayo Drive, Magic Mountain Parkway, San Fernando Road |        |        | 1      |        | 1       |
| 134  | Ventura Freeway   | 3      |        |        |        |         |
| 170  | Highland Avenue, Hollywood Fwy.                             | 12     |        |        | 2      | 5       |
| 187  | Venice Blvd.  | 2      |        |        | 2      | 3       |
| 210  | Foothill Fwy.   | 37     | 3      | 3      | 2      |         |
| 213  | Western Avenue  | 5      |        |        |        | 4       |
| 405  | San Diego Fwy.  | 5      | 2      | 2      | 5      |         |
| 605  | San Gabriel River   | 1      | 1      |        |        |         |
| 710  | Long Beach Fwy., Pasadena Avenue, St. John Avenue           | 13     |        |        | 2      |         |
| <b>Highway Gaps/Connectors with Other Counties</b> |   |        |        |        |        |         |
| Imperial Highway                                   | Route 5 to Orange County                                    | 1      |        |        |        |         |
| Major Arterials                                    |   |        |        |        |        |         |
| Alameda Street                                     | Port of Los Angeles to Route 101                            | 20     |        |        |        |         |
| Wilshire Blvd.                                     | Ocean Blvd. to Route 110                                    | 29     |        |        |        |         |
| Major Arterials                                    |   |        |        |        |        |         |
| Ventura Blvd.                                      | Topanga Cyn. Blvd. to Lankershim Blvd.                      | 1      |        | 1      | 2      | 1       |

**TABLE 23: CULTURAL/HISTORIC RESOURCES WITHIN ONE-MILE OF THE CMP NETWORK - (Continued)**

| State Route    | CMP Roadway System<br>Freeway/Arterial Name | NR<br>(a) | NL<br>(b) | SL<br>(b) | LD<br>(b) | LAM<br>(c) |
|----------------|---|-----------|-----------|-----------|-----------|------------|
|                |   |           |           |           |           |            |
| Victory Blvd.  | Topanga Cyn. Blvd. to Route 170             |           |           |           | 4         |            |
| Wilshire Blvd. | Ocean Blvd. to Route 110                    |           |           | 4         | 1         | 12         |

- a. NR counts are based on the National Register list contained in Appendix D
- b. Designations for SL, LD, NL are from Figure 21 of the RMP EIR
- c. LAM counts are from the Historic-Cultural Monument listing contained in Appendix D 1973.

SOURCE: Environmental Science Associates

National Landmark (NL), State Landmark (SL), Local Designation (LD), and City of Los Angeles Historic-Cultural Monument (LAM).

Inclusion of a roadway or highway segment on the CMP network could ultimately lead to improvement projects on or near that segment, should service deteriorate below CMP Level of Service standards. This could potentially lead to impacts on historic structures. However, it is not possible to evaluate the potential impact until specific projects are proposed.

**Transit Network**

**Direct Impact:** In general, service increases or decreases along routes included in the transit network are not anticipated to result in cultural or archeological resource impacts, since it is generally capital projects which would pose the potential for impact to structures or archaeological resources.

### **Transportation Demand Management (TDM)**

**Direct Impact:** Implementation of successful TDM strategies would reduce the potential for significant impacts by reducing the need for capital improvements which could disturb cultural or archeological resources.

### **Capital Improvement Program**

**Direct Impact:** Site-specific studies required for each component project in the CMP with the potential for significant impact will determine whether significant archeological or cultural resources are actually present in a proposed alignment and the level of potential impact on the resources. General impacts may be discerned as follows: projects involving the construction of new roads, interchanges, overcrossing, undercrossings, or park-and-ride lots in previously undisturbed areas, or widening improvements which would extend into previously undisturbed areas have the potential for significant adverse archeological impacts, since they might affect resources in unsurveyed areas. Projects involving improvements in existing urban or transportation corridors and other improvements to already existing infrastructure or operations may have significant impacts on cultural resources.

**Indirect Impacts:** Should implementation of the CMP result in increased urban deconcentration, or concentration or expansion of development in outlying areas, which has not been anticipated in the regional plans, the CMP could have a negative effect on cultural resources in these areas. The potential for the CMP to reinforce urban deconcentration is discussed in detail as part of the growth inducing impacts analysis contained in Chapter IV - Impact Overview, where it is concluded that the potential of the CMP to foster urban deconcentration is negligible.

### **MITIGATION MEASURES**

The National Environmental Policy Act of 1969, Section 4(f), the Antiquities Act of 1906, and the California Environmental Act of 1970, protect historical, paleontological and archaeological resources. These acts require that lead agencies mitigate identified adverse impacts to cultural and scientific resources on a project level.

- H.1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of

### *III. Environmental Setting, Impacts and Mitigations*

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individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the cultural resource impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas into the EIR:

- The project sponsor contacts either the archeological resource information depository at UCLA or Cal State Northridge to determine the status of each site or corridor proposed for development, if it is determined during project-specific environmental review that the site or corridor is likely to contain archaeological resources.
- A professional archaeologist is retained to aid in the assessment of those sites or corridors considered to have moderate to high likelihood of containing archaeological resources, and to recommend a course of action for preservation of significant resources.
- During construction, at sites judged to have moderate to high likelihood of containing paleontological resources, a qualified paleontologist approved by the California Archaeological Inventory Regional Information Center is on call to remove fossil remains found during construction. If fossil remains are discovered during construction, all activity at the fossil site shall be stopped until the paleontologist has removed the remains.
- For those sites or corridors for which environmental review or subsequent analysis indicates a less than moderate likelihood of containing archaeological resources, the following measures are taken: If any archaeological materials are encountered during the course of the project development, the project shall be halted. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology - Cal State University, Northridge, or a member of the Society of Professional Archaeologist (SOPA), or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. Copies of the archaeological survey, study or report are submitted to the UCLA Archaeological Information Center. All specimens collected are donated to the most appropriate educational research not possible to evaluate the potential impact until specific projects are proposed.
- The environmental assessment adequately evaluates the potential for significant impacts to nearby historic resources, and includes appropriate mitigations.

Mitigation measure C.3, repeated below would reduce the indirect impacts of the CMP on historic resources:

- C.3 The LACTC, where possible, through the congestion monitoring, highway and transit network modeling and land use analysis program elements of the CMP, shall determine the similarity between observed travel behavior with growth rates and geographic distribution assumptions of the RMP. The success of the program in working toward regional land use and mobility goals will be assessed as part of future CMP updates, and appropriate changes to work toward regional goals will be proposed in consultation with local, regional, and state agencies.

### **ADVERSE IMPACTS**

With implementation of the mitigation measures listed above, program level cultural resource impacts are not anticipated to be significant. The potential for significant adverse cultural resource impacts to remain after implementation of CIP project specific mitigation's developed as part of CIP project specific environmental review, can only be assessed on a project specific basis.

### **III.I. PUBLIC SERVICES**

#### **SETTING**

##### **Police**

The Los Angeles County Sheriff's Department provides police protection throughout the unincorporated areas of Los Angeles County. Individual cities generally provide their own police protection, although some contract with the Sheriff's Department or a nearby larger city for police services. The County Sheriff's Department currently employs approximately 7,975 sworn personnel countywide.<sup>16</sup>

The California Highway Patrol (CHP) provides law enforcement services on all state and interstate highways, as well as back-up services on federal lands such as national forests and Bureau of Land

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<sup>16</sup> Los Angeles County Sheriff's Department, telephone conversation, June 4, 1992.

Management Land. Approximately 1,000 CHP officers currently patrol Los Angeles County highways.<sup>17</sup> State rangers police state park and recreation areas.

Current levels of traffic congestion impede police responses to emergency situations. In the case of automobile accidents, the ability of ambulances, fire equipment, and tow-trucks to respond is also slowed due to congestion. Difficulty in clearing accident scenes in turn contributes to even greater levels of congestion, further slowing responses to emergencies. The current average response time of the CHP to emergency situations is approximately 12 to 15 minutes.<sup>2</sup>

### **Fire Services**

Fire protection services are provided in the unincorporated areas of Los Angeles County by the County Fire Department, which currently employs approximately 3,130 fire fighting personnel.<sup>18</sup> Fifty of the 88 cities in Los Angeles County contract with the County Fire Department for fire protection; the other 38 provide their own service. The City of Los Angeles has the largest of these Fire Departments, employing approximately 2,500 personnel.<sup>19</sup> The U.S. Forest Service provides fire protection for all national forest lands within the County, and the Los Angeles County Department of Forestry serves the northeastern area of the County.

As with police services, current levels of traffic congestion impede fire department responses to emergency situations, particularly on freeways. The ability of paramedics, ambulances, and other emergency vehicles to respond is also slowed due to congestion. Difficulty in clearing accident scenes in turn contributes to even greater levels of congestion, further slowing responses to emergencies.

### **Parks and Recreation**

Parks and recreational facilities include public open space, athletic facilities, amphitheaters, golf courses, and equestrian facilities. The Los Angeles County Department of Parks and Recreation

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<sup>17</sup> Lt. William Pasley, Communication and Traffic Operations, Southern Division (Los Angeles County), California Highway Patrol, telephone conversation, June 4, 1992.

<sup>18</sup> Capt. Steve Valenzuela, Los Angeles County Fire Department, telephone conversation, June 10, 1992.

<sup>19</sup> City of Los Angeles, Fire Department, telephone conversation, June 10, 1992.



operates and maintains public parks and recreational facilities throughout the County. Individual cities also maintain and operate their own parks and recreational facilities. **Table 24** summarizes the major parks and recreational facilities in proximity to the CMP roadway network; a complete listing of parks and recreational facilities in Los Angeles County can be found in Table H-1 in Appendix H.

#### **Maintenance of Public Facilities and Other Governmental Services**

Caltrans is responsible for the operation and maintenance of State highway routes within Los Angeles County. Local jurisdictions also have responsibility for the operation and maintenance of local streets and roads. All state highways, as well as regionally significant arterials are included on the CMP Highway systems. One of the primary goals of the CMP is to maintain Level of Service Standards on these routes.

#### **IMPACTS**

##### **Police**

**Direct Effects:** The construction of individual CMP capital improvement projects may temporarily slow police responses and disrupt police access.

To the extent that the CMP is successful in improving or maintaining current levels of service on the roadway network in Los Angeles County, police response to emergency situations will be improved.

##### **Fire Services**

**Direct Effects:** The construction of individual CMP capital improvement projects may temporarily slow fire protection responses and inhibit fire protection.

To the extent that the CMP is successful in improving or maintaining current levels of service on the roadway network in Los Angeles County, fire protection response to emergency situations will be improved.

**TABLE 24: LOS ANGELES COUNTY RECREATIONAL AREAS IN PROXIMITY TO THE CMP ROADWAY NETWORK**

| <u>Recreational Area</u>          | <u>City</u>         |
|-----------------------------------|---------------------|
| Alondra Park Golf Course          | Lawndale            |
| Annandale Golf Course             | Pasadena            |
| Arroyo Seco Golf Course           | South Pasadena      |
| Arroyo Seco Park                  | South Pasadena      |
| Balboa Golf Course                | Encino              |
| Bellflower Golf Center            | Bellflower          |
| Belvedere Park                    | Los Angeles         |
| Bicentennial Park                 | Pico Rivera         |
| Bixby Village Golf Course         | Long Beach          |
| Bonelli Regional County Park      | San Dimas           |
| Brookside Park                    | Pasadena            |
| California Country Club           | Whittier            |
| Compton Golf Course               | Compton             |
| Diamond Bar Golf Course           | Diamond Bar         |
| Dominguez Golf Course             | Carson              |
| Echo Park                         | Los Angeles         |
| El Dorado Golf Course             | Long Beach          |
| El Paseo De Cahuenga              | Los Angeles         |
| El Pueblo De Los Angeles          | Los Angeles         |
| El Segundo Golf Course            | El Segundo          |
| Elysian Park                      | Los Angeles         |
| Encino Golf Course                | Encino              |
| Ernest E Debs Regional Park       | Los Angeles         |
| Friendship Park                   | Rancho Palos Verdes |
| Glenoaks Golf Course              | Glendora            |
| Griffith Park                     | Los Angeles         |
| Hancock Park                      | Los Angeles         |
| Hansen Dam Golf Course            | Pacoima             |
| Hansen Dam Park                   | San Fernando Valley |
| Harbor Park Golf Course           | Wilmington          |
| Harding Mun Golf Course           | Los Angeles         |
| Hollenbeck Park                   | Los Angeles         |
| Hungry Valley Recreation Area     | Los Angeles County  |
| Industry Hills Golf Course        | Industry            |
| La Canada Flintridge Golf Course  | La Canada           |
| Lakewood Golf Course              | Lakewood            |
| Lincoln Park                      | Santa Monica        |
| Los Angeles Country Club          | Los Angeles         |
| Los Encinos State Historical Park | Los Angeles         |
| Los Feliz Golf Course             | Los Angeles         |
| Mac Arthur Park                   | Los Angeles         |

**TABLE 24: LOS ANGELES COUNTY RECREATIONAL AREAS IN PROXIMITY TO THE CMP ROADWAY NETWORK**

| <u>Recreational Area</u>            | <u>City</u>      |
|-------------------------------------|------------------|
| Montebello Municipal Golf Course    | Montebello       |
| Monterey Park Golf Course           | Monterey Park    |
| Mountaingate Golf Course            | Los Angeles      |
| Otterbein State Recreational Center | Rowlands Heights |
| Palisades Park                      | Los Angeles      |
| Palm Lake Golf Club                 | Pomona           |
| Peck Park & Rec Center              | San Pedro        |
| Porter Valley Country Club          | Los Angeles      |
| Recreation Park Golf                | Long Beach       |
| Reseda Park & Recreational Center   | Reseda           |
| Sepulveda Dam Recreational Area     | Encino           |
| Skylinks Golf Course                | Long Beach       |
| South Hills Park                    | Glendora         |
| Studio City Golf Course             | N Hollywood      |
| Surfrider Bch State Park            | Malibu Beach     |
| Topanga State Park                  | Los Angeles      |
| Valencia Golf Course                | Valencia         |
| Valley Plaza Park                   | North Hollywood  |
| Van Nuys Golf Course                | Van Nuys         |
| Verdugo Hills Golf Course           | Tujunga          |
| Victoria Golf Course                | Carson           |
| Vista Valencia Golf Course          | Valencia         |
| Warner Ranch Park                   | Los Angeles      |
| Weddington Park                     | Los Angeles      |
| Weschester Recreational Center      | Los Angeles      |
| Westchester Golf Course             | Los Angeles      |
| Westlake Village Golf Course        | Westlake Village |
| Whittier Narrows                    | South El Monte   |
| Wilson Municipal Golf Course        | Los Angeles      |
| Woodley Golf Course                 | Van Nuys         |

SOURCE: Environmental Science Associates, Inc.

### **Parks and Recreation**

**Direct Effects:** To the extent that the CMP is successful in improving or maintaining current levels of service on the roadway network in Los Angeles County, the CMP would have a beneficial impact on parks and recreational facilities as a result of reduced congestion, air pollution, and ease of access.

Some CMP capital improvement projects may require additional right-of-way adjacent to existing parks and recreational facilities, reducing the already limited parkland in the County. Increased traffic volumes and/or speed in proximity to parks and recreational facilities could result in increased noise impacts and inhibit access to facilities. Site-specific studies required for each capital improvement project of the CMP with a potential for adversely affecting parks and recreational facilities will determine the level of impact on those facilities.

**Maintenance of Public Facilities and Other Governmental Services**

**Direct Effects:** The CMP would have a beneficial impact on local government services as a result of mobility improvements from the improved level of service data provided for planning, the standardization of regional impact analysis provided through the Land Use Analysis Program and as a result of effective transportation improvements programming.

Local governments' compliance with the CMP could result in the diversion of local government personnel and revenues for conducting traffic monitoring, implementing TDM responsibilities, and implementing the Land Use Analysis responsibilities.

**MITIGATION MEASURES**

The following measures will mitigate the direct effects of the project on police and fire services and on parks and recreation:

I.1 The LACTC shall review project-level EIRs for CMP CIP projects. The review shall be intended to ensure that as part of project-level planning and the environmental assessments of individual CMP CIP projects, the Lead Agency incorporates appropriate mitigations in order to minimize the public service impacts of individual CMP CIP projects. As part of the review the LACTC may comment on the adequacy of the analysis and mitigations to ensure that the Lead Agency addresses, as appropriate, the following issue areas in the EIR:

- Prior to the construction of individual CMP capital improvement projects, the lead agency consults with affected police and fire departments to ensure these agencies adequate access to the affected portions of the CMP roadway network.

- An assessment of the potential impacts to parks and recreational facilities is included in the environmental assessment of any CMP transportation facilities to be located in proximity to parks and recreational facilities which includes an assessment of traffic, noise, and access impacts.

I.2 The LACTC shall seek Environmental Enhancement and Mitigation Demonstration Program Funds made available under Section 164.56(b)(2) of the Streets and Highways Code for acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for proposed transportation improvements

The following measures address the government services impacts of the CMP:

- I.3 The LACTC shall work with local jurisdictions to investigate a county-wide process to deal with future year CMP implementation issues.
- I.4 The LACTC shall continue to work with public and private interests regarding CMP requirements to minimize adverse public/private cost impacts associated with the CMP.

#### **ADVERSE IMPACTS**

With implementation of the mitigation measures listed above, program level public services impacts are not anticipated to be significant. The potential for significant adverse police, fire and parks and recreational impacts to remain after implementation of CIP project specific mitigation's developed as part of CIP project specific environmental review, can only be assessed on a project specific basis.

## IV. IMPACT OVERVIEW

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### A. GROWTH INDUCING IMPACTS

#### Regional Growth

The CMP is designed to respond to and help to manage the congestion resulting from anticipated growth in the region. This growth is projected to be due primarily to natural increase rather than net in-migration.<sup>1</sup> Approximately 63% of the anticipated growth in population is anticipated to result from natural increase. The remaining 37% of anticipated growth is projected to result from an excess of in-migration over out-migration. However, growth due to net in-migration is anticipated to be the result of 3.3 million individuals migrating to the area from other countries, rather than domestic migration. These would be new residents primarily attracted to the economic opportunities available in the United States. The Los Angeles region acts as the port of entry for large numbers of pacific rim and Latin American migrants.

The purpose of the CMP is to maintain established levels of service on the County's transportation network. The CMP triggers remediation activities only on those portions of the system which degrade to LOS E, or which experience additional degradation of LOS F conditions. Given the nature of the anticipated population growth and the purpose of the CMP, it is not anticipated that the CMP would have a growth inducing impact on regional population.

#### Growth Redistribution

The question then is, does the CMP have the potential to result in a redistribution of population and employment within the region which could be classified as a growth inducing impact? As detailed in Chapter III, the CMP could have the potential to create two major kinds of redistributive impacts. These are deconcentration impacts and localized density inducing impacts.

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<sup>1</sup> Please see the discussion in the Regional Growth Management Plan. Pages II-2 to II-4.

Significant factors continue to exist in the Los Angeles region which encourage a deconcentration of land use and the associated development of land in undeveloped areas. These factors have led to Los Angeles's development as one of the world's first polycentric cities or urban regions. These factors include: 1) the desire to purchase affordable housing which has led to development in less developed areas of Los Angeles County and in neighboring counties; 2) a desire to attain a quality of life which avoids the consequences of urban development, such as congestion; and, 3) Los Angeles's reliance on the automobile as the major form of transportation in the region.

When compared to the power of locational decisions that are based on market forces and quality of life issues, the deconcentration effect of the CMP is arguably not significant. In fact, elements of the CMP may marginally serve to inhibit the current rate of deconcentration by reducing the attractiveness of the automobile as the major form of transportation and increasing the attractiveness of alternative travel modes. These elements include, the CMP's TDM element and transit related capital improvements.

Both very good and very bad levels of service can encourage deconcentration. CMP LOS standards have been established at the threshold of system capacity, where congestion itself may create a disincentive for continued development, and for development to move to less congested areas. Because of the magnitude of congestion in Los Angeles County, the challenge of the CMP will be to attain LOS standards. It is unlikely that improvements on the system will bring LOS above standard. Because the CMP is not anticipated to lead to substantial improvements above current levels of service and associated increases in travel speed which would make housing in outlying areas more attractive to the region's workers it should not further kind of deconcentration that results from ease of mobility. Similarly, by maintaining mobility at established levels of service, the CMP will not encourage deconcentration related to avoidance of congestion.

The CMP statute requires development of deficiency plans to mitigate or effect increases in congestion beyond established LOS levels. In order to avoid congested areas, and any costs associated with developing in areas subject to deficiency plans, developers may prefer to initiate new projects in relatively uncongested areas. Therefore, the CMP may provide an additional incentive for growth in outlying areas, especially in northern Los Angeles County. However, this effect is considered minor, when compared with existing incentives to locate new development in less congested areas. Moreover, such development is consistent with the

regional growth anticipated in the RMP analysis. Thus, the CMP is consistent with regional growth projections and is not expected to have a significant impact on deconcentrated or decentralized growth. The CMP's CIP is primarily intended to meet CMP LOS goals and standards.

The CMP's land use analysis element is designed to encourage the consideration of the impact of development decisions on the CMP system. However, land use decisions themselves remain the responsibility of local jurisdictions. The CMP does not have a statutory mechanism for minimizing the effect of existing forces that encourage deconcentration. Therefore, the CMP's land use analysis component is not anticipated to affect deconcentration, but will provide greater information regarding the impact of new development to local officials.

In summary the impact of the CMP on deconcentration is anticipated to be negligible when compared to existing market and quality of life issues that are encouraging deconcentrated development. The portions of the CMP which discourage automobile use and encourage transit use may serve to somewhat inhibit deconcentration.

The other potential localized growth inducing affect of the CMP would be the encouragement of increased concentration around transportation centers and corridors. CIP-related improvements could potentially increase the density of trips and traffic in center areas such as near transportation centers, rail transit stations, park and ride lots, etc. This would generally be considered a positive impact of the CMP, since most local jurisdictions are interested in increasing density in center areas. Thus, the CMP is consistent with local growth and density goals.

#### **B. CUMULATIVE IMPACTS**

As previously discussed, the CMP is both consistent with and would aid achievement of the Regional Mobility Plan and the Air Quality Management Plan which are the two key components of the region's existing growth management strategy. Cumulative development in the region is both described in these two regional plans and controlled by the General Plans of the 89 local



TABLE 25: CUMULATIVE DEVELOPMENT

|                | <u>SOUTHERN CALIFORNIA</u>  | <u>LOS ANGELES REGION</u>  |
|----------------|---|--|
| Population     | Would increase to 18.2 million by the year 2010.  | Would increase to 10.2 million by the year 2010.   |
| Employment     | Would increase to 5.9 million by the year 2010  | Would increase to 4.1 million by the year 2010   |
| Housing Units  | Would increase to 7.3 million by the year 2010  | Would increase to 4.0 million by the year 2010   |
| Transportation | <p>VMT would increase to 284,382,000 by the year 2010.</p> <p>1,846 lane-miles of new and expanded mixed flow facilities and 1,251 lane miles of added high-occupancy vehicle facilities would be constructed.</p> <p>The following improvements would be installed: 600 freeway ramp meters; synchronization of over 8,000 signalized intersections; and physical improvement of 500 intersections to reduce vehicle-hours of delay.</p> | <p>The facilities described in the setting section of the transportation section of Chapter III would be constructed.</p> <p>The STIP projects listed in Appendix D and the TSM projects listed in Table 5 would be built.</p> |
| Air Quality    | <p>Emission in tons per day would be as follows in the year 2010:</p> <p>ROG: 231<br/> NOX: 281<br/> SOX: 34<br/> PM10: 44<br/> CO: 2.259</p>   |  |

SOURCE: SCAG, RMP EIR

jurisdictions in the County.<sup>2</sup> Table 25 below summarizes the projections of cumulative development contained in the RMP and GMP EIRs which evaluate the potential impacts of the growth and transportation projects anticipated to occur by the year 2010.

The environmental effects of the transportation improvements planned for the Los Angeles region to accommodate anticipated growth are analyzed in the Environmental Impact Report for the Regional Mobility Plan. The effects of these cumulative transportation improvements are summarized below:

- **Mobility and Access** - Cumulative transportation improvements would have a beneficial effect on mobility and access by maintaining mobility in an environment of continuing population and economic growth. This is considered a significant beneficial cumulative impact.
- **Air Quality** - TDM, TSM, growth management and AQMP TCMs will reduce the air impacts of growth and travel. This is considered a significant beneficial cumulative impact.
- **Energy** - Increased energy consumption will result from growth and increased travel. RMP gasoline consumption in the year 2010 would exceed 1984 levels. However, with implementation of mitigation measures identified in the regional growth management plans (i.e. the RMP, AQMP and GMP) and supporting EIRs there would be a beneficial cumulative impact on energy .
- **Geology and Seismicity** - Construction of additional structures in areas of geologic hazards, including fault zones, liquefaction, landslide and subsidence areas will result in increased risks. This is considered a non-significant adverse cumulative impact.

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<sup>2</sup> The EIRs for the Regional Mobility Plan and Growth Management Plan have been previously incorporated herein by reference. The Final Environmental Impact Report for the Los Angeles County General Plan (dated March 1981) is herein incorporated by reference (SCH # 87-121613). These documents are available for review at the LACTC's offices located at 818 West Seventh Street, Los Angeles, 90010.

- **Biological Resources** - Several of the new highways and transportation corridors planned for the region traverse sensitive areas and will cause a loss of habitat or risk to rare or endangered species. This is considered a significant adverse cumulative impact.
- **Water Resources** - Several of the regional projects may change flow patterns, increase runoff, and reduce runoff water quality. This is considered a non-significant cumulative adverse impact with implementation of mitigation measures identified in the regional growth management plans and supporting EIRs.
- **Visual Resources** - With proper design, new regional facilities will have a beneficial impact by opening access to scenic resources. Construction of new freeways and transit guideways, especially aerial alignments can disrupt or block views. This is considered a significant adverse cumulative impact.
- **Noise** - Lower congestion may reduce trip diversion and neighborhood traffic intrusion resulting in a cumulative beneficial impact. New roadways and transit facilities constructed in the region will add to existing noise sources. Aerial alignments will expand noise contours. Alternative work schedules may create more traffic noise during sensitive times of day. This is considered a significant adverse cumulative impact, which would be further studied through project level EIR's.
- **Cultural Resources** - Construction of new facilities without proper safeguards could result in destruction of cultural or scientific resources. This is considered a non-significant cumulative adverse impact with implementation of mitigation measures identified in the regional growth management plans and supporting EIRs.
- **Social Impacts** - Regional transportation improvements will improve access to and ties between communities of the region. Transit measures will improve access to transportation facilities for the growing transit dependent population. These would be beneficial cumulative impacts. Some new facilities will result in displacement of houses and businesses. Construction and operation of facilities may disrupt communities. This is considered a significant cumulative adverse impact with implementation of mitigation measures identified in the regional growth management plans and supporting EIRs.

- **Urban Form and Growth** - Overall, the RMP and cumulative transportation improvements accommodate planned growth and incorporate measures to improve job/housing balance. This is considered a significant beneficial cumulative impact.
- **Regional Economy** - Regional transportation improvements will provide access to employment centers, facilitate goods movement and stimulate local economies. This is a beneficial cumulative impact. Some aspects of RMP TDM measures are perceived as a cost to business. On balance, however, Regional economic impacts are considered a significant beneficial cumulative impact.

### **C. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

With implementation of the mitigation measures described in Chapter III, no significant direct or indirect program level adverse impacts would result from the CMP. The potential for significant adverse project level impacts to remain after implementation of CIP specific mitigation and mitigation developed as part of CIP project specific environmental review, can only be assessed on a project specific basis. For this reason, the EIR identifies the potential for significant unavoidable CIP project-level adverse impacts on: Land Use, Transportation, Noise, Air Quality, Geology, Water Resources, Biological Resources, Cultural Resources and Public Services.

### **D. SHORT-TERM USE VERSUS LONG-TERM PRODUCTIVITY**

As with the RMP, many of the potential adverse impacts associated with the CMP are due to construction of proposed transportation facilities; although construction activities for major facilities may be phased over several years, resultant impacts must be analyzed in the context of the long-term productivity of the environment - especially in mobility and related subject areas. This section summarizes the potential impacts regarding trade-offs between short-term value and long-term productivity of the environment, associated with the CMP. These are the same as for the RMP.

**Land Use** - With mitigation the CMP is not anticipated to result in a long-term impact on the land use pattern described in regional and local planning documents.

**Transportation** - The CMP would result in long-term improvements in mobility and accessibility throughout the region.

**Air Quality** - The CMP will help to further long-term attainment of air quality standards and cleaner air.

**Noise** - The CMP would result in short-term intermittent impacts in localized areas as a result of construction of CMP projects. Regional noise levels are not anticipated to change significantly in the long-term.

**Geology** - The CMP could result in replacement and upgrading of many facilities with improvements better able to withstand geologic hazards. However, construction of CMP projects could result in alterations to topography in the long-term.

**Water Resources** - Construction impacts on water resources would be short-term and could be mitigated; long-term changes to water courses could potentially occur as a result of channelization and construction of culverts, etc.

**Biological Resources** - With mitigation the CMP is not anticipated to result in a long-term impacts on biological resources.

**Cultural Resources** - The CMP is not anticipated to result in long-term impacts to cultural resources with proper mitigation.

**Public Services** - Without mitigation, the CMP could result in a long-term diversion of local jurisdiction resources to maintenance of the CMP system. Short-term impacts on police and fire services resulting from CMP construction activities could be mitigated. The CMP is anticipated to result in a long-term improvement in fire and police response times.

## V. ALTERNATIVES

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This section of the EIR includes an analysis of four alternatives to the proposed CMP. The first two alternatives are no project alternatives. They are included because CEQA mandates the discussion of a no project alternative in an EIR<sup>1</sup> and because they serve to highlight the effects of CMP adoption. Alternative A is the no change from existing conditions version of the no project alternative and Alternative B is the non-adoption of a CMP version of the no project alternative. Neither of these alternatives would comply with the requirements of the CMP statute and are therefor not considered feasible.

The other two CMP alternatives analyzed in this chapter are a TDM intensive alternative and a capital intensive alternative. Each of these alternatives has been designed to be consistent with the adopted RMP.

In adopting the RMP, SCAG analyzed five alternatives to the RMP.<sup>2</sup> Those five alternatives are described below. Table 26 compares the potential impacts of the adopted RMP and the five RMP alternatives for the six county SCAG region.

- **RMP Alternative 1 - The No-Project Alternative.** This alternative consisted of the 1987 existing transportation system and construction of the transportation system improvements funded as of 1987. This alternative was designed to be analogous to the potential impact of EPA sanctions on the South Coast Air Basin for nonattainment of federal clean air standards for ozone and carbon monoxide. These sanctions would result in a construction ban on new large stationary sources and the withholding of federal highway construction funds. Population growth and housing construction would continue to occur, with a greater share of housing construction focused in outlying housing-rich subregions as a result of the EPA imposed stationary source construction ban.

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<sup>1</sup> See CEQA Guidelines, section 15126, subd. (d)(2).

<sup>2</sup> Please see Chapter 6 of the Draft EIR for the Regional Mobility Plan (State Clearinghouse number 87-121613) previously incorporated herein by reference.

TABLE 26: COMPARISON OF RMP ALTERNATIVES WITH THE RMP

| Evaluation Criteria                | 1984 RMP Base Year      | Adopted RMP             | Alternative 1 RMP No-Project Alternative | Alternative 2 Facilities Response | Alternative 3 Facilities Emphasis with Jobs/Housing Balance | Alternative 4 TDM with Balanced Growth | Alternative 5 TDM with Baseline Growth |
|------------------------------------|-------------------------|-------------------------|--|-----------------------------------|---|--|--|
| <b>MOBILITY</b>                    |                         |                         |  |                                   |   |  |  |
| Vehicle Miles Traveled (Thousands) | 221,292                 | 284,382                 | 376,187                                  | 339,481                           | 325,173   | 281,226                                | 304,594                                |
| Vehicle Hours Traveled (Thousands) | 6,343                   | 7,850                   | 19,575                                   | 9,172                             | 8,578   | 7,779                                  | 8,556                                  |
| Hours of Delay (Thousands)         | 629                     | 899                     | 10,132                                   | 1,153                             | 849   | 895                                    | 1,300                                  |
| Precent Delay                      | 10%<br>(6 minutes/hour) | 11%<br>(7 minutes/hour) | 52%<br>(32 minutes/hour)                 | 13%<br>(8 minutes/hour)           | 10%<br>(6 minutes/hour)                                     | 11%<br>(7 minutes/hour)                | 15%<br>(9 minutes/hour)                |
| Speed (mph):                       |                         |                         |  |                                   |   |  |  |
| All Facilities                     | 35                      | 36                      | 19                                       | 37                                | 38  | 36                                     | 36                                     |
| Freeways                           | 47                      | 45                      | 24                                       | 48                                | 50  | 45                                     | 42                                     |
| Miles of Congestion:               |                         |                         |  |                                   |   |  |  |
| AM Peak                            | 452                     | 280                     | 2,564                                    | 676                               | 403   | 220                                    | 525                                    |
| PM Peak                            | 856                     | 612                     | 4,567                                    | 1,063                             | 752   | 611                                    | 1,042                                  |
| Transit Mode Split                 |                         |                         |  |                                   |   |  |  |
| Home-to-Work                       | 6.58%                   | 19.3%                   | 5.10%                                    | 7.64%                             | 7.42%   | 19.40%                                 | 19.45%                                 |

TABLE 26: COMPARISON OF RMP ALTERNATIVES WITH THE RMP

| Evaluation Criteria                               | 1984 RMP Base Year | Adopted RMP | Alternative 1 RMP No-Project Alternative | Alternative 2 Facilities Response | Alternative 3 Facilities Emphasis with Jobs/Housing Balance | Alternative 4 TDM with Balanced Growth | Alternative 5 TDM with Baseline Growth |
|---|--------------------|-------------|--|-----------------------------------|---|--|--|
| Average Auto Occupancy Home-to-Work               | 1.129              | 1.186       | 1.150                                    | 1.202                             | 1.201   | 1.187                                  | 1.187                                  |
| <b>AIR QUALITY</b>                                |                    |             |  |                                   |   |  |  |
| <b>On-Road Mobile Source Emissions (tons/day)</b> |                    |             |  |                                   |   |  |  |
| ROG   | 698                | 231         | 345                                      | 244                               | 238   | 218                                    | 226                                    |
| NOx   | 899                | 281         | 618                                      | 523                               | 508   | 440                                    | 465                                    |
| SOx   | 34                 | 36          | 54                                       | 38                                | 37  | 32                                     | 34                                     |
| PM-10   | 41                 | 44          | 62                                       | 53                                | 51  | 44                                     | 47                                     |
| CO  | 5,417              | 2,259       | 4,066                                    | 3,013                             | 2,958   | 2,732                                  | 2,800                                  |
| <b>ENERGY</b>                                     |                    |             |  |                                   |   |  |  |
| <b>Fuel Consumption (million gal/day)</b>         |                    |             |  |                                   |   |  |  |
| Gasoline  | 13.8               | 13.5        | 22.7                                     | 16.0                              | 15.3  | 13.4                                   | 14.4                                   |
| Diesel  | 2.0                | 1.7         | 2.9                                      | 2.1                               | 2.0   | 1.7                                    | 1.9                                    |
| <b>GEOLOGY/SEISMICITY</b>                         |                    |             |  |                                   |   |  |  |
| Added Highway Lanes Intersecting Faults           | N/A                | 160         | 8  | 330                               | 260   | 96                                     | 144                                    |



TABLE 26: COMPARISON OF RMP ALTERNATIVES WITH THE RMP

| Evaluation Criteria   | 1984 RMP Base Year | Adopted RMP | Alternative 1 RMP No-Project Alternative | Alternative 2 Facilities Response | Alternative 3 Facilities Emphasis with Jobs/Housing Balance | Alternative 4 TDM with Balanced Growth | Alternative 5 TDM with Baseline Growth |
|---|--------------------|-------------|--|-----------------------------------|---|--|--|
| New Rail Corridors Intersecting Faults  | N/A                | 23          | 2  | 17                                | 12  | 14                                     | 14                                     |
| <b>NATURAL RESOURCES</b>  |                    |             |  |                                   |   |  |  |
| Expanded Highway Facilities in Urbanizing Areas                                     | N/A                | 1,490       | 176                                      | 1,771                             | 1,567   | 895                                    | 900                                    |
| <b>VISUAL RESOURCES/ AESTHETICS</b>   |                    |             |  |                                   |   |  |  |
| Miles of Elevated Highways  | N/A                | 20          | 0  | 460                               | 400   | 12                                     | 25                                     |
| Parks and Designated Natural Areas Subject to Intrusion by Added Highway Facilities | N/A                | 57          | 0  | 55                                | 57  | 34                                     | 41                                     |

TABLE 26: COMPARISON OF RMP ALTERNATIVES WITH THE RMP

| Evaluation Criteria                              | 1984 RMP Base Year | Adopted RMP | Alternative 1 RMP No-Project Alternative | Alternative 2 Facilities Response | Alternative 3 Facilities Emphasis with Jobs/Housing Balance | Alternative 4 TDM with Balanced Growth | Alternative 5 TDM with Baseline Growth |
|--|--------------------|-------------|--|-----------------------------------|---|--|--|
| <b>NOISE</b>                                     |                    |             |  |                                   |   |  |  |
| <b>Line miles of Added Highway Facilities:</b>   |                    |             |  |                                   |   |  |  |
| -in Urban Areas                                  | N/A                | 2,500       | 330                                      | 6,800                             | 5,700   | 1,500                                  | 2,300                                  |
| -in Non-urban Areas                              | N/A                | 133         | 80                                       | 340                               | 140   | 80                                     | 90                                     |
| <b>REGIONAL ECONOMY</b>                          |                    |             |  |                                   |   |  |  |
| Annual Cost of Congestion (\$1987, billions)     | \$1.8              | \$2.6       | \$26.3                                   | \$9.3                             | \$6.7   | \$2.6                                  | \$3.7                                  |
| Annual Personal Vehicle Costs (\$1987, billions) | \$15.7             | \$19.9      | \$26.6                                   | \$24.0                            | \$23.0  | \$19.9                                 | \$21.6                                 |
| <b>Commuter Flow Efficiencies:</b>               |                    |             |  |                                   |   |  |  |
| Average Home-to-Work Trip Length (miles)         | 10.7               | 11.1        | 12.4                                     | 12.3                              | 11.1  | 11.1                                   | 12.3                                   |

TABLE 26: COMPARISON OF RMP ALTERNATIVES WITH THE RMP

| Evaluation Criteria  | 1984 RMP Base Year | Adopted RMP | Alternative 1 RMP No-Project Alternative | Alternative 2 Facilities Response | Alternative 3 Facilities Emphasis with Jobs/Housing Balance | Alternative 4 TDM with Balanced Growth | Alternative 5 TDM with Baseline Growth |
|--|--------------------|-------------|--|-----------------------------------|---|--|--|
| Average Home-Work Trip Time (minutes)  | 19                 | 19          | 40                                       | 21                                | 18  | 19                                     | 21                                     |
| Average Home-Work Trip Time (minutes)  | 34                 | 36          | 19                                       | 36                                | 37  | 36                                     | 35                                     |
| <b>SOCIAL IMPACTS</b>  |                    |             |  |                                   |   |  |  |
| <b>Potential Displacements Associated With At-Grade Expansion of Existing Highways</b> |                    |             |  |                                   |   |  |  |
| Acres (12'/lane)   | N/A                | 3,670       | N/A                                      | 6,000                             | 5,400   | 2,200                                  | 3,400                                  |
| Dwelling Units (6/acre)  | N/A                | 22,170      | N/A                                      | 35,700                            | 32,100  | 13,300                                 | 20,400                                 |
| Persons (2.5/unit)   | N/A                | 55,670      | N/A                                      | 89,200                            | 80,360  | 33,400                                 | 50,900                                 |
| Acres Subject to Construction Impacts (within 100 feet of new highway construction)    | N/A                | 21,340      | N/A                                      | 22,700                            | 22,300  | 12,800                                 | 14,400                                 |
| <b>Transit Availability:</b>   |                    |             |  |                                   |   |  |  |
| Miles of Rail -- Heavy and Light Rail  | N/A                | 360         | 42                                       | 367                               | 294   | 397                                    | 497                                    |

TABLE 26: COMPARISON OF RMP ALTERNATIVES WITH THE RMP

| Evaluation Criteria  | 1984 RMP Base Year                      | Adopted RMP  | Alternative 1 RMP No-Project Alternative   | Alternative 2 Facilities Response  | Alternative 3 Facilities Emphasis with Jobs/Housing Balance  | Alternative 4 TDM with Balanced Growth   | Alternative 5 TDM with Baseline Growth  |
|--|---|--|--|--|--|--|---|
| <b>SOCIAL IMPACTS -- REGIONAL LEVEL</b>                    |   |  |  |  |  |  |   |
| Changes in Real And Perceived Attractiveness of the Region | Increasing congestion during peak hours | <p><u>Job Housing Balance:</u> Could promote development of additional commercial centers</p> <p><u>Demand Management:</u> TDM (parking costs, tolls, etc.) could deter businesses and workforce from remaining in or relocating to the region</p> | Unrelieved congestion could deter business and experienced workforce from relocating to or remaining in the region | Availability of transit & increased mobility could enhance the image of the region | <p><u>Facility Construction:</u> Additional facilities could enhance image of region as in Alternative 2</p> <p><u>Job Housing Balance:</u> Could promote development of additional commercial centers within the region</p> | <p><u>Job/Housing Balance:</u> Same as Alternative 3</p> <p><u>Demand Management:</u> Mobility restrictions (e.g. parking costs, tolls, etc.) could deter businesses and experienced workforce from remaining in or relocating to the region</p> | <p><u>Facility Construction:</u> Same as Alternative 2</p> <p><u>Demand Management:</u> Same as Alternative 4</p> |

TABLE 26: COMPARISON OF RMP ALTERNATIVES WITH THE RMP

| Evaluation Criteria   | 1984 RMP Base Year                                    | Adopted RMP   | Alternative 1 RMP No-Project Alternative   | Alternative 2 Facilities Response                                     | Alternative 3 Facilities Emphasis with Jobs/Housing Balance  | Alternative 4 TDM with Balanced Growth  | Alternative 5 TDM with Baseline Growth  |
|---|---|---|--|---|--|---|---|
| <b>SOCIAL IMPACTS --<br/>COMMUNITY LEVEL</b>                    |   |   |  |   |  |   |   |
| Use of Local Streets (Non-Arterial) During Peak Commute Periods | Increasing use of local streets during commute period | <p><u>Jobs/Housing Balance:</u> Would promote dispersion of commercial and social facilities closer to residential areas</p> <p><u>Demand Management:</u> Additional reduction in commuter use of local streets (reduced trips)</p> | Unrelieved congestion could result in heavy use of local streets and neighborhood disruption | Local street use reduced significantly - less neighborhood disruption | <p><u>Facility Construction:</u> Same as Alternative 2</p> <p><u>Job/Housing Balance:</u> potential for increased commercial traffic on arterials in predominately residential areas</p> | <p><u>Job Housing Balance:</u> Same as Alternative 3</p> <p><u>Demand Management:</u> Additional reduction in commuter use of local streets (reduced trips)</p> | <p><u>Facility Construction:</u> Same as Alternative 2</p> <p><u>Demand Management:</u> Same as Alternative 4</p> |

TABLE 26: COMPARISON OF RMP ALTERNATIVES WITH THE RMP

| Evaluation Criteria                              | 1984 RMP Base Year | Adopted RMP  | Alternative 1<br>RMP<br>No-Project<br>Alternative                 | Alternative 2<br>Facilities<br>Response           | Alternative 3<br>Facilities<br>Emphasis with<br>Jobs/Housing<br>Balance  | Alternative 4<br>TDM with<br>Balanced<br>Growth  | Alternative 5<br>TDM with<br>Baseline Growth  |
|--|--------------------|--|---|---|--|--|---|
| Changes in Use of Community and Local Facilities | N/A                | <p><u>Demand Management:</u> Could promote demand for service-oriented facilities closer to residential areas for homeworkers and/or extended hours of service for flextime/straggered schedules</p> <p>Higher parking costs in CBD or other central areas, could affect retail activities</p> | Arterial congestion could adversely affect local commercial areas | Increased access to local and regional facilities | <p><u>Job/Housing Balance:</u> Would promote dispersion of commercial and social facilities closer to residential areas</p> <p><u>Facility Construction:</u> Same as Alternative 2</p> | <p><u>Demand Management:</u> Could promote demand for service-oriented facilities closer to residential areas for homeworkers and/or extended hours of service for flextime/staggered schedules</p> <p>Higher parking costs in CBD or other central areas, could affect retail activities</p> <p><u>Job/Housing Balance:</u> Same as Alternative 3</p> | <p><u>Facility Construction:</u> Same as Alternative 2</p> <p><u>Demand Management:</u> Same as Alternative 4</p> |

TABLE 26: COMPARISON OF RMP ALTERNATIVES WITH THE RMP

| Evaluation Criteria                       | 1984 RMP Base Year   | Adopted RMP  | Alternative 1 RMP No-Project Alternative   | Alternative 2 Facilities Response   | Alternative 3 Facilities Emphasis with Jobs/Housing Balance   | Alternative 4 TDM with Balanced Growth  | Alternative 5 TDM with Baseline Growth   |
|---|--|--|--|---|---|---|--|
| <b>SOCIAL IMPACTS -- EMPLOYMENT LEVEL</b> |  |  |  |   |   |   |  |
| Changes in Workplace                      | Increasing congestion creates problems for business transactions | <p><u>Demand Management:</u><br/>Modified Work Week encourages:</p> <ul style="list-style-type: none"> <li>transit use/car pools</li> <li>job sharing</li> <li>written communication</li> <li>increased productivity</li> </ul> <p>May create problems for:</p> <ul style="list-style-type: none"> <li>business administration (e.g. employee benefits)</li> <li>communication between workers/other businesses</li> </ul> <p><u>Job/Housing Balance:</u> Similar to Alternative 3</p> | Unrelieved congestion could increase worker tardiness, increase delivery costs, reduce customer/client interaction | Increased opportunity for smoother business operations and customer/client interaction compared to No Project | <p><u>Facility Construction:</u><br/>Same as Alternative 2</p> <p><u>Jobs/Housing Balance:</u> Also could isolate business from city center</p> <p>Reduces interaction between businesses</p> | <p><u>Demand Management:</u><br/>Modified Work Week encourages:</p> <ul style="list-style-type: none"> <li>transit use/car pools</li> <li>job sharing</li> <li>written communication</li> <li>increased productivity</li> </ul> <p>May creates problems for:</p> <ul style="list-style-type: none"> <li>business administration (e.g. employee benefits)</li> <li>communication between workers/other businesses</li> </ul> <p><u>Job/Housing Balance:</u> Similar to Alternative 3</p> | <p><u>Facility Construction:</u><br/>Similar to Alternative 2</p> <p><u>Demand Management:</u><br/>Same as Alternative 4</p> |

TABLE 26: COMPARISON OF RMP ALTERNATIVES WITH THE RMP

| Evaluation Criteria                     | 1984 RMP Base Year                          | Adopted RMP  | Alternative 1 RMP No-Project Alternative   | Alternative 2 Facilities Response  | Alternative 3 Facilities Emphasis with Jobs/Housing Balance  | Alternative 4 TDM with Balanced Growth  | Alternative 5 TDM with Baseline Growth  |
|---|---|--|--|--|--|---|---|
| <b>SOCIAL IMPACTS -- PERSONAL LEVEL</b> |   |  |  |  |  |   |   |
| Changes in Lifestyle                    | Increasing congestion reduces personal time | <p><u>Job/Housing Balance:</u> Shortened commute for some</p> <p>Increases opportunities for business involvement in civic issues and projects</p> <p><u>Demand Management:</u> Shift in normal work week may:</p> <ul style="list-style-type: none"> <li>alter use of commercial and recreational facilities</li> <li>reduce social contact</li> <li>reduce stress of commuting</li> <li>increase parenting opportunities</li> <li>increase leisure time</li> </ul> | Increased tension due to congestion delays and longer trip times, reduced leisure time | <p>Reduced tension due to fewer delays and shorter trip times compared to No Project</p> <p>May encourage longer home-to-work commute patterns</p> | <p><u>Facility Construction:</u> Tension reduction same as Alternative 2</p> <p><u>Jobs/Housing Balance:</u> Shortened commute for some</p> <p>Increases opportunities for business involvement in civic issues and projects</p> | <p><u>Job/Housing Balance:</u> Same as Alternative 3</p> <p><u>Demand Management:</u> Shift in normal work week may:</p> <ul style="list-style-type: none"> <li>alter use of commercial and recreational facilities</li> <li>reduce social contact</li> <li>reduce stress of commuting</li> <li>increase parenting opportunities</li> <li>increase leisure time</li> </ul> <p><u>Demand management financing mechanisms (e.g. parking costs, tolls) could reduce non-work trips</u></p> | <p><u>Facility Construction:</u> Same as Alternative 2</p> <p><u>Demand Management:</u> Same as Alternative 4</p> |



TABLE 26: COMPARISON OF RMP ALTERNATIVES WITH THE RMP

| Evaluation Criteria | 1984 RMP Base Year | Adopted RMP | Alternative 1<br>RMP<br>No-Project<br>Alternative | Alternative 2<br>Facilities<br>Response | Alternative 3<br>Facilities<br>Emphasis with<br>Jobs/Housing<br>Balance | Alternative 4<br>TDM with<br>Balanced<br>Growth | Alternative 5<br>TDM with<br>Baseline Growth |
|---------------------|--------------------|-------------|---|---|---|---|--|
|---------------------|--------------------|-------------|---|---|---|---|--|

Demand management financing mechanisms (e.g. parking costs, tolls) could reduce non-work trips

- **RMP Alternative 2 - Facility Intensive Response to Growth Trends.** This alternative consisted of the construction of 7,660 lane-miles of freeway improvements region-wide, compared to the construction of 3,097 miles of mixed-flow and HOV lane miles included in the RMP. It included a comparable level of transit corridor development to the RMP (367 miles, verse the RMP's 360 miles), however, this alternatives included a much lower level of TDM effort than the RMP.
- **RMP Alternative 3 - Facility-Intensive Emphasis with Balanced Growth.** This alternative consisted of the construction of 6,043 lane miles of freeway improvements region-wide, compared to the construction of 3,097 miles of mixed-flow and HOV lane miles under the RMP. It included slightly less transit corridor development than RMP Alternative 2 (294 miles, compared to the RMP's 360 miles). Like RMP Alternative 2, it included a much lower level of TDM effort than the RMP. The key difference between RMP Alternative 2 and RMP Alternative 3 was that Alternative 3 included jobs/housing balance strategies.
- **RMP Alternative 4 - Demand Management Emphasis with Balanced Growth:** This alternative included a much lower level of freeway improvement construction region-wide than the RMP (1,858 lane miles compared to 3,097 for the RMP). It included job/housing balance strategies coupled with the same TDM requirements as the RMP and a similar level of transit corridor development (397 miles compared to the RMP's 360 miles). The slightly higher transit corridor development resulted in a slightly higher mode split under this alternative than under the RMP (19.4% compared to the RMP's 19.3%)
- **RMP Alternative 5 -- Demand Management Response to Growth Trends.** Unlike RMP Alternative 4, this alternative did not include jobs/housing balance strategies. It included construction of less freeway improvements than the RMP (2,766 lane miles compared to the RMP's 3,097 lane miles) but more transit corridor development (499 miles compared to the RMP's 360 miles). This mix of improvements resulted in a higher transit mode-split than under the RMP (19.5% compared to the RMP's 19.3%).

Because CMP statute requires that the CMP be consistent with the RMP, the alternatives developed in this EIR must also be consistent with the adopted RMP. Therefore, the proposed CMP and the TDM Intensive and Capital Intensive CMP alternatives are tiered from the adopted

RMP. The proposed CMP and the two program alternatives have been designed to be consistent with the adopted RMP strategy and to contain the five elements required by statute for a CMP. Program alternatives which were not consistent with the adopted RMP have been excluded from the CMP alternative analysis since they do not meet the CMP Statute's RMP consistency requirement and since they were generally felt to represent an inferior strategy based on the previous RMP analysis.

## ALTERNATIVES TO CMP

### A. NO PROJECT (EXISTING SYSTEM)

This alternative, as the No Project Alternative, presumes that no changes are made to the existing transportation system, and that the existing system must accommodate future travel demand.

Local land use decisions would continue to be made, but the regional highway and transit system would not be able to accommodate the mobility needs of the County.

As discussed in the RMP EIR, congestion on the highway and arterial system would degrade to Level of Service F on most of the system, peak period average vehicle speed would significantly decrease, and as a result, peak period travel would lengthen as people increasingly attempt to avoid congestion.

Potential impacts under this alternative are as follows:

**Land Use** - This alternative would be inconsistent with the Growth Management Plan (GMP), Regional Mobility Plan (RMP), and the Air Quality Management Plan (AQMP), since funding for projects currently proposed in the RMP to meet regional mobility and air quality goals would not be built. Failure to achieve the RMP could potentially lead to a land use future which is different than the SCAG regional forecast. This is particularly true if the Los Angeles region is the only one of the SCAG counties to fail to adopt a CMP. This alternative would therefore have a significant adverse impact on land use.

**Transportation** - Congestion on the regional system would degrade to Level of Service F on most of the system, creating in essence a deficient countywide system. As a result, countywide

mobility would be extremely limited. The result is a potentially significant negative impact on the regional system. The resulting impacts would be similar to those of RMP Alternative 1: congestion would increase, transit ridership would drop and on-road fuel consumption would increase significantly (see Table 26).

**Air Quality** - Under this alternative no CMP actions would be taken which would improve the region's air quality. In addition, those Los Angeles County RMP projects with the potential to improve air quality would not be realized, and facilities based TDM ordinances would not be adopted County-wide by local jurisdictions. Increased congestion on the County's regional system would lead to increased levels of air pollution, as compared to levels obtained with full implementation of the capital projects included in RMP. This could significantly impact the air basin's ability to comply with Clean Air legislation.

**Noise** - Increased congestion could potentially lead to decreased noise on the regional network and increased traffic on surface streets. No additional highway soundwalls would be built. The potential net result would be increased noise levels in residential neighborhoods and a continued lack of noise mitigation for residential uses located near and predating highways in the County.

**Geology** - Under this alternative there would be no geological impacts associated with the construction of CMP projects or further impacts associated with RMP construction projects. This alternative could increase or decrease the potential exposure of regional residents to seismic hazards. The change in exposure would depend on the nature of the population redistribution which would result from increased congestion on the County's transportation network.

**Water Resources** - Under this alternative there would be no water resource impacts associated with the construction of CIP projects or further impacts associated with RMP construction projects. Water quality impacts from automobile sources could result in additional water quality impacts. This alternative could increase or decrease the potential impact on beneficial uses in the region. The change in exposure would depend on the nature of the population redistribution which would result from increased congestion on the County's transportation network.

**Biological Resources** - Under this alternative potential biological resource impacts associated with the construction of CMP projects or further construction of RMP projects would not occur. However, biological resource impacts could potentially result from a redistribution of the region's

population engendered by the greater levels of traffic congestion, noise and air pollution which would occur in the County under this alternative.

**Cultural Resources** - The degree of impact of this alternative is difficult to determine. There would be a reduced potential for cultural resource impacts associated with the construction of CMP projects. However, cultural resource impacts could occur as a result of the potential redistribution of the region's population in response to increased congestion in the urbanized portion of the Los Angeles region. To the degree that increase congestion leads to development in previously undeveloped portions of the region, increased archeological resource impacts could result.

**Public Services** - Under this alternative travel speeds on the regional network would further degrade, further increasing the response times of fire and police services. Under this alternative, local jurisdictions would not be responsible for curing deficiencies on the network. This alternative could thus potentially have less immediate impact on the fiscal resources of local jurisdictions. To the degree that increased congestion reduces the attractiveness of Los Angeles County cities as a potential location for population and employment, the tax base of the area could be eroded.

This alternative would not comply with the requirements of the CMP statute since it does not include the definition of a CMP transportation system, the definition of LOS standards, a TDM element, a land use analysis program, a seven-year capital improvement program, or the adoption of a CMP. This alternative would fail to respond to anticipated growth in the region, and it is thus not considered feasible.

**B. NO PROJECT (NO CMP, NO FUTURE STATE FUNDING)**

Under this alternative, the CMP would not be adopted. This would directly result in the loss of future Flexible Congestion Relief (FCR) and Traffic Systems Management (TSM) funding. In addition, the federal congestion management requirements now tied to transportation funding would likely not be met, resulting in the loss of those funds as well. The effect of losing these funding sources would be to substantially delay the delivery of transportation capital

improvement projects throughout the County, as local funding sources would be the primary source available for transportation improvements.

The other components of the CMP would not be implemented. This includes the highway and transit Level of Service, network monitoring, the trip reduction ordinance, and the land use analysis program.

Local land use decisions would continue to be made with varying attention to regional transportation impacts and without the benefit of the additional data which would be generated through a CMP monitoring program. The method used to perform land use impact evaluations would continue to vary by jurisdiction.

As a result of the delay in project delivery of planned projects, highway congestion would continue to deteriorate in many parts of the county and the transportation improvements which did occur would be less likely to adequately alleviate severe congestion problems.

Transportation demand management ordinances and policies would be developed individually by each jurisdiction, if at all. This could lead to inconsistent standards and approaches within the region which could, in turn, have an indirect effect on the pattern of land use in the County.

**Land Use** - In approving the CMP statute, the California Legislature cited fragmented planning among jurisdictions and among modes, which each day results in 400,000 hours lost in traffic, 200 tons of air pollutants, and \$3,100,000 in added costs state-wide to the motoring public. Under this alternative Los Angeles County would contribute to fragmented planning. This alternative would have significant deconcentrating impacts, since development would likely locate on the County's periphery and in adjacent counties where congestion was less. Increased congestion of the system could lead to either increased density in employment areas, or an out migration of population and jobs to nearby counties.

**Transportation** - Under this alternative, construction of needed transportation improvements would be delayed and the model TDM ordinance would not be adopted by local jurisdictions. This would result in increased congestion on the highway system and less transit availability than with the CMP. This alternative would not help to fulfill the aims of the RMP and would be inconsistent with that document.

**Air Quality** - Delay in the implementation of transportation measures designed to help implement the AQMP would result in delays in the region's compliance with Clean Air Act standards and non-attainment penalties.

**Noise** - This alternative would result in delays in the construction of sound walls along highways and increased traffic related noise generation. This would both prolong and increase the exposure of sensitive uses to transportation related noise.

**Water Resources** - This alternative would have greater operational water quality and less construction water quality impacts than the CMP. Beneficial use impacts would be less than under the CMP.

**Biological Resources** - Biological resource impacts could potentially result from a redistribution of the region's population less developed areas with intact habitats engendered by the greater levels of traffic congestion, noise and air pollution which would occur in the County under this alternative. Biological resource impacts associated with construction of improvement projects would generally be similar to those of the proposed CMP; construction of facilities could potential result in the destruction of habitat. However impacts would occur somewhat later, and be somewhat less severe since fewer projects would be constructed and they would be constructed later than under the proposed CMP.

**Cultural Resources** - There would be a reduced potential for cultural resource impacts associated with the construction of transportation facilities under this alternative than under the proposed CMP. However, cultural resource impacts could occur as a result of the potential redistribution of the region's population in response to increased congestion in the urbanized portion of the Los Angeles region. To the degree that increase congestion lead to development in previously undeveloped portions of the region, increased archeological resource impacts could result.

**Public Services** - Impacts would be generally as described under Alternative A, however they would occur somewhat later, and be somewhat less severe since funding would not be lost until the next funding cycle.

**Public Services** - Since this alternative would not result in the maintenance of levels of service on the highway network, police and fire response times would continue to degrade.

This alternative is considered inferior to the proposed CMP since: (1) it would not include the balance of capital improvement projects included in the RMP and would therefore not achieve RMP mobility goals; (2) there is great uncertainty regarding the actions required to achieve this level of TDM; (3) stringent controls on new development could deter such development and preclude the creation of transportation beneficial land uses and densities; (4) congestion on the transportation system would continue to degrade under this alternative; and (5) this alternative would have negative air quality impacts when compared to the proposed CMP.

#### D. **CAPITAL INTENSIVE**

Under this alternative a capital-intensive approach to maintaining mobility would be taken. This alternative proposes to accelerate much of the capital component of the RMP into the seven year CIP. This component would also include no additional TDM efforts above existing levels. The network, LOS and land use analysis components of the alternative would be the same as for the proposed CMP.

**Land Use** - This alternative would have similar land use impacts as the project. It would have the same potential to create sprawl and increase density near transit centers. Increased capital projects would require additional right of way with greater need to displace existing land uses.

**Transportation** - It is possible to view this alternative in the context of two of the alternatives to the RMP described above, Alternative 2 - the Facility-Intensive Response to Growth Trends and Alternative 3 - the Facility-Intensive Emphasis with Balanced Growth. Both alternatives would result in additional highway system improvements that would lead to improved system performance on a regional level. Both would have negative local impacts. However, these improvements have related increases in capital costs which cannot be overcome by switching TDM dollars to capital projects. The subsequent imbalance of TDM and capital projects will result in an inability to maintain CMP LOS standards.



**Air Quality** - It is questionable whether this alternative would be found consistent with the RMP and AQMP since this alternative does not contain an appropriate balance of TCMs that have been found necessary to attain air quality goals.

**Noise** - More capital projects would create greater potential for construction related and localized noise impacts. At a program level, no significant noise impacts are anticipated to result from this alternative.

**Geology** - Construction associated geologic impacts would increase with a more capital intensive approach.

**Water Resources** - The potential for impacts to beneficial water uses is generally greater with a more capital intensive approach.

**Biological Resources** - The construction of additional capital projects could potentially put additional biological resources at risk.

**Cultural Resources** - The construction of additional capital projects could potentially put additional cultural resources at risk.

**Public Services** - Increased network system performance associated with more capital improvement projects would further reduce travel times for police and fire services, creating additional beneficial impacts. However, to the degree that the additional costs associated with additional capital improvement projects would be borne by local jurisdictions, local public service provision could be impacted.

This alternative is considered inferior to the proposed project because: (1) this alternative would result in increased capital costs beyond existing sources; (2) the imbalance between TDM and capital projects inherent in this approach fall short in attaining CMP LOS standards; (3) it is questionable whether this alternative would be found consistent with the RMP and AQMP since this alternative does not contain an appropriate balance of TCM's that have been found necessary to attain air quality goals and (4) there is a greater potential for CIP related noise, geology, water resource, biological resource, and cultural resource related impacts.

**E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

After mitigation, no significant adverse program level impacts are anticipated to result from implementation of the CMP. All impacts would be CIP project specific.

The California Environmental Quality Act (CEQA) requires that an environmentally superior alternative be identified. The TDM Intensive Alternative is environmentally superior to the No Project Alternatives (Alternative A and B) because it complies with statute and lessens air quality and congestion related impacts. The TDM Intensive Alternative is environmentally superior to the Capital Intensive Alternative because it would not have the degree of CIP project level impacts.

Although the TDM Intensive Alternative is environmentally superior to the other alternatives, it is not superior to the proposed CMP. This alternative would result in potentially more land use, transportation, air quality and public services impacts than the proposed CMP. Because this alternative minimizes capital improvement projects, it would reduce the project specific CIP related impacts of the proposed CMP. For this same reason, it would have fewer noise, geological, water resources and cultural resource impacts than the proposed CMP. The TDM Intensive Alternative, however, still falls short of regional mobility goals and air quality goals. It is inferior to the proposed CMP because: (1) it would not include the balance of capital improvement projects included in the RMP and would therefore not achieve RMP mobility goals; (2) there is great uncertainty regarding the actions required to achieve this level of TDM; (3) stringent controls on new development could deter such development and preclude the creation of transportation beneficial land uses and densities; (4) congestion on the transportation system would continue to degrade under this alternative; and (5) this alternative would have negative air quality impacts when compared to the proposed CMP. Therefore, the CMP project is environmentally superior to each of the project alternatives.

## **VI REPORT AUTHORS AND CONSULTANTS; PEOPLE AND ORGANIZATIONS CONSULTED**

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This report was prepared for the Los Angeles County Transportation Commission by Environmental Science Associates, Inc. (ESA). Wendy Lockwood, Director, was the Associate-In-Charge; Susan O'Carroll, Ph.D was the Project Manager.

The transportation analysis contained in this report was prepared by Kaku Associates. Dick Kaku was the project supervisor and Tom Gaul was the Project Manager.

The air quality, noise and geological analyses contained in this report was prepared by Terry Hayes Associates.

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## APPENDIX A

### LIST OF ACRONYMS

|                      |  |
|----------------------|--|
| ARB                  | Air Resource Board                                 |
| BMM                  | Best Mitigation Measures                           |
| BMP                  | Urban Water Conservation Best Management Practices |
| Cal State Northridge | California State University at Northridge          |
| CAP                  | Central Arizona Project                            |
| CCCA                 | California Clean Air Act                           |
| CEQA                 | California Environmental Quality Act               |
| CHP                  | California Highway Patrol                          |
| CIP                  | Capital Improvement Program                        |
| CMA                  | Congestion Management Agency                       |
| CMP                  | Congestion Management Program                      |
| CO                   | Carbon Monoxide                                    |
| CRWQCB               | California Regional Water Control Boards           |
| DWP                  | Department of Water and Power                      |
| EIR                  | Environmental Impact Report                        |
| EPA                  | Environmental Protection Agency                    |
| FCR                  | Flexible Congestion Relief                         |
| GMP                  | SCAG's Growth Management Plan                      |
| HOV                  | High Occupancy Vehicle                             |
| IGR                  | Intergovernmental Review Program                   |
| LACTC                | Los Angeles County Transportation Commission       |
| LOS                  | Level of Service Standards                         |
| NO                   | Nitric Oxide                                       |
| NOP                  | Notice of Preparation                              |
| NOX                  | Nitrogen Dioxide                                   |
| PM10                 | Suspended Particulates                             |
| ppm                  | parts per million                                  |
| RMP                  | Regional Mobility Plan (prepared by SCAG).         |
| ROG                  | Reactive Organic Gases                             |
| RTIP                 | Regional Transportation Improvement Program        |
| SCAB                 | South Coast Air Basin                              |
| SCAG                 | Southern California Association of Governments     |
| SCAQMD               | South Coast Air Quality Management District        |
| SEA                  | Significant Ecological Area                        |
| SLORCB               | State Water Resources Control Board                |
| SMM                  | SCAQMD Standard Mitigation Measures                |
| SOPA                 | Society of Professional Archaeologists             |
| SOX                  | Sulfur Dioxide                                     |
| STIP                 | State Transportation Improvement Program           |
| SWP                  | State Water Project                                |
| SWRCB                | State Water Resources Control Board                |
| TCM's                | Transportation Control Measures                    |
| TDM                  | Transportation Demand Management                   |

|      |   |
|------|---|
| TOG  | Total Organic Gases                     |
| TSM  | Traffic System Management               |
| TSP  | Total Suspended Particulates            |
| UCLA | University of California at Los Angeles |
| VMT  | Vehicle Mile Traveled                   |
| VT   | Vehicle Trips                           |





## THE LOS ANGELES COUNTY TRANSPORTATION COMMISSION

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

## REVISED NOTICE OF PREPARATION AND INITIAL STUDY

**RECEIVED**

TO: All Interested Agencies, Organizations, Parties and Persons

FROM: The Los Angeles County Transportation Commission

SUBJECT: Revised Notice of Preparation of a Draft Environmental Impact Report and Initial Study.

PROJECT: The Congestion Management Program for Los Angeles County

JUN - 8 1992

ENVIRONMENTAL SCIENCE ASSOC.  
LOS ANGELES

In December of 1991, a Notice of Preparation and Initial Study for the Congestion Management Program for Los Angeles County were issued by the Los Angeles County Transportation Commission (Commission). Since that time, modifications have been made to the Program. For this reason the Commission is issuing a Revised Notice of Preparation and Revised Initial Study describing the program modifications and reassessing the potential for the Program to create significant environmental impacts.

The Los Angeles County Transportation Commission will be the Lead Agency and will prepare the Environmental Impact Report for the Congestion Management Program for Los Angeles County. We need to know the views of agencies regarding specifically those aspects of the scope and content of the Environmental Impact Report which are germane to the agency's statutory responsibilities in connection with the proposed project. We would also welcome comments from concerned organizations, parties and persons specifically regarding aspects of the scope and content of the Environmental Impact Report which are felt to be of concern. General comments on the Congestion Management Program should be sent separately and separately labeled.

Due to the time limits of State law, your response must be sent at the earliest possible date, but not later than July 10, 1992. Please send your response to Kendra Morries, Project Manager, Congestion Management Program at 818 West Seventh Street-2200, Los Angeles, CA 90017. Please include the name of a contact person.

A description of the proposed Congestion Management Program and the potential environmental effects of the proposed program are contained in the attached Revised Initial Study. A copy of the Final Draft



of the Congestion Management Program for Los Angeles County (CMP) is available upon request by calling the CMP Hotline at 213-244-6599. Information about on-going CMP related meetings and work progress is also available by calling the Hotline.

DATE: 6/4/92

*Janet Wilson for*  
Neil Peterson

*Deputy*  
Executive Director  
Title

213-623-1194  
Telephone

REVISED INITIAL STUDY  
CONGESTION MANAGEMENT PROGRAM

1. Name of Proponent: Los Angeles County Transportation Commission
2. Address and Phone Number of Proponent: 818 West Seventh Street- 2200, Angeles California, 90017
3. Contact Person: Kendra Morris, Project Manager, Congestion Management Program
4. Name of Proposal: Congestion Management Program for Los Angeles County

I. INTRODUCTION

On December 12, 1991 the Los Angeles County Transportation Commission (LACTC) issued a Notice of Preparation (NOP) of Environmental Impact Report (EIR) for the Congestion Management Program (CMP) for the County of Los Angeles. Since that time, the project has been revised. For this reason, the LACTC has chosen to issue a revised NOP and prepare a revised Initial Study for the project.

The project consists of the implementation of the Congestion Management Program (CMP) for the County of Los Angeles. This Initial Study identifies the project's potential to create significant environmental impacts. The initial study is organized in five sections:

- I. Introduction
- II. Revised Project Description
- III. Relationship to Future and Past Environmental Review
- IV. Summary of Potential Environmental Effects
- V. Determination

The CMP is a new program mandated by State Government Code Sections 65088, et. seq., adopted in June of 1990. The intent of the program is to provide a mechanism for maintaining mobility on the regional transportation network while being sensitive to air quality goals. By statute, LACTC was given a one year extension to adopt it's CMP, because it was determined that an Environmental Impact Report was necessary. In accordance with this extension the LACTC must adopt its CMP by December 1, 1992. The CMP must be adopted by this date to ensure that the projects approved for the County of Los Angeles by the State in the 1992 State

Transportation Improvement Program remain eligible for funding, and that local subventions that are available to local jurisdictions continue to flow.

The CMP will be administered by the Los Angeles County Transportation Commission (LACTC) which is the lead agency for the project. However, local jurisdictions, transit operators, the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), and Caltrans all have roles and responsibilities regarding implementation of the program.

As discussed more fully in Section II. - Explanation of the Revised Project Description, the CMP program previously described consisted of five components:

- 1) **The definition of the regional transportation network and the minimum Level of Service (LOS) performance standards for the highway segments and roadway intersections which make up the system.**
- 2) **Specification of transit standards for frequency and routing of transit service and coordination between transit operators.**
- 3) **A trip reduction and travel demand management (TDM) element promoting alternative transportation methods during peak travel periods.**
- 4) **A program to analyze the impact of local land use decisions on the regional transportation system, including the preparation of Deficiency Plans and the development of a County-wide nexus development fee.**
- 5) **A seven-year capital improvement program that includes projects proposed for funding through the State Flexible Congestion Relief or Traffic System Management program.**

Since publication of the Draft CMP and issuance of the original NOP for the program, two significant things have happened: component three, the TDM element, has been further refined; and component four has been significantly altered.

At the direction of the LACTC Commission, the CMP will not include a mitigation fee. The CMP staff is currently engaged in a planning and feasibility study regarding various approaches to address future congestion on the CMP system. This study will form the basis of a deficiency plan approach which is expected to be included in the 1993 CMP update scheduled for adoption in November of 1993. It is important to note that statute does not require the adoption of a deficiency plan process coincident with the adoption of the CMP. Additional environmental review will be undertaken to analyze the potential environmental impacts associated with whatever deficiency plan process is incorporated into the 1993 CMP. Approaches currently under study in the planning and feasibility study include: additional highway, transit and roadway improvements; a more aggressive Transportation Demand Management Ordinance (possibly

including the use of market incentives/congestion pricing mechanisms); and alternative land use scenarios.

As discussed in greater detail in Section III - Relationship to Future and Past Environmental Review, the proposed program is designed to be consistent with the Regional Mobility Plan (RMP) administered by SCAG. The RMP has undergone prior environmental review. It is the intent of the LACTC to tier the environmental analysis of the CMP off the Environmental Impact Report (EIR) for the Regional Mobility Plan.

Tiering is a procedure where broad EIRs (such as those for general plans or policy statements such as the RMP) are followed by the preparation of either narrower EIRs for related plans or programs of lesser scope and/or site-specific EIRs. When tiering is used the subsequent EIRs incorporate by reference the general discussions contained in the earlier, broader EIR and concentrate solely on the issues specific to the project for which the subsequent EIR is being prepared.<sup>1</sup> The Legislature specifically encourages the tiering of EIRs under the California Environmental Quality Act (CEQA) in order to provide increased efficiency in the CEQA process.

The purpose of the Initial Study for a tiered EIR is to help decide whether, and to what extent, the prior EIR is still sufficient for the present project and to determine whether the project may cause any significant impacts not analyzed in the prior EIR.<sup>2</sup> That is the purpose of this Initial Study and the discussion contained in Section IV - Summary of Potential Environmental Effects.

This Initial Study and the subsequent program level EIR which will be prepared for the CMP will look at the potential of the project to create environmental impacts. One component of the CMP is a seven-year capital improvement strategy consisting of site-specific projects eligible for funding under the State Flexible Congestion Relief or Traffic System Management programs. These site-specific projects will receive subsequent environmental review, as needed, in a manner consistent with CEQA requirements, and the tiering concept.

## II. REVISED PROJECT DESCRIPTION

This section of the Initial Study briefly describes the key components of the proposed CMP and changes in the proposed program which have occurred since publication of the Final Draft Congestion Management Program for Los Angeles County, in August of 1991.

The CMP is intended to help ensure that acceptable levels of regional mobility are maintained, effective use of all transportation modes is achieved, new transportation solutions are developed, air quality is improved, and local jurisdictions, as required by CEQA, fully examine the impact

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<sup>1</sup>CEQA Guidelines (Cal. Code of Regulations, Title 14) section 15385.

<sup>2</sup>CEQA Guidelines section 15152.

of their land use decisions on the regional transportation system. The following is a description of the key elements of the CMP:

CMP Highway and Roadway System Element - As part of the CMP, the LACTC has defined a set of highways and roadways which will be monitored to insure that acceptable levels of regional highway mobility are maintained. The Final Draft CMP documents the rationale for selecting specific highways and roadways included in the network as well as the Level of Service Standards, monitoring guidelines, responsibility assignments, and assessment and impact methodology. There have been limited changes in the defined highway network since publication of the Final Draft CMP. Figure 1 shows the CMP network as currently defined.

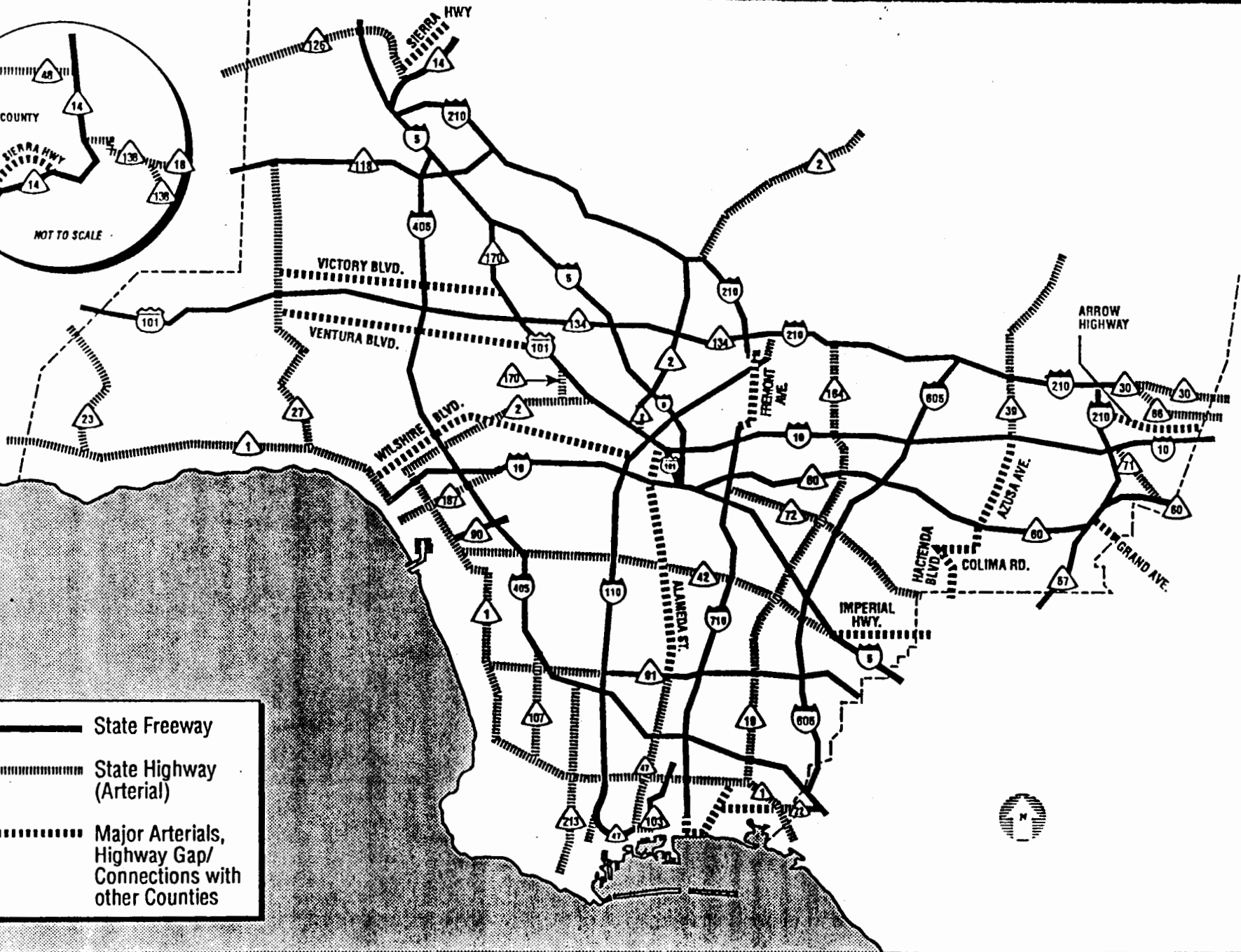
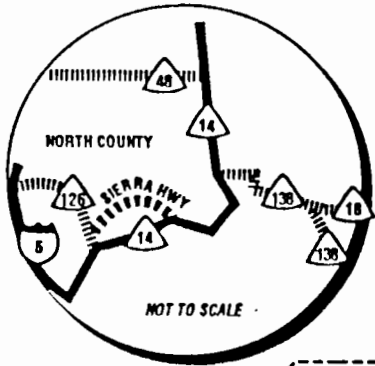
CMP Transit Element - The CMP Transit Element establishes a regional transit monitoring network and establishes standards for frequency, routing, and coordination of regional transit services. The purpose of the transit monitoring network is to gauge the effectiveness of transit in relieving traffic congestion in travel corridors of regional significance. Transit monitoring efforts are intended to provide important information on the routing, frequency, capacity and time competitiveness of existing services relative to the automobile. The transit monitoring network is also intended to serve as a planning tool which will facilitate identification of potential gaps in the current transit system, as well as opportunities to make transit a more effective traffic mitigation strategy. This section of the CMP also discusses project funding procedures for insuring that transit impacts and transit mitigation measures are addressed through the local development process. No changes have been made in this component since publication of the Final Draft CMP.




Transportation Demand Management (TDM) Element - As required by statute, the CMP includes a trip reduction and travel demand element aimed at promoting alternative transportation methods. The CMP contains a description of existing TDM programs. Since each local jurisdiction is responsible for adopting and implementing a trip reduction and travel demand ordinance, the focus of the TDM Element is to identify a sample TDM ordinance with minimum TDM standards identified. The LACTC has refined the sample TDM ordinance since publication of the Final Draft CMP. A copy of the revised ordinance is available upon request from the LACTC.

Transportation Impact Analysis Program - This element of the CMP defines a mechanism for insuring that the impacts of local development projects on the CMP networks are analyzed. In lieu of the transportation impact analysis program and regional fee described in the Final Draft CMP, the CMP will include a requirement that local jurisdictions, under existing CEQA requirements analyze the regional transportation impacts of a development project in the project's EIR.

Capital Improvement Program Element - As required by statute, the CMP includes a seven year Capital Improvement Program (CIP) to maintain or improve the Level of Service on the CMP highway system, transit performance, and to mitigate regional transportation impacts

# CMP ROADWAY SYSTEM



-  State Freeway
-  State Highway (Arterial)
-  Major Arterials, Highway Gap/Connections with other Counties

# CMP ROADWAY SYSTEM

| State Route | Freeway/Arterial Name   |
|-------------|---|
| 1           | Pacific Coast Highway, Palisades Beach Road, Lincoln Boulevard, Sepulveda Boulevard                                     |
| 2           | Lincoln Boulevard, Santa Monica Boulevard, Alvarado Street, Glendale Boulevard, GLENDALE FREEWAY, Angeles Crest Highway |
| 5           | SANTA ANA FREEWAY, GOLDEN STATE FREEWAY   |
| 10          | SANTA MONICA FREEWAY, SAN BERNARDINO FREEWAY  |
| 14          | ANTELOPE VALLEY FREEWAY   |
| 18          | Pearblossom Highway   |
| 19/164      | Lakewood Boulevard, Rosemead Boulevard  |
| 22          | 7th Street, GARDEN GROVE FREEWAY  |
| 23          | Decker Canyon Road  |
| 27          | Topanga Canyon Boulevard  |
| 30          | FOOTHILL FREEWAY, Baseline Road, Williams Avenue, College Way   |
| 39          | Azusa Avenue, San Gabriel Canyon Road   |
| 42/105      | Manchester Boulevard, Firestone Boulevard   |
| 47          | Vincent Thomas Bridge, Henry Ford Avenue, Alameda Street  |
| 48          | Neanach Road, Avenue D  |
| 57          | ORANGE FREEWAY  |
| 60          | POMONA FREEWAY  |
| 66          | Foothill Boulevard  |
| 71          | Corone Expressway   |
| 72          | Whittier Boulevard  |
| 90          | Merina Expressway, MARINA FREEWAY   |
| 91          | Artesia Boulevard, GARDENA FREEWAY, ARTESIA FREEWAY   |
| 101         | SANTA ANA FREEWAY (SPUR), HOLLYWOOD FREEWAY, VENTURA FREEWAY  |
| 103         | TERMINAL ISLAND FREEWAY   |
| 107         | Hawthorne Boulevard   |
| 110         | Gaffey Street, HARBOR FREEWAY, PASADENA FREEWAY, Arroyo Parkway   |
| 118         | SIMI VALLEY FREEWAY, SAN FERNANDO VALLEY FREEWAY  |
| 126         | Henry Mayo Drive, Magic Mountain Parkway, San Fernando Road   |

| State Route | Freeway/Arterial Name  |
|-------------|--|
| 134         | VENTURA FREEWAY  |
| 138         | Neanach Road, Palmdale Boulevard, 47th Street East, Fort Tejon Road, Pearblossom Highway, Antelope Highway |
| 170         | Highland Avenue, HOLLYWOOD FREEWAY   |
| 187         | Vanlee Boulevard   |
| 210         | FOOTHILL FREEWAY   |
| 213         | Western Avenue   |
| 405         | SAN DIEGO FREEWAY  |
| 605         | SAN GABRIEL RIVER FREEWAY  |
| 710         | LONG BEACH FREEWAY, Pasadena Avenue, St. John Avenue   |

## HIGHWAY GAPS/CONNECTORS WITH OTHER COUNTIES

| Street              | Limits                              |
|---------------------|-------------------------------------|
| Arrow Highway       | Route 210 to San Bernardino County  |
| Azusa Avenue        | Collins Road to Route 10            |
| Collins Road        | Haselunda Boulevard to Azusa Avenue |
| Fremont Avenue      | Valley Boulevard to Columbia Street |
| Grand Avenue        | Route 57 to San Bernardino County   |
| Haselunda Boulevard | Orange County to Collins Road       |
| Imperial Highway    | Route 5 to Orange County            |
| Valley Boulevard    | Route 710 to Fremont Avenue         |

## MAJOR ARTERIALS

| Street            | Limits   |
|-------------------|--|
| Alameda Street    | Port of Los Angeles to Route 101                 |
| Alamitos Avenue   | Ocean Boulevard to Pacific Coast Highway         |
| Seventh Street    | Alamitos Avenue to Pacific Coast Highway         |
| Sierra Highway    | Route 126 to Route 14 (at Red Rover Mine Road)   |
| Shoreline Drive   | Route 710 to Ocean Boulevard                     |
| Ventura Boulevard | Topanga Canyon Boulevard to Lankershim Boulevard |
| Victory Boulevard | Topanga Canyon Boulevard to Route 170            |
| Wishire Boulevard | Ocean Boulevard to Route 110                     |



identified through the CMP land use analysis program. The CIP includes a list of specific improvements proposed for the regional system.

State programming statutes require that projects competing for State Flexible Congestion Relief (FCR) or Traffic System Management (TSM) funds be included in the CMP in order to be eligible for State funding approval. Projects included in the 1992 CMP CIP are consistent with the existing Regional Mobility Plan.

### III. RELATIONSHIP TO FUTURE AND PAST ENVIRONMENTAL REVIEW

The CMP is required by law to be consistent with the RMP prepared by SCAG. The RMP includes transportation demand management strategies, transportation system management strategies, mixed-flow facilities, high-occupancy vehicle facilities, a transit and inter-city rail program, non-motorized transportation strategies and financial strategies for accomplishing the plan. Improvement projects included in the CMP must be consistent with the RMP or SCAG may withhold them from inclusion into the Regional Transportation Improvement Program.

An Environmental Impact Report for the current RMP was prepared in 1988. The CMP EIR will be tiered from the current RMP EIR.

The individual improvement projects included in, or made necessary by, the CMP will be subject to CEQA environmental review requirements, as appropriate. The CMP EIR will serve as a program level EIR from which these project level environmental assessments may be tiered.

The land use analysis requirement contained in the CMP will help to ensure that local jurisdictions consider the regional transportation impacts of new development as part of their land use approval process. This will help ensure that private and public projects are better able to comply with the CEQA requirement to consider the potential regional impacts of a project as part of the environmental analysis of potential project impacts.

### IV. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

The focus of the 1992 CMP is establishing a process for the evaluation and implementation of projects, programs, and activities that reduce congestion on the CMP highway system.

The definition of the CMP highway network and level of service standards may affect the selection of projects, programs, and activities that could create environmental impacts. One of the primary objectives of the Congestion Management Program is to maintain level of service standards on the CMP system through a multi-modal transportation analysis, and by local jurisdictions in assessing the impact of new development on the CMP highway system. Future projects, programs, and actions will revolve around how to maintain this countywide system.

Similarly, transit performance standards have been developed to measure and maintain regional transit capacity in broad congested corridors. Data collected through this process will assist in

identifying effective regional transit services for future planning decisions. Such future improvements could serve to minimize environmental impacts while enhancing mobility on the regional transportation system. The need for further transit improvements is clearly indicated in the Regional Mobility Plan.

The Transportation Demand Management Element of the CMP includes a sample "Phase I" TDM Ordinance to assist local agencies in developing local TDM Ordinances that will meet minimum local compliance requirements of the CMP program. The sample TDM Ordinance was developed to focus on facility friendly design standards for new development. Such standards encourage building design features that ease access to transit and car/van pools. Facility design standards are distinct from, by compliment employer directed requirements of the SCAQMD's Regulation XV. Such standards are likely to mitigate increase trip generation, and work toward the demand management goals of the Regional Mobility Plan.

The final component with the potential to create environmental impacts is the Capital Improvement Program. The Capital Improvement Program will consist of those projects that have already been approved for State funding in the 1992 State Transportation Improvement Program. These projects have already been reviewed for environmental impacts and air quality conformity with the 1989 Regional Mobility Plan. However, because the RMP EIR is approximately five years old, some to the setting information may require updating. The checklist given below identifies the potential impacts associated with the CMP. These are the impacts to be addressed in the CMP EIR.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 1. | <u>Earth</u>   |            |              |           |
|    | Will the proposal result in:   |            |              |           |
| a. | Unstable earth conditions or changes in geologic substructures?                        | —          | —            | <u>X</u>  |
| b. | Disruptions, displacements, compaction or overcovering of the soil?                    | —          | <u>X</u>     | —         |
| c. | Changes in topography or ground surface relief features?                               | —          | <u>X</u>     | —         |
| d. | The destruction, covering or modification of any unique geologic or physical features? | —          | <u>X</u>     | —         |

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 1. | <u>Earth</u>   |            |              |           |
|    | Will the proposal result in:   |            |              |           |
|    | e. (continued)   |            |              |           |
|    | Any increase in wind or water erosion of soils, either on or off the site?   | —          | <u>X</u>     | —         |
|    | f.   |            |              |           |
|    | Changes in 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? | —          | <u>X</u>     | —         |
|    | g.   |            |              |           |
|    | Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure or similar hazards?  | —          | <u>X</u>     | —         |

The EIR for the RMP contains a discussion of possible landslide, soil stability, erosion, subsidence, seismic, and liquefaction related impacts associated with the RMP. That EIR concludes that, at a program level, the impacts of RMP projects would be potentially significant on a regional level when they would result in opening up access to new areas with major geologic hazards, or when the combined effects of a number of projects result in placing people and structures at risk.<sup>3</sup> The RMP EIR identifies geological and seismic impacts as unavoidable significant adverse impacts of the RMP, since after mitigation transportation facilities would continue to be exposed to potential hazards from seismic risks, erosion and slope failure.<sup>4</sup> The RMP's analysis of potential regional impacts holds true for the CMP which includes a list of capital improvements which would result in the construction of new structures subject to the region's seismic activity.

The RMP EIR discusses the potential for earth related impacts to occur on a project level and concludes that the degree of impact is dependent on the location of specific projects. This is true

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<sup>3</sup>Draft RMP EIR page 63. The Final EIR for the RMP consists of the Draft EIR, the Technical Appendices and a Response To Comments document.

<sup>4</sup>Draft RMP EIR page 153.

for the CMP as well. The construction of individual CMP related capital improvement projects is likely to result in the grading and overcovering of soil. This could potentially result in increased wind or water erosion of soils. Improvement projects located near or on the coast, rivers, or slopes could result in the alteration of unique geologic or physical features or stream or river channels. The RMP EIR states that mitigation measures would need to be developed for individual projects and incorporated in project design and suggests possible mitigations for incorporation.<sup>5</sup> These mitigations would be applied to CMP projects as part of the tiering of the CMP EIR on the RMP EIR. No earth related impacts are expected to result from the non-capital components of the CMP.

Individual capital projects under the CMP would be subject to subsequent environmental review in accordance with CEQA. Additional project specific mitigations may be identified, as needed, to mitigate significant project impacts, as part of any necessary subsequent project level environmental assessments.

The CMP EIR will contain an updated geology and seismicity setting section, and a summary of the RMP EIR geology and seismicity discussion. Where possible, CMP capital projects with the potential to create earth impacts will be identified.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 2. | <u>Air:</u>  |            |              |           |
|    | Will the proposal result in:   |            |              |           |
| a. | Substantial air emissions or deterioration of ambient air quality?   | —          | <u>X</u>     | —         |
| b. | The creation of objectionable odors?   | —          | —            | <u>X</u>  |
| c. | Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? | —          | —            | <u>X</u>  |
| d. | Emission of hazardous air pollutants within one-fourth of a mile of a school?                                | —          | <u>X</u>     | —         |

<sup>5</sup>Draft RMP EIR pages 65-66.

|    |                | <u>YES</u>  | <u>MAYBE</u> | <u>NO</u> |
|----|----------------|---|--------------|-----------|
| 2. | <u>Air:</u>    | Will the proposal result in:  |              |           |
|    | e. (continued) |   |              | <u>X</u>  |
|    |                | Burning of municipal wastes, hazardous waste or refuse-derived fuel and consists of either the construction of a new facility or the expansion of an existing facility by more than 10 percent? |              |           |

Mobile source emissions have a major impact on air quality in the South Coast Basin. Key factors affecting emission levels include the vehicle mix, level of transit use, the number of vehicle miles traveled, the nature of transportation system improvements, and the level of transportation system congestion. Land use patterns, population and trip making behavior all contribute to the number of vehicle miles traveled. Many of these factors are inter-related. Capital improvements might result in both regional and localized air quality impacts. Depending on the location of specific improvements, localized impacts could potentially occur within one-fourth mile of a school. Regional impacts are anticipated to be beneficial since the CMP has been developed to be consistent with the RMP and with the goal of improving air quality. The air quality impacts of CIP projects included in the 1992 RMP have been analyzed for conformance with the Air Quality Management Plan as part of the development of the Regional Transportation Improvement Program (RTIP) submitted to the State as the region's STIP request.

No objectional odors, other than those associated with vehicle emissions are anticipated to result from the CMP. The CMP does not involve the burning of waste materials. No climatic changes are anticipated as a result of the CMP.

The CMP EIR will contain an updated air quality setting section and a general discussion of the CMP's potential to create both localized and regional environmental impacts.

|    |               | <u>YES</u>  | <u>MAYBE</u> | <u>NO</u> |
|----|---------------|---|--------------|-----------|
| 3. | <u>Water:</u> | Will the proposal result in:  |              |           |
|    | a.            |   | <u>X</u>     |           |
|    |               | Changes in currents, or the course or direction of water movements, in either marine or fresh waters? |              |           |

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 3. | <u>Water:</u>  |            |              |           |
|    | Will the proposal result in:   |            |              |           |
| b. | (continued) Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?  | —          | <u>X</u>     | —         |
| c. | Alterations to the course or flow of flood waters?   | —          | <u>X</u>     | —         |
| d. | Change in the amount of surface water in any water body?   | —          | <u>X</u>     | —         |
| e. | Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? | —          | <u>X</u>     | —         |
| f. | Alteration of the direction or rate of flow of ground waters?  | —          | <u>X</u>     | —         |
| g. | Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? | —          | <u>X</u>     | —         |
| h. | Substantial reduction in the amount of water otherwise available for public water supplies?  | —          | —            | <u>X</u>  |
| i. | Exposure of people or property to water related hazards such as flooding or tidal waves?   | —          | —            | <u>X</u>  |
| j. | Significant changes in the temperature, flow or chemical content of surface thermal springs?   | —          | —            | <u>X</u>  |

The RMP EIR includes a discussion of both how classes of RMP projects, and specific RMP projects, would affect water resources and water quality. The classes of RMP projects discussed in the RMP EIR are TDM, TSM, mixed-flow facilities, transit facilities, and non-motorized transportation. The RMP EIR does not include a discussion of recent water conservation ordinances or existing drought conditions as part of its discussion of water resources.

The RMP EIR indicates that project-level environmental assessments of individual projects in the RMP should consider mitigation measures to reduce water resource impacts. It identifies measures which should be included at the project level.<sup>6</sup> The RMP EIR concludes that with proper facility alignment, design, and construction practices, most regionally significant impacts on water resources could be averted, and that the RMP would not result in regionally significant adverse impacts.<sup>7</sup>

The construction of individual capital improvement projects included in the Capital Improvement Program may result in the grading and overcovering of soil. This could potentially result in changes in absorption rates, drainage patterns and the amount of surface water runoff. This could in turn result in changes in flood water flow and the discharge of flood waters into surface waters. Increased flood water flows associated with the CMP are not anticipated to be sufficient to increase flood hazard risks. Improvement projects located near or on the coast or rivers or which result in the interception of an aquifer could potentially result in changes in water movements. No significant increase in water demand is anticipated to result from capital improvements.

The CMP EIR water resource section will contain an update of the RMP setting discussion, a discussion of the potential impacts associated with classes of CMP CIP projects, and an analysis of specific CMP CIP projects with the potential to have significant impacts. If possible, additional project-level mitigations, beyond those identified in the RMP EIR, will be specified. Individual projects under the CMP would be subject to subsequent environmental review in accordance with CEQA. Additional project specific mitigations may be identified, as needed to mitigate significant project impacts, as part of any necessary subsequent environmental review.

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<sup>6</sup>Draft RMP EIR pages 84-85.

<sup>7</sup>Draft RMP EIR page 154.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 4. | <u>Plant Life:</u> Will the proposal result in:  |            |              |           |
| a. | Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)? | —          | <u>X</u>     | —         |
| b. | Reduction of the numbers of any unique, rare or endangered species of plants?  | —          | <u>X</u>     | —         |
| c. | Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?                           | —          | <u>X</u>     | —         |
| d. | Reduction in acreage of any agricultural crop?   | —          | <u>X</u>     | —         |

The RMP EIR contains a discussion of major plant communities in the region and identified the location of areas containing rare or endangered species and areas of ecological significance. That EIR concludes that any impacts to biological resources associated with the RMP will come from facilities construction.<sup>8</sup> It further concludes that although the majority of proposed facilities and facilities improvements would be located in already developed areas with few biological resources to be affected, that the RMP does contain several highway construction projects that would result in the loss of regionally significant amounts of terrestrial habitat or pose a significant risk to rare or endangered species or areas of ecological significance.<sup>9</sup> This would be true of individual CMP CIP projects as well; large capital improvement construction projects, depending on their location, could result in the loss of a significant amount of terrestrial habitat. Construction of capital improvement projects, if located in areas containing endangered species could result in reductions in the population of such species. Plantings associated with capital improvement projects could potentially introduce new species into an area.

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<sup>8</sup>Draft RMP EIR page 70.

<sup>9</sup>Draft RMP EIR page 151.



The RMP EIR indicates that project-level assessments of individual projects in the RMP should consider specific mitigation measures to reduce significant biological impacts, and identifies mitigations to be included in project design.<sup>10</sup>

The CMP EIR biological resource section will contain an update of the RMP EIR setting discussion, if necessary, and include an analysis of specific CMP CIP projects with the potential to have significant impacts. Where possible, additional project-level mitigations, beyond those identified in the RMP EIR will be specified.

Individual projects under the CMP would be subject to subsequent environmental review in accordance with CEQA. Additional project specific mitigations may be identified, as needed to mitigate significant project impacts, as part of any necessary subsequent environmental review.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 5. | <u>Animal Life:</u> 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)? | —          | <u>X</u>     | —         |
| b. | Reduction of the numbers of any unique, rare or endangered species?  | —          | <u>X</u>     | —         |
| c. | Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?   | —          | <u>X</u>     | —         |
| d. | Deterioration to existing fish or wildlife habitat?  | —          | <u>X</u>     | —         |

The RMP EIR contains a discussion of major animal communities in the region and identifies the location of areas containing rare or endangered species and areas of ecological significance. That EIR concludes that any impacts to biological resources associated with the RMP will come

<sup>10</sup>Draft RMP EIR page 72.

from facilities construction.<sup>11</sup> It further concludes that although the majority of proposed facilities and facilities improvements would be located in already developed areas with few biological resources to be affected, that the RMP does contain several highway construction projects that would result in the loss of regionally significant amounts of terrestrial habitat or pose a significant risk to rare or endangered species or areas of ecological significance.<sup>12</sup> This could be true of individual CMP CIP projects as well; large capital improvement construction projects, depending on their location, could result in the loss of a significant amount of terrestrial habitat. Construction of capital improvement projects, if located in areas containing endangered species could result in reductions in the population of such species. The CMP will not result in the introduction of any new animal species. Highway and rail construction projects could potentially create a barrier, inhibiting the movement of animals.

The RMP EIR indicates that project-level assessments of individual projects in the RMP should consider specific mitigation measures to reduce significant biological impacts, and identifies mitigations to be included in project design.<sup>13</sup>

The CMP EIR biological resource section will contain an update of the RMP EIR setting discussion and will include an analysis of specific CMP projects with the potential to have significant impacts. If possible, additional project-level mitigations, beyond those identified in the RMP EIR will be specified.

Individual projects under the CMP would be subject to subsequent environmental review in accordance with CEQA. Additional project specific mitigations may be identified, as needed to mitigate significant project impacts, as part of any necessary subsequent environmental review.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 6. | <u>Noise:</u> Will the proposal result in: |            |              |           |
| a. | Increases in existing noise levels?        | —          | <u>X</u>     | —         |
| b. | Exposure of people to severe noise levels? | —          | <u>X</u>     | —         |

<sup>11</sup>Draft RMP EIR page 70.

<sup>12</sup>Draft RMP EIR page 151.

<sup>13</sup>Draft RMP EIR page 72.

CMP capital improvement projects will result in alterations to the existing regional transportation network. This may result in changes in regional traffic patterns and traffic associated noise levels along major traffic corridors. TDM measures associated with the CMP will result in changes in the level of transit use and car and van pooling. These changes may also alter traffic associated noise levels along major traffic corridors. The construction of individual capital improvement projects may result in localized short-term construction and traffic associated noise impacts.

|    |   | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|---|------------|--------------|-----------|
| 7. | <u>Light and Glare:</u><br>Will the proposal result in: |            |              |           |
| a. | Will the proposal produce new light and glare?          | —          | <u>X</u>     | —         |

The RMP EIR did not contain a discussion of potential light and glare impacts associated with the RMP since any potential impacts were judged to be local rather than regional in nature.

Individual projects included in the CMP could potentially create light and glare. The degree of impact would depend on the type of project and the specifics of the project design. Individual improvement projects would be subject to subsequent environmental review in accordance with CEQA. Additional project specific mitigations may be identified, as needed to mitigate significant project impacts, as part of any necessary subsequent environmental assessments.

|    |   | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|---|------------|--------------|-----------|
| 8. | <u>Land Use:</u><br>Will the proposal result in:  |            |              |           |
| a. | Will the proposal result in a substantial alteration of the present or planned land use of an area? | —          | <u>X</u>     | —         |

The RMP EIR assumes the land use pattern analyzed in the EIR for the Regional Growth Management Plan (GMP). Although the CMP is consistent with the goals and objectives of the RMP, it may include transportation strategies which were not contemplated at the time the environmental work for the RMP and GMP was conducted. The CMP EIR will include a land

use section which will evaluate the potential of the CMP to alter land use and an evaluation of the project's consistency with regional plans.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 9. | <u>Natural Resources:</u> Will the proposal result in:       |            |              |           |
| a. | Increase in the rate of use of any natural resources?        | —          | <u>X</u>     | —         |
| b. | Substantial depletion of any nonrenewable natural resources? | —          | —            | <u>X</u>  |

The construction of CMP related capital improvement projects may increase the rate of use of gravel and concrete materials in the region. However, no significant depletion of these resources is anticipated to result from the implementation of the CMP since these resources are plentiful. Implementation of the CMP would also affect fuel use. Fuel use impacts are discussed in the energy section of this checklist.

For these reasons no natural resources section will be included in the CMP EIR.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 10 | <u>Risk Of Upset:</u> Will the proposal result in:   |            |              |           |
| 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 condition? | —          | —            | <u>X</u>  |
| b. | Possible interference with an emergency response plan or an emergency evacuation plan?   | —          | <u>X</u>     | —         |

Construction of CMP related capital improvements may disrupt surface traffic during the construction period. The construction of capital improvements could therefore create short-term localized interference which could slow emergency vehicle response time. Implementation of the CMP should improve overall emergency response time by reducing congestion on the

region's highway system. Response time impacts will be discussed in the public services section of the CMP EIR.

No increased risk of explosion or release of hazardous substances is anticipated as a result of implementation of the CMP. Individual projects under the CMP would be subject to subsequent environmental review in accordance with CEQA. If individual projects are determined to present the potential to create a risk of upset, the potential will be assessed as part subsequent environmental review.

For these reasons no risk of upset section will be included in the CMP EIR.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 11 | <u>Population:</u> Will the proposal result in:  |            |              |           |
|    | a. Will the proposal alter the location distribution, density or growth rate of the human population of an area? | —          | —            | <u>X</u>  |

The RMP EIR assumes the land use pattern analyzed in the EIR for the Regional Growth Management Plan (GMP). The CMP is consistent with the goals and objectives of the RMP and GMP. At this time the CMP does not include any components which would significantly alter the land use in the region. For this reason, no population, employment or housing section will be included in the CMP EIR.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 12 | <u>Housing:</u> Will the proposal result in:   |            |              |           |
|    | a. Will the proposal affect existing housing, or create a demand for additional housing? | —          | —            | <u>X</u>  |

See discussion under Population above.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 13 | <u>Transportation/ Circulation:</u> Will the proposal result in:                   |            |              |           |
| a. | Generation of substantial additional vehicular movement?                           | —          | <u>X</u>     | —         |
| b. | Effects on existing parking facilities, or demand for new parking?                 | —          | <u>X</u>     | —         |
| c. | Substantial impact upon existing transportation systems?                           | —          | <u>X</u>     | —         |
| d. | Alterations to present patterns of circulation or movement of people and/or goods? | —          | <u>X</u>     | —         |
| e. | Alterations to waterborne, rail or air traffic?                                    | —          | <u>X</u>     | —         |
| f. | Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?          | —          | —            | <u>X</u>  |

The purpose of the CMP is to create a mechanism for addressing congestion on the regional transportation network. As discussed in the RMP EIR, the capital improvement component of the CMP should have a substantial positive impact on the existing transportation system.<sup>14</sup> The construction of capital improvements are likely to result in changes in traffic patterns and the use of traffic modes. Changes in traffic patterns could result in localized increases in vehicular movement. Improved traffic facilities should decrease traffic hazards. Rail related capital improvement projects are included in the CMP.

The CMP EIR will contain an updated traffic setting and impact assessment. The analysis will include a general discussion of the potential traffic and transit impacts of the improvement projects contained in the CMP's CIP.

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<sup>14</sup>Draft RMP EIR page 36.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 14 | <u>Public Services:</u>  |            |              |           |
|    | 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?   | —          | <u>X</u>     | —         |
| b. | Police protection?   | —          | <u>X</u>     | —         |
| c. | Schools?   | —          | —            | <u>X</u>  |
| d. | Parks or other recreational facilities?  | —          | <u>X</u>     | —         |
| e. | Maintenance of public facilities, including roads?   | <u>X</u>   | —            | —         |
| f. | Other governmental services?   | <u>X</u>   | —            | —         |

The RMP EIR does not contain an analysis of public service impacts since the RMP was formulated in conjunction with the Regional Growth Management Plan (GMP) and fire, police, school and recreational facility impacts associated with the land use pattern changes resulting from the GMP are discussed in the EIR for the GMP. The CMP is designed to be consistent with the RMP.

Overall implementation of the CMP could result in a positive impact on public services by increasing emergency vehicle response time and access by reducing traffic congestion. Construction of CMP related capital projects could result in short-term disruptions to public services. If individual capital projects included in the CMP are located in or adjacent to existing recreational areas, recreational impacts could result.

Individual capital projects under the CMP would be subject to subsequent environmental review in accordance with CEQA. If an individual project is determined to present the potential to create public service impacts, other than short-term construction related impacts, the potential will be assessed as part of subsequent environmental review.

Capital improvements associated with the CMP will result in transportation facilities improvements which could in turn result in additional maintenance demands.

Local governments are required to comply with the CMP. This compliance will affect project review activities, will require TDM ordinance adoption and will require CMP network monitoring activities. These demands could divert resources from the provision of other government

services. Local governments which comply with the CMP will receive additional revenue, in the form of gas tax monies and ensure that the complying local agency will continue funding opportunities for their STIP capital improvement projects through the STIP process.

These potential impacts will be discussed in the public services section of the CMP EIR.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 15 | <u>Energy:</u> Will the proposal result in:  |            |              |           |
| a. | Use of substantial amounts of fuel or energy?  | —          | <u>X</u>     | —         |
| b. | Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? | —          | <u>X</u>     | —         |

The RMP EIR contains an analysis of the energy impacts of changes in on-road fuel use, transit energy use, and RMP facilities construction. Changes in on-road fuel use are a function of fuel economy trends, fuel costs, fuel economy policies, fleet turn-over, speed, and vehicle miles traveled. Speed and vehicle miles traveled are in turn a function of land use patterns and rideshare and transit rates which are in turn affected by changes in policy and changes in the highway and transit networks. The analysis contained in the RMP EIR is based on 1988 information regarding these factors. Construction of capital improvement projects would require the expenditure of energy. The CMP EIR will contain an analysis of CMP related transit, on-road fuel use and facilities construction using updated factors, if available.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 16 | <u>Utilities:</u> Will the proposal result in a need for new systems, or substantial alterations to the following utilities: |            |              |           |
| a. | Power or natural gas?  | —          | —            | <u>X</u>  |
| b. | Communications systems?  | —          | —            | <u>X</u>  |
| c. | Sewer or septic tanks?   | —          | —            | <u>X</u>  |
| d. | Storm water drainage?  | —          | <u>X</u>     | —         |
| e. | Solid waste and disposal?  | —          | —            | <u>X</u>  |



The RMP EIR does not contain an analysis of utilities impacts since the RMP was formulated in conjunction with the Regional Growth Management Plan (GMP) and utilities impacts associated with the land use pattern changes resulting from the GMP are discussed in the EIR for the GMP. The CMP is designed to be consistent with the RMP and no additional negative program level impacts are anticipated.

Individual projects under the CMP would be subject to subsequent environmental review in accordance with CEQA. If an individual project is determined to present the potential to create utilities impacts, the potential will be assessed as part of the environmental assessment for that project.

Construction of individual CMP related capital projects could alter existing storm drainage. The nature of the alteration would depend on the specifics of the design of the individual projects. Individual projects under the CMP would be subject to subsequent environmental review in accordance with CEQA. If an individual project, or updates to the CMP are determined to present the potential to create drainage impacts, the potential will be assessed as part of subsequent environmental review.

For these reasons no utilities impact discussion will be included in the CMP EIR.

|    |   | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|---|------------|--------------|-----------|
| 17 | <u>Human Health:</u> Will the proposal result in:                                   |            |              |           |
| a. | Creation of any health hazard or potential health hazard (excluding mental health)? | —          | —            | <u>X</u>  |
| b. | Exposure of people to potential health hazards?                                     | —          | —            | <u>X</u>  |

The RMP EIR does not include a discussion of human health impacts. Human health impacts associated with seismic safety and air quality impacts of the CMP will be discussed in those sections of the CMP EIR. No additional discussion of human health issues will be included in the CMP EIR. No exposure to agents of disease is expected to result from the CMP. Any human health impacts involving risk of upset would be the result of the specific design and operation of facilities and facilities improvements funded under the CMP. Individual projects under the CMP and updates to the CMP would be subject to subsequent environmental review in accordance with CEQA. If an individual project, or CMP update, is determined to present the potential to create human health impacts, the potential will be assessed as part of the subsequent environmental review.

For these reasons no human health section will be included in the CMP EIR.

|    |   | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|---|------------|--------------|-----------|
| 18 | <u>Aesthetics:</u> Will the proposal result in:   |            |              |           |
| a. | The obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? | —          | <u>X</u>     | —         |

The RMP EIR includes a discussion of the factors which determine a project's potential to create aesthetic impacts as well as a discussion of both how classes of RMP projects and specific RMP projects would affect aesthetics. The classes of RMP project's discussed in the RMP EIR are TDM, TSM, high-flow arterial, high-occupancy vehicle facilities, mixed-flow facilities, transit facilities, and non-motorized transportation. The RMP EIR concludes that the adverse impacts of RMP facilities can be reduced through design, the specific aesthetic elements of which must be determined on a case by case basis. It includes under mitigations general considerations which should be incorporated in facilities design.<sup>15</sup> These mitigations would be incorporated by reference in the CMP EIR since the CMP EIR will be tiered off the RMP EIR.

Individual projects under the CMP would be subject to subsequent environmental review in accordance with CEQA. If an individual project, or a CMP update, is determined to present the potential to create aesthetic impacts, the potential will be assessed as part of subsequent environmental review for the project or update.

For these reasons, no aesthetics discussion will be included in the CMP EIR.

|    |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|--|------------|--------------|-----------|
| 19 | <u>Recreation:</u> Will the proposal result in:                                |            |              |           |
| a. | An impact upon the quality or quantity of existing recreational opportunities? | —          | <u>X</u>     | —         |

Construction of individual CMP CIP projects could affect regional recreational facilities.<sup>16</sup> The CMP EIR will identify CMP projects with the potential to impact regional resources, as part of the public services section of the EIR.

<sup>15</sup>Draft RMP EIR page 95.

<sup>16</sup>Draft RMP EIR, page 110.

Individual projects under the CMP, or CMP updates, would be subject to subsequent environmental review in accordance with CEQA. If an individual project, or CMP update, is determined to present the potential to create recreation impacts, the potential will be assessed as part of subsequent environmental review.

|    |   | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|---|------------|--------------|-----------|
| 20 | <u>Cultural Resources:</u>  |            |              |           |
|    | Will the proposal result in:  |            |              |           |
| a. | An alteration or destruction of a prehistoric or historic archeological site?                                     | —          | <u>X</u>     | —         |
| b. | Adverse physical or aesthetic effects to a prehistoric or historic building, structure of object?                 | —          | <u>X</u>     | —         |
|    | Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? | —          | <u>X</u>     | —         |
| c. | Will the proposal restrict existing religious or sacred uses within the potential impact area?                    | —          | —            | <u>X</u>  |

The RMP EIR identifies the location of significant historic and cultural resources in the SCAG region and identifies individual RMP projects which are likely impact cultural resources. General project level mitigations for cultural and historic resource impacts are identified in the RMP.<sup>17</sup>

CMP cultural resource impacts will depend on the location of specific capital improvement projects and whether they are located in archaeologically, historically, or culturally significant areas. Additional resources have been added to the list of LA City Cultural Monuments and the National Register of Historic Places since the RMP EIR was written. The CMP EIR will be tiered of the RMP EIR. It will contain an updated discussion of the potential impacts associated with classes of CMP projects and identification of individual CMP projects with the potential to

<sup>17</sup>Draft RMP EIR pages 111 to 112.

create significant historic and cultural resource impacts. No significant impact on religious uses in anticipated.

Individual projects under the CMP, and CMP updates, would be subject to subsequent environmental review in accordance with CEQA. If an individual project, or an update, is determined to present the potential to create cultural or historic resource impacts, the potential will be assessed as part of the subsequent environmental review.

|    |   | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----|---|------------|--------------|-----------|
| 21 | <u>Mandatory Finding of Significance:</u>   |            |              |           |
| a. | Does the project have 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 or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | —          | —            | <u>X</u>  |
| b. | Does the project have 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.)  | —          | —            | <u>X</u>  |

|                |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u> |
|----------------|--|------------|--------------|-----------|
| 21             | <u>Mandatory Finding of Significance:</u>  |            |              |           |
| c. (continued) | Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) | —          | <u>X</u>     | —         |
| d.             | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?   | —          | —            | <u>X</u>  |

The CMP contains five major elements. Although the impact of individual CMP measures and capital improvement projects alone may be small, the program and improvement projects as a whole may pose the potential to create significant positive or negative geotechnical, air quality, noise, land use, water, biological resource, transportation, public service, energy light and glare and cultural resource impacts.

As detailed in the Check List discussion, no significant program level impacts on natural resources, risk of upset, population, employment or housing, utilities, human health or aesthetic impacts are identified. These types of impacts would be dependant on the location of specific capital improvement projects or the specifics of the deficiency plan process which may be included in updates to the CMP. Individual projects under the CMP, and CMP updates, would be subject to subsequent environmental review in accordance with CEQA. As noted in the Check List discussion of specific impact categories, where appropriate, the CMP EIR will include identification of specific improvement projects which clearly pose the potential to create significant environmental impacts.

V. DETERMINATION

On the basis of this initial evaluation:

- I find 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 by the applicant. A MITIGATED 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.

Date: JUNE 4, 1992

KENDRA S. NODDLES  
(Signature)







818 West Seventh Street, 12th Floor • Los Angeles, California 90017-3435 ☐ (213) 236-1800 • FAX (213) 236-1825

**EXECUTIVE COMMITTEE**

June 17, 1992

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Kendra Morries, Project Manager  
Congestion Management Program  
Los Angeles County Transportation Commission  
818 West Seventh Street - 2200  
Los Angeles, CA 90017

**Past President**  
Rep., Ventura County  
*John Flynn, Supervisor*

RE: Revised Notice of Preparation of a Draft Environmental Impact Report and Initial Study  
SCAG CLEARINGHOUSE # LA-55791-MT

**Los Angeles County**  
*Mike Antonovich, Supervisor*  
*Deane Dana, Supervisor*

**Orange County**  
*Harriett Wieser, Supervisor*

Dear Ms. Morries:

**Riverside County**  
*Norton Younglove, Supervisor*

We have concluded review of the above project and determined that it is regionally significant. Enclosed you will find a copy of our general requirements for environmental documents being prepared for regionally significant projects. The EIR should also address conformity with the South Coast Air Quality Management Plan (AQMP) using procedures included in the Guidance for Implementation of AQMP Conformity Procedures.

**San Bernardino County**  
*Jon Mikels, Supervisor*

**Cities of Los Angeles County**  
*Robert Bartlett, Mayor*  
*Monrovia*

**Cities of Imperial County**  
*Stella Mendoza, Councilmember*  
*Brawley*

**Cities of Orange County**  
*Irwin Fried, Mayor*  
*Yorba Linda*

A description of the project was published in the June 15 Semi-Monthly Intergovernmental Review Listing for public review and comment.

**Cities of Ventura County**  
*John Melton, Councilmember*  
*Santa Paula*

The project title and SCAG number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the Clearinghouse Coordinator. When additional documents are sent to SCAG, please provide three copies so that the project is generated to the respective analysts. If you have any questions, please contact Mike Ouellett (213) 236-1886.

**City of Los Angeles**  
*Tom Bradley, Mayor*  
*Mark Ridley-Thomas, Councilmember*  
*Hal Bernson, Councilmember*

**City of Long Beach**  
*Clarence Smith, Councilmember*

**POLICY COMMITTEE CHAIRS**

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Lomita: Chair, Transportation and Communications

**Diann Ring, Mayor Pro Tem**  
Claremont: Chair, Energy and Environment

**Scott Garrett, Vice Mayor**  
Hemet: Chair, Community, Economic, and Human Development

Sincerely,  
*Eric H. Roth*  
ERIC H. ROTH  
Manager, Intergovernmental Review

**AT-LARGE DELEGATES**

**Robert Lewis, Mayor**  
Thousand Oaks

**Fred Aguiar, Mayor**  
Chino

**Richard Kelly, Mayor**  
Palm Desert

**ALTERNATES**

Imperial County o Sam Sharp, Supervisor • Los Angeles County o Ed Edelman, Supervisor and Kenneth Hahn, Supervisor • Orange County o Gaddi Vasquez, Supervisor • Riverside County o Melba Dualap, Supervisor • San Bernardino County o Larry Walker, Supervisor • Ventura County o Vicky Howard, Supervisor • Cities of Imperial County o Victor Sanchez, Jr., Mayor Pro Tem, Westmorland • Cities of Los Angeles County o Abbe Land, Councilmember, West Hollywood • Cities of Orange County o Ruthelyn Plummer, Councilmember, Newport Beach • Cities of Riverside County o (Vacant) • Cities of San Bernardino County o Elmer Digneo, Mayor Pro Tem, Loma Linda • Cities of Ventura County o Judy Mikels, Councilmember, Simi Valley • City of Los Angeles o Richard Alatorre, Councilmember o Rita Walters, Councilmember o Michael Woo, Councilmember • Long Beach 2nd position o Douglas Drummond, Councilmember • At Large o George Nakano, Councilmember, Torrance o Candace Haggard, Councilmember, San Clemente o Judy Wright, Councilmember, Claremont • Ex-Officio o Judith Johnston-Weston, Los Angeles; Chair, Regional Advisory Council

**ENVIRONMENTAL DOCUMENTATION AND REVIEW  
GENERAL REQUIREMENTS  
for  
NEGATIVE DECLARATIONS, MITIGATED NEGATIVE DECLARATIONS,  
NOTICES OF PREPARATION, ENVIRONMENTAL IMPACT REPORTS, ENVIRONMENTAL  
ASSESSMENTS, AND RELATED DOCUMENTS**

The general requirements for the review of regionally significant projects are based on the disclosure of information, identification of impacts and a program for their mitigation, as required under CEQA. The requirements used presently by SCAG are revised as shown below to provide for the adoption of the Growth Management Plan, Regional Mobility Plan, and Air Quality Management Plan. (Revised November 1, 1989)

If any proposed project(s) will or could cause environmental impacts, such impacts must be consistent with the forecasts included in the Growth Management Plan and the Regional Mobility Plan (approved in February 1989) and the Air Quality Management Plan (approved in March 1989).

The relationships of the forecasts and policies mentioned above must be addressed and evaluated wherever applicable. Therefore, all of the documents listed above and other such studies and reports should address the issues below. (Not all issues will apply to every project.)

1. What are the impacts of the proposed project on population, employment, and housing? Give the growth forecast for each phase of the project, if phased.
2. Are the growth management goals and policies complied with?
3. Are the Jobs/Housing Balance performance goals being met?
4. Is housing availability discussed in terms of the income and wage levels of the local workforce?
5. What will be the cumulative impacts of the project in the subregion? How is this related to the Growth Management Plan forecast at the expected date of project completion or phase completion?
6. Are the provisions of the Air Quality Management Plan implemented at the local level and within the subregion? What are the air quality impacts of the projects? Are they being addressed?
7. For any project with transportation corridor-level impacts, what are the long-term impacts?
8. What assumptions are used in estimating the total trips generated by the project?
9. What are the related vehicular emissions?

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH  
CC - See Attached List  
1400 TENTH STREET  
SACRAMENTO, CA 95814

L.A.C.T.C.

1992 JUN 22 PM 12 57



DATE: Jun 18, 1992

TO: Reviewing Agency

RE: LOS ANGELES COUNTY TRANSPORTATION COMMISSION'S NOP for  
CONGESTION MANAGEMENT PROGRAM FOR LOS ANGELES COUNTY  
SCH # 91121063

Attached for your comment is the LOS ANGELES COUNTY TRANSPORTATION COMM  
Notice of Preparation of a draft Environmental Impact Report (EIR) for the  
CONGESTION MANAGEMENT PROGRAM FOR LOS ANGELES COUNTY.

Responsible agencies must transmit their concerns and comments on the  
scope and content of the EIR, focusing on specific information related  
to their own statutory responsibility, within 30 days of receipt of this  
notice. We encourage commenting agencies to respond to this notice and  
express their concerns early in the environmental review process.

Please direct your comments to:

KENDRA MORRIES  
LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
818 WEST SEVENTH ST., STE 2200  
LOS ANGELES, CA 90017

with a copy to the Office of Planning and Research. Please refer to the  
SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call  
Tom Loftus at (916) 445-0613.

Sincerely,

A handwritten signature in cursive script that reads "Christine Kinne".

Christine Kinne  
Acting Deputy Director, Permit Assistance

Attachments

cc: Lead Agency

**NOP Distribution List**

S = sent by lead agency  
X = sent by SCH

**Resources Agency**

- Judy Carpenter**  
Dept. of Boating & Waterways  
1629 S Street  
Sacramento, CA 95814  
916/445-6281
- Gary L. Holloway**  
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415/904-5200
- Rood Holderman**  
State Coastal Conservancy  
1330 Broadway, Suite 1100  
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- Steve Olliva**  
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1416 Ninth Street, Room 1326-2  
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- Div. of Mines and Geology
- Div. of Oil and Gas
- Land Resources Protect. Unit
- Douglas Wickizer**  
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- Hans Kreutzberg**  
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- Mike Doyle**  
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- Anna Leona Bronson**  
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- Nancy Wakeman**  
S.F. Bay Conservation & Dev't. Comm.  
30 Van Ness Avenue, Room 2011  
San Francisco, CA 94102  
415/557-3686
- Nadell Gayton**  
Dept. of Water Resources  
1416 Ninth Street, Room 449  
Sacramento, CA 95814  
916/653-6466

**Fish and Game - Regional Offices**

- Gary Stacey, Regional Manager**  
Department of Fish and Game  
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- Jim MesserSmith, Regional Manager**  
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916/355-0922 (8-438)
- B. Hunter, Regional Manager**  
Department of Fish and Game  
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707/944-5518
- G. Nokes, Regional Manager**  
Department of Fish and Game  
1234 East Shaw Avenue  
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209/222-3761 (8-421)
- Fred A. Worthley, Jr., Reg. Manager**  
Department of Fish and Game  
330 Golden Shores, Suite 50  
Long Beach, CA 90802  
213/590-5113 (8-635)

**Independent Commissions**

- John E. Neffler**  
California Energy Commission  
1516 Ninth Street, MS-15  
Sacramento, CA 95814  
916/654-3859
- William A. Johnson**  
Native American Heritage Comm.  
915 Capitol Mall, Room 288  
Sacramento, CA 95814  
916/653-4082
- William Meyer**  
Public Utilities Commission  
505 Van Ness Avenue  
San Francisco, CA 94102  
415/703-1540 (8-597)

- Betty Eubanks**  
State Lands Commission  
1807 - 13th Street  
Sacramento, CA 95814  
916/322-2795

**Business, Transportation, & Housing**

- Sandy Hensard**  
Caltrans - Division of Aeronautics  
P.O. Box 942874  
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916/324-1833
- Tom Micono**  
California Highway Patrol  
Office of Special Projects  
Planning and Analysis Division  
2555 First Avenue  
Sacramento, CA 95818  
916/437-7222
- Ren Holmstrom**  
Caltrans - Planning  
P.O. Box 942874  
Sacramento, CA 94274-0001  
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**Department of Transportation  
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- Mike Owen**  
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Santa Ana, CA 92705  
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**Food and Agriculture**

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**Health & Welfare**

- Quy Tu**  
Dept. of Health  
714 P Street, Room 692  
Sacramento, CA 95814  
916/323-6111

**DIETSCD**

**State and Consumer Services**

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Dept. of General Services  
400 P Street, Suite 5100  
Sacramento, CA 95814  
916/324-0214

**Environmental Affairs**

- Barbara Fry**  
Air Resources Board  
1102 Q Street  
Sacramento, CA 95814  
916/322-8267

- Steve Alt**  
Calif. Waste Management Board  
8800 Cal Center Drive  
Sacramento, CA 95826  
916/322-4235

**State Water Resources Control Board**

- Allan Patton**  
State Water Resources Control Board  
Division of Clean Water Programs  
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Sacramento, CA 94244-2120  
916/739-4265

- Dave Berlinger**  
State Water Resources Control Board  
Delta Unit  
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Sacramento, CA 95812-2000  
916/322-9870

- Phil Zentner**  
State Water Resources Control Board  
Division of Water Quality  
P.O. Box 100  
Sacramento, CA 95801  
916/657-0912

- Mike Falkenstein**  
State Water Resources Control Board  
Division of Water Rights  
901 P Street, 3rd Floor  
Sacramento, CA 95814  
916/657-1377 (8-437)

**APCDA/QMD**

**SOUTH COAST**

**SCH#**

**Regional Water Quality Control Board**

- NORTH COAST REGION (1)**  
1440 Guerneville Rd.  
Santa Rosa, CA 95401  
707/576-2220 (8-590)
- SAN FRANCISCO BAY REGION (2)**  
2101 Webster, Suite 500  
Oakland, CA 94612  
415/464-1255 (8-561)
- CENTRAL COAST REGION (3)**  
81 Higgins Street, Suite 200  
San Luis Obispo, CA 93401-5414  
805/549-3147 (8-629)
- LOS ANGELES REGION (4)**  
1075 S. Broadway, Rm. 4027  
Los Angeles, CA 90012  
213/266-4460 (8-640)
- CENTRAL VALLEY REGION (5)**  
3443 Roulier Road, Suite A  
Sacramento, CA 95827-3098  
916/361-5600
- Fresno Branch Office**  
3614 East Ashlan Avenue  
Fresno, CA 93726  
209/445-5116 (8-421)
- Redding Branch Office**  
415 Knollcrest Drive  
Redding, CA 96002  
916/224-4845 (ATS 441)
- LAHONTAN REGION (6)**  
2092 Lake Tahoe Boulevard  
South Lake Tahoe, CA 96150  
916/544-3481
- Victorville Branch Office**  
15428 Civic Drive, Suite 100  
Victorville, CA 92392-2359  
619/241-6583
- COLORADO RIVER BASIN REGION (7)**  
73-271 Highway 111, Suite 21  
Palm Desert, CA 92260  
619/346-7491
- SANTA ANA REGION (8)**  
2010 Iowa Avenue, Suite 100  
Riverside, CA 92507  
714/782-4130 (8-632)
- SAN DIEGO REGION (9)**  
9771 Clairemont Mesa Blvd., Suite B  
San Diego, CA 92124-1331  
619/265-5114 (8-636)
- OTHER:** \_\_\_\_\_
- \_\_\_\_\_
- OTHER:** \_\_\_\_\_
- \_\_\_\_\_



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# CITY OF LONG BEACH

DEPARTMENT OF PLANNING & BUILDING

333 WEST OCEAN BLVD. • LONG BEACH, CALIFORNIA 90802

(310) 590-6458

Community & Environmental Planning Division

June 24, 1992

218399

Kendra Morries  
Project Manager  
Congestion Management Program  
818 W. Seventh Street-2200  
Los Angeles, CA 90017

Subject: Revised Notice of Preparation  
Draft Environmental Impact Report  
Congestion Management Program for  
Los Angeles County

L.A.C.T.C.  
1992 JUN 25 PM 1:25


We appreciate the opportunity to review the revised documents. Our comments principally concern the lack of mitigation fee in the CMP. We understand that staff is currently engaged in a planning and feasibility study regarding various approaches to address future congestion. Without inclusion of a mitigation fee, it will be very difficult to determine the impact upon local government since the alternative will be reduced or no development.

We strongly recommend that a mitigation fee be addressed as an alternative to the project.

We suggest that the Initial Study be changed to "yes" for 8) Land Use, 11) Population and 12) Housing.

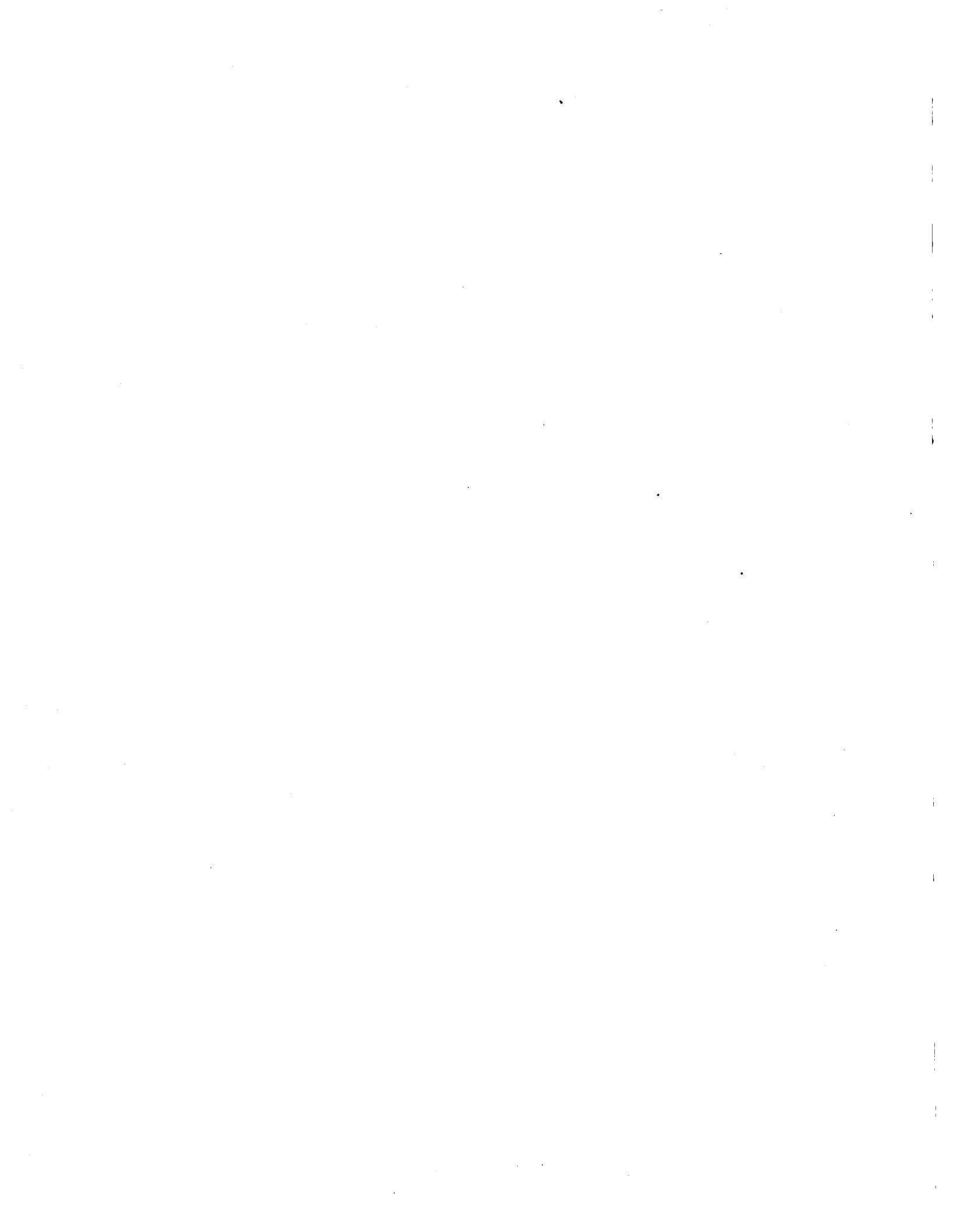
Without a mitigation fee -- development will be stopped, thus causing significant impacts to land use, population and housing distribution.

Sincerely,



Gerhardt H. Felgemaker  
Environmental Planning Officer

GHF:jm





# City of El Segundo

July 10, 1992

Ms. Kendra Morries, Project Manager  
Congestion Management Program  
Los Angeles County Transportation Commission  
818 West Seventh Street Suite 1100  
Los Angeles, CA 90017

RE: Revised Notice of Preparation of a Draft Environmental Impact Report and Initial Study for the Los Angeles County Congestion Management Program

Dear Kendra:

The City of El Segundo has reviewed the revised Notice of Preparation of a Draft Environmental Impact Report and has the following comments:

There are significant references to the SCAG-RMP-EIR and at this time we do not have enough information on that document to give an adequate review of this Revised Notice of Preparation.

The document does not include a reason for the elimination of the development fees discussion. The LACTC revised thirty (30) Year Financial Plan of April 1992 does not provide enough information to indicate that there will not be a need for development fees. Therefore, we feel that the Draft EIR should include an evaluation of the consequences if fees are not imposed.

We are looking forward to receiving the Draft Environmental Impact Report.

Please call Sara Rostamian, or myself, at 322-4670 ext. 401.

Sincerely,

A handwritten signature in cursive script, appearing to read "Hyrum B. Fedje".

Hyrum B. Fedje  
Director of Planning and Building Safety

CMPDEIRIS.SR





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DRAFT



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COPY IN RMC

## CITY OF CULVER CITY

4095 OVERLAND AVENUE • P.O. BOX 507  
CULVER CITY, CALIFORNIA 90232-0507

221039

July 9, 1992

Kendra Morries, Project Manager  
Congestion Management Program  
818 West Seventh Street - 2200  
Los Angeles CA 90017

Revised Notice of Preparation of a Draft Environmental Impact Report and Initial Study for the Congestion Management Program.

Dear Ms. Morries:

Culver City appreciates the opportunity to comment on the revised Notice of Preparation (NOP) for the CMP draft EIR. The City of Culver city has reviewed the subject NOP and related Initial Study, our comments are enclosed. If you have any questions on the comments please contact me at (310) 280-5949 or Joan Kassin at (310) 202-5787.

Sincerely,

A handwritten signature in cursive script that reads "Colleen Egbert".

Colleen Egbert  
CEQA Manager

enclosures

cmp79

cc: James D. Boulgarides, Mayor  
Mike Balkman, Vice Mayor  
Steve Gourley, Council member  
Jozelle Smith, Council member  
Albert Vera, Council member  
Jody Hall-Esser, Chief Administrative Officer  
Norman Y, Herring, City Attorney  
Evelyn Keller, Deputy City Attorney

**Kendra Morries**  
**July 9, 1992**  
**Page 2**

**Pauline Dolce, City Clerk**  
**Mark Winogron, Community Development Director**  
**Joan Kassan, Intergovernmental Relations Officer**  
**David Ashcraft, Transportation Director**  
**Jim Davis, City Engineer**  
**Ken Johnson, Consulting Traffic Engineer**  
**Jay Cunningham, City Planner**  
**Carol DeLay, Deputy City Planner**

REVISED NOTICE OF PREPARATION (NOP) CMP EIR COMMENTS

Submitted By: City of Culver City  
City Contact: Colleen Egbert (310) 280-5949 or  
Joan Kassan (310) 202-5787

1. General Comment 1: The TDM and Transportation Impact Analysis (TIA) Program sections of the CMP are still evolving and their potential environmental impacts cannot be adequately addressed at this time. As instructed in the Revised NOP, Culver City will be submitting program comments on these recent CMP revisions separately.

Culver City assumes it is the Commission's intention to follow-up with an additional EIR process on CMP elements not available at this time; however, for the record, it should be clarified by the LACTC that an environmental review will be conducted in the future for the TDM and TIA as well as the Deficiency Plan which will be developed as part of the 1993 CMP update. The economic impact of any fees and conditions required by these procedures must be fully assessed.

2. General Comment 2: The intent of the LACTC to "tier the environmental analysis of the CMP off the (1988) EIR for the Regional Mobility Plan" (RMP EIR) is recognized in the NOP to have limitations. Care should be taken throughout the EIR that 1988 assumptions and realities are still valid for the purposes of the CMP in the nineties.

- 2.a. For example, concerning Section 18 (Aesthetics), the Initial Study concluded that there will not be any discussion of aesthetics in the CMP EIR. However, there should be a discussion of impacts due to the passage of time since adoption of the RMP EIR.

Not only has the environmental setting (the visual landscape) of the County changed during the intervening years, but the public's perception of what is aesthetically offensive or acceptable has also changed during this time. Aesthetics are especially controversial because they are, by nature, somewhat subjective and, under Section 15064(h) of the CEQA Guidelines, the existence of a public controversy over the environmental effects should cause the lead agency to analyze those impacts in an EIR.

- 2.b. Also, the RMP EIR concludes that design of a project can mitigate impacts. However, the design of projects such as high-flow arterial, high-occupancy vehicle facilities, mixed-flow facilities and transit facilities will have changed over the intervening

years since the RMP EIR was adopted. Since the RMP EIR included a standard list of identified mitigation measures for the general type of facilities, and the CMP EIR has tiered off this list, the CMP EIR should include an updated and revised list of standard identified mitigation measures.

Therefore: Culver City disagrees with conclusion of Section 18 and comments that the CMP EIR should include an assessment of aesthetic impacts and not merely reference mitigations from the RMP EIR.

3. General Comment 3: The NOP repeatedly conditions the extent of the CMP EIR by affirming that individual projects under the CMP will be "subject to EIR review in accordance with CEQA". Culver City strongly supports this position which should be included in the EIR as a requirement that specific projects be individually assessed for environmental impacts under CEQA, especially, if they are proposed adjacent or near residential areas.
4. General Comment 4: The NOP does not directly address the potential growth and/or density inducing impacts of the CMP.

Although the final design of the CMP is not yet known, LACTC has consistently advanced the goal of encouraging increased densities along transit corridors especially at transit stations. Measures aimed at promoting such policies, for both residential and mixed-use development (as illustrated in LACTC support for AB 3093 and negotiations with the City of Los Angeles for special transit station land use status) should be assessed in the EIR concerning impacts on noise, land use, population, housing, public services, recreation, etc.

5. The following comments apply to Section 8 (Land Use), 11 (Population), and 12 (Housing):

- 5.a. The CMP should be assessed for its impact on discouraging low-density sprawl. As currently proposed, the CMP will do nothing to discourage such sprawl.
- 5.b. Although it is not known what type of financial or other development restrictions may apply to proposed development, the EIR should consider the effects of slowed or reduced development on City/County economies of such potential restrictions.

- 5.c. The environmental setting of the 1988 Regional Mobility Program (RMP) EIR may not have accounted for the recent population growth which has increased beyond the 1987 SCAG projections. Based on the increased population in Southern California, there is increased density in existing housing and increased demand for housing.
6. Concerning Section 2.b. (Air), "creation of objectionable odors", the Initial Study concludes that there will not be any impacts. The CMP may have both positive and negative impacts in this regard. The reduction of congestion and the steady movement of traffic may reduce idling of vehicles stopped in traffic thereby reducing fumes. On the negative side, the CMP may result in the short-term increase in fumes and odors due to construction of improvements. There is also the potential for the negative impact caused by objectionable odors if construction and use of roadways in new areas not currently developed takes place as well as such an impact from the introduction of additional traffic into various areas.
7. Concerning Section 17 (Human Health). If transmission lines are contemplated for any future transit corridor, current concerns should be acknowledged with the requirement of future study.
8. Concerning Section 22 (Transportation/Circulation). The plans to provide additional bus service as part of the CMP are very important elements. However, we want to make certain that these improvements allow for flexibility in use by local transit agencies. Culver City Municipal Bus Lines provide vital service for all types of trips including long distance commute trips. In evaluating the impact of RMP transit plans, The Culver City Municipal Bus Lines (CCMBL) should be included.
9. The following Culver City comments on the Final Draft CMP are relevant to the revised NOP for CMP EIR and are included here:
- 9.a. Traffic Impact Analysis

The local concern expressed in Chapter 7.2.5 of the Final Draft does not appear to be addressed: "The cost of requiring traffic impact analysis for small development is a serious concern to local jurisdictions". The Final Draft indicates all CMP traffic impact analyses must consider a five-mile radius. Smaller developments should be able to conduct impact analyses, qualifying to mitigate the

CMP fee, with study areas less than the 5 miles for larger projects. Costs for such studies should be in proportion to the scope of development.

In order for the shopping center threshold project size (Appendix I-2) to relate to the 150 vehicle trips in the peak direction, it is essential that CMP procedures continue to include the "assumption of 25% pass-by trips" as stated in Appendix I-2.

The interaction between a local jurisdiction and the CMA when project mitigations are identified and funded appeared to be a separate process in the Discussion Draft. The Final Draft does not address such projects. Clarification is needed in this regard. The second response in Appendix A-18 is not clear.

9.b. Deficiency Plan

How is a mitigation option to be assessed in terms of satisfying a deficiency?

9.c. Transit Comments

Changes in the CMP street network directly impact the transit monitoring network. The existing final draft is inconsistent. The existing transit network was intended to include all bus routes that are either on the CMP network or on a route for further study. But the final draft of the CMP lists Washington Boulevard as a route to be studied further but the corresponding bus routes are not on the transit network. This happened because additional streets were added to the "for further study list" after the transit network had been completed. Both systems must be consistent. Hence, if the CMA decides to either add/delete routes to the street network or decides not to have "routes for further study" anymore at all then major changes have to be made to the transit network.



**Dana A. Woodbury**  
Director of Planning

July 9, 1992

Ms. Kendra Morries  
Project Manager  
Congestion Management Program  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 2200  
Los Angeles, CA 90017

Dear Ms. Morries:

**Re: The Notice of Preparation of a Draft Environmental Impact Report for the  
Los Angeles County Congestion Management Program**

The Southern California Rapid Transit District (SCRTD) has reviewed the revised Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Los Angeles County Congestion Management Program (CMP), and offers the following comments and concerns.

Because of the difficulty in separating issues relating to the CMP in general from those specifically relating to the DEIR, some of the following comments are also general comments on the CMP.

As the CMP is currently written, we believe that it is likely to have some environmental effects more serious than indicated in the Initial Study. In particular, we think items 21-b (potential to achieve short-term, to the disadvantage of long-term environmental goals) and 21-d (environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly) either will have, or may have, negative effects.

The rationale for these conclusions is covered in detail in the attached Board Report. Briefly summarized, we believe that the CMP emphasizes major highway corridors and high speeds, and in so doing, will cause a shift of resources away from lower speed and highly effective transit service, and thereby induce further spreading of the urbanization pattern, with concomitant increases in vehicle miles traveled (VMT), leading to worsened air quality, increased fuel consumption, and higher cost of living. These are macro effects that are not so easy to analyze, but the DEIR should make the best possible attempt to do so.

The DEIR should incorporate a clearly defined method of determining the threshold of significance for a project with regional transportation impacts as well as a requirement and guidelines for a comprehensive traffic mitigation program to mitigate such impacts.

Ms. Morries  
July 9, 1992  
Page 2

The Transportation Impact Analysis element of the CMP provides an opportunity to develop a more comprehensive measure, other than the traditionally used Level of Service (LOS), of the transportation impacts of a proposed project.

SCR TD feels that there is a fundamental flaw in defining the threshold of significant traffic impact in terms of a change in the LOS of nearby intersections. Defining significant impact in terms of LOS means ignoring the impact of additional vehicle trips as long as there is no step deterioration in LOS.

Traditionally, when a project is determined to have a significant traffic impact due to a deterioration in LOS, the resulting tendency has been to expand roadway capacity to improve the LOS. However, expanding roadway capacity often exacerbates the traffic problem in the long-run by encouraging more people to drive.

SCR TD believes that the solution to the regional traffic problem lies not in expanding roadways, but in diverting additional trips to higher capacity modes and avoiding as many vehicle trips as possible. We view the threshold of significance as any likely increase in net vehicle trips or VMT. We also believe that the goal of traffic mitigation should be to achieve full mitigation i.e., a project should not result in a net increase in vehicle traffic in the region even though the project itself will usually result in additional traffic.

SCR TD feels that a more objective and explicit measure of the traffic impacts of a project is crucial to the effectiveness of the Transportation Impact Analysis program and ultimately to the CMP itself. Thus, we recommend that the DEIR seriously explore alternative measures of traffic impact such as VMT, vehicle trips or a combination thereof. If LOS must be used, it should be modified to measure the person-carrying capacity of a roadway rather than its vehicle-carrying capacity.

The new requirement for TDM ordinances is intended to help communities to deal with the effects of land use on the transportation system. The approach taken, of providing a model ordinance intended as the basic minimum, will give the communities the maximum flexibility for their individual circumstances. On the other hand, if few communities go above the basic ordinance, the environmental benefits may be insignificant. The EIR should address the impacts that these ordinances will have in the aggregate, assuming universal adoption of the basic ordinance.

Presuming that the ordinances would also lead to changes in related instruments of land use, such as zoning and specific plans, the EIR could also assess the administration impacts of making the necessary changes, in terms of costs and time frames.

Finally, SCR TD would like to draw attention to the fact that the basic underlying concept of the CMP is in some doubt as to its air quality impact. Absent a strong component of active pricing strategies, reduction of congestion will amount to a capacity increase which will promote further low density development,

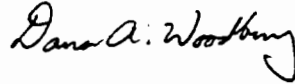


Ms. Morries  
July 9, 1992  
Page 3

which will result in higher VMT. This flaw, in the original legislation, has been recognized and has resulted in proposals for corrective legislation. Nevertheless, the DEIR should address the issue forthrightly and should perhaps suggest that active road and parking pricing could be included as a backup to insure against the negative impact on air quality, or the same assurance could be provided through managed congestion.

We look forward to receiving the DEIR when it becomes available. If you need additional information, please contact Joel Woodhull, Planning Manager, at (213) 972-4850.

Sincerely,



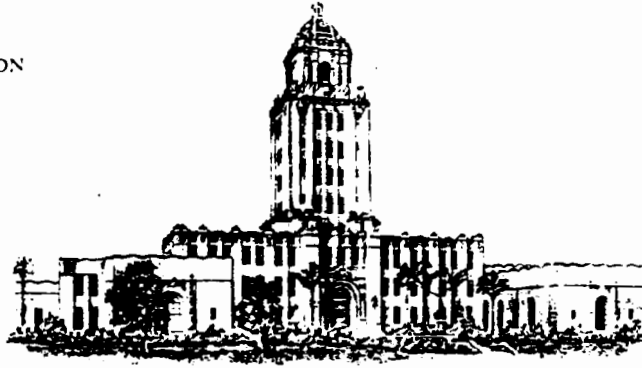
Dana A. Woodbury

Attachment



DEPARTMENT OF TRANSPORTATION  
(310) 285-2551  
FAX: (310) 273-1096

455 N. Rexford Drive  
Beverly Hills, CA 90210-4817



## CITY OF BEVERLY HILLS

July 8, 1992

Ms. Kendra Morries, CMP Project Manager  
Los Angeles County Transportation Commission  
818 West Seventh Street - 2200  
Los Angeles, CA 90017

Dear Ms. Morries:

Thank you for the opportunity to comment on the Revised Initial Study describing the potential environmental impacts of the Congestion Management Program (CMP). We appreciate being included in the Environmental Impact Review process, and look forward the improvements in regional mobility resulting from the CMP.

We are supportive of the Revised Initial Study, but have one concern. On page 20, it states that "rail related capital improvement projects are included in the CMP." If this is correct, there seems to be a contradiction on page 19 where it states there is "no increased risk of explosion or release of hazardous substances... as a result of implementation of the CMP." It is recommended that this contradiction be clarified.

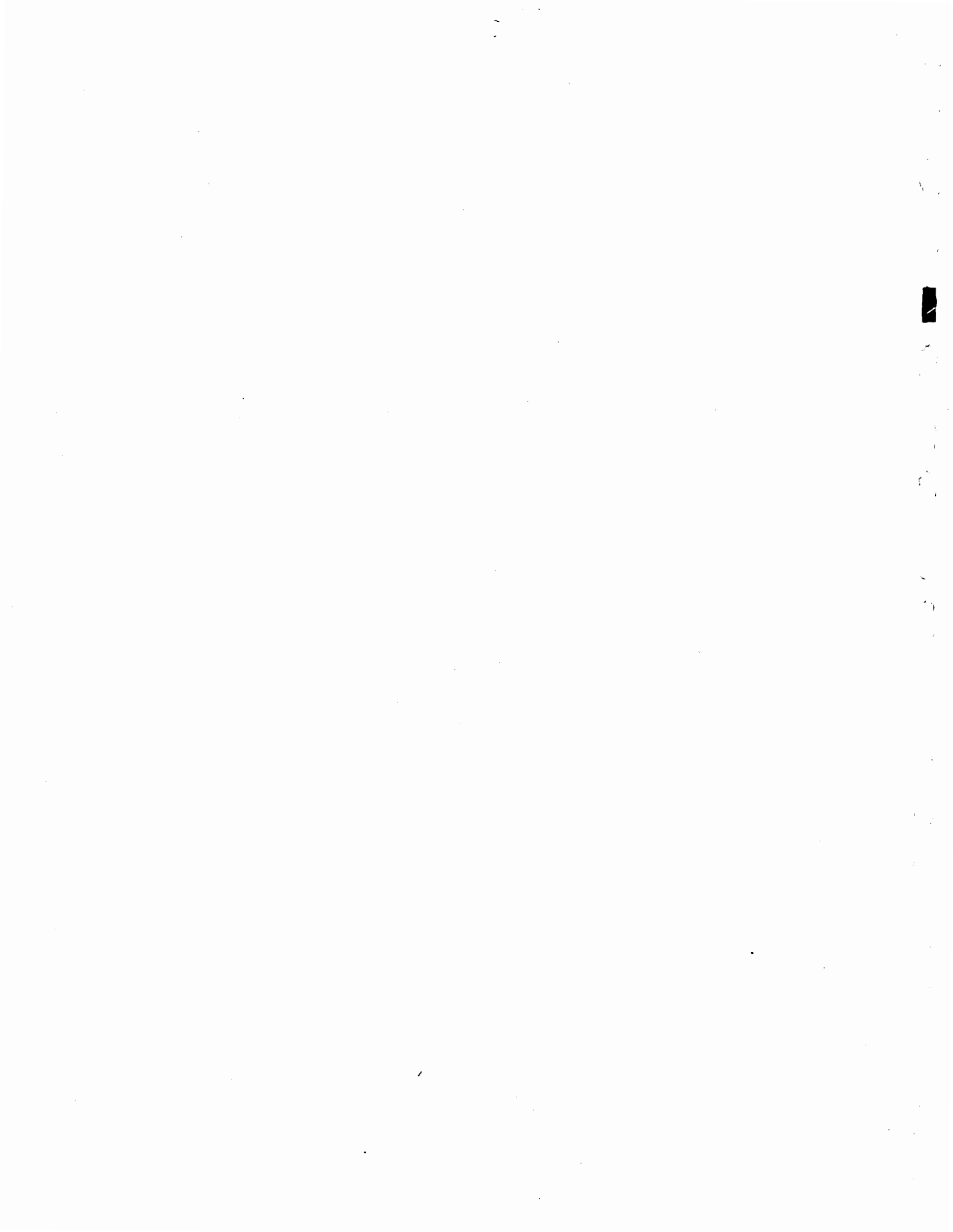
Again, thank you for the opportunity to provide our comments concerning the Initial Study of the CMP. We look forward to working with you on the next step in the process.

Sincerely,

Maria Rychlicki  
Director

MR:AD:vt

cc: Mark Scott, City Manager



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CMP



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**CITY OF SIGNAL HILL**

2175 Cherry Avenue - Signal Hill, California 90806 • (310) 426-7333 • FAX (310) 427-3276

July 7, 1992

Ms. Kendra Morries  
Project Manager  
Congestion Management Program  
818 West Seventh Street, Suite 2200  
Los Angeles, Ca. 90017

SUBJECT: Environmental Impact Report  
Congestion Management Program

Dear Ms. Morries:

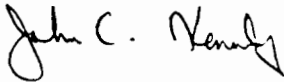
The City of Signal Hill has reviewed the revised Notice of Preparation of Draft Environmental Impact Report and Initial Study and has the following comments:

1. The Project Description should include an element addressing the monitoring of major intersections along the CMP Network. In many cases, if not most cases, the operation of intersections defines the operational characteristics and capacity of highway and roadway segments. The level of service standards should revolve around intersection capacity and not roadway segments.
2. Impacts on jurisdictions not located along a CMP route should be addressed. Often the CMP System and key intersections are within the boundaries of a city for which the intersection is not significant, while it is significant for an adjoining city. A case in point is the intersection of Pacific Coast Highway (State Route 1), and Cherry Avenue in Long Beach. This intersection is entirely in the City of Long Beach, and is the major entrance to the City of Signal Hill. Long Beach does not see improvement of the intersection as a high priority. Several times Signal Hill has promoted improvement of this intersection under various funding mechanisms with some success only to have the City of Long Beach decide that other projects within that City have higher priority. A project selection process should be developed that is truly regional and not just controlled by the city where it is located.

3. Impacts on jurisdictions along freeways should be addressed for impacts of access to and from freeways, design and capacity of freeway ramps and, stacking on arterial streets which affect local traffic flows and commercial activities.

Please contact myself or Les Evans, City Engineer for more information. Thank you for the opportunity to comment on this matter.

Sincerely,



John C. Kennedy  
Director of Public Works

JCK/mec

cc: Dave Cosgrove  
Rutan & Tucker  
Les Evans

FD142 / NOP



# COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

220355

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

July 8, 1992

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

Ms. Kendra Morries, Project Manager  
Congestion Management Program  
818 West Seventh Street-2200  
Los Angeles, CA 90017

IN REPLY PLEASE  
REFER TO FILE

P-4

Dear Ms. Morries:

### RESPONSE TO A NOTICE OF PREPARATION CONGESTION MANAGEMENT PROGRAM

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the proposed Congestion Management Program (CMP). We have reviewed the NOP and offer the following comments:

Los Angeles County Transportation Commission is now working with Southern California Association of Governments and South Coast Air Quality Management District on a Phase II Transportation Demand Management (TDM) Ordinance that could fulfill local governments' deficiency plan requirements under the CMP if they adopt and implement the Ordinance. The impact of this Ordinance which is expected to be much more stringent than the Phase I TDM Ordinance should be addressed in the DEIR.

If you have any questions regarding these comments, please contact Mr. Barry Witler of our Planning Division at (818) 458-4351. Questions regarding the environmental reviewing process of this Department can be directed to Ms. Clarice Nash at the above street address or at (818) 458-4334.

Very truly yours,

T. A. TIDEMANSON  
Director of Public Works

CARL L. BLUM  
Assistant Deputy Director  
Planning Division

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City of  
Santa Clarita

23920 Valencia Blvd.  
Suite 300  
City of Santa Clarita  
California 91355

Phone  
(805) 259-2489  
Fax  
(805) 259-8125

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July 7, 1992

Ms. Kendra Morries, Project Manager,  
Congestion Management Program  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, California 90017

Jill Klajic  
Mayor

Jan Heidt  
Mayor Pro-Tem

Carl Boyer  
Councilmember

Jo Anne Darcy  
Councilmember

George Pederson  
Councilmember

RE: CMP: Notice of Preparation of a Draft Environmental Impact Report

Dear Ms. Morries:

Thank you for offering us the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report for the Congestion Management Program, and we look forward to commenting on the DEIR once it is completed. At this time, we have identified the following concerns:


- 1) The last paragraph on page 2 states, "At the direction of the LACTC Commission, the CMP will not include a mitigation fee." How will the CMP insure that individual cities mitigate impacts on the regional system on a uniform basis? Without the fee, how can impacts on the regional system be mitigated? Without the mitigation fee, how will projects in the CMP-CIP be funded?
- 2) The City is concerned that the issue of deficiency plans, and the approach that the region will take regarding them, will not be part of the environmental review for the CMP. (page 2)
- 3) Since the CMP EIR will be tiered to the EIR prepared in conjunction with the Regional Mobility Plan (RMP), the RMP EIR should be an attachment to the CMP EIR. This will be helpful since the environmental reviews for particular development projects will be tiered to both the CMP and RMP EIR's to determine impacts on the CMP Network.
- 4) The CMP EIR should include the list of site-specific projects comprising the Seven Year CMP Capital Improvement Program (CIP).
- 5) The CMP EIR should contain an updated draft of the CMP, as various sections have been revised since the last draft appeared.

Ms. Kendra Morries, Project Manager  
LACTC, Congestion Management Program NOP  
July 9, 1992

- 6) The City believes that the CMP EIR should contain sections on population, employment, housing, human health, utilities, aesthetics and risk of upset. The City also questions the conclusion expressed in the NOP that the CMP will have no impact on some of these areas.
- 7) The City believes that "MAYBE" should be checked for the following sections, rather than "NO", which is currently checked: 1a; 2b; 2c; 10a; 11a; 12a; 13f; 14f; 16e; 21a; and 21d.

Thank you again for the opportunity to comment on the Notice of Preparation for the CMP-EIR, and we look forward to commenting on the Draft EIR. If you have any questions or comments on this letter, please contact Kevin Michel at (805) 255-4351.

Sincerely,



Lynn M. Harris  
Deputy City Manager/  
Community Development

LMH:KJM:jcg:309

## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
TDD (213) 897-6610



July 3, 1992

County of Los Angeles  
IGR/CEQA/NOP- Congestion  
Management Program For Los  
Angeles County  
Vic LA-COUNTY-WIDE  
SCH # 91121063

Ms. Kendra Morries  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

Dear Ms. Morries:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. Based on the information received, our comments are the same as those of our letter dated 1/24/92. Items which should be covered for the project include, but are not limited to:

- A. Trip generation/distribution including the method used to develop the percentages and assignment.
- B. ADT, AM and PM peak-hour volumes for both the existing and future (Year 2010) conditions. This should include State facilities (Freeways and Highways) and all significantly affected ramps, streets, crossroads and controlling intersections, as well as an analysis of existing and future conditions on mainlines (Freeways and Highways).
- C. An analysis of future (Year 2010) conditions which include project traffic and the cumulative traffic generated for all approved developments in the area.
- D. Consideration should be given to providing mitigation for congestion relief. Any mitigation proposed should be fully discussed in the document. These discussions should include, but not be limited to, the following:
  - \* financing
  - \* scheduling considerations
  - \* implementation responsibilities
  - \* monitoring
- E. Consideration should be given to requiring developer contributions or fair-share funding for transportation improvements on State facilities.

Ms. Kendra Morries  
Page Two  
July 3, 1992

- f. The land use analysis requirements should include assurances that local jurisdictions consider transportation and land use impacts of new developments on the mainline regional freeway system.
- g. The CMP Transportation Impact Analysis Program and Deficiency Plan should include all State (Freeways and Highways) and an identification of deficiencies below the established level-of-service standards.
- h. Proposed Flexible Congestion Relief (FCR) and Transportation System Management (TSM) and High Occupancy Vehicle (HOV) projects are to be coordinated with Caltrans.

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Wilford Melton  
District 7 IGR\CEQA Coordinator  
Advance Planning Branch  
120 So. Spring Street  
Los Angeles, CA 90012

Thank you for this opportunity to comment. If you have any questions regarding these comments, please call me at (213) 897-1338.

Sincerely,

  
WILFORD MELTON  
IGR\CEQA Coordinator  
Advance Planning Branch

cc: State Clearinghouse  
1/24/92

ab/12049

12/17/92  
NOIP

# Los Angeles Unified School District

**WILLIAM R. ANTON**  
*Superintendent of Schools*

## Business Services Division

**DAVID W. KOCH**  
*Division Administrator, Business Services*

**ROBERT BOOKER**  
*Chief Business & Financial Officer*

**C. DOUGLAS BROWN**  
*Deputy Administrator, Business Services*

Environmental Review File  
Congestion Management Plan

**BOB NICCUM**  
*Director of Facilities Planning & Real Estate*

220071

June 30, 1992

Kendra Morries, Project Manager  
Congestion Management Program  
818 West Seventh Street-2200  
Los Angeles, CA 90017

RECORDED  
INDEXED

Dear Ms. Morries:

Re: Congestion Management Program for Los Angeles County

In response to the Notice of Preparation for the Congestion Management Program, this office re-submits the comments (attached) of January 8, 1992. These comments should be incorporated by reference in this letter.

It was disturbing to note that the revised Initial Study for the Congestion Management Plan has changed the determination under the sub-category of schools from "maybe" to "no". This was done subsequent to and despite the submission of our January 8, 1992 comments, and to the response to our comments from Bradford W. McAllester (attached) stating that our comments would be considered in drafting the EIR and in developing the Congestion Management Program.

Though our January 8, 1992 comments apparently were heeded in that an addition was made to the Initial Study under the category "Air", the removal of Schools from the Public Services category indicates an ignorance or disregard of other significant adverse impacts on schools. Among these impacts are those which would result from the CMP's land use analysis requirements (VMT formulas and jobs-housing formulas which are devised to improve traffic and air quality in several respects adversely impact schools and ignore resulting increases in home-to-school commuting). Please revise the Initial Study determination for schools to indicate that the CMP may create a significant adverse impact.

More importantly, might the "no" determination under the "Schools" sub-category encourage lead agencies for all site-specific projects under the Capital Improvement Program to refrain from reviewing school impacts such as noise and pedestrian safety?

All site-specific projects such as those included in the Capital Improvement Programs should receive the limited review under the category "Air" for "Emission of hazardous air pollutants within one-fourth mile of a school", as well as the broader review under "Schools" which would include:

- . analyses of noise levels along major corridors; if near schools, these impacts should be addressed under specific criteria which should be developed for sensitive receptors.
- . analyses of impacts on pedestrian routes to school, and on bicyclists.
- . Other safety-related impacts, including risk-of-upset and construction hazards.

The CMP's land use analysis requirements should be structured to acknowledge that land use patterns which continue to overwhelm the available educational infrastructure result in increased traffic, congestion, and a deterioration of air quality.

The Initial Study at page 19 says that "The RMP EIR assumes the land use pattern of the GMP. The CMP is consistent with the goals and objectives of the RMP and GMP. At this time the CMP does not include any components which would significantly alter the land use in the region. For this reason, no population, employment or housing section will be included in the CMP EIR." This office finds fault with this dependence on a previous study. To the extent Jobs-Housing and VMT were not considered in the RMP and GMP, land use pattern is impacted, and these transportation strategies, as devised, have an adverse impact on schools.

Page 21, paragraph 3 of the Initial Study refers to "short-term" construction related impacts. Please define "short-term". Where such impacts affect schools, we ask that they be clearly defined and assessed as part of the site-specific environmental review.

We repeat our concern that it is not sufficient to tier this EIR on the 1988 EIR for the Regional Mobility Plan (RMP), in that neither the 1988 EIR, nor the earlier Growth Management Plan EIR, provided a thorough review of the impacts on schools, and in that it was not circulated for review to this agency nor perhaps to others that have jurisdiction over schools. This CMP may have significant impacts not analyzed in the previous EIRs.

In fact, the mitigation measures provided in the Regional Growth Management Plan suggest merely that local school districts should implement measures to accommodate growth. There is no acknowledgment that most school districts have no funds with which to implement the suggested measures. The suggestion that alternative financing mechanisms be established is one which needs further attention in the CMP EIR. Another suggestion of the GMP, that school districts increase transportation of students from overcrowded schools to schools with surplus space, ignores the fact that schools in some districts will have no

surplus space, that transportation is expensive and demands scarce funds which should otherwise be used to improve or even maintain educational programs, and that it should be far preferable to work toward a jobs-housing-schools balance to avoid home-to-school commuting, than to strive toward a jobs-housing balance that puts additional burdens on the region's school districts.

Our January 1992 letter refers to the type of adverse impacts that this Congestion Management Plan can have on schools. In light of this, the CMP Initial Study determination of no impact should be changed to "yes", the CMP impacts to schools should be thoroughly analyzed, and mitigation measures provided. There will definitely be impacts on schools.

In particular, the Transportation Impact Analysis Program will impact schools. Local jurisdictions are too often negligent in observing CEQA mandates as they pertain to mitigating impacts of new development on schools. There must be built-in safeguards, such as revisions to the jobs-housing and VMT formulas, which will encourage balanced growth. Please consider the following issues in the Environmental Impact Report for the CMP, and as you draft an improved CMP for Los Angeles County.

Increased traffic will result from a continuing disregard of the need for a jobs-housing-schools balance: The EIR for the CMP should discuss in detail, and offer solutions to, the increasing traffic which results from cities' and agencies' approval of new residential development in areas where schools are already overcrowded. To the extent that jobs and housing are balanced, but schools are not, the savings in home to work commuting will be partially if not entirely negated by the increase in home to school commuting, as students must travel long distances by car or bus to schools elsewhere in the District that have available classroom space. Thus, lack of adequate school infrastructure to serve a community leads to increased traffic and a deterioration of air quality.

It is possible that as school districts approach a limit to the amount of funding cuts they can make to educational programs to pay for busing programs, continued growth in areas of overcrowded schools and continuing budget constraints may lead to cuts in bus transportation of students. Parents would then need to drive children to and from schools outside their areas - adding a worst-case four trips per day as parents drive to school and back in the morning, and repeat the trips in the afternoon. Triangular trips from home to school to job would also add to traffic and deteriorated air quality.

The CMP should direct that all planning agencies within the County use trip rates which reflect these additional trips if a project is built in an area of overcrowded schools. The standard Institute of Transportation Engineers (ITE) rates were never intended to be reflective of daily per-unit trips where units are built in areas where parents regularly must drive their students to and from schools, often many miles from the residence. Other factors which would lead parents to drive students to school are congested or dangerous traffic conditions, or unsafe pedestrian routes to school. Vehicle Miles Travelled (VMT) formulas and formulas for jobs-housing analyses should be revised to reflect additional trips resulting from imbalances in jobs-housing-schools. If this is not done, a major source of traffic and air emissions will be overlooked; more importantly, non-recognition of the relationship of traffic and air quality with adequate and appropriately sited schools would permit continued imbalances, and exacerbate congestion and poor air quality in urban areas.

Capital Improvement Programs Which Will Lead to Permanent Increases in Vehicular Air Emissions Proximate to Schools Should Be Subject to Careful Review, With Consideration of the Increased Susceptibility of Children and Young Adults to Poor Air Quality:

A study should be undertaken as explained on page 2 of the January 8, 1992 comments. The identification of schools as "sensitive receptors" in relation to air emissions and noise impacts would seem to indicate that emissions and noise thresholds for projects impacting schools should be lower than those accepted for other uses.

Traffic emissions, reentrainment of dust (containing lead and other metals) near highways and other toxic emissions are especially damaging to students, who are more susceptible than adults to poor air quality. [See "Air Sickness: Evidence Mounts of Dramatic, Permanent Damage to Lungs of Children," Los Angeles Times, E, p. 1, April 3, 1990.] Aside from being at greater risk due to physiological factors, students may be among the few in the area who are not provided state-of-the art air filtration/air conditioning systems. Compounding this, students exercise on the playground. Poor air quality may especially affect athletes, and compromise a full student athletic program.

Depending on conclusions of the above study, air quality and noise standards in specific areas near schools may need to be reappraised in light of possible damage to children. Alternatively, are there feasible and effective mitigation measures which can minimize such adverse impacts?



# Los Angeles Unified School District

WILLIAM R. ANTON  
*Superintendent of Schools*

## Business Services Division

DAVID W. KOCH  
*Division Administrator, Business Services*

ROBERT BOOKER  
*Chief Business & Financial Officer*

C. DOUGLAS BROWN  
*Deputy Administrator, Business Services*

BOB NICCUM  
*Director of Facilities Planning & Real Estate*

Environmental Review File  
Congestion Management Plan

January 8, 1992

Brad McAllester  
Manager, Congestion Management Program  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

Dear Mr. McAllester:

Thank you for providing us the opportunity to comment on the scope and content of the Environmental Impact Report for the Congestion Management Program (CMP). A careful and detailed analysis of public service impacts (schools) of the CMP should be provided in this EIR.

Reliance on an analysis which was provided not in the broad [parent] Regional Mobility Plan EIR in 1988, but in the earlier Growth Management Plan, which was not even reviewed by this school district, is not acceptable. Such an analysis is probably too far removed in time and reality from the actuality of impacts which the CMP will impose on school districts, and is far removed from the intent of the California Environmental Quality Act. Please therefore provide careful analysis of the CMP on schools.

We agree with the NOP discussion on page 18 which states that the CMP could result in a positive impact on public services. Since children are especially sensitive to air pollution, we support efforts to improve the air quality of the South Coast Air Basin. There are, however, two areas of concern to the District, and we ask that you consider them during environmental review of the CMP:

1) The growth-inducing impacts of the Congestion Management Plan, especially in relation to schools, should be carefully analyzed. In many cases, phasing and location of transportation improvements will overwhelm the educational infrastructure, in that it will encourage growth in areas where schools are especially overcrowded (e.g., encouraging residential growth in areas of planned metro-rail stations may be beneficial in terms of transit and air quality, but not in terms of schools, because these areas typically are serviced by schools which are already way above-capacity). Broadly-defined mitigation measures should be provided in the CMP to avoid or to compensate for such impacts. Examples of such measures are provided in the attached letter. Additional measures should be added to facilitate construction of educational infrastructure in these areas.

Brad McAllester

- 2 -

January 8, 1992

2) Certain traffic improvements may result in air emission "hot spots", and in unacceptable noise levels near schools. An example of such incompatibilities may be the proposed terminal parking lot across from Parkman Junior High School at Warner Center. The EIR for the CMP would be the appropriate document in which to provide a detailed study on air emission criteria for such "hot spots" when they are located close to sensitive receptors such as schools. What mitigation measures (e.g., installing state-of-the-art air conditioners and exhaust systems in affected schools) can be provided to ensure that children are not exposed to harmful pollutants? Similarly, such analyses should also be provided for noise.

The NOP states that the demands of the CMP could divert resources from the provision of other government services. Since the CMP includes a section on financial strategies for accomplishing the plan, please analyze the plan in terms of the financial costs to the District, and the extent to which these costs may detract from monies currently used for educational programs.

Please incorporate by reference the attached October 15, 1991 letter into this response. Thank you for your consideration of our concerns. We will be pleased to work with you as you prepare the EIR for the Congestion Management Program.

Very truly yours,



Elizabeth J. Harris  
California Environmental Quality Act Officer  
for the Los Angeles Unified School District

Attachment

c: Mr. Brown  
Ms. Louargand  
Mr. Niccum

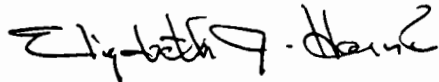
Ms. Morries

- 5 -

June 30, 1992

Thank you for your consideration of our concerns.

Very truly yours,

A handwritten signature in black ink, appearing to read "Elizabeth J. Harris". The signature is written in a cursive style with a large initial "E".

Elizabeth J. Harris  
California Environmental Quality Act Officer  
for the Los Angeles Unified School District

Attachments

c: Mr. Brown  
Ms. Louargand  
Mr. Niccum



# CITY OF LOS ANGELES

CALIFORNIA



TOM BRADLEY  
MAYOR

BOARD OF  
FIRE COMMISSIONERS  
485-6032

JAMES E. BLANCARTE  
PRESIDENT

CARL R. TERZIAN  
VICE-PRESIDENT

AILEEN ADAMS

NICHOLAS H. STONNINGTON

KENNETH S. WASHINGTON

EVA WHITELOCK  
EXECUTIVE ASSISTANT

DEPARTMENT OF FIRE

200 NORTH MAIN STREET  
LOS ANGELES, CA 90012

DONALD O. MANNING  
CHIEF ENGINEER  
AND  
GENERAL MANAGER

June 29, 1992

Kendra Morries, Project Coordinator  
Congestion Management Program  
Los Angeles County  
Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

Dear Ms. Morries:

Revised Notice of Preparation of a Draft  
Environmental Impact Report and Initial Study

Any aerial or subway transit systems should adopt the Rail Construction Corporation's fire/life safety criteria.

All street intersections with a level of service of "E" or "F" decreases the level of fire protection and emergency medical services provided by this Department.

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, Assistant Fire Marshal  
Bureau of Fire Prevention and Public Safety

DLH:ASM:cec:3140E

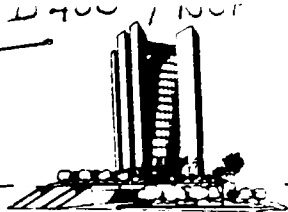
cc: Councilman Michael Hernandez  
Councilman Joel Wachs  
Councilwoman Joy Picus  
Councilman John Ferraro  
Councilman Zev Yaroslavsky

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

Recyclable and made from recycled waste

Ms. Kendra Morries  
June 29, 1992  
Page 2

Councilwoman Ruth Galater  
Councilman Ernani Bernardi  
Councilman Mark Ridley-Thomas  
Councilwoman Rita Walters  
Councilman Nate Holden  
Councilman Marvin Braude  
Councilman Hal Bernson  
Councilman Michael Woo  
Councilman Richard Alatorre  
Councilwoman Joan Milke-Flores  
Environmental Affairs Commission  
Fire Department Planning Section  
Brad McAllester, Congestion Management Program, Los Angeles ✓  
County Transportation Commission, 818 W. Seventh Street,  
Suite 1100, Los Angeles, CA 90017



# CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER

333 WEST OCEAN BOULEVARD

LONG BEACH, CALIFORNIA 90802

(213) 590-6711

JAMES C. HANKLA  
CITY MANAGER

June 26, 1992

220082

Kendra Morries  
Project Manager  
Congestion Management Program  
818 W. Seventh Street-2200  
Los Angeles, CA 90017

MIOP  
000

**Subject: Revised Notice of Preparation  
Draft Environmental Impact Report  
Congestion Management Program for  
Los Angeles County**

Thank you for the opportunity to review the revised Notice of Preparation. The City of Long beach strongly supports the Congestion Management Program. We are, however, concerned that impacts to local municipalities be fully evaluated in the DEIR.

The deletion of the development mitigation fee from the Notice of Preparation is a significant change. While not advocating such a fee, we realize that a development mitigation fee is one possible way to mitigate the congestion impacts of new development. As such, we request that the concept of a mitigation fee be evaluated as an alternative to the project.

We note on page 2 of the NOP that CMP staff is currently engaged in a feasibility study regarding various approaches to address future congestion. It will be very difficult to determine the impact upon local government unless a specific approach or alternative approaches are described and evaluated. Since the legislation requires mitigation of congestion caused by development, it is possible that an inadequate approach would result in a slowdown in development activity in impacted areas. This could result in a substantial alteration of the present and planned land use of Long Beach, and therefore "yes" should be checked under land use impacts. We request that the DEIR evaluate the specific impacts to the Long Beach Land Use Element of the General Plan and the Downtown Redevelopment Plan. Without adequate mitigation, the CMP has a significant potential to stop development and in turn negate the goals and objectives of our development plans. We request that these impacts be reviewed and evaluated in the DEIR.

In the same manner, the CMP could cause a redistribution of housing and area population through a prohibition of new development in impacted areas. We therefore request that "yes" be checked for both Population and Housing and that these categories be evaluated for impacts on both a regional and a municipal basis.

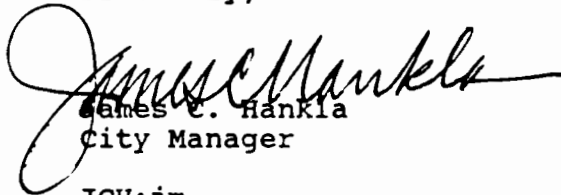
Kendra Morries  
June 26, 1992  
Page 2

Finally, we request that the DEIR evaluate the negative fiscal impacts and the resultant effect upon municipal services which could occur if implementation of our Land Use and Redevelopment Plans are retarded due to an inadequate congestion mitigation program.

In summary, we believe that the above cited "worst case" impacts upon local government must be discussed unless the congestion management program is described in sufficient detail and is evaluated to demonstrate that it will fully meet the congestion mitigation mandates of state law.

Please be so kind as to send this office a copy of the DEIR.

Sincerely,

  
James C. Hankla  
City Manager

JCH:jm



KD142  
NOP



**South Coast  
AIR QUALITY MANAGEMENT DISTRICT**

21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (714) 396-2000

MICROFILMED  
COPY IN RMC

219037

June 26, 1992

Ms. Kendra Morries  
Project Manager  
Congestion Management Program  
818 West Seventh Street-2200  
Los Angeles, CA 90017

Dear Ms. Morries:

**Subject: Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles County Congestion Management Program (CMP)**

**SCAQMD# LAC920508-01**

---

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Los Angeles County Congestion Management 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 of the Congestion Management Program** with the AQMP.

Identify and quantify **Project Alternatives** that may attain the goals of the project with substantially fewer or less significant impacts.





818 West Seventh Street, 12th Floor • Los Angeles, California 90017-3435 ☐ (213) 236-1800 • FAX (213) 236-1825

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- AT-LARGE DELEGATES**
- Robert Lewis, Mayor**  
Thousand Oaks
- Fred Aguiar, Mayor**  
Chino
- Richard Kelly, Mayor**  
Palm Desert

June 17, 1992

**Kendra Morries, Project Manager**  
**Congestion Management Program**  
**Los Angeles County Transportation Commission**  
**818 West Seventh Street - 2200**  
**Los Angeles, CA 90017**

**RE: Revised Notice of Preparation of a Draft Environmental Impact Report and Initial Study**  
**SCAG CLEARINGHOUSE # LA-55791-MT**

Dear Ms. Morries:

We have concluded review of the above project and determined that it is regionally significant. Enclosed you will find a copy of our general requirements for environmental documents being prepared for regionally significant projects. The EIR should also address conformity with the South Coast Air Quality Management Plan (AQMP) using procedures included in the Guidance for Implementation of AQMP Conformity Procedures.

A description of the project was published in the June 15 Semi-Monthly Intergovernmental Review Listing for public review and comment.

The project title and SCAG number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the Clearinghouse Coordinator. When additional documents are sent to SCAG, please provide three copies so that the project is generated to the respective analysts. If you have any questions, please contact Mike Ouellett (213) 236-1886.

Sincerely,  
*Eric H. Roth*  
**ERIC H. ROTH**  
Manager, Intergovernmental Review

**ALTERNATES**

Imperial County • **Sam Sharp, Supervisor** • Los Angeles County • **Ed Edelman, Supervisor** and **Kenneth Hahn, Supervisor** • Orange County • **Goddi Vasquez, Supervisor** • Riverside County • **Melba Dunlap, Supervisor** • San Bernardino County • **Larry Walker, Supervisor** • Ventura County • **Vicky Howard, Supervisor** • Cities of Imperial County • **Victor Sanchez, Jr., Mayor Pro Tem**, Westmorland • Cities of Los Angeles County • **Abbe Land, Councilmember**, West Hollywood • Cities of Orange County • **Ruthelyn Plummer, Councilmember**, Newport Beach • Cities of Riverside County • (Vacant) • Cities of San Bernardino County • **Elmer Digneo, Mayor Pro Tem**, Loma Linda • Cities of Ventura County • **Judy Mikels, Councilmember**, Simi Valley • City of Los Angeles • **Richard Alatorre, Councilmember** • **Rita Walters, Councilmember** • **Michael Woo, Councilmember** • Long Beach 2nd position • **Douglas Drummond, Councilmember** • At Large • **George Nakano, Councilmember**, Torrance • **Candace Haggard, Councilmember**, San Clemente • **Judy Wright, Councilmember**, Claremont • Ex-Officio • **Judith Johnston-Weston**, Los Angeles: *Chair, Regional Advisory Council*



## GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

cc: See Attached List  
1400 TENTH STREET  
SACRAMENTO, CA 95814



JUN 22 1992 ET

DATE: Jun 18, 1992

TO: Reviewing Agency

RE: LOS ANGELES COUNTY TRANSPORTATION COMMISSION'S NOP for  
CONGESTION MANAGEMENT PROGRAM FOR LOS ANGELES COUNTY  
SCH # 91121063

Attached for your comment is the LOS ANGELES COUNTY TRANSPORTATION COM  
Notice of Preparation of a draft Environmental Impact Report (EIR) for the  
CONGESTION MANAGEMENT PROGRAM FOR LOS ANGELES COUNTY.

Responsible agencies must transmit their concerns and comments on the  
scope and content of the EIR, focusing on specific information related  
to their own statutory responsibility, within 30 days of receipt of this  
notice. We encourage commenting agencies to respond to this notice and  
express their concerns early in the environmental review process.

Please direct your comments to:

KENDRA MORRIES  
LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
818 WEST SEVENTH ST., STE 2200  
LOS ANGELES, CA 90017

with a copy to the Office of Planning and Research. Please refer to the  
SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call  
Tom Loftus at (916) 445-0613.

Sincerely,

A handwritten signature in cursive script that reads "Christine Kinne".

Christine Kinne  
Acting Deputy Director, Permit Assistance

Attachments

cc: Lead Agency

S = sent by lead agency

X = sent by SCH

**Resources Agency**

Judy Carpenter  
Dept. of Boating & Waterways  
1629 S Street  
Sacramento, CA 95814  
916/445-6281

Gary L. Holloway  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
415/904-5200

Reed Holderman  
State Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
510/464-1015

Steve Olliva  
Dept. of Conservation  
1416 Ninth Street, Room 1326-2  
Sacramento, CA 95814  
916/445-8733

- Div. of Mines and Geology
- Div. of Oil and Gas
- Land Resources Protect. Unit

Douglas Wicklizer  
Dept. of Forestry  
1416 Ninth Street, Room 1516-2  
Sacramento, CA 95814  
916/453-9451

Hans Kreuzberg  
Office of Historic Preservation  
P.O. Box 942896  
Sacramento, CA 94296-0001  
916/453-9107

Mike Doyle  
Dept. of Parks and Recreation  
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916/453-0547

Anna Leana Bronson  
Reclamation Board  
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916/453-9669

Nancy Wakeman  
S.F. Bay Conservation & Dev't Comm.  
30 Van Ness Avenue, Room 2011  
San Francisco, CA 94102  
415/557-3686

Nadell Gayno  
Dept. of Water Resources  
1416 Ninth Street, Room 449  
Sacramento, CA 95814  
916/453-6866

**Fish and Game - Regional Offices**

Gary Stacey, Regional Manager  
Department of Fish and Game  
601 Locust  
Redding, CA 96001  
916/225-2300 (8-442)

Jim Messersmith, Regional Manager  
Department of Fish & Game  
1701 Nimbus Road, Suite A  
Rancho Cordova, CA 95670  
916/355-0922 (8-438)

B. Hunter, Regional Manager  
Department of Fish and Game  
P.O. Box 47  
Yountville, CA 94599  
707/944-5518

G. Nokes, Regional Manager  
Department of Fish and Game  
1234 East Shaw Avenue  
Fresno, CA 93710  
209/222-3761 (8-421)

Fred A. Worthley, Jr., Reg. Manager  
Department of Fish and Game  
330 Golden Shore, Suite 50  
Long Beach, CA 90802  
213/590-5113 (8-635)

**Independent Commissions**

John R. Nuffer  
California Energy Commission  
1516 Ninth Street, MS-15  
Sacramento, CA 95814  
916/454-3859

William A. Johnson  
Native American Heritage Comm.  
915 Capitol Mall, Room 288  
Sacramento, CA 95814  
916/453-4082

William Meyer  
Public Utilities Commission  
505 Van Ness Avenue  
San Francisco, CA 94102  
415/703-1540 (8-597)

Betty Eubanks  
State Lands Commission  
1807 - 13th Street  
Sacramento, CA 95814  
916/322-2795

**Business, Transportation, & Housing**

Sandy Hemard  
Caltrans - Division of Aeronautics  
P.O. Box 942874  
Sacramento, CA 94274-0001  
916/324-1833

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California Highway Patrol  
Office of Special Projects  
Planning and Analysis Division  
2555 First Avenue  
Sacramento, CA 95818  
916/437-7222

Ron Helgason  
Caltrans - Planning  
P.O. Box 942874  
Sacramento, CA 94274-0001  
916/445-5570

**Department of Transportation  
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Wayne Schnell  
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Aileen Kennedy  
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Santa Ana, CA 92705  
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**Food and Agriculture**

Vashek Cervinka  
Dept. of Food and Agriculture  
1220 N Street  
Sacramento, CA 95814  
916/322-5227

**Health & Welfare**

Quy Tu  
Dept. of Health  
714 P Street, Room 692  
Sacramento, CA 95814  
916/323-6111

DISTSCD: \_\_\_\_\_  
\_\_\_\_\_

**State and Consumer Services**

Robert Sleppy  
Dept. of General Services  
400 P Street, Suite 5100  
Sacramento, CA 95814  
916/324-0214

**Environmental Affairs**

Barbara Fry  
Air Resources Board  
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916/322-8267

Steve AM  
Calif. Waste Management Board  
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916/322-4235

**State Water Resources Control Board**

Allan Patton  
State Water Resources Control Board  
Division of Clean Water Programs  
P.O. Box 944212  
Sacramento, CA 94244-2120  
916/739-4265

Dave Berlinger  
State Water Resources Control Board  
Delta Unit  
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Sacramento, CA 95812-2000  
916/322-9870

Phil Zentner  
State Water Resources Control Board  
Division of Water Quality  
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Sacramento, CA 95801  
916/457-0912

Mike Falkenstein  
State Water Resources Control Board  
Division of Water Rights  
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Sacramento, CA 95814  
916/457-1377 (8-437)

APCD/AQMD **SOUTH COAST**

**Regional Water Quality Control Board**

NORTH COAST REGION (1)  
1440 Guerneville Rd.  
Santa Rosa, CA 95401  
707/576-2220 (8-590)

SAN FRANCISCO BAY REGION (2)  
2101 Webster, Suite 500  
Oakland, CA 94612  
415/464-1255 (8-561)

CENTRAL COAST REGION (3)  
81 Higuera Street, Suite 200  
San Luis Obispo, CA 93401-5414  
805/549-3147 (8-629)

LOS ANGELES REGION (4)  
1075 S. Broadway, Rm. 4027  
Los Angeles, CA 90012  
213/266-4460 (8-640)

CENTRAL VALLEY REGION (5)  
3443 Roubier Road, Suite A  
Sacramento, CA 95827-3098  
916/361-5600

Fresno Branch Office  
3614 East Ashlan Avenue  
Fresno, CA 93726  
209/445-5116 (8-421)

Redding Branch Office  
415 Knollcrest Drive  
Redding, CA 96002  
916/224-4845 (ATS 441)

LA MONTAN REGION (6)  
2092 Lake Tahoe Boulevard  
South Lake Tahoe, CA 96150  
916/544-3481

Victorville Branch Office  
15428 Civic Drive, Suite 100  
Victorville, CA 92392-2359  
619/241-6583

COLORADO RIVER BASIN REGION (7)  
73-271 Highway 111, Suite 21  
Palm Desert, CA 92260  
619/346-7491

SANTA ANA REGION (8)  
2010 Iowa Avenue, Suite 100  
Riverside, CA 92507  
714/782-4130 (8-632)

SAN DIEGO REGION (9)  
9771 Clairemont Mesa Blvd., Suite B  
San Diego, CA 92124-1331  
619/265-5114 (8-636)

OTHER: \_\_\_\_\_

OTHER: \_\_\_\_\_

**ENVIRONMENTAL DOCUMENTATION AND REVIEW  
GENERAL REQUIREMENTS  
for  
NEGATIVE DECLARATIONS, MITIGATED NEGATIVE DECLARATIONS,  
NOTICES OF PREPARATION, ENVIRONMENTAL IMPACT REPORTS, ENVIRONMENTAL  
ASSESSMENTS, AND RELATED DOCUMENTS**

**The general requirements for the review of regionally significant projects are based on the disclosure of information, identification of impacts and a program for their mitigation, as required under CEQA. The requirements used presently by SCAG are revised as shown below to provide for the adoption of the Growth Management Plan, Regional Mobility Plan, and Air Quality Management Plan. (Revised November 1, 1989)**

If any proposed project(s) will or could cause environmental impacts, such impacts must be consistent with the forecasts included in the Growth Management Plan and the Regional Mobility Plan (approved in February 1989) and the Air Quality Management Plan (approved in March 1989).

The relationships of the forecasts and policies mentioned above must be addressed and evaluated wherever applicable. Therefore, all of the documents listed above and other such studies and reports should address the issues below. (Not all issues will apply to every project.)

1. **What are the impacts of the proposed project on population, employment, and housing? Give the growth forecast for each phase of the project, if phased.**
2. **Are the growth management goals and policies complied with?**
3. **Are the Jobs/Housing Balance performance goals being met?**
4. **Is housing availability discussed in terms of the income and wage levels of the local workforce?**
5. **What will be the cumulative impacts of the project in the subregion? How is this related to the Growth Management Plan forecast at the expected date of project completion or phase completion?**
6. **Are the provisions of the Air Quality Management Plan implemented at the local level and within the subregion? What are the air quality impacts of the projects? Are they being addressed?**
7. **For any project with transportation corridor-level impacts, what are the long-term impacts?**
8. **What assumptions are used in estimating the total trips generated by the project?**
9. **What are the related vehicular emissions?**

10. What is the annual impact on total trips generated by this project?
11. Discuss the transportation demand management program chosen for the project. Will mass transit, ridesharing, and other trip-reduction strategies be promoted? Quantify the effects of each component of these programs. Provide an implementation schedule for each component. Identify the person or agency responsible for monitoring and administering the program. Who will operate the program? How will the program be funded?
12. Does the project impact a highway, either directly or indirectly? Does it include a highway in a mitigation measure? If so:  
The document must state where the project includes High Occupancy Vehicles (HOV), transitway, and/or mixed-flow improvements;  
It must state how mitigation measures will promote the use of HOVs, transitway, and/or mixed-flow improvement;  
It must state whether the highway improvement is included in the Caltrans District Service Management Plan.
13. Transportation improvements/projects must adhere to the following criteria:  
The impact of the overall project on air quality in the long term must be analyzed on a transportation corridor level, even if the project is phased or incrementally developed. The impact of the project on air quality must be compared with the impacts of the project alternatives, on a transportation corridor level. The alternatives must also be compared with each other.  
The demand management strategies, HOV improvements, and transit are required to be evaluated as alternatives (and as mitigation measures if necessary.)
14. **ALL PROJECTS MUST STATE THE FOLLOWING:**
  - Whether they are included in the Regional Transportation Improvement Program;
  - Whether they are consistent with local planning documents;
  - Whether they are identified as constrained or unconstrained in the Regional Mobility Plan;
  - Whether they are consistent with the specific policy elements of the Regional Mobility Plan, Section IV.
15. What are the impacts (if any) of the project on:  
Water,  
Wastewater treatment,  
Solid and hazardous waste,  
Energy,  
School facilities?

Environmental documents will be reviewed by SCAG at the appropriate time within the public review period, or under public hearing procedures.

Please send three copies of the documents when they are ready for distribution.

**FOR ADDITIONAL INFORMATION, PLEASE CALL  
THE SCAG CLEARINGHOUSE  
(213) 236-1800**



DEPARTMENT OF FISH AND GAME  
330 Golden Shore, Suite 50  
Long Beach, California 90802  
(310) 590-5113

L.A.C.T.C.

1992 FEB -7 AM 11:47

MICROFILMED  
COPY IN RMC  
207041

February 6, 1992

Mr. Bradford McAllester  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, California 90017

Dear Mr. McAllester:

Notice of Preparation for Congestion Management Program for  
Los Angeles County - SCH 91121063

To enable our staff to adequately review and comment on subject project, we recommend the following information be included in the Draft Environmental Impact Report:

1. A complete assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened and locally unique species and sensitive and critical habitats.
2. A discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.
3. A discussion of potential adverse impacts from any increased runoff, sedimentation, soil erosion, and/or urban pollutants on streams and watercourses on or near the project site, with mitigation measures proposed to alleviate such impacts. Stream buffer areas and maintenance in their natural condition through non-structural flood control methods should also be considered in order to continue their high value as wildlife corridors.

More generally, there should be discussion of alternatives to not only minimize adverse impacts to wildlife, but to include direct benefit to wildlife and wildlife habitat. Those discussions should consider the Department of Fish and Game's policy that there should be no net loss of wetland acreage or habitat values. We oppose projects which do not provide adequate mitigation for such losses.

Mr. Bradford McAllester  
February 6, 1992  
Page Two

Diversion, obstruction of the natural flow, or changes in the bed, channel, or bank of any river, stream, or lake will require notification to the Department of Fish and Game as called for in the Fish and Game Code. Notification should be made after the project is approved by the lead agency.

Thank you for the opportunity to review and comment on this project. If you have any questions, please contact Ms. Kim McKee at (310) 590-5137.

Sincerely,

*Earl W. Jupp*  
Fred Worthley  
Regional Manager  
Region 5

cc: Office of Planning & Research



CENTRAL CITY ASSOCIATION  
OF LOS ANGELES

---

February 3, 1992

Mr. Brad McAllester  
Administrator, Congestion Management Program  
Los Angeles County Transportation Commission  
818 West 7th Street  
Suite 1100  
Los Angeles, CA 90017

RE: Congestion Management Program for Los Angeles County

Dear Mr. McAllester:

CCA represents a number of downtown business interests which are deeply committed to improving mobility and air quality in Los Angeles County through a regulatory framework which permits responsible growth. However, we feel the CMP must ensure that local jurisdictions, developers and the business community at large are afforded the flexibility needed to adopt these transportation congestion measures. In addition, the development community cannot bear a disproportionate burden of repairing and expanding the County's regional transportation infrastructure. The development community cannot be asked to pay duplicate fees and impose inconsistent mitigation through conflicting approval processes. We have reviewed the August 14, 1991 Final Draft of the Congestion Management Program for Los Angeles and have the following concerns which we believe have not been adequately addressed.

1. The LACTC should be required to do an economic study in conjunction with the EIR to evaluate the socio-economic impacts of the CMP. Given current economic conditions, failure to identify economic impacts would result in a seriously deficient plan.
2. CCA supports the SCAQMD's goals to reduce work and non-work related automobile vehicle trips through the adoption of Regulation XV. As you know, it is too early to tell whether the implementation of trip reduction strategies for employers of 100 employees or more is actually reducing AVR levels and therefore, whether it is necessary and beneficial to extend it to employers of 99 employees and below. The language contained in Section 6.3.1 on page (36) of the CMP unequivocally states that "Regulation XV requirements shall apply to all employers and is reaffirmed by the CMP." We

TDM

page 2  
Mr. Brad McAllester  
February 3, 1992

believe that the SCAQMD should act as the regional authority and develop a coordinated, uniform and regional approach to trip reduction, rather than impose a fragmented approach to transportation demand management. We believe the SCAQMD must analyze the cost to businesses, and the effectiveness of Regulation XV on AVR reduction before extending its terms. We urge you to define more clearly the roles and responsibilities of the SCAQMD, the LACTC and local jurisdiction in regulating trip reduction.

TDM

3. On page (13) of your policy statements, it is essential that a policy statement be added to state, "LACTC will work closely with the business community in implementing the CMP and work to ensure the expansion of jobs, housing and economic development throughout the region."
4. On page (36), an extensive list of TDM Strategies are identified to reduce trips. Is this list comprehensive? Are they effective? In other words, do we know that these strategies produce the desired results?
5. On page (37), building owners are required to advise tenants of TDM-related activities through their lease terms. There should be one consistent and uniform survey required for building owners. Otherwise a building owner can potentially be required to gather and disseminate TDM information to tenants in a building under overlapping regulations by AQMD's Regulation XV, the City of Los Angeles and LACTC. The lease, as a vehicle for TDM education should be re-evaluated.
6. On page (44), the CMP suggests that the county-wide mitigation fee is a desired alternative for both local government and the development industry. CCA's developer members oppose this proposed fee. It is fundamentally unfair to place the burden of repairing our regional transportation infrastructure solely on new development. The current congestion on the County's system is partly the result of population and trip increases and partly the consequence of past failures to finance and construct the infrastructure required to keep pace with growth. To require new development to fund the expansion of the County's transportation infrastructure imposes a burden on new development that exceeds its impact on the CMP network. A fee should only be charged to new development under the CMP if a project is demonstrated to impact the CMP network, contribute to a deficiency in the network, or that a deficiency exists or will be created.

TDM

TDM

ROBERT A. DELOACH  
Director

206188

THE CITY OF  
**POMONA**

Public Works Department



January 27, 1992

Mr. Brad McAllester  
Manager, Congestion Management Program  
LOS ANGELES COUNTY  
TRANSPORTATION COMMISSION  
818 West Seventh Street; Suite 1100  
Los Angeles, CA 90017

**Subject: Response to Notice of Preparation of a Draft  
Environmental Impact Report**

Dear Brad:

I am in receipt of your Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Congestion Management Program (CMP) for Los Angeles County.

After thorough review, our office will offer no comment at this time as this document is consistent with previous communications concerning the CMP.

I have forwarded a copy of this document to our Redevelopment Agency and our Community Development Department for their review.

Respectfully,

Robert A. DeLoach  
Director of Public Works

cc: Director of Redevelopment  
Director of Development

RAD:bmt042



page 3  
Mr. Brad McAllester  
February 3, 1992

7. The CMP's requirements impose a regional mitigation fee without providing any mechanism for the developer to demonstrate that a project actually impacts the CMP network. The CMP should allow private developers the flexibility to contribute to regionally significant infrastructure improvements outlined in a Deficiency Plan and receive credit against an otherwise assessed mitigation fee.
8. Local jurisdictions must have the flexibility to administer and allocate the fees in a manner that will encourage local growth. The CMP is unclear as to the manner in which the fees will be distributed and improvements funded. The CMP must ensure that local fees are not imposed on developers that overlap or duplicate with the CMP mitigation fees.
9. On page (45), "the impact of trips on the CMP system in the immediate area will be analyzed using a five mile radius for the CMP arterial and freeway monitoring locations." How is a 5 mile radius determined?
10. On page (13) Section 7.2.3 of the CMP, the objectives of the land use/transportation impact analysis program is to "establish a program which can be integrated into existing local review processes, with minimal additional burden placed on public and private entities". It is essential that mitigation requirements imposed on development under the CMP are consistent with requirements of local jurisdictions.
11. On page (49), Section 7.4, the provision states that deficiency plans must exceed those control measures included in the 1991 AQMD or accelerate implementation of such measures. There is nothing in the CMP legislation that requires that a deficiency plan go beyond the measures contained in the AQMD. What is the LACTC's authority?
12. On page (9), it is stated that transit operators will be consulted during the development and implementation of the CMP. We are concerned that this additional review will further delay and add costs to development projects. Transit operators currently have the opportunity to review projects through the CEQA process. This requirement is duplicative and unnecessary. LACTC must develop a regional transportation model and database for the CMP that will be consistent with those databases and models used by local jurisdictions.

TRANSIT

Page 4

Mr. Brad McAllester

February 3, 1992

The CMP must be uniform, consistent and equitable. New development cannot bear the burden alone. CCA applauds the CMP's objectives and recognizes that congestion relief is essential to ensure the economic vitality of the state and improved quality of life in communities throughout the region. We look forward to working with you on these important transportation, land use, and air quality issues prior to the CMP's adoption.

Sincerely,



Donald F. McIntyre  
President & CEO

DFM/lk



## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
(213) 897-3656



January 24, 1992

206014

County of Los Angeles  
IGR/CEQA/NOP- Congestion  
Management Program For Los  
Angeles County  
Vic LA-COUNTY-WIDE  
SCH # 91121063

Mr. Bradford McAllester  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

Dear Mr. McAllester:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. Items which should be covered for the project include, but are not limited to:

- A. Trip generation/distribution including the method used to develop the percentages and assignment.
- B. ADT, AM and PM peak-hour volumes for both the existing and future (Year 2010) conditions. This should include State facilities (Freeways and Highways) and all significantly affected ramps, streets, crossroads and controlling intersections, as well as an analysis of existing and future conditions on mainlines (Freeways and Highways).
- C. An analysis of future (Year 2010) conditions which include project traffic and the cumulative traffic generated for all approved developments in the area.
- D. Consideration should be given to providing mitigation for congestion relief. Any mitigation proposed should be fully discussed in the document. These discussions should include, but not be limited to, the following:
  - \* financing
  - \* scheduling considerations
  - \* implementation responsibilities
  - \* monitoring
- E. Consideration should be given to requiring developer contributions or fair-share funding for transportation improvements on State facilities.

Mr. Bradford McAllester  
Page Two  
January 24, 1992

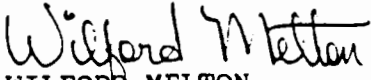
- f. The land use analysis requirements should include assurances that local jurisdictions consider transportation and land use impacts of new developments on the mainline regional freeway system.
- g. The CMP Transportation Impact Analysis Program and Deficiency Plan should include all State (Freeways and Highways) and an identification of deficiencies below the established level-of-service standards.
- h. Proposed Flexible Congestion Relief (FCR) and Transportation System Management (TSM) and High Occupancy Vehicle (HOV) projects are to be coordinated with Caltrans.

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Wilford Melton  
District 7 IGR\CEQA Coordinator  
Advance Planning Branch  
120 So. Spring Street  
Los Angeles, CA 90012

Thank you for this opportunity to comment. If you have any questions regarding these comments, please call me at (213) 897-1338.

Sincerely,

  
WILFORD MELTON  
IGR\CEQA Coordinator  
Advance Planning Branch

cc: State Clearinghouse

23920 Valencia Blvd.  
Suite 300  
City of Santa Clarita  
California 91355

Phone  
(805) 259-2489  
Fax  
(805) 259-8125

City of  
Santa Clarita



205318

1992 JAN 27 10 10 AM '92

RECEIVED

January 24, 1992

Mr. Brad W. McAllester  
Administrator, Congestion Management Program  
Los Angeles County  
Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, California 90017

RE: CMP: Notice of Preparation of a Draft Environmental Impact Report

Dear Mr. McAllester:

Thank you for offering us the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report for the Congestion Management Program, and we look forward to commenting on the DEIR once it is completed. At this time, we have identified the following concerns:

1. To date, no information has been distributed regarding the dollar amount that will be raised via mitigation fees, how these fees will be apportioned within the region, and the fee to be paid by individual developments to mitigate project impacts.
2. Since this is a Tiered EIR drawing on the EIR prepared for the Regional Mobility Plan (RMP), the RMP-EIR should be an attachment to the CMP-EIR.
3. The City supports the view that most of the items on the environmental checklist should be checked "maybe" for assessing the environmental impact of the CMP program, and in general, this was done. Specific capital improvement projects that will be implemented as a result of the CMP may have substantial environmental impacts, and "no" responses may not be appropriate. For instance, in 1a (Earth), the LACTC indicates that the project will not cause unstable earth conditions or changes in geologic

Mr. Brad McAllester  
January 24, 1992  
Page two

substructures, yet "maybe" was checked for every other impact in this category. Road improvements may impact geologic substructures and result in unstable earth conditions that require mitigation. Similarly, the "no" responses to 2a, 2b, 2e, 10a, 13c, 13f, 16a, 16b, 16c, 16e, 17a, 17b, 21a, 21b, and 21d should have the "no" responses changed to "maybe." The revised responses should then be appropriately addressed in the DEIR.

4. The City believes Sierra Highway and the Old Road should be added to the network because both roads are parallel to existing freeways. The Old Road is adjacent to the Golden State Freeway (I-5), and Sierra Highway parallels the Antelope Valley Freeway (R-14). Both of the existing freeways are congested, and the Old Road and Sierra Highway could provide relief if additional funding was provided to improve them. The criteria for defining the network should be addressed in the DEIR.
5. The DEIR should fully address the impacts of pending, approved, and recorded development (including residential, commercial, and industrial projects) within the incorporated and unincorporated areas.
6. The DEIR should include a complete list of capital projects that could be funded with future CMP mitigation fees.

Thank you again for the opportunity to comment on the Notice of Preparation for the CMP-EIR. If you have any questions or comments on this letter, please contact Kevin Michel at (805) 255-4351.

Sincerely,



Lynn M. Harris  
Deputy City Manager/  
Community Development

LMH:KJM:jcg:230

City of  
West Hollywood



Department of  
Transportation

1-12-92  
1992 JAN 20 11:37  
January 22, 1992

Brad Macallister, Manager  
Congestion Management Program  
818 West Seventh Street, Suite 1100  
Los Angeles, California, 90017

Dear Brad:

I have been out of town for several weeks and just got the opportunity to read your Notice of Preparation (NOP) for a draft environmental impact report for the Congestion Management Program. While I realize that the time for official comment on the NOP has passed, I have one comment worthy of your consideration during the environmental review.

The EIR is supposed to review what will actually happen as the result of your program, not what would happen if the CMP were to achieve all its goals. And while I understand that the goal of the CMP is to reduce congestion and improve air quality, it is entirely possible that the program could actually have an opposite effect.

To the extent that the CMP mandates and achieves improved level of service on regional arterials, it could be a direct incentive for people to make longer regional trips. If you do not, at the same time, include equally powerful improvements to local mobility in the plan, the net effect will be to decentralize the urban area.

For this reason, the CMP could have the potential to achieve short-term (reduced congestion on state highways) goals to the disadvantage of long-term (improved jobs/housing balance, reduction of vehicle miles traveled) goals. Besides checking "maybe" for questions involving, land use, transportation and circulation, population and housing, you might consider the possibility that a "maybe" is the best answer for question 21 b. on your form.

Sincerely,

  
Lucy Dyke  
Transportation Manager

LD0043.IW



construction in order to meet state and federal requirements if housing must pay to "mitigate" its trips and pay a proposed CMP trip fee?

- What are the economic impacts of a potential CMP trip fee on housing costs?
- Will the impacts be regressive?
- Which income groups will be affected most?

#### Growth Limitations

SCAG's GMP does not set out to limit growth, but rather "control" or distribute growth. There are several issues as how this will be achieved in the CMP.

- What are the demographic, economic and legal implications if a City can no longer physically mitigate its impacts on the CMP network and the market can no longer bear the cost of trip fees for new development?
- When will the market (retail, office, residential) no longer be able to absorb the trip fees; will it happen in different cities at different times?
- What are the economic consequences of a CMP induced freeze on new development?
- Which industries, real estate markets and employers will be most sensitive to the impact of mitigation fees.
- Which income groups will be affected first?
- Will CMP requirements affect small scale entrepreneurial efforts differently from larger scale investments?

#### Credits

- How will the DEIR handle the issue of credits (e.g., City of Los Angeles Metro Rail contributions, mixed use developments, mixed use trip fees, Transportation Demand Management, etc.)?
- How will mixed-use developments that keep trips off the CMP network be assured credit?

Mr. N. Peterson  
January 22, 1992  
Page 4

- How will mixed use projects be encouraged within the CMP?

#### Population

What groups (income, age, ethnicity) will be most affected by CMP's growth limiting effects?

#### Public Services

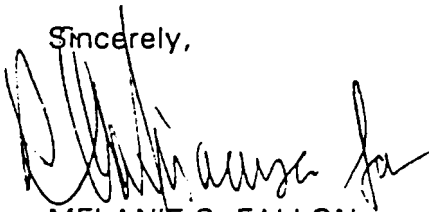
The following excerpt is from the RMP Page V-20 "Local streets and roads are the ultimate link in the transportation system. They provide the primary land use access function, and constitute the collector and distribution system for nearly all modes. They also provide important thoroughfare. Nearly half of all vehicle trips are made entirely on the local street and road system. Local streets and roads are suffering from inadequate funding and consequently poor maintenance." (Emphasis added).

- Will responding to CMP imposed regulations and fees designed to improve the regional system further compromise local jurisdictional efforts to financially sustain their own street networks?
- Will supporting more funding for regional systems encourage longer, regional trips, and more bifurcated land use patterns, rather than more localized, self-sustaining land use patterns?

We request that the Draft Environmental Impact Report (DEIR) address the above referenced issues and comments.

Thank you for the opportunity to respond the DEIR and for considering our input. If you have any further questions, please contact Ms. Lynn Harper at (213) 237-0133.

Sincerely,



MELANIE S. FALLON  
Director of Planning

MSF:LH:mw  
a:cmpdeir



CITY OF LOS ANGELES  
CALIFORNIA



TOM BRADLEY  
MAYOR

CITY PLANNING  
COMMISSION

—  
WILLIAM G. LUDDY  
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THEODORE STEIN, JR.  
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LYDIA H. KENNARD  
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FERNANDO TORRES-GIL

—  
RAMONA HARO  
SECRETARY

—  
(213) 485-5071

DEPARTMENT OF  
CITY PLANNING  
ROOM 561, CITY HALL  
200 N. SPRING ST.  
LOS ANGELES, CA 90012-4801

—  
MELANIE S. FALLON  
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January 22, 1992

Mr. Neil Peterson  
Executive Director  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

ATTN: Mr. Bradford W. McAllester, Administrator

Dear Mr. Peterson:

REQUEST FOR COMMENTS - NOTICE OF PREPARATION OF A DRAFT  
ENVIRONMENTAL IMPACT REPORT FOR THE CONGESTION MANAGEMENT  
PROGRAM FOR LOS ANGELES COUNTY

The Department of City Planning Transportation Unit staff has reviewed the Draft Environmental Impact Report (DEIR) for the Congestion Management Program (CMP). We support LACTC's initiative to develop and implement transportation improvements throughout the Los Angeles County and appreciate this opportunity to make comments on this DEIR. Following is a list of concerns and questions that staff would like addressed in the DEIR for the CMP.

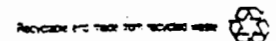
We request that separate chapters should be included in the CMP DEIR: 1) socio-economic impacts, and 2) county-wide trip fee nexus study. In regard to the socio-economic impacts, we are concerned about CMP's potentially adverse effects on housing, industry, and employment. The DEIR should demonstrate that CMP will benefit the mobility of all groups by accommodating the trip needs of commuters from low income communities, as well as higher income communities. We suggest that an analysis be prepared on the effect CMP will have on the City's municipal tax-base.

Several important issues should be considered in the Nexus chapter.

- The DEIR must address the potential for CMP imposed mitigations and fees to

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"freeze " growth in all or parts of Los Angeles County.

- An analysis should be prepared to determine the effect of CMP on real estate markets in a broad range of land uses including housing, retail, office, and industrial.
- The CMP DEIR should address the issue of inter-jurisdictional equity.
- The CMP DEIR should describe the mechanisms that will be used to assure that fee-funded transportation improvements are provided within the jurisdictions that contributed the fee revenue.

## LAND USE

### General

There are some procedural and timing questions concerning the initiation of the background work for the next Regional Mobility Plan (RMP) prepared by the Southern California Association of Governments. This DEIR should demonstrate that the CMP will support the land use patterns promulgated by the RMP and Growth Management Plan as trip mitigation and air quality measures. The land use programs in the CMP DEIR must be consistent with those in the RMP and GMP.

Therefore, the CMP DEIR should begin with empirically based land use information, and not assume that the land use policies in the RMP and GMP have already been achieved. Since the EIR for the RMP was computed, the City of Los Angeles has finished its zoning consistency program. We request that the land use information for the City used in the CMP DEIR be upgraded to include the results of this program.

### Housing

The Notice of Preparation (NOP) acknowledges that the CMP must be consistent with the RMP, including the land use patterns in the CMP. Both the RMP and GMP put great emphasis on jobs/housing as a trip mitigation and air quality improvement techniques. On Page V-3 of the RMP regional and local jurisdictions are required to "reduce limitation on housing construction in jobs-rich areas". We have several questions concerning how the City will accomplish this.

- How will the City of Los Angeles stimulate and support affordable housing

Los Angeles County Transportation Commission

January 21, 1992

Page 3

project's obligations under the CMP as well, we do not believe that the Draft CMP ensures this. Therefore, under the provisions of the Draft CMP, duplicative traffic studies may be required and inconsistent analytical methodologies could be applied to a single project by different reviewers.

Such duplicative requirements could further increase the costs of new development, delay environmental processing and add to those burdens already hampering new development. This combination of additional fees and complex and duplicative environmental review will impose substantial burdens on new projects in the County and may tend to discourage continued development and growth.

C. Consistency of Models

In addition, we believe that LACTC must develop a regional transportation model and database for CMP purposes that will be consistent with those databases and models used by local jurisdictions. Developers should not be required to conduct multiple traffic studies or implement or pay for mitigations in connection with CEQA review that would not be recognized under the CMP analysis. Otherwise, inconsistent analyses may result in delays, expense and uncertainty that could threaten the viability of projects.

We have previously suggested that the CMP provide for consistency in data bases and models. However, because the current Draft CMP does not provide for such consistency and additional burdens may therefore be imposed on new development, we believe that a thorough analysis of the economic impacts of its current provisions must be completed in conjunction with the EIR.

D. Conclusion

In conclusion, if new development is forced to carry the burden of relieving County-wide mobility and air quality deficiencies not attributable to such development, we believe that such development will be significantly curtailed, thus threatening the economic growth vital to the region. We believe that an analysis of such economic, and the resulting societal and environmental, impacts is essential to ensure the implementation of the CMP in a manner that will best serve the goal of facilitating continued economic growth in the County.

LATHAM & WATKINS

Los Angeles County Transportation Commission

January 21, 1992

Page 4

We look forward to working with you to address these comments and concerns throughout the environmental review process.

Very truly yours,

A handwritten signature in cursive script that reads "Cynthia K. Simons". The signature is written in dark ink and is positioned above the typed name.

Cynthia K. Simons  
of LATHAM & WATKINS

cc: Donald P. Baker, Esq.  
Lucinda Starrett, Esq.

LATHAM & WATKINS

ATTORNEYS AT LAW

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DANA LATHAM (1898-1974)

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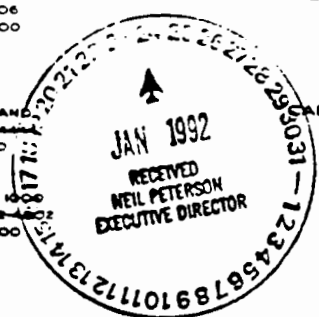
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January 21, 1992

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FAX (202) 637-8201

Mr. Neil Peterson  
Executive Director  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, California 90017

Re: Notice of Preparation of the Draft Environmental Impact Report for the Congestion Management Program for Los Angeles County

Dear Mr. Peterson:

We submit the following comments in response to the Notice of Preparation (the "NOP") for the Draft Environmental Impact Report (the "EIR") for the Congestion Management Program for Los Angeles County (the "Draft CMP") on behalf of a number of our clients. We support the efforts of the Los Angeles County Transportation Commission ("LACTC") to create a program that will achieve the goal of relieving congestion on a County-wide basis without unduly disrupting the course of development in the County and, thus, hampering continued economic growth. We offer the following comments and suggestions in an effort to help facilitate successful implementation of the Draft CMP.

A. Economic Impacts of the Proposed Mitigation Fee

A major concern that has been expressed in our previous comments regarding the Draft CMP is that the burden of repairing and expanding the County's regional transportation infrastructure not be placed disproportionately on new development within the County. New development is already subject to substantial fees, exactions and other roadblocks that threaten to strangle economic growth. To require new development to fund the rebuilding and expansion of the County's transportation infrastructure places a burden on new development that far exceeds its impact and could further deter future development within the County.

In addition, as currently drafted, the Draft CMP may impose potentially redundant fees that overlap with local mitigation fees. The Draft CMP does not ensure that traffic mitigation costs paid through a trip fee established by a city or county specific plan will satisfy any fee requirements under the CMP. Furthermore, the Draft CMP does not allow a credit against mitigation fees for the cost of improvements undertaken or funded by the developer in accordance with the CMP. Development projects could be required to undertake significant mitigations that reduce or eliminate project impacts on the CMP network and still be charged a significant regional "mitigation" fee, without any showing of remaining unmitigated impacts. We believe that the imposition on a single development of two or more exactions intended to serve a single purpose would place an inordinate burden on such development.

The potential economic impacts, and resulting demographic and societal impacts, caused by burdening new development in the County with a disproportionate share of the costs of continued economic growth is a major concern. Therefore, we are troubled that the NOP does not propose to analyze the significant economic impacts that may result from the "mitigation" fee proposed in the Draft CMP.

By contrast, the Environmental Impact Report for the Regional Mobility Plan (the "RMP") prepared by the Southern California Association of Governments in October 1988, from which this EIR will be tiered, analyzed the potential impacts to the regional economy and concluded that significant adverse impacts could result to the regional economy due to implementation of RMP programs. In addition, the RMP EIR recommended further study of such economic impacts.

SCAG recognized the potential for widespread economic impacts and determined that such impacts were an appropriate subject for environmental review through the EIR process. SCAG came to this conclusion even though the RMP, as analyzed in the RMP EIR, did not include the imposition of the burdensome mitigation fee now proposed for the CMP. We believe that the economic impacts of the CMP are greatly exacerbated by such a fee and, therefore, believe it is essential that the EIR include an analysis of the potential economic impacts associated with the imposition of a significant new mitigation fee on development.

B. Consistency with Local Requirements

In conjunction with the analysis of potential economic impacts associated with the implementation of the CMP, we ask that LACTC consider the impacts that may be caused by additional overlapping obligations that may be imposed on development by the CMP and local jurisdictions. For instance, while we believe that a traffic study conducted pursuant to the requirements of a local jurisdiction, and the traffic impacts and mitigations identified as a result of that study, should define a

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

January 21, 1992

TO: Lillian Y. Kawasaki, General Manager  
Environmental Affairs Department

Attention: Gary Gero

FROM: Fire Department

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT  
REPORT - CONGESTION MANAGEMENT PROGRAM

The Los Angeles County Transportation Commission proposes to implement the Congestion Management Program for the County of Los Angeles. The Congestion Management Program consists of five components to provide a mechanism for examining and mitigating the impact of land use decisions on the regional transportation network, making more effective use of all transportation modes, and developing transportation solutions that will help to improve air quality.

Access for Fire Department apparatus and personnel to all structures and fire hydrants shall be required.

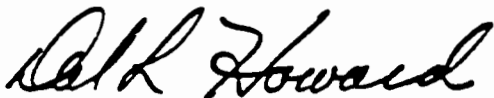
The Operations Control Dispatch Section of the Fire Department shall be notified prior to any projects which would affect Fire Department access to streets, fire hydrants, or structures in order to allow Fire Suppression and Emergency Medical Services to plan alternative routes or contingency plans as needed. Notification is to be made by calling the Operations Control Dispatch Section at (213) 485-6185.

Any necessary improvements to the water system or to the existing fire hydrants due to the Congestion Management Program construction or to any street ending in a cul-de-sac, will be at the applicant's expense.

Ms. Lillian Y. Kawasaki  
January 21, 1992  
Page 2

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

DONALD O. MANNING  
Chief Engineer and General Manager



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

DLH:ASM:cec:3140E

cc: Councilman Michael Hernandez, First District  
Councilman Joel Wachs, Second District  
Councilwoman Joy Picus, Third District  
Councilman John Ferraro, Fourth District  
Councilman Zev Yaroslavsky, Fifth District  
Councilwoman Ruth Galanter, Sixth District  
Councilman Ernani Bernardi, Seventh District  
Councilman Mark Ridley-Thomas, Eighth District  
Councilwoman Rita Walters, Ninth District  
Councilman Nate Holden, Tenth District  
Councilman Marvin Braude, Eleventh District  
Councilman Hal Bernson, Twelfth District  
Councilman Michael Woo, Thirteenth District  
Councilman Richard Alatorre, Fourteenth District  
Councilwoman Joan Milke Flores, Fifteenth District  
Environmental Affairs Commission  
Fire Department Planning Section  
Brad McAllester, Congestion Management Program, Los Angeles  
County Transportation Commission, 818 W. Seventh Street,  
Suite 1100, Los Angeles, CA 90017





# CITY OF LAVERNE CITY HALL

3660 "D" Street, LaVerne, California 91750

January 21, 1992

Bradford W. McAllester  
Los Angeles County Transportation Commission  
818 West Seventh St., Suite 1100  
Los Angeles, CA 90017

SUBJECT: Comments on Notice of Preparation of an  
Environmental Impact Report for LACTC's  
Congestion Management Program

Dear Mr. McAllester:

The City of La Verne appreciates the opportunity to respond to the Notice of Preparation of an Environmental Impact Report for Los Angeles County's Congestion Management Program.

We support the goals of improved air quality and a regional transportation network that works efficiently and effectively. But we are also concerned about the effect that the program will have on our economic development plans, and would like the EIR to consider those effects. We are also concerned about fairness of costs of implementing the program. Small cities should not be unduly burdened with expenses out of proportion with their size, ability to pay, and benefits.

In particular, we would like to be sure that the EIR addresses the following:

8.a. Land Use:

Will the CMP adversely affect local land use decisions? For example, will the program's impact fees discourage location of a shopping center, hotel, business park, etc. in our community, thereby taking away revenue from a city with a modest tax base that needs expanding to adequately pay for services? Would the program take into account that the short-term



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Public Works 714/596-8741 • Finance 714/596-8716 • Planning 714/596-8706 • Building 714/596-8713  
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L.A. COUNTY

traffic impacts of a proposed development will also improve our jobs-housing balance, and therefore the long-term effects on air quality and traffic may well be beneficial? We are concerned that the CMP be consistent with the La Verne General Plan, including the land use and economic development policies.

13. Transportation/Circulation:

The effects of out-of-jurisdiction traffic should be addressed, especially effects on cities bordering other counties. In cases where traffic counts are "unfair" and cannot be changed because of the wording of the legislation governing CMPs, the EIR should address mitigating this unfairness in ways that are compatible with the legislation.

In La Verne, we are particularly interested in the effects of the CMP on Route 30, the Foothill Freeway, which is expected to be completed in the next decade. The freeway now terminates in our city. We would like consideration of the fact that local traffic congestion will be alleviated when the freeway is built; this should be factored into calculations when the impacts of land use decisions are calculated. The EIR should address how the Program will factor in transportation projects now in the pipeline but not yet completed.

14. Public Services:

The costs of implementation will affect local public services/public works budgets, as mentioned in the Initial Study. The EIR should include a thorough analysis of this effect and fair ways to mitigate it.

18. Aesthetics:

Regarding aesthetics, La Verne is concerned with the retention of local control and the ability to review and apply local standards to the design and landscaping of regional transportation facilities in our city. The EIR should address this issue.

19. Cultural Resources:

The EIR must be conscientious in applying CEQA standards to determine what is culturally significant and not restrict itself to properties eligible for the

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12700 NORWALK BLVD., P.O. BOX 1030, NORWALK, CA 90651-1030 • PHONE: 213 929-2677 • FACSIMILE: 213 929-3880

January 21, 1992

Mr. Brad McAllester, Manager  
Congestion Management Program  
Los Angeles County Transportation Commission  
818 W. Seventh Street, Suite 1100  
Los Angeles, CA 90017

Re: Draft Environmental Impact Report Congestion Management Program  
for Los Angeles County

Dear Mr. McAllester:

The City of Norwalk has previously provided a response to the Draft Congestion Management Program. The following comments are provided regarding the N.O.P. for the Draft EIR. Since the comments included in our response to the Draft CMP have not been addressed in the EIR, the following will parallel those comments.

The considerable amount of effort by each Agency to provide a Deficiency Report is of a concern to the City of Norwalk.

- Threshold levels should be approved for the reporting of new development approvals (building permits) and completions within the previous year. The reporting of all development is unnecessary when considering regional trips. In fact, only those types of projects that would contribute to the regional vehicle trips should be considered in the report.
- The same consideration should be carried over to those projects that would be assessed a regional trip fee. The land uses that generate primarily local trips should only be the concern of the local agency for impact mitigation. A local fee ordinance would accommodate this condition very well. Such fees would be used to fund improvements on the City street system which include would both local and regional traffic improvements.

- An estimate of development to be completed, by census tract, over the next twenty years could be an onerous task for a city. The results obtained could be significantly out of line with actual project completions. Using this information from Agencies as the basis for supplemental regional mitigation analysis and delaying approvals on projects of a purely local nature is viewed with great concern by the City of Norwalk. This methodology is intrusion by a Transportation Commission into local decision making using the threat of gas tax confiscation.
- Once again, the collection of a fee by the City of Norwalk which has been established by LACTC, and then turned over to LACTC to fund improvements on some part of a regional network is a concern to the City. Projects to receive these funds must be identified and a nexus established between the project and trip impacts. Specific improvement programming for the candidate projects and anticipated completion dates should be shown.
- If the county wide mitigation fee is implemented and a developer does not agree with his assessment for regional trips, is there an appeals process? Does the developer appeal to the City or to LACTC? What is the developers last resort administratively?
- The whole program appears to be very complex and unwieldy for a local agency to administer considering staff reduction and budgets. The generation of data and information by the area City's to keep LACTC up to date on local land use decisions and verify mitigation fee collection could be a significant burden.
- The requirement for site specific traffic impact studies to consider improvements and development within a five mile radius is presently unworkable. The ability to obtain information on development within five miles is very difficult, if not impossible. Most Agencies presently require information on projects within 1 to 1.5 miles of a proposed development, and even this information is difficult to obtain. This requirement should also only apply to regionally significant projects, not to those developments that will generate primarily local traffic.

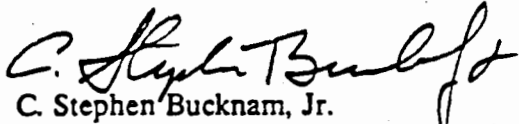
Mr. Brad McAllester, Manager

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January 21, 1992

We appreciate the ability to express some of our concerns to you. These issues should be addressed in the EIR and in the final program document.

Very truly yours,



C. Stephen Bucknam, Jr.  
Deputy City Manager, Public Works/City Engineer

cc: City Manager  
Deputy City Manager/Management Services  
Director of Transportation & Engineering  
Transportation Engineer



National Register of Historic Places. CEQA (Appendix G, #j.) states that a project will have a significant effect if it adversely affects a property of historic or cultural significance to a community or ethnic or social group. There are many properties not eligible for the National Register for a variety of reasons, but are important to the local community. Effects on these resources and how they will be mitigated should be addressed in the EIR.

We look forward to reviewing the draft EIR. We appreciate the immensity of the task you are undertaking and realize that we must all cooperate if we are to improve air quality and transportation efficiency in this region. However, we are concerned that we not bear more than our fair share of the burden.

If you have questions or want more information, please call Arlene Banks, Associate Planner at (714) 596-8706.

Sincerely,

  
Steven A. Preston, AICP  
Community Development Director

cc:  
City Manager  
Director of Public Works

CMPEIR1





CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCEL.A. COUNTY  
1992 JAN 24 12:13

January 21, 1992

TO: Lillian Y. Kawasaki, General Manager  
Environmental Affairs Department

Attention: Gary Gero

FROM: Fire Department

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT  
REPORT - CONGESTION MANAGEMENT PROGRAM

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The Operations Control Dispatch Section of the Fire Department shall be notified prior to any projects which would affect Fire Department access to streets, fire hydrants, or structures in order to allow Fire Suppression and Emergency Medical Services to plan alternative routes or contingency plans as needed. Notification is to be made by calling the Operations Control Dispatch Section at (213) 485-6185.

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Ms. Lillian Y. Kawasaki  
January 21, 1992  
Page 2

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

DONALD O. MANNING  
Chief Engineer and General Manager



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

DLH:ASM:cec:3140E

cc: Councilman Michael Hernandez, First District  
Councilman Joel Wachs, Second District  
Councilwoman Joy Picus, Third District  
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Environmental Affairs Commission  
Fire Department Planning Section  
Brad McAllester, Congestion Management Program, Los Angeles  
County Transportation Commission, 818 W. Seventh Street,  
Suite 1100, Los Angeles, CA 90017

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File No: 60418/8.1

January 21, 1992

VIA TELECOPIER & U.S. MAIL

Mr. Brad McAllester  
Manager, Congestion  
Management Program  
Los Angeles County Transportation  
Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, California 90017

Re: Response To Notice Of Preparation Of Draft Environmental  
Impact Report For The Congestion Management Program For  
Los Angeles County

Dear Mr. McAllester:

The purpose of this communication is to respond to the Notice of Preparation ("NOP") of a draft Environmental Impact Report ("DEIR")<sup>1</sup> for the Congestion

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<sup>1</sup> The NOP, p. 2, indicates that the DEIR is a portion of a tiered environmental analysis under the California Environmental Quality Act (Pub. Resources Code §21000, et seq., "CEQA"). CEQA is implemented by the CEQA Guidelines, Cal. Code Regs., Tit. 14, §15000, et seq. The CEQA Guidelines have been characterized as binding regulations which, at a minimum, should be accorded great weight by the courts in interpreting CEQA, except when a Guideline provision is unauthorized or erroneous under CEQA. Laurel Heights Improvement Assn. v. Regents of University of California, 47 Cal.3d 376, 391 (1988). The CMP NOP and the initial study do not indicate that the EIR will be assessed with the provisions of the revised CEQA Guidelines which, according to the State Office of Planning and Research, are anticipated to be available in March 1992. To the extent that there are any substantive changes to the CEQA Guidelines, the DEIR should clearly indicate which CEQA Guidelines are being used for the involved procedural or substantive environmental issues.

Mr. Brad McAllester  
January 21, 1992  
Page 2

Management Program ("CMP") for Los Angeles County on behalf of Shapell Industries, Inc. Shapell Industries, Inc. is the developer of several real estate projects located within the County of Los Angeles which are in various stages of the entitlement process or have obtained a vested right to proceed with quantified residential, or mixed used, development which in turn are subject to specific traffic and circulation conditions.

The NOP consists of the actual notice dated December 6, 1991 and a twenty-five (25) page Initial Study (CEQA Guidelines §15365) which concludes that the CMP may have a significant effect on the environment and that an environmental impact report ("EIR") is required to assess the impact of the CMP on the physical environment.

#### I. Initial Consultation Under CEQA.

A notice of preparation is intended to assist the lead agency - here, the Los Angeles County Transportation Commission ("LACTC") - in determining the scope of an EIR. Lead agencies are encouraged to include the public in the "scoping process" which is recognized as a method to identify "the range of actions, alternatives, mitigation measures and significant affects to be analyzed" in an EIR and as a method to resolve controversy early in the environmental review process. CEQA Guidelines §§15082, 15083.

#### II. Consultation With Affected Agencies.

The NOP does not indicate the agencies which have been consulted in connection with the scoping process. Consistent with Pub. Resources Code §21153, the LACTC should indicate in the DEIR that it has, or will, engage in early consultation with local agencies within and bordering the project area and that it will consult with transportation planning agencies and other public agencies that have transportation facilities within their jurisdictions which might be affected by the project consistent with Pub. Resources Code §21092.4.

#### III. DEIR Contents.

##### A. Project Description.

An EIR is required to contain an accurate description of the project, including a statement of project objectives, a general description of the project's technical, economic and environmental characteristics and a statement describing the intended uses of the EIR. CEQA Guidelines §15124. The project description has been recognized as the "sine qua non" of a legally sufficient EIR. County of Inyo v. City of Los Angeles, 71 Cal.App.3d 185, 193 (1977). Without an accurate project description, the resulting environmental impact analysis may be flawed and cause the decision-making body to make its determination on an incorrect or incomplete record. Accordingly, the project description portion of the CMP DEIR should be accurately set forth with respect to the

existing environment (CEQA Guidelines §15360). As a portion of a programmed EIR, it is important that the DEIR project description be broad enough to cover subsequent projects, particularly those in the Proposed Capital Improvement Program Element. Without a broadly drawn project description, the program EIR will not meet its goal of considering the affects of the CMP "as specifically and comprehensively as possible." CEQA Guidelines §15168(c)(5).

The project description portion of the DEIR should include a description of how the CMP will relate to large-scale residential and mixed use development projects which are: (1) presently in various stages of entitlement processing by local governments having land use authority; or, (2) have received a vested right to proceed with specified development subject to specific conditions dealing with traffic and circulation mitigation but which have not yet been completed. Such projects are often conditioned to be built over significant periods of time, sometimes up to thirty (30) years.

B. Environmental Setting.

The DEIR must also include a description of the environment in the vicinity of the project from both a local and regional prospective. CEQA Guidelines §15125. Like the project description, the environmental setting must be accurate in order to insure that the subsequent environmental impact analysis is not misleading or incomplete.

An accurate description of the relationship of the CMP to other large-scale residential and mixed use development projects must be included in the environmental setting portion of the DEIR because those projects which have vested under applicable law may be exempt from imposition of requirements under any transportation demand management ("TDM") ordinance enacted pursuant to the CMP by local government. In addition, such projects may be exempt from imposition of the county-wide mitigation fee proposed under the CMP as the CMP provides that the fee requirement will not be imposed retroactively on development receiving its "final approval" prior to the date of adoption of the CMP.<sup>2</sup>

TDM

The environmental setting portion of the DEIR, in order to provide a basis for analysis of environmental impacts and cumulative impacts of the project, also must provide information as to the status of large, phased development projects which have already received certain development authorizations which may be characterized as vested even though subsequent discretionary approvals are still required to implement

---

<sup>2</sup> This provision of the CMP (Section 7.3.1) should be clarified. It is not clear what constitutes "final approval" for purposes of the CMP. Any definition formulated of "final approval" must be consistent with applicable law as to when a project has acquired a vested right.

Mr. Bradford W. McAllester  
January 21, 1992  
Page 4

the project. Such a description is necessary as CMP Section 7.2.4 states that only projects covered by a development agreement entered into prior to July 10, 1989 are exempt from the traffic impact analysis and mitigation fee requirements and that CMP mitigation fees will only be collected for projects that have not received final local approval at the time the CMP is adopted. This substantive CMP statement and its attendant environmental analysis must recognize the complex factual and legal status of various development projects presently existing in the project area. As noted, the term "final approval" is not defined nor is there any indication as to how development projects which have obtained a vested status, either by a vesting tentative subdivision tract map or by obtaining a building permit and commencing construction will be treated, e.g., whether they may be exempt.

Stated differently, the prospective imposition of the substantive mitigation measures of the CMP with respect to currently proposed or approved development projects are "clearly interconnected" [Rural Landowners Assn. v. City Council, 143 Cal.App.3d 1013, 1024 (1983)], and therefore must be environmentally assessed in the DEIR.

Again, no adequate analysis of the impacts of the CMP may occur until there is both an accurate project description and environmental setting description. Here, those requirements cannot be satisfied until the substantive content of the CMP is clarified with respect to the development projects, especially those that are phased and the subject of a development agreement or a vesting tentative map, are covered by the CMP. Until this is ascertained, the environmental impacts and cumulative impacts of the proposed project cannot be accurately determined.

### C. Alternatives Analysis.

To comply with the requirement that the CMP "provide credit for local public and private contributions to improvements to regional transportation systems" [Gov. Code §65089(b)(4)], the CMP provides that local agencies may request trip credits from LACTC for public or private contributions to improvement projects which commence operations after CMP adoption in 1992. It further provides that trip credits will be assigned to local jurisdictions which will then have the option of using the credits themselves, assigning the credits to specific development projects or selling them to other jurisdictions. The DEIR should include analysis of a project alternative of assignment of trip credits to the developer whose previous contribution created the opportunity for the credit. Giving credit to developers for their contributions which exceed the "nexus" requirement and benefit the region as a whole will provide further incentives for such participation by the private sector in reducing congestion. In addition, the DEIR should consider analysis of a project alternative of providing credits to developers for improvements to the transportation system that commenced operation prior to the adoption of the CMP in 1992. Again, this would be applicable to large-scale phased developments in which transportation improvements have been required to

Mr. Bradford W. McAllester  
January 21, 1992  
Page 5

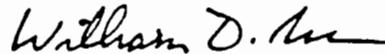
be completed prior to issuance of building permits. Analysis of the described alternatives would be consistent with the CEQA Guidelines §15126(d) standard which requires an EIR to describe a range of reasonable alternatives which may feasibly obtain the objectives of the project. Finally, consideration of such alternatives would implement the intent of the Legislature to provide "credit for local and private contributions to improvements to regional transportation systems."

IV. Conclusion.

In summary, both the CMP and the DEIR need to consider further the CMP's prospective application to projects which are currently in the entitlement process or have already received discretionary approval and are the subject of a development agreement or a vesting tentative map but which may require further discretionary approval pursuant to those entitlements, or which are vested but have not yet been completely constructed.

Your consideration of the comments set forth in this communication is respectfully requested in determining the parameters of the environmental analysis of the project in the DEIR.

Very truly yours,



William D. Ross

WDR:pac  
cc: Mr. Nathan Shapell, Chairman  
Shapell Industries, Inc.

Mr. Brad McAllester  
January 21, 1992  
Page 6

bcc: Mr. Irving Feintech  
Mr. Norman Feintech  
Mr. Larry Calemine  
Mr. Ronald Silverman, Esquire  
Mr. Alan Cummins  
Mr. David Hasson  
Mr. Sam Ross, President  
Crain & Associates



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# NORTHRIDGE

205185

*An Address You Want To Have*

Mr. Brad McAllester, Manager  
Congestion Management Program  
Los Angeles County Transportation Commission  
818 W. Seventh Street - Suite 1100  
Los Angeles, CA 90017  
(213) 623-1194 or 244-6423

**SUBJECT: NOTICE OF PREPARATION OF A DRAFT EIR**

20 January 1992

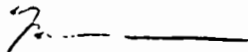
Dear Mr. McAllester:

The attached pages contain my comments on the Preliminary Draft of the CMP. Please retain me on your mailing list and notify me of any future meetings or forums which will be held in the San Fernando Valley. The Northridge Chamber of Commerce has a longstanding interest and concern in transportation problems and solutions for Los Angeles County in general, and the Northwest San Fernando Valley, in particular.

Correspondence may be addressed directly to me at:

Walter N. Prince, President  
EXECUTIVE-SUITE SERVICES, INC.  
19025 Parthenia Street - Suite 200  
Northridge, CA 91324  
(818) 993-6300

Cordially yours,



WALTER N. PRINCE  
Chairman, Transportation Committee

WNP/tn: encl.



b:NOP for CMP

20 January 1992

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

Page: 1

## 1.0 INTRODUCTION

### 1.1 CMP REQUIREMENTS

Page 3 - "Upon CMP adoption, local agencies are responsible for implementing CMP responsibilities, including:

- Monitoring the attainment of LOS standards and the collection of traffic data for CMP routes that are part of the local street and road system.

ANNUAL MONITORING (2 DAYS PER YEAR) IS NOT SUFFICIENT TO ESTABLISH A HIGH DEGREE OF ACCURACY. MONITORING SHOULD BE PERFORMED AT LEAST MONTHLY AND ANALYZED NO LESS OFTEN THAN QUARTERLY TO ENSURE THAT THE LOS STANDARDS ARE MAINTAINED. PLEASE DISCUSS THE IMPACT ON ACCURACY IF MONITORING IS PERFORMED MONTHLY (ANALYZED QUARTERLY) VS. MONITORING PERFORMED ONLY 2 DAYS PER YEAR.

- Adoption and implementation of a program to analyze the impacts of land use decisions, including mitigation costs

CLARIFY WHO PAYS THE MITIGATION COSTS. PLEASE DISCUSS THE IMPACTS IF FUNDS ARE NOT AVAILABLE TO IMPLEMENT THE MITIGATION MEASURES.

- Developing annual deficiency plans for portions of the CMP system within a jurisdiction that are not maintaining LOS standards...."

CLARIFY THE LENGTH OF TIME THAT WILL BE ALLOWED TO THE LOCAL AGENCY TO RE-ATTAIN ACCEPTABLE BASE LOS STANDARDS. PLEASE DISCUSS THE IMPACT IF THE LOCAL AGENCY IS NOT ABLE TO RE-ATTAIN ACCEPTABLE BASE LOS STANDARDS FOR A DEFICIENT PORTION OF THE CMP SYSTEM.

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

CHAPTER 2 CMP ROLES AND RESPONSIBILITIES

LACTC

Page 7 - Approving Deficiency Plans. Deficiency plans are prepared by local jurisdictions and submitted to LACTC for review and approval. Upon receipt of a deficiency plan, LACTC is responsible for holding a public meeting within a 60-day period. Following this hearing, the deficiency plan is either accepted or rejected by LACTC in its entirety..."

CLARIFY THE LENGTH OF TIME THAT WILL BE ALLOWED TO THE LOCAL AGENCY TO RE-ATTAIN ACCEPTABLE BASE LOS STANDARDS. PLEASE DISCUSS THE IMPACT IF THE LOCAL AGENCY IS NOT ABLE TO RE-ATTAIN ACCEPTABLE BASE LOS STANDARDS FOR A DEFICIENT PORTION OF THE CMP SYSTEM.

LOCAL JURISDICTIONS

Page 8 - Local CMP Implementation Responsibilities.. Government Code 65089.3 identifies specific local responsibilities in conforming to the CMP. These responsibilities include, but are not limited to the following:

- Consistency with LOS and performance standards, except when deficiency plans have been developed.

THIS SECTION IS WRITTEN AS THOUGH THE LOCAL AGENCY CAN OBTAIN AN EXEMPTION FROM THE LOS STANDARD SIMPLY BY DEVELOPING A DEFICIENCY PLAN. PLEASE CLARIFY, AND DISCUSS THE IMPACT IF THE LOCAL JURISDICTION DOES NOT, OR IS UNABLE TO, COMPLY WITH THE LOS STANDARD.

Preparation of Deficiency Plans. When cities or the county have segments or interchanges of the CMP highway/roadway system that do not meet LOS standards, then a local deficiency plan is required to maintain compliance with the CMP. The county or city is responsible for preparing a deficiency plan and adopting it at a noticed public hearing. The deficiency plan includes the following:

2. A list of improvements and the cost of improvements necessary to attain the minimum LOS standard.
3. A list of improvements, programs, or actions, and their estimated costs, that measurably improve LOS on the CMP system and contribute to significant improvements in air quality....
4. Development of an action Plan to either attain the LOS standard (identified in step #2 above) or to identify congestion and air quality improvements to the CMP system (identified in step #3 above).

THIS SECTION IS WRITTEN AS THOUGH THE LOCAL AGENCY CAN OBTAIN AN EXEMPTION FROM THE LOS STANDARD SIMPLY BY IDENTIFYING CONGESTION AND AIR QUALITY IMPROVEMENTS THAT ARE NEEDED FOR THE CMP SYSTEM. PLEASE CLARIFY, AND DISCUSS THE IMPACT IF THE LOCAL JURISDICTION DOES NOT, OR IS UNABLE TO, COMPLY WITH THE LOS STANDARD.

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

b:NOP for CMP  
20 January 1992  
Page: 3

PLEASE DISCUSS WHO PAYS FOR THE IMPROVEMENTS, AND WHO IMPLEMENTS THEM.  
ALSO DISCUSS THE TIMETABLE FOR IMPLEMENTATION, AND WHO MONITORS THE  
ACTION PLAN AND CERTIFIES COMPLETION OF THE IMPROVEMENTS.

The preparation and approval of a deficiency plan avoids a finding of nonconformance when the LOS standards for segments or intersections on the CMP system are not attained. This avoids the loss of local subvention funds to a local jurisdiction.

THIS SECTION DISCUSSES "PREPARATION AND APPROVAL" OF A DEFICIENCY PLAN, BUT DOES NOT DISCUSS THE "IMPLEMENTATION" OF CORRECTIONS OUTLINED IN THE DEFICIENCY PLAN. PLEASE DISCUSS THE IMPACT IF THE DEFICIENCY PLAN IS APPROVED BUT THE CORRECTIVE MEASURES ARE NEVER IMPLEMENTED.

THE LOCAL JURISDICTION SHOULD NOT BE EXEMPTED FROM PENALTIES SIMPLY BECAUSE IT HAS "PREPARED" A DEFICIENCY PLAN. THE PURPOSE OF THE CMP IS TO MAINTAIN THE MINIMUM LOS LEVEL. UNTIL THAT LEVEL HAS BEEN RE-ATTAINED, THE LOCAL AGENCY SHOULD NOT RECEIVE ITS GAS TAX FUNDS. PLEASE DISCUSS THE IMPACT IF THE DEFICIENCY PLAN IS APPROVED BUT THE CORRECTIVE MEASURES ARE NEVER IMPLEMENTED.

SCAG

Page 10 - Regional Consistency Finding. SCAG is responsible for reviewing the CMP prepared by LACTC to evaluate the consistency between the CMP and the current Regional Mobility Program, adopted in 1989. ...If the CMP is consistent with the Regional Mobility Plan, CMP projects are incorporated into the Regional Transportation Improvement Program. If the CMP is inconsistent with the Regional Mobility Plan, inconsistent CMP projects are excluded from the Regional Mobility Plan.

FOR INFORMATION PURPOSES, INCONSISTENT PROJECTS SHOULD BE IDENTIFIED IN THE CMP, ALONG WITH IDEAS ON HOW TO MAKE THEM CONSISTENT, AND POTENTIAL CANDIDATES FOR INCLUSION IN THE FOLLOWING YEAR'S REGIONAL MOBILITY PLAN. PLEASE DISCUSS THE IMPACT IF INCONSISTENT PROJECTS ARE EXCLUDED FROM THE REGIONAL MOBILITY PLAN.

LOCAL DEVELOPERS

Page 11 - Local Development Review. ...Local developers should be aware that new development proposals will need to consider the impact of development on the CMP system and how that impact can be mitigated. At the July 24 (1991) meeting of the LACTC, it was decided that any fees that are a part of the CMP would not apply until the CMP is formally adopted in 1992. (See Chapter 7 for mitigation procedures).

CHAPTER 7 (SECTION 7.2.4 ON PAGE 43) STATES THAT FEES WILL BE CHARGED TO "PROJECTS" THAT ENTERED INTO A DEVELOPMENT AGREEMENT WITH A LOCAL JURISDICTION AFTER JULY 10, 1989, BUT THEN GOES ON TO SAY THAT "FEES WILL ONLY BE COLLECTED FOR THOSE "PROJECTS" THAT HAVE NOT RECEIVED FINAL LOCAL APPROVAL AT THE TIME THE CMP IS ADOPTED" (IN LATE 1992). THE DATES (1989 VS. 1992) ARE CONFUSING AND SHOULD BE CLARIFIED. IN

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

b:NOP for CMP

20 January 1992

Page: 4

.....

ADDITION, CHAPTER 7 (SECTION 7.3.1 ON PAGE 46) ALSO STATES THAT FEES "WILL NOT BE IMPOSED RETROACTIVELY TO DEVELOPMENT WHICH RECEIVED FINAL APPROVAL PRIOR TO THE DATE OF CMP ADOPTION". THIS SHOULD ALSO BE CLARIFIED.

PLEASE DEFINE "FINAL APPROVAL" AND SPECIFY THE EXACT STAGE OF DEVELOPMENT WHEN THE PROJECT IS COMMITTED TO PAYING FEES. WILL IT BE UPON "FINAL APPROVAL" OF THE TENTATIVE MAP, OR THE FINAL MAP, OR PLAN CHECK, OR A BUILDING PERMIT, OR A CERTIFICATE OF OCCUPANCY?

FURTHER, PLEASE EXPLAIN WHETHER "FINAL APPROVAL" WILL EXEMPT PROJECTS SUBJECT TO DEVELOPMENT AGREEMENTS ENTERED INTO AFTER JULY 10, 1989 FROM CMP CHARGES. FOR EXAMPLE, THE PORTER RANCH PROJECT WILL GENERATE 150,602 VEHICLE TRIPS PER DAY, AND THE DEVELOPMENT AGREEMENT WILL BE SIGNED IN THE SPRING OF 1992. IF PORTER RANCH HAS ITS TENTATIVE MAPS APPROVED PRIOR TO THE CMP BEING ADOPTED IN THE FALL OF 1992, IS PORTER RANCH THUS EXEMPTED FROM ALL CMP FEES?

PLEASE DISCUSS THE IMPACT IF PORTER RANCH AND OTHER LARGE PROJECTS ARE EXCLUDED FROM THE CMP FEE PROCESS.

b:NOP for CMP

20 January 1992

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

Page: 5

CHAPTER 3 CMP POLICY STATEMENTS

Page 13 - ...Local land use authority remains the responsibility of local jurisdictions. LACTC will not be responsible for directing the land use decisions of local jurisdictions. Rather, it is our hope that local jurisdictions will use the CMP process as a tool in making land use decisions that consider and enhance countywide mobility.

ALTHOUGH LACTC MAY NOT BE RESPONSIBLE FOR ACTUALLY "DIRECTING" LAND USE DECISIONS, ASSEMBLY BILL AB 471 AND SECTION 65089(b) OF THE STATE GOVERNMENT CODE ARE VERY CLEAR WHEN SPECIFYING THAT THE CMP

*"...shall contain all of the following elements:*

- (1) Traffic LOS standards established for specific intensities of land uses including rural, semi-rural, suburban, urban, and central business district...*
- (4) A program to analyze the impact of Land Use Decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts."*

LACTC SHOULD DO MORE THAN "HOPE" THAT LOCAL AGENCIES WILL PROPERLY IMPLEMENT THE CMP. LACTC SHOULD INSTEAD ACT ON THE BASIS AND UNDER THE BELIEF THAT IT HAS A SACRED MISSION TO "ENSURE" THAT LOCAL AGENCIES MAKE THE CORRECT LAND USE DECISIONS AS REGARDS LOCAL TRAFFIC CONGESTION AND COUNTYWIDE MOBILITY.

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

CHAPTER 4 CMP HIGHWAY AND ROADWAY SYSTEM

4.1 INTRODUCTION

Page 13 - 4.1.1 Statutory Requirement. ...CMP statutes require the LACTC to designate a system of highways and roadways, including all State highways and principal arterials. While State highway routes are defined in State statute, principal arterials are not defined. Once designated as part of the CMP system, no highway or roadway shall be removed from the system.

Statute also requires the LACTC to establish LOS standards to measure congestion on the system. LOS's range from A to F; LOS A represents free-flow conditions, while LOS F represents a high level of congestion....

LOS standards can be set no lower than LOS E, or the current level if worse than E.

CLARIFY WHETHER LOS F WILL BE DIVIDED INTO SUBLEVELS, SUCH AS F-1 THROUGH F-10. ALTHOUGH TRAFFIC SPEED AT LOS F IS DEFINED AS 20 MPH OR LESS, THERE ARE DEFINITE DIFFERENCES IN FLOW AT SPEEDS AVERAGING 20 MPH AND SPEEDS AVERAGING ONLY 5 OR 6 MPH, BUT TECHNICALLY STILL CLASSIFIED AS LOS F.

PLEASE DISCUSS THE IMPACT IF ALL OF LOS F IS TREATED AS THE SAME AMOUNT OF CONGESTION, WHETHER TRAFFIC IS AT 20 MPH OR AT A STANDSTILL.

4.2 NETWORK DEFINITION

Page 16 - ...Caltrans and local jurisdictions will be responsible for monitoring LOS, including the cost of data collection and computation.

...Local jurisdictions will be responsible for assessing the impact of new development on the CMP system....

...Routes that are included on the CMP network cannot be deleted from the network.

4.2.1 L.A. County CMP Highway System ... This CMP system is a 1,000 mile system, including 500 miles of State freeways, 400 miles of State arterials, and 100 mile of local arterials. ...The CMP system includes routes that meet the following criteria:

- o All existing State highways (both freeways and arterials)
- o Principal arterials, defined as:
  - Routes that complete gaps in the State highways system
  - Routes that provide connectivity with the CMP systems of adjacent counties
  - Routes that are high volume and multi-modal travel corridors that provide cross-county or significant inter-jurisdictional transportation



TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

b:NOP for CMP

20 January 1992

Page: 7

.....  
DEFINE "HIGH VOLUME" AND "SIGNIFICANT" IN TERMS OF LOS.  
MUST THE ENTIRE CORRIDOR BE "SIGNIFICANT, OR MERELY  
SPECIFIC INTERSECTIONS? ARE VOLUME AND SIGNIFICANCE  
BASED ON PEAK-HOUR TRAFFIC OR ON A 24-HOUR BASIS?

PLEASE DISCUSS THE IMPACTS.

Routes that provide appropriate regional spacing on the CMP network

DEFINE "APPROPRIATE SPACING". IS THIS A 2-MILE-SQUARE  
GRID, OR 3 MILES, OR 4 MILES, OR OTHER?

Page 17 Exhibit 4 lists the specific routes and limits included in the CMP system.

This system is recommended as the basis of the CMP system for the following reasons:

- o Routes serve as important countywide thoroughfares, providing over 50% of the travel in the county.
- o Routes identify high-volume traffic corridors. Many major freeway routes in Los Angeles carry 200,000 - 300,000 vehicles per day, and many principal arterials carry 30,000 - 50,000 vehicles per day.

LOS ANGELES HAS MANY ARTERIALS THAT CARRY 30,000 OR MORE VEHICLES PER DAY, BUT THESE ARTERIALS ARE NOT INCLUDED IN THE CMP SYSTEM. WHY NOT? PLEASE DISCUSS THE IMPACT IF ALL ARTERIALS THAT CARRY 30,000 OR MORE VEHICLES PER DAY ARE INCLUDED IN THE CMP SYSTEM.

- o The CMP network provides a countywide transportation network, with sufficient coverage and spacing for CMP traffic analysis purposes.

PLEASE DEFINE THE PARAMETERS FOR "SUFFICIENT COVERAGE AND SPACING"

Page 18 4.2.3 Routes for Further Study. ... LACTC and local jurisdictions have both identified additional routes that may be significant and warrant inclusion on the CMP system....

By virtue of the fact that these routes for further study are included in this draft CMP, these routes will be environmentally assessed as part of the EIR. During the upcoming year, a technical working group will be convened to make recommendations regarding whether specific routes should be added to the CMP system....

Criteria that will be suggested in making this decision include the following:

- o Added Capacity: Routes that parallel the adopted CM system for more than 5 miles and provide additional capacity to CMP system corridors.

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

b:NOP for CMP

20 January 1992  
Page: 8

- o **High Traffic Volume:** Routes that have significant traffic volume based on ADT measurement
- o **Significant Trip Length:** Routes that have a high proportion of peak period travel of greater than 5 miles in length...
- o **Multi-modal Corridor Travel:** Routes that provide for high person-trip throughput, because of availability of alternative transportation modes.

LOS ANGELES HAS MANY ARTERIALS THAT MEET THE ABOVE CRITERIA, BUT THESE ARTERIALS ARE NOT INCLUDED IN THE CMP SYSTEM. WHY NOT? PLEASE DISCUSS THE IMPACT IF ALL ARTERIALS THAT MEET THE CRITERIA ARE INCLUDED IN THE CMP SYSTEM.

#### 4.3 LOS STANDARDS

Page 20 - 4.3.2 CMP Monitoring Guidelines. The CMP system must be monitored annually, and LOS on specific CMP routes will be annually published in the CMP.

The following guidelines will be used for monitoring the CMP highway system:

- o **Monitoring Locations** - Appendix E provide a preliminary map and list of locations to be monitored. As shown a total of 164 intersections have been identified for monitoring across the county....

Freeway monitoring locations have been selected to indicate operating conditions in major freeway corridors. Caltrans will be responsible for monitoring these locations.

Arterial monitoring will be accomplished by measuring the LOS for key intersections. The intersections that have been selected were identified based on a 2-mile spacing. These intersections also reflect capacity-constraining (bottleneck) intersections with major cross streets. Spacing is sometimes greater on rural highways, where there are fewer constraining intersections.

THE INTERSECTIONS SHOWN IN APPENDIX E ARE NOT SPACED EVENLY AT 2-MILE INTERVALS. FOR EXAMPLE, IN THE NORTHWEST PORTION OF THE SAN FERNANDO VALLEY THE PRINCIPAL NORTH-SOUTH ARTERIALS SELECTED BY LACTC ARE TOPANGA CANYON BLVD AND THE SAN DIEGO FREEWAY (7.5 MILES APART), WHILE THE PRINCIPAL EAST-WEST ARTERIALS ARE VICTORY BLVD. AND THE SIMI VALLEY FREEWAY (6.0 MILES APART). THIS GRID ALONE IS 45 SQUARE MILES, AS OPPOSED TO THE 4-SQUARE-MILE GRID PROPOSED BY LACTC.

THE MAP AND LIST OF LOCATIONS PRESENTED IN APPENDIX E SHOULD BE CORRECTED TO REFLECT EVEN AND CONSISTENT SPACING OF MONITORING INTERSECTIONS. PLEASE DISCUSS THE IMPACT IF ARTERIAL SPACING IS EVEN AND CONSISTENT VS. NON-EVEN AND NON-CONSISTENT ACROSS THE REGION.

PLEASE DESCRIBE THE EXACT LOCATION OF THE ARTERIAL MONITORS. ARE THEY BEFORE EACH INTERSECTION, OR AFTER, OR BOTH? PLEASE DISCUSS THE IMPACTS IF MONITORING IS CONDUCTED ONLY FOR TURNING VOLUMES VS. FOR TURNING VOLUMES AND THROUGH VOLUMES.

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

Page: 9

Page 22 o Data to be Collected - Data collected as part of annual monitoring and transmitted to LACTC should include:

- (a) Freeways - Number of lanes in each direction;  
24-hour volumes, by direction, in 15-minute increments
- (b) Intersections - Lane configurations;  
Signal phasing;  
AM and PM peak period turning volumes, in 15-minute increments

THE THROUGH VOLUME OF VEHICLES AT INTERSECTIONS SHOULD ALSO BE COUNTED, ESPECIALLY IF THE ARTERIAL PARALLELS A FREEWAY. PLEASE DISCUSS THE IMPACT OF ONLY COUNTING TURNING VOLUMES VS. COUNTING TURNING AND THROUGH VOLUMES.

#### 4.4 LOS METHODOLOGY

Page 22 - 4.4.1 Freeway LOS. Caltrans currently measures LOS as a function of travel speed and duration of congestion. As part of its CMP responsibility, Caltrans will compute freeway LOS using the Highway Capacity Manual methodology.

PLEASE STATE THE CAPACITY OF EACH FREEWAY LANE IN TERMS OF VEHICLES PER HOUR.

WILL CALTRANS ALSO MEASURE LOS ON STATE ARTERIALS? IF SO, WILL THEY BE MEASURED IN THE SAME FASHION AS FREEWAYS, OR WILL THEY BE MEASURED USING THE ICU METHOD? PLEASE DISCUSS THE IMPACTS OF EACH.

4.4.2 Arterial LOS. ...For computation of intersection operations, the Intersection Capacity Utilization (ICU) methodology is...recommended to calculate volume to capacity ratios and LOS. The parameters should include 1600 vehicles per lane for all through and turn lanes, 2880 (total) for dual turn lanes, and 10% clearance time.

IS THE CAPACITY OF 1600 VEHICLES PER LANE THE CAPACITY DURING EACH HOUR, OR DURING EACH HOUR OF GREEN TIME? PLEASE DISCUSS THE IMPACTS OF EACH.

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

b:NOP for CMP  
20 January 1992  
Page: 10

CHAPTER 7 TRANSPORTATION IMPACT ANALYSIS PROGRAM AND  
DEFICIENCY PLAN/MITIGATION FEE REQUIREMENTS

7.2 LAND USE/TRANSPORTATION IMPACT ANALYSIS PROGRAM

Page 42 - 7.2.1 Statutory Requirement - Land Use Program. Statute requires that the CMP include a program to analyze the impacts of land use decisions on the regional transportation system, including the cost of mitigating associated impacts. ...The LACTC is also responsible for calculating credit for local public and private contributions to improvements to the regional transportation systems....

HOW IS THE AMOUNT OF CREDIT DETERMINED? WHO WILL MONITOR THE IMPROVEMENT TO DETERMINE IF THE AMOUNT OF CREDIT IS REALISTIC AND JUSTIFIED? AND HOW LONG WILL THE MONITORING CONTINUE? FOR FUTURE CREDITS, WILL LACTC DEEM THAT THE CREDIT IS EARNED WHEN AN IMPROVEMENT IS PLANNED, OR WHEN WORK ON THE IMPROVEMENT HAS PHYSICALLY BEGUN, OR WHEN WORK ON THE IMPROVEMENT IS COMPLETED AND SIGNED OFF?

PLEASE DISCUSS THESE QUESTIONS AND THE IMPACTS OF THE "CREDIT SYSTEM" ON THE CMP FINANCING PACKAGE.

Page 43 7.2.4 Types and Sizes of Development Subject to Traffic Impact Analysis Requirements. ...The only exceptions to CMP traffic impact analysis (TIA) and mitigation fee requirements, once the final CMP is adopted, are as follows:

- o Projects that entered into a Development Agreement with a local jurisdiction prior to July 10, 1989. Development Agreements are obligations entered into on the part of a developer and a jurisdiction as specified under Section 65864 of the California Government Code (See Appendix H). The Commission has further directed that CMP mitigation fees will only be collected for those projects that have not received final local approval at the time the CMP is adopted. No fees will be retroactively collected from developers or local jurisdictions.

THIS PARAGRAPH SAYS THAT "PROJECTS" WHICH ENTERED INTO DEVELOPMENT AGREEMENTS PRIOR TO JULY 10, 1989 ARE EXEMPT FROM MITIGATION FEES. THE PARAGRAPH THEN SAYS THAT MITIGATION FEES WILL ONLY BE COLLECTED FOR "PROJECTS" THAT DO NOT HAVE FINAL LOCAL APPROVAL AT THE TIME THE CMP IS ADOPTED, WHICH IS ANTICIPATED TO BE IN THE FALL OF 1992. PLEASE CLARIFY WHICH STATEMENT IS CORRECT AND DISCUSS THE IMPACTS.

PLEASE DEFINE "FINAL APPROVAL". IS THIS "FINAL APPROVAL"-OF TENTATIVE TRACT MAPS, FINAL MAPS, OR IS IT THE ISSUANCE OF A BUILDING PERMIT, OR IS IT THE FINAL CERTIFICATE OF OCCUPANCY FOR A STRUCTURE? PLEASE DISCUSS THE IMPACTS AND STATE THE SPECIFIC POINT IN THE DEVELOPMENT CYCLE AT WHICH "FINAL APPROVAL" IS ATTAINED.

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

Page: 11

Page 44 7.2.5 LACTC Traffic Impact Analysis Approach In developing TIA procedures, three alternatives were explored:

- o Site-Specific TIA. Using this approach, LACTC would provide TIA procedures for use by local agencies in identifying trips generated by new development and identifying their unmitigated impact on the CMP network....
- o Development of a Countywide Mitigation Fee Schedule. This method was proposed as a simplified procedure by the CMP Policy Advisory Committee....

ONLY TWO ALTERNATIVES ARE DISCUSSED. WHAT IS THE THIRD ALTERNATIVE?

Page 45 Due to consideration of the comments received in combination with statutory intent, LACTC recommends the following procedures for CMP land use impact analysis, as described below:

- o Site-Specific TIA for Major Projects. The objective of this process is to identify site-specific impacts and mitigation within the immediate vicinity of major projects. The following general steps are involved:
  - ....The impact of trips on the CMP system in the immediate area will be analyzed using a 5-mile radius for CMP arterial and freeway monitoring locations.

CLARIFY WHETHER THIS IS A 5-MILE RADIUS FROM THE DEVELOPMENT SITE OR FROM EACH MONITORING LOCATION.

- Site-specific mitigation should be proposed based on the impact of the development within the study area...

CLARIFY THE BOUNDARIES OF THE STUDY AREA. IS THIS A 5-MILE RADIUS FROM THE DEVELOPMENT SITE OR FROM EACH MONITORING LOCATION?

### 7.3 COUNTYWIDE MITIGATION FEE

Page 46 7.3.1 Timing of Mitigation Fee Implementation. The LACTC recently determined that countywide mitigation fees will not be required prior to adoption of the final CMP in 1992. The Commission also specifically stated that the fee requirements will not be imposed retroactively to development which received final approval prior to the date of CMP adoption.

PLEASE DEFINE "FINAL APPROVAL". IS THIS "FINAL APPROVAL" OF TENTATIVE TRACT MAPS, FINAL MAPS, OR IS IT THE ISSUANCE OF A BUILDING PERMIT, OR IS IT THE FINAL CERTIFICATE OF OCCUPANCY FOR A STRUCTURE? PLEASE DISCUSS THE IMPACTS AND STATE THE SPECIFIC POINT IN THE DEVELOPMENT CYCLE AT WHICH "FINAL APPROVAL" IS ATTAINED.

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

Page: 12

7.4 DEFICIENCY PLANS

Page 49 Statute requires that a jurisdiction annually prepare a jurisdiction-wide Deficiency Plan for those portions of the CMP system that deteriorate below the LOS standard. Local jurisdictions submit completed Deficiency Plans to LACTC....

Deficiency Plans will be prepared by each local agency for those portions of the CMP system that are located within its boundaries, excluding freeway segments. Countywide deficiencies, as measured through monitoring on the freeway system, will be addressed through the countywide mitigation fee program.

PLEASE CLARIFY WHETHER THE LOCAL AGENCIES ARE RESPONSIBLE FOR PREPARING DEFICIENCY PLANS FOR ARTERIALS WHICH ARE ALSO STATE HIGHWAYS. THE STATE HIGHWAY ARTERIALS COMPRISE 40% (400 MILES) OF THE CMP SYSTEM, WHEREAS THE LOCAL ARTERIALS COMPRISE ONLY 10% (100 MILES) OF THE ENTIRE CMP SYSTEM. PLEASE DISCUSS THE IMPACTS IF ALL ARTERIALS (STATE AND LOCAL) ARE NOT INCLUDED IN THE DEFICIENCY PLAN.

PLEASE CLARIFY WHETHER THE LOCAL AGENCIES ARE RESPONSIBLE FOR PREPARING DEFICIENCY PLANS FOR FREEWAY ON/OFF RAMPS AND THEIR ADJACENT STREETS. PLEASE DISCUSS THE IMPACTS IF THESE ARE NOT PREPARED.

Page 50 7.4.1 Local Deficiency Plan Development Process. The deficiency plan process begins with monitoring of the CMP system by local agencies. The agency then provides counts and LOS calculations to LACTC for documentation of current conditions. If this monitoring indicates that current conditions have deteriorated below the LOS standard, a deficiency plan must be prepared. Deficiency plans must be adopted annually....

CLARIFY HOW INPUT FROM THE MONITORING OF FREEWAYS AND STATE ARTERIALS IS MERGED INTO THE DEFICIENCY PLAN PROCESS. WHAT HAPPENS IF THE FREEWAYS ARE SO OVERLOADED THAT MOTORISTS DRIVE ON ARTERIALS RATHER THAN FREEWAYS? PLEASE DISCUSS THE IMPACTS.

Statute requires deficiency plans to include the following elements:

- o An analysis of the cause of the deficiency.
- o A list of improvements necessary to maintain the LOS standard and the estimated cost of the improvements.
- o A list of improvements, programs, or actions and their estimated cost, that will measurably improve the LOS of the system and contribute to significant improvements in air quality....
- o An Action Plan to implement the recommended improvements. The Action Plan shall include a specific implementation schedule.

NO TIME CONSTRAINTS ARE MENTIONED. HOW MUCH TIME WILL BE ALLOWED TO IMPLEMENT RECOMMENDED IMPROVEMENTS, AND HOW MUCH NEW DEVELOPMENT WILL BE ALLOWED TO PROCEED DURING THE TIME REQUIRED TO IMPLEMENT THE RECOMMENDED IMPROVEMENTS? PLEASE DISCUSS THE IMPACTS IF DEVELOPMENT CONTINUES BUT THE IMPROVEMENTS ARE NOT MADE.

DISCUSS THE IMPACTS IF THE SYSTEM IS SIMPLY SO OVERLOADED THAT IT IS

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

b:NOP for CMP

20 January 1992  
Page: 13

.....  
IMPOSSIBLE TO MAKE IMPROVEMENTS THAT WILL RETURN THE SYSTEM TO THE BASE LOS STANDARD.

WHO PAYS FOR THE RECOMMENDED IMPROVEMENTS? DISCUSS THE IMPACTS IF THE FUNDS ARE NOT AVAILABLE AND WILL NOT BE AVAILABLE IN THE FORESEEABLE FUTURE?

CLARIFY HOW MUCH NEW DEVELOPMENT WILL BE ALLOWED TO PROCEED IF IT IS IMPOSSIBLE TO MAKE IMPROVEMENTS THAT WILL RETURN THE SYSTEM TO THE BASE LOS STANDARD. PLEASE DISCUSS THE IMPACTS IF DEVELOPMENT IS SCHEDULED BUT THE SYSTEM IS TOO OVERLOADED TO EVER RE-ATTAIN ITS BASE LOS STANDARD.

Page 51 7.4.2 Local Deficiency Plan Development Procedures. The local Deficiency Plan will be prepared annually, and due to the LACTC by August 1st of each year following the adoption of the CMP, commencing in 1993.

- o The Deficiency Plan will be jurisdiction-wide or multi-jurisdictional. The Plan will identify all deficient segments of the CMP system based on current traffic counts.

CLARIFY WHETHER "ALL DEFICIENT SEGMENTS" WILL INCLUDE FREEWAY SEGMENTS AND STATE ARTERIAL SEGMENTS. PLEASE DISCUSS THE IMPACTS IF SOME SEGMENTS ARE NOT IDENTIFIED.

- c (The Deficiency Plan will include) a list of locally implemented regional transportation improvements. Projects included in this report should be major projects that enhance system-wide or corridor capacity on the CMP network, and have a funding commitment. Such projects could include major roadway facility construction (over \$200,000) as well as major TDM or transit mitigation strategies.

CLARIFY THE MEANING OF THE WORDS "LOCALLY IMPLEMENTED". DOES THIS MEAN IMPLEMENTED BY THE LOCAL JURISDICTION? OR DOES IT REFER TO A SPECIFIC GEOGRAPHIC AREA? IF SO, CLARIFY THE GEOGRAPHIC AREA.

CLARIFY WHETHER THIS LIST IS SUPPOSED TO INCLUDE IMPROVEMENTS TO FREEWAYS AND STATE ARTERIALS.

PLEASE DISCUSS THE IMPACT IF SUCH A LIST CANNOT BE COMPILED BECAUSE NO FUNDING HAS BEEN COMMITTED.

Page 52 o The Deficiency Plan will also include an annual report of development approved. This report will include the following:

- A summary of new development approvals (building permits) and completions (certificates of occupancy) issued during the preceding fiscal year. This information will be used to LACTC to update the CMP land use database and countywide model, and to verify mitigation fee collection.

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

b:NOP for CMP

20 January 1992

Page: 14

.....  
The following must be provided biennially in even-numbered years:

- o An estimate of the developments to be completed, by census tract, over the next 20 years. This will be used by LACTC to update the countywide mitigation fee....

**WHY NOT PROVIDE THIS ESTIMATE ANNUALLY, BASED ON THE SAME ANNUAL REPORT OF DEVELOPMENT APPROVED. PLEASE DISCUSS THE IMPACT IF THE REPORT IS PREPARED ANNUALLY.**



TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

b:NOP for CMP

20 January 1992  
Page: 15

.....  
CHAPTER 10 LOCAL COMPLIANCE RESPONSIBILITIES AND PROCEDURES

Page 57 ...The LACTC must annually determine local agency conformance to the CMP at a noticed public hearing....

LACTC will prepare a checklist of factors that will be considered in making its conformance finding. Each jurisdiction will be asked to annually certify that it is in compliance with the checklist. LACTC will also periodically monitor local compliance and assist agencies in meeting the requirements of the program.

Page 58 Conformance criteria being considered by LACTC include the following:

- o Maintaining the LOS on the CMP highway system unless an annual Deficiency Plan is prepared....

THIS SENTENCE CAN BE INTERPRETED AS MEANING THAT THE LOCAL AGENCY DOES NOT HAVE TO MAINTAIN THE BASE LOS IF IT PREPARES AN ANNUAL DEFICIENCY PLAN. PLEASE CLARIFY THE INTENT OF THIS SENTENCE AND DISCUSS THE IMPACT IF LOCAL AGENCIES ARE NOT REQUIRED TO MAINTAIN BASE LOS FOR ARTERIALS WITHIN THEIR JURISDICTION.

- o Conducting annual traffic counts and calculating LOS standards for selected State and local intersections and local arterial links, as specified in the traffic monitoring procedures.

CLARIFY WHETHER ARTERIAL LINKS WILL BE INCLUDED IN THE TRAFFIC ANALYSES, AND PLEASE DISCUSS THE IMPACT IF ARTERIAL LINKS ARE NOT ANALYZED AS PART OF THE TRAFFIC ANALYSES.

- o Adoption and implementation of a program to analyze the impacts of new development on the CMP system and their associated mitigation costs. This requirement includes compliance with CMP traffic impact analysis procedures and the submittal of an annual land use report, as discussed in Chapter 7....

ANNUAL LAND USE ANALYSIS REPORTS, AS SUCH, ARE NOT DISCUSSED IN CHAPTER 7. UNLESS THESE REPORTS ARE THE SAME AS EITHER THE "ANNUAL REPORT OF DEVELOPMENT APPROVED" OR THE "BIENNIAL ESTIMATE OF DEVELOPMENTS TO BE COMPLETED OVER THE NEXT 20 YEARS", BOTH OF WHICH ARE MENTIONED IN SECTION 7.4.2 ON PAGE 52. PLEASE CLARIFY.

APPENDIX I GUIDELINES FOR LAND USE/TRANSPORTATION IMPACT ANALYSIS

Page I-2 I-4 STUDY AREA The study area included in CMP transportation impact analyses must include, at minimum, the following:

TO: Mr. Brad McAllester (LACTC)  
FROM: Walter N. Prince (818) 993-6300  
SUBJECT: Response to NOP for CMP

b:NOP for CMP  
20 January 1992  
Page: 16

- o All arterial monitoring locations within a 5-mile radius of the project site.

PLEASE DISCUSS THE IMPACTS IF THERE ARE NO MONITORING LOCATIONS ON ANY OF THE ARTERIALS WITHIN THE 5-MILE RADIUS. OR IF THERE ARE ONLY 1 OR 2.

- o Primary freeway on- and off-ramp intersections likely to be used by project-related traffic.

CLARIFY IF THIS IS IN 4 MAJOR DIRECTIONS AND WITHIN WHAT RADIUS FROM THE PROJECT. PLEASE DISCUSS THE IMPACT IF THE ANALYSIS DOES NOT INCLUDE ALL FOUR MAJOR DIRECTIONS (NORTH, SOUTH, EAST, AND WEST) FROM THE PROJECT SITE.

- o All freeway monitoring locations within a 5-mile radius of the project site

PLEASE DISCUSS THE IMPACTS IF THERE ARE NO MONITORING LOCATIONS ON ANY FREEWAY WITHIN THE 5-MILE RADIUS. OR IF THERE ARE ONLY 1 OR 2.

Page I-4 I.8 LOS ANALYSIS The objective of LOS analysis is to identify locations at which a deficiency will likely result due to a development. A deficiency results whenever the measured LOS on the CMP network falls below the adopted standard. The adopted standard in L.A. County is LOS E, except where the current (1992) LOS is F. Where the 1992 LOS is F, any traffic increase would result in a deficiency.

CLARIFY IF THERE WILL BE ANY SUBSETS TO LOS F (F1, F2, F3, ETC.).

THIS SECTION STATES THAT ANY PROJECT TO BE BUILT IN A LOS F AREA WOULD HAVE TO TOTALLY MITIGATE EVERY VEHICLE TRIP GENERATED BY THAT PROJECT. PLEASE CONFIRM AND DISCUSS THE IMPACTS IF ALL THE VEHICLE TRIPS SIMPLY CANNOT BE MITIGATED.

IF A DEVELOPER WISHES TO BUILD IN A LOS F AREA AND CANNOT MITIGATE ALL THE TRAFFIC GENERATED BY HIS/HER PROJECT, CAN THE DEVELOPER SIMPLY "BUY OFF" THE IMPACTS BY PAYING MITIGATION FEES? IF SO, PLEASE DISCUSS THE IMPACT ON THE LOCAL AGENCY WHEN THE ANNUAL DEFICIENCY REPORT IS PREPARED?

- END -



## CITY OF CULVER CITY

4095 OVERLAND AVENUE • P.O. BOX 507  
CULVER CITY, CALIFORNIA 90232-0507

205102

January 20, 1992

Mr. Brad McAllester, Manager  
Congestion Management Program  
LACTC  
818 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

**Re: Notice of Preparation Congestion Management Program (CMP) EIR**

Dear Mr. McAllester:

Thank you for the opportunity to comment on the Notice of Preparation for the subject project. The City of Culver City has received the subject NOP and related Initial Study and has the following comments:

1. With respect to the impacts on Public Services as discussed on page 18 (Section 14) of the Initial Study for the Congestion Management Program, there will be significant impacts on maintenance of public facilities and other governmental services. The EIR should analyze and discuss these impacts in a separate section, especially as they will affect the availability of local governmental resources.

Impacts on public services will be both direct and indirect, and should be fully discussed as required by section 15126 of the State CEQA Guidelines. The section also should address the impacts on local governments which would arise if "nexus study" is found to be legally sufficient to support imposition by local governments of trip mitigation fees on a case-by case basis.

2. The following comment applies to Section 8 (Land Use), 11 (Population), and 12 (Housing):

CMP Fees or development restrictions can have a substantial impact on potential or proposed developments in the area. The EIR should discuss effects of slowed or reduced development on City/County economy.

3. Concerning Air 2b, "creation of objectionable odors", the Initial Study concludes that there will not be any impacts. The CMP may have both positive and negative impacts in this regard. The reduction of congestion and the steady movement of traffic may reduce idling of vehicles stopped in traffic thereby reducing fumes.

On the negative side, the CMP may result in the short-term increase in fumes and odors due to construction of improvements. There is also the potential for the negative impact caused by objectionable odors if construction and use of roadways in new areas not currently developed takes place as well as such an impact from the introduction of additional traffic into various areas.

The EIR should analyze these potential impacts.

4. Concerning the overall CMP EIR process, the timing of the availability of the Nexus Study for local review and comment in relation to commenting of the EIR is still unclear.

The City is concerned that the time constraints upon implementing the CMP not result in Nexus Study issues being far advanced in LACTC policy before local comments can be developed and forwarded for consideration.

5. The CMP, as currently drafted, relies almost exclusively on major capital improvements. The purpose of the plan, as stated in the legislation, is to use lower cost Transportation System Management (TSM) measures to rapidly solve congestion problems. We should ask that a broader range of alternatives be considered, including measures such as additional computerized traffic signals, improvements to arterials paralleling regional routes, and enhancement to the portions of the transit systems which feed the current regional express bus routes. Without such improvements, which are needed to relieve existing congestion, traffic will continue to divert onto and overwhelm the regional facilities.
6. The parameters which will be used to set the development fees need better explanation. In particular, the degree to which improvements that reduce traffic volume on the regional system will be credited needs clearer definition. Given the current development of the freeway system, arterial routes often are used as "short cuts" around congestion on the freeway system. Development which

improves conditions on these arterials and thereby relieves congestion on the regional system, should receive credit. Further, mechanisms should be setup whereby a phased development that "frontloads" improvements beyond their initial CMP fee obligations would be able to carry forward their credits. Lastly, any CMP measure implemented by the City or developers, whether or not it is on the mitigation list, should receive credit since it will release the funds which would have otherwise provided these improvements

7. Two routes are of particular concern to the City of Culver City. Overland Avenue is already, in part, included in the CMP. We wish to make certain that should we, or development within the City, fund improvements to any or all of the substandard portions of this facility, we will receive appropriate credit. Secondly, because of the acute angle formed between the northbound I-405 and eastbound I-10 Freeways, Culver Boulevard is a very important regional access route for Culver City. We wish to make certain that improvements to this route, and their ability to manage congestion on the regional system, are fully considered in the study process.
8. The plans to provide additional bus service as part of the CMP are very important elements. However, we want to make certain that these improvements allow for flexibility in use by local transit agencies. Culver City Municipal Bus Lines provide vital service for all types of trips including long distance commute trips. The CMP should explicitly provide municipal operators with the funding, either directly or through credits, to expand their service and thereby increase overall transit ridership. In order for the goal of increasing regional commuter and other long distance ridership to be achieved, the feeder/distributor systems can not continue at their current level of overcrowding.
9. Transit comments are included in the attached document previously submitted to LACTC in October 1991 as comments on the Final Draft CMP. The Culver City Municipal Bus Lines is especially concerned that mitigation fee "credits" remain with the jurisdiction where the fee originated and not be permitted to be used by a developer as a credit in another jurisdiction.

Mr. Brad McAllester  
January 20, 1992  
Page# 4

10. Culver City has attached the October 1991 City comments on the Final Draft CMP because these substantive issues are still unclear or unaddressed.

If you have any questions on the comments please contact Joan Kassan at (310) 202-5775.

  
COLLEEN EGBERT  
CEQA Manager

CE:mdk

Enclosure

cc: Paul A. Jacobs, Mayor  
James D. Boulgarides, Vice Mayor  
Mike Balkman, Councilmember  
Jozelle Smith, Councilmember  
Jody Hall-Esser, Chief Administrative Officer  
Norman Y. Herring, City Attorney  
Evelyn Keller, Deputy City Attorney  
Pauline Dolce, City Clerk  
Jay B. Cunningham, City Planner  
James S. Davis, City Engineer  
Dave Ashcraft, Transportation Director  
Carol DeLay, Deputy City Planner  
Ken Johnson, Consulting Traffic Engineer  
John Rivera, Associate Planner  
Birgit Brazill, Senior Management Analyst

CITY OF CULVER CITY ADDITIONAL COMMENTS ON THE CMP EIR  
(ORIGINALLY SUBMITTED OCTOBER 1991 AS COMMENTS TO THE  
"FINAL DRAFT CMP")

CITY OF CULVER CITY COMMENTS REGARDING  
THE FINAL DRAFT CONGESTION MANAGEMENT PROGRAM

1. The Nexus Study

- o The City Attorney has advised that the nexus study must clearly specify the basic assumptions underlying the "per unit" calculations. Thresholds for applying the mitigation fee to different types of developments should be responsive to the differing impacts, e.g. a neighborhood dry cleaning or shoe repair within a strip commercial center adjacent to a residential neighborhood generates different traffic than large commercial centers. The nexus study should fairly reflect such differences.
- o The nexus study is expected to provide technical clarification on thresholds for fees, trip credits, interjurisdictional issues, "cumulative impacts" concerns and other matters. The response in Appendix A-18 on "cumulative analysis" is not clear.

2. Trip Credits should only be transferable within the "subregion" e.g., the five-mile radius of the project which generated the credits.

3. Local Costs of Implementation and Compliance with CMP

Local jurisdictions should be able to retain a percentage of CMP impact fees collected to offset the substantial additional responsibilities required by the CMP. The references in the Final Draft and Appendices to local CMP responsibilities fitting within existing local procedures is not reasonable. The magnitude of CMP activities which cities must provide, in addition to those which are passed on to developers, is referred to throughout the CMP (e.g. Chapter 10 of the Final Draft); however, there is no acknowledgment that cities cannot absorb such costs in the current fiscal climate without assistance.

4. The CMP Network

The City of Culver City strongly opposes adding any streets to the network beyond the base network included in the Discussion Draft. The "Second Tier" streets should not be included until experience has been gained concerning how the base network will operate when the CMP becomes operational. The cost of monitoring the network are not yet known nor can the consequences of adding streets - which cannot be removed - be evaluated at this time.

5. TDM Ordinance

LACTC had indicated that cities would not be placed between private companies and the AQMD/CMP for annual monitoring of TDM requirements. Chapter 6.5 of the Final Draft assigns such as on-going burden to cities which lack the resources to accept this charge. TDM

6. Initial Collection of Mitigation Fee

For purposes of determining whether a mitigation fee applies to a project, the City Attorney advises that "final local approval" should be defined as "final local discretionary approval" and not as the issuing of the building permit. The building permit stage is the reasonable time to collect the fee, however, the obligation to pay a particular amount in fees must be imposed by the City and agreed to by the developer at the earlier discretionary approval phase.

7. Annual Land Use Analysis Report

Clarification is needed concerning what information must be included in this report, especially the data from the building permit, so that records can be efficiently coded for this new report.

8. Traffic Impact Analysis

- o The local concern expressed in Chapter 7.2.5 of the Final Draft does not appear to be addressed: "The cost of requiring traffic impact analysis for small development is a serious concern to local jurisdictions". The Final Draft indicates all CMP traffic impact analyses must consider a five-mile radius. Smaller developments should be able to conduct impact analyses, qualifying to mitigate the CMP fee, with study areas less than the 5 miles for larger projects. Costs for such studies should be in proportion to the scope of development.
- o In order for the shopping center threshold project size (Appendix I-2) to relate to the 150 vehicle trips in the peak direction, it is essential that CMP procedures continue to include the "assumption of 25% pass-by trips" as stated in Appendix I-2.
- o The interaction between a local jurisdiction and the CMA when project mitigations are identified and funded appeared to be a separate process in the Discussion Draft. The Final draft does not address such projects. Clarification is needed in this regard. The second response in Appendix A-18 is not clear.



9. Local CMP Review Procedures

The process and standards to be used by the CMA to certify the local CMP review process is not included in the Final Draft. Is this process part of the current CMP or has it been replaced by the "conformity finding" and self certification process in Chapter 10 of the Final Draft?

10. Interjurisdictional CMP Relationships

The Final Draft gives no procedural suggestions concerning how to effect interjurisdictional cooperation. A responsible contact person for CMP inquiries should be required for all jurisdictions.

11. Deficiency Plan

How is a mitigation option to be assessed in terms of satisfying a deficiency?

12. Trip Distribution

Trip distribution and the assignment of trips to the CMP network is too localized an issue for regional guidelines to be accurately or equitably used. Such distributions should be assigned at the local or subregional level.

13. Transit Comments

- o Changes in the CMP street network directly impact the transit monitoring network. The existing final draft is inconsistent. The existing transit network was intended to include all bus routes that are either on the CMP network or on a route for further study. But the final draft of the CMP lists Washington Boulevard as a route to be studied further but the corresponding bus routes are not on the transit network. This happened because additional streets were added to the "for further study list" after the transit network had been completed. Both systems must be consistent. Hence, if the CMA decides to either add/delete routes to the street network or decides not to have "routes for further study" anymore at all then major changes have to be made to the transit network. TRANSIT
- o Throughout the draft document the CMP states that transit operators should be consulted during the development review process. We recommend that this requirement should be changed to "shall". We believe that it is essential that all cities follow Culver City's example and include transit operators in their developmental review process.

City of Culver City  
Comments Regarding the Final Draft CMP  
Page 4

- o The draft CMP discusses the countywide mitigation fee and its relationship to local measurements. It remains unclear to us though whether any developer contribution to Culver CityBus will be credited towards the countywide mitigation fee. We believe that this should be the case. Developers should not be hit twice. If they contribute to Culver CityBus capital/operating expenditures then the mitigation fee should be reduced/eliminated accordingly.
- o Culver City recommends that a portion of the countywide mitigation fee collected by the City be kept to offset CMP administrative expenditures.

a:cmp.lo

MICROFILMED ON  
CONFIDENTIAL ROLL

MANATT, PHELPS, PHILLIPS & KANTOR

A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS  
ATTORNEYS AT LAW

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027046

January 20, 1992

7745-033

VIA FEDERAL EXPRESS

Mr. Brad McAllester  
Manager, Congestion Management Plan  
Los Angeles County Transportation Commission  
Suite 1100  
818 West Seventh Street  
Los Angeles, California 90017

Re: Comments on the Scope of the Environmental  
Impact Report for Congestion Management Plan

Dear Mr. McAllester:

We would like to make the following comments on the scope of the Environmental Impact Report for the Congestion Management Plan (CMP):

The CMP, as currently drafted, relies almost exclusively on major capital improvements. The purpose of the plan, as stated in the legislation, is to use lower cost Transportation Systems Management (TSM) measures to rapidly solve congestion problems. We would ask that a broader range of alternatives be considered, including measures such as additional computerized traffic signals, improvements to arterials paralleling regional routes, and enhancement to the portions of the transit systems which feed the current regional express bus routes. Without such improvements, which are needed to relieve existing congestion, traffic will continue to divert onto and overwhelm the regional facilities.

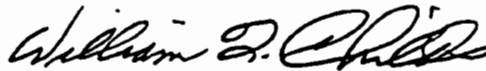
The parameters which will be used to set the development fees need better explanation. In particular, the degree to which improvements that reduce traffic volume on the regional system will be credited needs clearer definition. Given the sparseness of the freeway system, arterial routes often are used as shortcuts around congestion on the freeway system. Development which improves conditions on these arterials and thereby relieves congestion on

MANATT, PHELPS, PHILLIPS & KANTOR

Mr. Brad McAllester  
January 20, 1992  
Page 2

the regional system, should receive credit. Further, mechanisms should be set up whereby a phased development that "frontloads" improvements beyond its initial CMP fee obligations would be able to carry forward its credits. Lastly, any CMP measure implemented by the City or developers, whether or not it is on the mitigation list, should receive credit since it will release the funds which would have otherwise provided these improvements.

Very truly yours,



William F. Childs  
Manatt, Phelps, Phillips & Kantor

WFC/lp

MP



DEPARTMENT OF COMMUNITY DEVELOPMENT

CITY HALL - 1400 HIGHLAND AVENUE - MANHATTAN BEACH, CALIFORNIA 90266-4795  
TELEPHONE (213) 545-5621 FAX (213) 545-5234

205215

MICROFILMED  
COPY IN RMC

January 20, 1997

Los Angeles County Transportation Commission  
Brad McAllester, Manager, Congestion Management Program  
818 W. Seventh Street Ste 1100  
Los Angeles, CA 90017

Dear Mr. McAllester,

Thank you for the opportunity to comment on the Notice of Preparation for the Congestion Management Plan for Los Angeles County.

The City of Manhattan Beach offers the following comments for your consideration:

1. We believe that at a minimum, a Subsequent EIR should be prepared rather than the reliance on the use of an EIR from an earlier project (Regional Mobility Plan - RMP), or "program level EIR from which ...project level environmental assessments may be tiered" (as stated in your NOP).
2. Section 15153, Code of Regulations Title 14, Chapter 3, State of California (CEQA Guidelines) allows a lead agency to employ a single EIR if the projects are essentially the same in terms of environmental impact. There are several references in the Initial Study to the differences between the RMP and the CMP:
  - a. Project area: The RMP is a plan for the entire South Coast Air Basin while the CMP is being prepared only for Los Angeles County.
  - b. The introduction of the countywide mitigation fee represents "new information of substantial importance" (Section 15162, CEQA Guidelines) which requires the preparation of a Subsequent EIR.
  - c. An "updated air quality impact assessment using a 1990 base year using 1990 census data" represents "new information of substantial importance". The examination of "both regional and localized impacts associated with traffic generated emissions" also represents "new information".

d. Further inclusion of "new information":

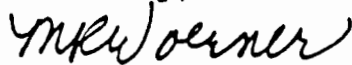
(1) "a discussion of the potential of different types of improvement projects to create light and glare impacts".

(2) "...include transportation strategies and funding sources which were not contemplated at the time the environmental work for the RMP and GMP was conducted".

3. Although the Initial Study notes that the RMP EIR identifies geological and seismic impacts as unavoidable significant adverse impacts, the checklist indicates only the possibility of such impacts. This represents an inconsistency in the "tiering" process proposed for the CMP.
4. The Initial Study identifies a possibility that the mitigation fee which is under development might affect land use. The City of Manhattan Beach thinks that the mitigation fee will have a significant effect on land use.
5. Section 15152(2)(c) (CEQA Guidelines) seems to preclude tiering for the CMP EIR: "Tiering...shall be limited to situations where the project is consistent with the general plan and zoning of the...county in which the project would be located."
6. A Subsequent EIR is required when substantial changes occur...which will require major revisions in the environmental impact report, or when new information, which was not known...at the time the environmental impact report was certified as complete (Section 21166 Public Resources Code, CEQA) - appears to be another clear indication of the need to prepare a separate and independent document.
7. The important issue of alternatives to the project is not discussed in the Initial Study. We recommend the required inclusion of reasonable alternatives in the Draft EIR, including an alternative with no countywide mitigation fees.

This comment letter is mailed one day after your stated deadline of January 20, 1992 because that date was a postal holiday. If you have any questions, do not hesitate to call me at 310-545-5621, X291.

Sincerely,



Maxine R. Woerner, AICP  
Senior Planner

COPY IN Room  
205005

Memorandum - City of Pasadena

To: Brad McAllester, Manager, CMP,  
Los Angeles County Transport-  
ation Commission

Date: Jan. 17, 1992

1992 JAN 21 AM 11:56

From: Nancy Key, Sr. Planner, Environ-  
*Nancy Key* mental

Re: NOP EIR for CMP

Attached are the comments from the Public Works and Transportation Department. There will be more detailed comments on the Draft Environmental Impact Report from this department.

A concern from the Planning Department is that SCAGS's Regional Growth Management Plan (GMP) may be partially based on the growth scenarios from the Land Use Elements of jurisdictions within its boundaries. In addition to being revised with the 1990 census data, the RMP may need to be revised to consider changes in Land Use Elements since the EIR for the Regional Mobility Plan was prepared.

The Land Use and Circulation Elements of Pasadena's General Plan are currently being revised. Pasadena's revised Land Use Element is to be voted upon in a November 1992 election.

Thank you for the opportunity to comment on the NOP. I look forward to being able to comment on the Draft EIR.

If you have any questions regarding this memorandum, I may be reached at (818) 405-4206.

iscmp 1.17.92





MP



**CITY OF SOUTH EL MONTE**

1415 N. SANTA ANITA AVENUE  
SOUTH EL MONTE, CALIFORNIA 91733  
(818) 579-6540 • (213) 686-0460 • FAX (818) 579-2107

205206

January 17, 1992

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1992 JAN 26 PM 1:12  
L.A. 210

Brad McAllester  
Los Angeles County  
Transportation Commission  
818 W. Seventh St., Suite 1100  
Los Angeles, California 90017

Gentlemen:

City Staff have reviewed the received LACTC Initial Study for the draft Environmental Impact Report (EIR) for the Congestion Management Program (CMP) for Los Angeles County and have concluded that at this point in time that there is no reason to comment on the document's scope and content.

The Staff is aware that the Initial Study is the first step in the preparation of the draft EIR and that as the document is prepared and submitted to the cities for their review that the City will avail itself of the opportunity for further review and comment during the year of 1992.

City Staff is also aware that it is the intent of the LACTC to tier the environmental analysis of the CMP from the EIR for the Regional Mobility Plan (RMP). The EIR for the current RMP was prepared in 1988. The CMP EIR will be tiered from the current RMP EIR. The individual improvement projects included in or made necessary by the CMP will be subject to CEQA environmental review requirements, as appropriate. The CMP EIR will serve as a program level EIR from which these project level environmental assessments may be tiered.

The land use analysis requirement contained in the CMP is present to make certain that local jurisdictions will consider the regional transportation impact of new development as part of their land use approval process; ensuring that private and public projects are able to comply with CEQA requirement to consider the potential regional impact of a project as part of the environmental analysis of potential project impact.

Brad McAllester  
January 17, 1992  
Page Two

The City has noted that the Initial Study mentioned that the CMP EIR will identify specific improvement projects which clearly pose the potential to create significant environmental impact.

If you have any questions concerning this letter, please contact me at (818) 579-6540.

Sincerely,

A handwritten signature in black ink, appearing to read 'Thomas Lamb', with a long horizontal flourish extending to the right.

Thomas Lamb  
Director of Planning  
and Community Development

TL/CMP/sc

cc: Gary Myrick  
Associate Planner

George Envall  
City Traffic Engineer

John R. Hjelm, Jr.  
Administrative Analyst

PDS/B



# City of South Gate

8650 CALIFORNIA AVE., SOUTH GATE, CALIFORNIA 90280 • (213) 563-9537

205099

FROM THE OFFICE OF  
JAMES A. BIERY, P.E.  
DIRECTOR OF PUBLIC WORKS  
CITY ENGINEER

RECEIVED  
JAN 22 1992

JAN 22 1992

January 17, 1992

Mr. Brad McAllester  
CMP Program Manager  
Los Angeles County Transportation Commission  
818 West Seventh Street  
Los Angeles, CA 90017

RE: Final EIR Congestion Management Program  
for Los Angeles County

Dear Mr. McAllester:

The following comments are provided regarding the subject report. The comments parallel those previously provided regarding the Draft CMP which are attached as Exhibit "A". These have not been addressed in the final EIR. Please forward these comments and concerns to your consultants for consideration.

The nexus study and the proposed county-wide mitigations fees are also a significant concern to the City of South Gate. Please inform me of any way I can assist in this effort.

Some key concerns related to application of any collected fees are identified below.

- 1) If the deficient element is eligible for funds other than those collected through impact fees, what proportion of funding will be provided by the impact fees? For example, if a freeway under Caltrans jurisdiction requires widening, how much of the widening costs will be paid through state, federal or other fund sources vs. impact fees, and how will equity be maintained among jurisdictions? It appears possible that one city may have to pay a high proportion of costs while another city may pay a low proportion. An imbalance of shares may be considered equivalent to an absence of nexus.

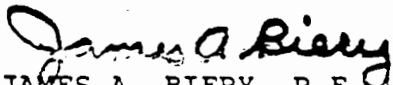
2) If an element of the transportation system is not currently deficient but may be in need of improvement in the future due to cumulative development, may the collected fees be applied to the future improvement of the transportation element?

- . The CMP does not appear to provide any credit or consideration to impacts of improving the jobs/housing balance in a city or area. Since this may assist in mitigating deficiencies and/or reducing impacts (and is a concern identified in the Regional Mobility Plan) it is suggested that some form of credit or incentive be included in the CMP for improvements in the balance.
- . Further information is needed in order to evaluate the types of credits identified in the Meyer, Mohaddes Associates, Inc. memorandum dated December 30, 1991. There is a concern for the restriction on trip credits to public agencies which is discussed.

In essence, there is a significant concern that the mitigation fee system will adequately address the varying levels of congestion, development activity, and funding needs throughout the County.

If I may be of any assistance, please contact me.

Sincerely,

  
JAMES A. BIERY, P.E.  
Director of Public Works

JAB:lc

Attachment

cc: Todd W. Argow, City Manager  
Andy Pasmant, Director of Community Development

P  
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PLANNING  
DEPARTMENT  
DAVID S. FERREN  
PLANNING DIRECTOR

# CITY OF TORRANCE

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L.A. COUNTY  
1992 JAN 27 PM 1:59

January 17, 1992

Mr. Brad MacAllester, Program Administrator  
Los Angeles County Transportation Commission  
818 West Seventh Street  
Los Angeles, Ca 90017

**SUBJECT: COMMENTS ON THE RECENT DEVELOPMENT OF THE CMP COUNTYWIDE  
MITIGATION FEE PROGRAM**

Dear Mr. MacAllester:

We would like to bring to your attention the following concerns about the Nexus Study and the fee credit program being developed for the CMP.

1.) We are concerned about the use of fees outside of the jurisdiction in which it is collected. We realize that you want to implement those improvement projects which will yield the greatest regional benefit. However, we feel that if you want us to monitor and be responsible for particular roadway facilities within our city that are deemed to be regionally significant, then we should be allowed to maximize the use of any fees collected to make improvements on these facilities. We support the comments made at the recent CMP Policy Advisory Committee (PAC) meeting that all eligible improvement projects should be included on the CMP Capital Improvement Project (CIP) Candidate Project list and to determine at a later date which projects will be given priority.

2.) We have the following comments on the development of the countywide mitigation fee credit/discount system being proposed by the consultant and LACTC staff:

- \* Define "transit station" as discussed under trip discounts. We understand that LACTC staff and the consultant will further define what types of transit facilities are eligible for trip discounts. City staff requests that the LACTC consider giving credits for bus stations in addition to rail and multi-modal stations. This is critical in addressing an equity in jurisdictions that do not -and may not- have rail transit systems.
- \* Reconsider the 1/4 mile criteria proposed under the trip discount system. We understand that this criteria was developed to encourage walking to the proposed developments, however, we feel that the criteria may not encourage developers located outside the

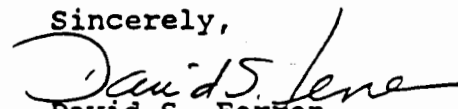
1/4 mile discount limit to implement transit/TDM-type programs because they will not receive any tangible benefit from it.

At the last CMP PAC meeting, members stated that there is no guarantee that the location of a project near a transit station would increase transit use by employees or patrons to the site. Torrance staff supports the PAC recommendation that the consultant consider awarding transit credits based on the distance from the transit station. This assumes that the further a development is located from the transit station, the fewer benefits it may receive from the transit station. However, under this process, any development will be eligible for these transit credits if it provides a connection to the transit station as well as creating incentives for the use of transit.

- \* How will a developer know how much of the CMP fee will offset the trips generated by his project? It will be critical to insure that developments mitigate both the local and regional impacts associated with the project. We will wait for LACTC staff and the consultant to further develop how impacts from a particular project will be measured and mitigated for the CMP.
- \* Specify whether the trip credits/discounts will be awarded in dollars or points. In the memo prepared by Meyer, Mohaddes Associates, facility credits take the form of "dollar for dollar credits given for facilities on the mitigation fee list which are paid for by developers". Will the discounts take the same form?

If you have any questions, please contact Transportation Planning staff at (310) 618-5990.

Sincerely,

  
David S. Ferren  
Planning Director

cc: Brynn Kernaghan, LACTC South Bay Area Team staff  
Richard Burtt, City Engineer  
Art Horkay, Transportation Director

**CLEAN AIR**

122 Lincoln Blvd. Suite 201 • Venice, CA 90291  
 (310) 450-3190 • FAX (310) 399-0769

L.A.C.T.C.

1992 JUN 21 11 41 AM



January 16, 1992

Brad McAllester  
 Manager, CMP  
 LACTC  
 818 W. 7th St.  
 Suite 1100  
 Los Angeles, CA 90017

Dear Brad:

Although I've already sent comments on the CMP, I would also like to see the issues I raised addressed in the EIR. With that in mind, I've listed a series of specific questions below. Each of them refers to and is further illuminated by portions of my CMP comments. Please refer to my CMP comments and include them when answering each of the questions below.

1. The purported goal of the plan is to reduce congestion. However, it neglects the *growth inducing* effects of freed up road capacity. Research shows that new capacity attracts additional travel and facilitates longer distance commutes. The result is more congestion and more sprawl. In light of this, the CMP as it currently stands will very likely result more congestion and more air pollution. How will the CMP deal with these impacts of freer flowing roadways?
2. Transportation Demand Management is a good way to decrease the demand for transportation resources. However, the TDM measures in the CMP are wholly inadequate to the task. For instance, non-residential facilities of 100,000 square feet or more can satisfy the sample TDM ordinance by putting in bike racks, a vanpool loading zone and sidewalks leading into the development. These amenities could do absolutely nothing to decrease demand for road capacity. The CMP must include TDM measures that will create real reductions in demand for transportation. Some of these could include performance standards that developments must meet or mitigation fees that encourage the "right" kind of development, such as density along rail routes or mixed use development to put affordable housing near jobs. Developers must be forced to limit the burden they can place on the transportation system. Please analyze the impact of these and other alternative TDM strategies. In addition, if you are to keep the current TDM strategy in the plan, prove that it will actually have any effect on demand.

TDM

3. The CMP establishes Level of Service (LOS) standards for roadways and intersections. However, arteries that are already at LOS F (the worst) are allowed to stay that way. Since large portions of the highway system are already at LOS F, the CMP will therefore do nothing at all to mitigate congestion for one of the critical pieces of the transportation system. In fact, this policy institutionalizes gridlock, surely an unacceptable impact.
4. The CMP reveals a bias for autos over public transit. Rail is mentioned only in its potential to free up enough road space for convenient driving. The goal of the CMP should be to unseat the single occupant vehicle as the main mode of transportation in the basin. How will the CMP do this? As it stands now, other modes of transportation take a back seat to the auto. Rail must be made an equal partner in planning. If the CMP expects as many cars on the road in the future as we have now, we won't be attaining air quality standards and healthful air any time soon. Once again, this is an unacceptable result.
5. The CMP mentions the "extensive rail system" that is currently in development. It says nothing about how the rail system will be used as part of congestion mitigation. For instance, reshaping our urban form so that more people live near rail stations or other ways of developing a large ridership base for rail routes. This goes back to comment number 4 above. All the effort has gone into defining the CMP Roadway Network and seeing how we can improve roads. Why hasn't rail been made an equal partner in the CMP? Much more effort must be put into using rail resources to attain air quality and congestion management goals.
6. If the focus is on roads then we're going to institutionalize congestion. Southern California has been increasing road capacity for decades. The result has been more congestion and more air pollution. Please explain how further increasing road capacity by highway and intersection improvements is going to give a different result.
7. The plan states that as much as half of new development in the City of LA is below its threshold for traffic impact analysis yet provides no means for dealing with the substantial burden this development places on the regional transportation system. In other words, even if all the other CMP measures really had the effect of reducing congestion and pollution (and I don't believe they will as currently designed) it would all be undone since half the development wouldn't even be under CMP jurisdiction. This development would presumably occur as it always has and result in more vehicle trips, more congestion and more air pollution. To be effective, all development must fall under the purview of the CMP.
8. The CMP largely relies on local jurisdictions for its implementation. Among other things, local governments must develop and enforce TDM ordinances, assess impacts of new development and monitor levels of service. However, experience indicates that local governments can not be

TRANSIT

TDM



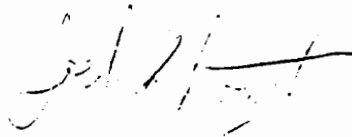
relied on to perform these tasks adequately. The 1989 Air Quality Management Plan relied on local governments to implement measures that would have accounted for half of all the emissions reductions from transit. The Southern California Association of Governments conducted a survey in August of 1990 to assess their progress. More than half of the 142 local governments didn't even bother to respond. Of the rest, less than half had taken, or were planning to take, any action. Why should we expect local jurisdictions to behave any differently with the CMP? How do you propose to make the CMP effective if local jurisdictions don't come on board?

TDM

9. This CMP only deals with LA County but congestion and air pollution are regional problems. With all the counties developing their own plans, we run the risk of lack of coordination or incompatible goals. This could undo even the best possible CMP. How will you guarantee coordination and compatibility of the CMP of all the South Coast counties?

The Coalition is pleased to participate in the development of an effective CMP to bring us better transportation and more healthful air. We look forward to seeing our concerns addressed in the CMP EIR.

For Cleaner Air,



Joel Schwartz





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**Comments on the Final Draft of LACTC's Congestion  
Management Program**

Presented by  
Joel Schwartz  
Staff Scientist  
10/15/91



## **Introduction**

The LACTC's Congestion Management Program has the potential to push the South Coast Air Basin (Basin) toward the twin goals of reduced congestion and clean, healthful air. The Coalition commends the LACTC for acknowledging the inextricable link between air quality and congestion relief goals. We recognize the immensity of LACTC's task and the difficulties of maneuvering around many and various jurisdictions. However, although the CMP represents a good first step, it doesn't go nearly far enough. The plan pays great attention to road and transit monitoring networks but the transportation demand management and land use provisions are incomplete and lack teeth. Certainly, data collection will inform the modelling efforts that go into future CMP improvements, but, as we outline below, there is already a large body of evidence to guide us toward an urban form that encourages efficient use of transportation resources.

Transportation, congestion and air quality are regional issues, the solutions to which cross many jurisdictional and political boundaries. We call on the LACTC to take the lead in providing a comprehensive blueprint for the basin's transportation system. The LACTC should include all measures it believes necessary to ensure efficient regional mobility even if they are outside the commission's authority. In short, the CMP should tell us what needs to be done without regard to which entities will be the ones to do it. Issues of implementation can be worked out once we know where we're headed. In the following, we outline what we believe are deficiencies in the current CMP and how they can be remedied.

## **Congestion and Travel Demand Tradeoffs**

The CMP endeavors to reduce congestion by creating freer flowing roadways and intersections, with concomitant air quality benefits. However, the plan neglects the growth inducing feedback effects of freed up road capacity. The new capacity will attract additional travel and facilitate longer distance commutes. In fact, a large body of evidence affirms the tradeoff between fuel efficient traffic and fuel efficient cities (Newman and Kenworthy, 1988, 1984, hereafter NK). In other words, optimizing traffic for better fuel efficiency results in a city that is less fuel efficient overall. The cities with the most congestion have the lowest fuel consumption per capita. This conclusion was borne out by NK's study of 32 cities across the

globe in which Los Angeles registered one of the lowest fuel efficiencies and one of the highest average traffic speeds. NK drew a number of other interesting conclusions:

- Cities with the highest average traffic speeds have the highest per capita fuel consumption.
- Cities with the highest per capita fuel consumption tend to have slow public transport based on buses that rarely exceed overall average speeds of 10 to 15 mph.
- A fuel efficient city is one where there is a good balance between automobiles and public transportation, walking and bicycling; an intensive, more centralized land use system; and high levels of traffic restraint.

The results are clear. Reducing congestion without taking effective measures to reduce the demand for low AVO transportation will result in more automobile travel, more fuel consumption and more pollution.

The CMP does indeed include a transportation demand management element. But will the proposed measures be effective in containing demand? A look at the "Minimum TDM Strategies" (section 6.3.1 of the CMP) indicates that the answer to this question is "no." Consider: Non-residential facilities of 100,000 square feet or more can satisfy the sample TDM ordinance by putting in bike racks, a vanpool loading zone and sidewalks leading into the development. These amenities could do absolutely nothing to decrease demand for road capacity, not to mention that the last time we looked, developments already came with sidewalks as standard equipment. In fact, the lists of TDMs are like a smorgasbord of randomly selected cuisines, thrown together without regard to whether or not the dishes complement each other.

← TDM  
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Travel demand is regional problem and travel demand planning will not be effective if it is carried out in a piecemeal, site by site manner. The TDM element of the CMP must look at several levels simultaneously in developing a travel demand program. At the individual site level, developments should not be required to implement certain measures but to attain certain *performance standards*. This is how the AQMD promulgates many air quality regulations. In effect, they demand results but don't necessarily

mandate the means. An ounce of prevention is worth a pound of cure. Instead of letting developers loose and simply charging a mitigation fee (which amounts to shooting yourself in the foot and then slapping a tourniquet on it), require that new developments be designed so that they inherently place less burden on the transportation system.

This brings us to the next level of demand management. How can we guide urban development towards a more efficient transportation system. This can be done through land use incentives which encourage density near transit stations and mixed use development to provide job-housing balance. Toronto's experience is quite illuminating. Through zoning and incentives to developers, half of all apartments built since 1954 are within walking distance of a rail station as well as 90% of all new offices (Lowe, 1990). In fact, from an airplane, Toronto's rail stations are clearly marked by the dense clusters of development around them. Over the next several years, the Basin will be developing several new rail facilities. This is *our* opportunity to seize the efficiencies provided by public transportation combined with dense development.

Even given the measures above, the most important goal of the CMP should be to remove the single occupant vehicle from our streets and freeways. In the words of the Environmental Defense Fund, "no amount of additional highway or transit capacity will restore mobility or clean air if the policies governing management and use of transportation resources do not incorporate true costs into the price of auto use" (Cameron, 1991). Whenever a driver takes a trip, he or she imposes delay on other drivers and air pollution on everyone. These costs total over \$16 billion dollars per year or about 17 cents per mile yet they need never be taken into account by the drivers who impose them. If commuters were made to bear these costs directly through congestion and smog charges, they would be more likely to seek other modes of transportation besides the single occupant automobile. Congestion charges would take the form of peak hour use fees and smog charges could be assessed at registration based on miles driven and emissions performance. The available evidence indicates that each 1% increase in the price of driving leads to as much as a 0.25% decrease in travel (Cameron, 1991). Technology exists to implement such charges without the need for toll booths.

These measures alone could go a long way to reducing travel demand but there are still more hidden costs of driving. They include free parking and sales tax surcharges that go towards road building. By one estimate, free parking induces more travel than free gasoline would (Cameron, 1991). What's more, free parking could be eliminated without harmful impacts on low income employees either by a revenue neutral system that rewards carpoolers and charges single occupant vehicles or simply by paying employees the cash equivalent of the parking space.

In summary, the TDM element should include the following:

- Instead of letting developers select from a hodgepodge of ineffective measures, require them to meet certain standards that limit the burden they can place on the Basin's transportation resources.
- A plan for instituting economic incentives such as congestion and smog charges and elimination of parking subsidies. These will encourage more efficient use both of roads and public transportation.
- Means for encouraging denser development along rail corridors and mixed use development to put jobs and housing close together. With so many individual jurisdictions in the basin, perhaps effective zoning regulations are a pipe dream. However, LACTC can use the mitigation fee to work the same way. For instance, mitigation fees could be set based on distance from a transit stop or degree of mixed use development. This will minimize the burden of new development on the Basin's transportation resources and use those resources more efficiently. In effect, mitigation fees can work as a market incentive which forces the market to take account of the true costs of its actions.
- Don't fund new mixed use road building. The Basin already has plenty. Create programs that encourage more efficient use of existing road capacity.
- Angelenos want to be able to get from point A to point B. What we're saying is that point A and point B ought to be closer and there ought to be more mobility options for getting there.

↑  
TDM  
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The Coalition believes the Transportation/Land Use/Air Quality Connection discussed above is the most important issue in the effectiveness of the CMP. We would now like to comment on some of the other aspects of the plan.

**Level of Service (sec 4.1.1):** The CMP establishes level of service (LOS) standards for freeway segments and intersections. The nominal minimum standard is "E", or speeds of about 35 miles per hour with unstable flow on freeways or delays of several signal cycles at intersections. However, if a route is already at LOS F (speeds less than 20 mph) it may remain there. In fact, exhibit 7 indicates that most of the major roads in the county are currently at LOS F. It is hardly defensible to have a *congestion management program* that allows an unacceptably congested freeway to stay that way. As it stands now, the CMP institutionalizes gridlock rather eliminating it.

**CMP Transit Component (sec 5.1):** The plan states that LA County has "an extensive public transportation system." In reality, only a few percent of passenger miles are accounted for by public transport. Moreover, the fact that LA has more route miles of bus service than any other city is more a measure of sprawl than of efficient transit service. In Newman and Kenworthy's cluster analysis of transportation and land use characteristics of principal world cities (NK, 1988), Los Angeles fell into the group of cities with the worst balance between autos and public transportation. In addition, Los Angeles had the worst quality of public transportation in that most of the system consists of low speed buses instead of high speed rail. The plan should proceed from the well established fact that we have one of the least effective public transport systems in the world and go on to tell us how that situation will be remedied.

TRANSIT

The plan mentions the "extensive rail system" that is currently being developed but provides no projections of future occupancy and how that will impact regional mobility. There are also no projections of how different future land use measures, such as increasing density around rail stations or balancing jobs and housing, will improve mobility or reduce demand. Finally, the CMP should include provisions for developing a ridership base for the new rail facilities through public outreach activities.

**Bias for Autos Over Public Transit (sec. 5.2.1, sec. 5.5):**

The tone of the CMP reflects LACTC's bias towards freeways to solve our congestion problem. In a number of places the CMP concerns itself with rail only in its "potential to relieve traffic congestion on the CMP Roadway Network." In other words, the place of rail in LA transportation is to funnel off enough would be road users to maintain convenient driving - the most resource intensive and environmentally destructive transportation mode. The goal of congestion management should be to find ways to unseat single passenger autos as the primary mode of transportation in the Basin. Anything less is underpowered and incapable of driving away smog.

TRAFFIC

**Park and Rides (sec. 6.4.1):** While park-and-rides decrease congestion and running emissions, they do not decrease total vehicle trips. According to the AQMD, cold start and hot soak emissions account for 26% of emissions from all catalytic converter equipped cars (AQMD, 1990). These emissions can only be reduced by reducing the number of trips. Thus, while we recognize the value of park-and-ride facilities, an even better solution would include initiatives to promote large scale carpooling to park-and-ride lots along with bus or shuttle service to avoid the need for cars altogether.

**Land Use/Transportation Impact Analysis (sec. 7.2):** This section proposes that developments over a certain threshold size analyze their impact on the transit system. However, sec. 7.2.5 indicates that up to half of new development is below the City's threshold for traffic impact analysis and goes on to state that "The impact of small development, therefore, has a significant impact on the regional system." The CMP is not clear on how it will deal with the substantial effect of small development on the transportation system. Here we can make an analogy to the CEQA process which determines *cumulative impacts*. LACTC should use the same type of framework to examine regional mobility questions. Once again, a countywide mitigation fee set to encourage the right kind of development can remove the need for extensive analysis on a case by case basis.

Although a mitigation fee will be instituted to address the impact of development, such a fee is only useful to the extent that it provides the right incentives. For instance, fee structures that encourage dense development around rail stations or affordable housing near jobs will encourage more efficient use of transit resources. However, a fee structure which doesn't nudge development into the

right areas but simply allows developers to "buy" their way out of responsible development will, once again, be more like putting a band-aid on a bloody gash. As with many other aspects of life, the best way to manage congestion to prevent it from occurring in the first place, i.e., to create an urban form that reduces demand for automobile transportation.

**CMP's Disjointed Approach:** One of the major shortcomings of the CMP is that it fails to treat the urban system holistically, instead choosing to throw together a hodgepodge of different measures, each of which individually may reduce congestion but when taken together are likely to increase both congestion and air pollution. We've already discussed how decreasing congestion encourages more driving and how the TDM measures appear to have been pulled out of an urban planning textbook with a cookie cutter and stapled together. In the case of improving LOS at intersections, individual jurisdictions have two means at their disposal. They can increase capacity or spread out development. Each of these "solutions" increases air pollution and perpetuates the urban design (or, more correctly, lack of design) that got us into our current predicament. Long term service of both air quality and congestion goals demands improvements in LOS through reduction in vehicle miles traveled and in total trips. This can only be accomplished through means, such as those described above, that put people near their jobs or near public transit and that force drivers to pay the true costs of their behavior.

**Local Compliance With CMP Measures:** The CMP largely relies on local jurisdictions for its implementation. Among other things, local governments must develop and enforce TDM ordinances, assess impacts of new development and monitor levels of service. However, experience indicates that local governments can not be relied on to perform these tasks adequately. The 1989 Air Quality Management Plan relied on local governments to implement measures that would have accounted for half of all the emissions reductions from transit. The Southern California Association of Governments conducted a survey in August of 1990 to assess their progress. More than half of the 142 local governments didn't even bother to respond. Of the rest, less than half had taken, or were planning to take, any action. The CMP will only be effective to the extent that LACTC can encourage or enforce compliance by local jurisdictions.

## Conclusion

The CMP contains vague statements about coordination with other transportation commissions and with AQMD but no actual plans are laid out. If there is going to be real coordination with these other agencies, why not produce one overarching CMP that subsumes the county CMPs? LACTC is in a position to take a lead role in producing a CMP for the whole Southland - one that will treat the entire basin as an integrated urban system. Congestion and air pollution are regional problems that can't be solved piecemeal by the uncoordinated actions of multiple local and regional bodies. The CMP should at least contain far more definite plans concerning just how the different counties will coordinate their activities. Air pollution and congestion do not recognize political boundaries; neither should we when developing the plan to solve them.

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X361



South Coast  
AIR QUALITY MANAGEMENT DISTRICT

21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (714) 296-2000

204773

January 16, 1992

Mr. Brad McAllester  
Manager, Congestion Management Program  
Los Angeles County Transportation Commission  
818 West Seventh Street  
Los Angeles, CA 90017

Dear Mr. McAllester:

**Subject: Notice of Preparation of a Draft Environmental Impact Report for the Congestion Management Program for Los Angeles County**

**SCAQMD# LAC911217-01**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Congestion Management Program (CMP) for Los Angeles County. SCAQMD is responsible for adopting, implementing, and enforcing air quality regulations in the South Coast Air Basin, which includes the study area. 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 the project.

The following is provided to assist the Lead Agency in the preparation of the air quality analysis. This information should be included in Draft EIR's submitted to SCAQMD:

- o Baseline Information: Describe existing regional climate and air quality and site specific ambient air quality from the District monitoring station located in project source receptor area;
- o identify and quantify all project emission sources;
- o identify and assess toxic source emissions within the study area;
- o assess cumulative air quality impacts from potentially related projects;
- o identify and quantify project alternatives that may attain the goals of the project with substantially fewer or less significant impacts;
- o compare and assess anticipated project emissions with SCAQMD's thresholds for significance and existing air quality of the region and study area;
- o identify mitigation measures necessary to substantially reduce air quality impacts; and
- o assess consistency of project with AQMP.

January 16, 1992

For additional information please refer to SCAQMD's 1992 Air Quality Handbook for Preparing Environmental Impact Reports to assess and mitigate adverse air quality impacts.

SCAQMD has a prescribed role in the development and implementation of the CMP. In accordance with State CMP legislation (Section 65089.3(C)), SCAQMD is assigned the responsibility of establishing and periodically revising a list of improvements, programs, and actions which local agencies can select from to address CMP deficiencies. Legislation also requires the lead agency to consult with the District during the preparation of the CMP. In addition, if any trips are exempt from the modeling analysis, then consultation with the District is required.

All elements of the CMP should be consistent with the Air Quality Management Plan (AQMP). In particular, the CMP should be consistent with the growth forecast used in the AQMP and should implement all AQMP transportation control measures (TCMs). As you are aware, the deficiency plan of the CMP should include actions that go beyond AQMP programs and actions. This can be accomplished by accelerating AQMP TCMs and adopting more stringent TCMs than those identified in the AQMP or measures that are not identified in the AQMP. CMP legislation specifically states that deficiency plans must result in a significant benefit to air quality. District Staff has appreciated working with LACTC on developing a deficiency plan.

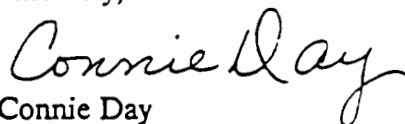
Upon completion of the Draft Environmental Impact Report, please forward two copies to :

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 questions regarding the environmental analysis, please call me at (714) 396-3055. If you have questions regarding the review of the CMP or deficiency plan, please call Alene Taber at (714) 396-3057.

Sincerely,



Connie Day  
Program Supervisor  
Environmental Review

CAD:VL

MEMORANDUM--CITY OF PASADENA

TO: Nancy Key

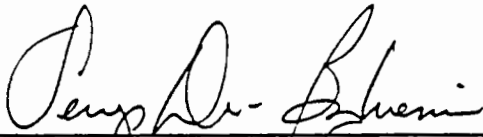
DATE: January 16, 1992

FROM: Transportation Manager  
and Traffic Engineer

RE: Congestion Management  
Program Initial Study

This is in response to your request for comments on the CMP notice of preparation (NOP) and initial study (IS). After reviewing the Scope of Work and content of the EIR, staff is in agreement with the material and therefore have no written comments.

We appreciate the opportunity to comment on the NOP and IS. If you have any questions, please contact me at (818) 405-4262.



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SEROP DER-BOGHOSSIAN  
Transportation Manager and Traffic Engineer

KM: bjr  
Traffic Engineer







PLANNING DEPARTMENT  
11333 VALLEY BLVD • CITY HALL WEST  
EL MONTE CALIFORNIA 91731  
TELEPHONE (818) 580-2090

1992 JAN 21 PM 3:51

205014

HAROLD O. JOHANSON  
DIRECTOR OF PLANNING AND  
COMMUNITY DEVELOPMENT

January 15, 1992

Brad McAllester  
Los Angeles County Transportation Commission  
818 West Seventh Street  
Los Angeles, CA 90017

Dear Mr. McAllester:

RE: Response to Notice of Preparation for the Congestion Management Program for  
Los Angeles County

Thank you for allowing us the opportunity to review the Notice of Preparation. The City of El Monte feels that one of the most important components of the CMP is the seven year capital improvement program. I would, therefore, like to take this opportunity to include two additional projects to the draft projects list. The first project is an underpass at the intersection of the Southern Pacific Railroad tracks and Ramona Boulevard/Cypress Avenue. The total project cost is \$15.2 million. The second project is an underpass at the intersection of the Southern Pacific Railroad tracks and Tyler Avenue. The total project cost is approximately \$6.2 million. These grade separations are necessary due to the existing train volumes on the track (currently 39 trains per day) and the fact that the volume will increase when the commuter train begins operation.

If you have any questions or I may be of further assistance, please call me at (818) 580-2090.

Sincerely,

Harold O. Johanson  
Director of Planning and Community Development

HOJ:MAS  
f:\data\wp\plngmisc\lactc.nop



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EX341



## SIERRA CLUB — ANGELES CHAPTER

~~3550 WEST SIXTH STREET, SUITE 321, LOS ANGELES, CALIFORNIA 90020~~

(213) 387-4287 3104 Mount Curve Ave. 91028  
Altadena, CA 91001

January 11, 1992

204573

Bradford W. McAllester, Administrator  
Congestion Management Program  
LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
818 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

Dear Mr. McAllester:                      Re:    Notice of Preparation of a Draft EIR;  
   Congestion Management Program for LA CO

Thanks for your letter of Jan. 6th. I am grateful for your decision to send future correspondence to my home.

Just to keep the record straight, however, I observe the following: the envelope bears the date, Dec. 12; the postal form, 3877, shows the date of delivery as Dec. 31. The date our receptionist signed the certified mail receipt is also Dec. 31st.

We note that your proposal for writing the EIR calls for 'tiering', meaning that RMP positions will be incorporated in the new CMP. We call your attention to an obvious inconsistency: the three proposed 'toll-roads' being shepherded by the Orange County Transportation Corridor Agency (OCTCA) are described as Transportation Control Measures (TCMs).

The absurdity of this has not escaped the notice of the SCAG and SCAQMD staffs. Of course, staff personnel have been powerless to correct this consequence of an obviously corrupt political process.

What does this have to do with the CMP for Los Angeles County? The intent of the law, to "...provide a mechanism for examining and mitigating the impact of land use decisions on the regional transportation network, ..." is clearly frustrated by a fatal defect in the law. The Orange County program will have important, egregious results on conditions in LA County. We do not want to see these overlooked.

The law permits the bureaucracy to 'examine' the urban areas of the State county by county. Thus, it is possible to ignore the effects of activities in adjacent counties, even though these activities directly impact the traffic congestion, air pollution and the other egregious effects which they produce.

The development of southeast Orange County will place a million more inhabitants and 800,000 more automotive vehicles in the relatively cheap peripheral land surrounding the Los Angeles conurbation. This would be a continuation of the 'planning' process which has Los Angelicized American cities. And which is the principal cause of the congestion and air pollution which our huge bureaucracies are supposed to be confronting.

*We ask that these clear violations of common sense be given substantive recognition in writing the CMP and the EIR; sweeping these matters under the*

*bureaucratic rug will not solve the critical problems facing the American people.*

We find that the CMP relies far too much on the highway element. The role of highways is still largely misunderstood. Highway capacity creates demand for travel; it does not satisfy it. By temporarily relieving traffic congestion, latent trip demand is encouraged to come out of the woodwork; developers are encouraged to buy and to develop cheap real estate on the periphery of the cities. The process actually creates congestion. We would like to see the CMP revised to comment on a much more reasoned approach to the rebuilding of our public transportation infrastructure.

We note that the CMP Transit Element monitoring network "...is intended to serve as a planning tool...to make transit a more effective traffic mitigation strategy." Transit should not be conceived as a means of "mitigating traffic congestion"; it should be seen as an efficient, less costly means of getting our citizens to their jobs and to provide a means of travel not now available to them. The difference is neither academic nor trivial.

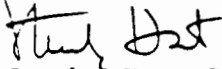
TRANSIT

And, finally, we wish to call your attention to the overriding influence which has created the congestion problem in the first place. We refer to the subsidies--'free' parking, 'free' use of the highway network, and 'free' use of local government services. These subsidies have destroyed American public transit systems and railroad passenger service, thereby creating conditions which have made Americans utterly and pathetically dependent on costly automobiles and on an expensive highway system.

Of course, these 'free' services are not free. They are extremely costly; the cost of living is increased, our incomes decreased. The effect might be about 10% of GNP. The cost of automobile ownership is even greater; the total is probably 25% of GNP. The nation is thus impoverished, unable to generate the capital we need to compete in world markets.

*We ask that this corruption of our marketplace economy, and its role in producing our urban transportation problem, be included in the revised CMP and noted in the writing of the EIR, as well.*

Sincerely,



Stanley Hart, Chairman  
Transportation Committee

cc: Bill Curtiss, SCLFD



Dana Woodbury  
Director of Planning

RECEIVED  
204050

January 9, 1992

Mr. Bradford W. McAllester  
Administrator,  
Congestion Management Program  
Los Angeles County Transportation Commission  
818 West Seventh Street Suite 1100  
Los Angeles, CA 90017

Dear Mr. McAllester:

**Ref: Notice of Preparation of DEIR, Congestion Management Program for Los Angeles County**

The Southern California Rapid Transit District has reviewed the Notice of Preparation, and offers the following comments.

As the Congestion Management Program is currently written, we believe that it is likely to have some environmental effects more serious than indicated in the Initial Study. In particular, we think items 21-b (potential to achieve short-term, to the disadvantage of long-term environmental goals) and 21-d (environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly) either will have, or may have, negative effects.

The rationale for these conclusions is covered in detail in the attached Board Report. Briefly summarized, we believe that the CMP emphasizes major highway corridors and high speeds, and in so doing, will cause a shift of resources away from lower speed and highly effective transit service, and thereby induce further spreading of the urbanization pattern, with concomitant increases in VMT, leading to worsened air quality and increased fuel consumption, and higher cost of living.

These are macro effects that are not so easy to analyze, but the EIR should make the best possible attempt to do so.

If you need additional information, please contact Joel Woodhull, Planning Manager, at (213) 972-4850.

Sincerely,

A handwritten signature in cursive script that reads "Dana Woodbury".

Dana Woodbury

Attachment



CP  
GA  
U

# City of Lancaster

14933 North Fern Avenue  
Lancaster, California 93534  
805-723-6000

RECEIVED  
JAN 10 1992  
204363



January 8, 1992

- Rev. Henry W. Hearn  
Mayor
- Wm. G. Pursley  
Vice Mayor
- Arnie Rodio  
Councilman
- George Lee Root  
Councilman
- George S. Theophanis  
Councilman
- James C. Gilley  
City Manager

Mr. Brad McAllester  
CMP Program Manager  
LACTC  
818 W. Seventh St  
Los Angeles, CA 90017

Re: Congestion Management Program for Los Angeles County, County-Wide Mitigation Fee  
Nexus Study.

Dear Mr. McAllester:

The following comments are provided for your consideration regarding the CMP and Nexus Study being discussed at the Policy Committee Meeting on January 8, 1992. The CMP and related issues remain a prominent concern of the City of Lancaster, and we again offer you our views to aide you in the development of the program.

- The inequity issue is still seen as unresolved in the current proposal. The majority of deficiencies in the County system are not within the North County/Antelope Valley area. Thus, a concern is raised regarding a clear link from any fee collected in this area to improvements that are a result of our development. It is doubtful, when considering the vast amount of County projects and their related costs, that any return of these fees to the North County area would happen soon. As you know this part of Los Angeles County has grown extremely fast and we are trying to properly plan for, and mitigate congestion problems before they arise.
- The CMP should not only prioritize existing congested segments of the highway system, but should also place a high significance on maintaining existing Level of Service on segments that might, in the future, become congested. A "Stop Gap" approach is seen as a never ending battle considering the current shape of the highway system.
- Will there be cost/benefit analysis for various "mitigation" measures. What occurs if a currently plan project (e.g. light or heavy rail) project costs exceed the cost of widening an existing freeway and the freeway will provide equal or improve Level of Service in the system? Are we prepared to look at alternative or is the system locked into certain programs?

Credits/discounts.

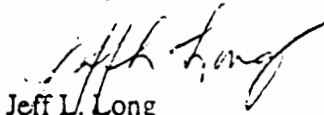
- Where is a credit for jobs/housing balance implementation that would remove trips from the system? Is that not a major goal in the reduction of congestion and commute mileage? This needs to be addressed.

## City of Lancaster

- "Trip discounts or fee reduction for development located within one quarter mile of a transit station" while understandable in intent, this discount is seen as duplicitous, with much emphasis being placed on providing priority for transit improvements in the Los Angeles core, metropolitan area. How and when would this credit be approachable for the Antelope Valley. Until that time the metropolitan area enjoys not only getting the transit improvements first but also received credit for them. Why not include credits for park-n-ride facilities, and providing facilities for alternate transportation modes?
- Where is the credit for above average per vehicle ridership rate? Was this not discussed previously? Is this included under trip credits? Areas such as the Antelope Valley have been in the forefront of increasing ridership levels, thus, reducing the need for costly roadway system improvements. Credit should be given for areas which exceed their AVR goals. Credits should be received as they relate to results not a "aggressive TDM ordinance" which may or may not result in reducing vehicle demand or volumes. TDM

As you can see, there are many items of concern that still remain regarding the CMP and the impact fee development. We fully understand the intent and aim of the CMP and its attempt to rectify today's congested areas. We only ask that as much emphasis be placed on areas of future growth so that congestion never occurs as a result.

Sincerely,



Jeff L. Long  
Director of Public Works

TSB:bm

cc: Peter Beaudry, Traffic Engineer  
Timothy S. Bochum, Assistant Traffic Engineer  
Tom Home, City of Palmdale  
Patricia McLaughlin





Alan F. Pegg  
General Manager

Neil Peterson  
Executive Director  
Los Angeles County Transportation Commission  
818 West Seventh Street  
Los Angeles, California 90017

Re: CONGESTION MANAGEMENT PROGRAM FOR LOS ANGELES COUNTY -  
FINAL DRAFT

Dear Mr. Peterson:

The Southern California Rapid Transit District has completed its review of the Congestion Management Program (CMP) documents dated August 14, 1991. The District has many concerns regarding the program and believes that these concerns should be addressed before final adoption of the CMP.

Overall Appraisal: A Transit Element That is Subordinate to Highway Concerns is Suboptimal.

While the CMP should be commended for adopting some District suggestions about the Transit Monitoring Network, its approach to the transit system will likely yield suboptimal results. The CMP approach subordinates the needs of the transit system to highway and roadway considerations, such as the maintenance and improvement of roadway Level Of Service (LOS). It does not consider congestion management problems unique to the transit system such as overcrowding and passenger pass-ups.

The transit element of the CMP is directly tied to the CMP Highway Network. The only transit routes on the CMP Transit Monitoring Network are those that have a majority of their mileage, or at least 5 miles, in a CMP corridor (on the CMP highway or parallel to it). This subordinates the transit network to the highway network. The subordination is explicit in the preamble to the Transit section: "The purpose of this requirement is to make most effective use of public transit service as an alternative to the automobile with an emphasis on alleviating congestion on the *CMP highway and roadway system.*" (Italics added). As a result only a subset of the transit system is targeted, emphasizing long distance, line haul travel. Only 90 of 250 transit routes in the region are included.

The subordination is predicated on some unwarranted inferences about the State's enabling legislation for CMPs (AB 471). The Legislative Findings and Declarations of AB 471 say that a lack of an integrated transportation system is creating a congested highway system; but the legislative language does not say that transit subordination is either necessary or wise. The legislation specifies that Highway LOS standards and transit frequency and routing standards are to be established, and that a 7 year capital program is to be developed to maintain or improve

Neil Peterson

Page 2

both the highway LOS and transit performance. The legislation does not indicate whether establishing two independent systems with distinctive (but symbiotic) functions would be a better strategy for congestion management than making one system serve the needs of the other.

The key to making transit an effective part of an integrated systems solution is to resolve transit capacity insufficiencies, not to make roadway concerns a condition of transit recommendations. Until problems unique to transit are addressed, the transit system will never fully achieve its potential contribution to congestion management. The CMP's conditional approach to transit has resulted in the omission of many of the most boarded, most intensely used, and most crowded bus lines from the Transit Monitoring Network. Even if it were granted that congested highways should take priority, the proposed transit element is still too insensitive to transit system dynamics to optimize solutions. As a matter of prudence, some consideration of these dynamics should be incorporated to mitigate unintended negative consequences.

#### How Congestion on the Transit Network Differs From Congestion on the Roadway Network

The roadway system is made up of a hierarchy of roads: secondary roads, collectors, arterials, major arterials, expressways and freeways. Congestion tends to get worse as travelers progress up the hierarchy. The opposite is true for transit in Los Angeles. Local service is far more congested than express and long haul express service. Currently, RTD has 24 lines that carry 19,000 or more passengers per day, only 2 of which (Lines 420 and 424) are express lines. Similarly, it has 22 lines that can be said to be extremely productive because they board over 66.6 passengers per revenue hour. No express line is among these most productive lines. Similarly, using the best indicator of overcrowding, the percentage of passengers who are forced to stand (more specifically, standee miles divided by passenger miles expressed as a percentage), only 2 express lines are among the 21 most overcrowded with 12.5% or more passengers standing during rush hour (Lines 424 and 434).

By looking only at the lines on, or parallel to, the CMP highway system, the Transit Monitoring Network ignores some of the most heavily boarded and some of the most congested transit lines in the County. The system includes several express lines that have excess capacity. As a matter of prudence some of the omitted lines should be included: some because they are so productive that the routes they serve carry more people than some of the arterials included in the CMP Highway and Roadway Network, others because they are overcrowded. In either case, the ignored routes either cross roads on the CMP network, serving as important distributors (via transfers) of network travelers, or they serve as major auto travel substitutes.

Only 11 of the 24 lines with 19,000 or more patrons per day are on the Transit Monitoring Network. A transit systems approach would include all of them. At the very least, Line 204 (57,000 patrons), Line 30 (38,000 patrons), Line 207 (37,000 patrons), Line 1 (31,000 patrons), and Line 45 (29,000 patrons) should be included. A criterion for putting an arterial on the CMP Highway Network is that it carry over 30,000 vehicles a day; an analogous criterion for transit would count people rather than vehicles. Any transit line with 19,000 passengers will contribute to a corridor that necessarily will be carrying a large volume of people. This criterion would also account for the resources that RTD has to commit to these lines.

Similarly, only 5 of the 22 most intensely used lines, using boardings per revenue hour as an indicator, are included in the Network. Again, a transit systems approach would include all of them. At least Lines 204, 207, 16, 206, 30, and 210 should be included since they are all among the top ten most intensely used.

Similarly, only 10 of the 21 most overcrowded lines, using the standee ratio as the indicator, are included in the Network. They, too, should be included. At least Lines 16, 38, 204 and 210 should be included since they are among the 10 most overcrowded.

The omission of Line 204 is especially troubling since it is the most intensely used, the second most boarded, and the 7th most overcrowded in the system. Five of the omitted lines (Lines 16, 45, 204, 207 and 210) are among the most in need of monitoring according to all three of the aforementioned criteria (patronage volume, intensity of use, and overcrowding).

#### Overemphasis on Long Distance Trips

The Transit Monitoring Network overemphasizes long distance, line haul transit travel, making it a clone of the highway network. This is not where transit can, or will, make its most important contributions to relieving transportation network congestion. While the transit system does provide important long distance service, it has other equally important services: feeder service (allowing people to complete their trips, whether the modal origin is a long haul bus, rail, carpool or auto) and short haul transportation (allowing people to use transit instead of auto travel, especially in congested or densely populated areas where auto travel is inconvenient and expensive).

The CMP is supposed to be consistent with the Regional Mobility Plan (RMP). The RMP proposes a three-tiered transit system composed of line haul transit, local bus service, and neighborhood circulators all tied together by timed transfers at transit centers. While the CMP supports the line haul network by proposing to construct High Occupancy Vehicle (HOV) lanes and transit centers, the need to relieve overcrowding of local transit services is not addressed. The underemphasis of local service is evident in the composition of the CMP Transit Monitoring Network which includes more SCRTD express bus lines than local lines.

The emphasis on building HOV lanes is not going to make transit more cost efficient. Transit stops are far apart on HOV routes; few fare transactions take place over very long distances. HOV services currently have, and probably will continue to have, a lower farebox return than local services. Very little can be done to overcome the advantage local buses have due to their constant, and frequent, stream of fares and boardings.

#### Funding Concerns

The development of a suboptimal Transit Monitoring Network raises funding concerns. Although LACTC staff has assured transit operators that the network is for monitoring (not funding), the CMP document states that new transportation funding should be focused on services that have the greatest potential to mitigate traffic congestion, and that the proposed CMP

is an adequate means-of assessment. It also lists Proposition C funds as a potential source of CMP funding. If transit monitoring is to be more than an empty exercise, then the lines included in the network, many of which are less congested than ones which are excluded, will be at a competitive advantage in CMP funding decisions. If Proposition C revenues are diverted from transit operations to CMP capital projects, then operating budgets could be significantly impacted. If the Transit Monitoring Network continues to emphasize long haul over local service, then capital investment decisions might tend to move away from supporting the services with the most demand.

RTD data is being used to demonstrate that long haul service is being systematically overemphasized in the CMP. It is important to note that *all* bus operators will be affected, especially by the overemphasis on rail. Where the CMP does support bus transit it overemphasizes express service. Transit operators with extensive local service will be doubly impacted by these dual emphases.

Another budgetary consequence of the CMP will be demand for additional District staff time. Under the plan, cooperation between local jurisdictions and transit operators is required to assess the impacts of new development on transit operations, and to verify that there is enough capacity on existing services to accommodate new trips assigned to transit. Thresholds for involving transit operators in the local review process include residential developments of 500+ dwelling units, shopping/trade centers that employ 1,000+ people or contain 500,000 square feet, office buildings that employ 1,000+ people or 250,000 square feet, and sports/entertainment/recreation facilities for 4,000+ people per performance or 1,500+ fixed seats. No resources are identified to cover the additional staff time required by the development review process directed by the CMP.

#### Monitoring of Transit Standards

The Final Draft CMP proposes two standards with which transit operators are expected to comply. The first is a frequency standard computed by adding the number of AM and PM peak hour trips for all lines within a CMP highway corridor and dividing by two (i.e., it determines the average number of trips per peak period). The second is the routing standard, which is computed by multiplying the passenger miles per vehicle service mile times speed. The CMP calls this expression the mobility index.

The subordination of transit service evaluation to highway LOS concerns is carried over into the proposed mobility index. Speed is a principal component in the index calculation. Speed is a better *single occupancy vehicle (SOV)* performance indicator than a transit performance indicator, since SOV speed does not deteriorate as a function of picking up and discharging passengers. The more successful a transit line, the slower it may become because of dwell time. Using the mobility index as a standard may encourage an operator to move a line to a freeway from a parallel route, to avoid the slowdown of multiple stops along the way. Patronage on the line will drop although the mobility index could show an increase in what the CMP terms "passenger throughput".

As formulated, the mobility index is neither a measure of passenger throughput, nor a measure of mobility, nor a measure of routing effectiveness. Applying the formula to two hypothetical communities called Highden City and Lowden City will illustrate this. The communities are identical except that the distances between everything are twice as great in Lowden City as in Highden City. Everybody travels to the same corresponding places, and they get there in the same amount of time. Everybody in Lowden City is moving twice as fast and going twice as far, so the mobility index is twice as high. But real passenger throughput is the same in each, as is mobility. One of the things lost in the phantom improvement is the fact that everyone in Lowden City is burning up almost twice as much fuel.

Ostensibly, the mobility index is only to be used to monitor transit route effectiveness. However, the index's bias can be illustrated by comparing how it weights transit and auto performance. According to Table 1, the combined scores of 10 SOVs are equal to 1 local bus. Eliminating speed from the formula would make the local bus performance equal 21 SOVs. For technical reasons, this kind of comparison probably should not be made (although, doubtless it will be). Notwithstanding technical arguments, it is clear that the current index grossly discounts the value of bus travel. Table 1 also shows that express buses, according to the index, are better performers than the more heavily loaded local buses. Neither of these findings are sound from the perspective of jobs/housing balance, trip reduction, or transit economics. The CMP mobility index does not place enough emphasis on the distinctive attributes that separate the contributions of each mode. Intermodal comparisons are awkward. The contribution of the local bus to congestion management is no less than the contribution of an express bus or rail service. Each mode has a unique contribution to congestion management, yet the mobility index places greater value on the faster vehicles' contribution.

Most transportation analysts believe that speed is an important element of congestion management for the roadway system; but an improvement in overall traffic speed can be a mixed blessing for transit. If the relative speed of non-transit vehicles were to increase more than that of transit vehicles, then transit would be placed at a competitive disadvantage. In particular, this would occur if transit were not to receive an analogous investment in improvements. Relative, not absolute, modal speed should be the major concern of a transit oriented congestion relief analysis. The CMP should require transit operators to take part in roadway project review in order to ascertain potential negative transit impacts, and to suggest possible mitigations.

There are also problems with using the other component of the index: passenger miles per vehicle mile. If bus overcrowding were reduced in a corridor by a lowering of the load standard, then the mobility index would indicate a *deterioration* of service, not an improvement. This is a clear example of the index's insensitivity to transit, and transit users. In this case the index would encourage overcrowding, which would drive patrons away. The index would be self-defeating as a congestion management standard.

There are two additional concerns with the mobility index. First, a corridor's mobility index is determined by taking the average of all lines without regard for the amount of service provided. Instead, an appropriately weighted average for each corridor should be calculated. Second, the CMP uses erroneous data to calculate the mobility index. For some District bus

lines, passenger miles are overstated by a factor of three or four. Monitoring of transit's contribution to congestion management cannot be precise if the baseline standards are incorrect. The District will provide complete and accurate data to the LACTC, and work to insure that it is appropriately interpreted.

The CMP ties passenger load standards to its frequency standard. The proposed 140% load standard for frequent local service (headways of less than 11 minutes) is much too high to attract discretionary passengers. The 140% load standard will engender overcrowded buses and passenger pass-ups. It will not provide encouragement to use transit. At best, a bus line using a 140% load standard is operating at the functional equivalent of a road with a Level E LOS. This should be so noted if this load standard is adopted. A better approach would avoid load standards that guarantee passenger discomfort, forcing people onto other shared riding modes.

An overall concern with the transit monitoring network is that the increased costs of monitoring will not be worth the expected payoff. When the District approached the LACTC about potential funding impacts, Commission staff dismissed these concerns by saying that the monitoring network was not a funding network. If the network has no impact on funding decisions, then it is not worth maintaining; if it has an impact, then (as the network is currently constituted) it will substantially move investment away from more optimal transit solutions.

### Trip Fees

In the coming year, LACTC will develop a system of trip fees that can be applied to mitigate the unwelcome impact of new trips. The District commented previously on this aspect of the CMP in my June 11, 1991, letter. While none of the comments were adequately addressed due to the preliminary stage of trip fee development, they are still applicable, and the suggestions below are especially pertinent to District operations.

- Enough credits should be awarded to offset trip mitigation fees so that local jurisdictions can retain desirable development (especially near rail stations and in high-density transit corridors). This action will discourage leapfrog development, urban sprawl, and the expansion of suburb-to-suburb commuting patterns which substantially increase transit operating costs.
- A provision should be included to award credits for contributions that improve pedestrian flow; for example, sidewalk widening near rail portals and heavily used bus stops. In addition, a provision to add pedestrian amenities (such as pedestrian pockets at bus stops) to the Deficiency Plan list should be included.
- Precise language should be included that limits the consideration of bus turnouts as a mitigation measure or as a contribution worthy of earning credits. Bus turnouts on high-frequency routes hinder operations and create safety problems as buses are forced to merge into congested traffic streams. Further, bus turnouts are usually created at the expense of pedestrian flow as sidewalks are narrowed. Except in layover situations or in bus-only lanes like the El Monte busway or the Spring Street contraflow lane, bus

turnouts improve automobile throughput at the expense of the pedestrian, passengers aboard buses, and the waiting transit passenger.

- A portion of the trip fee revenues should be dedicated to transit improvements.

### Trip Credits

A method for local agencies to retain desirable development is provided in the form of "trip credits." The LACTC will award trip credits based on local contributions to major transportation improvements which add trip capacity to the CMP system. For example, the City of Los Angeles' contribution to Metro Rail construction will earn trip credits based on the number of trips carried by Metro Rail proportional to the City's contribution.

Trip credits will be assigned to local jurisdictions and can be used to offset unmitigated trips on the CMP network that would otherwise trigger the assessment of the countywide impact fee. Local jurisdictions can use the credits themselves, assign credits to specific development projects, or sell them to other jurisdictions. Credits can be used to offset the congestion impact of local public policy such as density at urban centers, rail stations, redevelopment areas, or enterprise zones.

If the trip fees are onerous enough and there are not enough credits to retain new development, then growth will probably occur in parts of the county where transportation infrastructure improvements are not in place, under construction, or even planned. For transit service efficiency, this should be avoided.

### Transit/Land Use Coordination

Local jurisdictions are to be responsible for ensuring that transit operators have the opportunity to comment on the transportation impacts of specific projects. Model forms for reporting transit impacts or improvements are appended to the CMP. The forms do not require sufficient detail to allow transit agencies to fully evaluate the projects. Specific questions should be included on: site orientation to the street, placement of parking, walkway and entranceway access to transit, street furniture and other walkway amenities for transit patrons and pedestrians, proposed project employment/population densities, and intensity of land use.

### CONCLUSION

In general, the transit component of the CMP is oriented to roadway categories and concerns. This will not encourage transit's distinctive contributions to the transportation system; it does not result in an optimal strategy for reducing overall transportation congestion. Developing frequency and routing standards that are germane to transit congestion, and monitoring strategies that are based on these standards will help optimize transit delivery systems which, in turn, will lead to an optimal transportation system.

Neil Peterson

Page 8

Notwithstanding the extended critique, the CMP represents funding opportunities not previously available to transit. The dangers alluded to represent a potential distortion of priorities due to funding availability which, in turn, will be influenced by proposed guidelines. A more transit sensitive approach is possible within the parameters of the CMP statutory requirements.

Sincerely,

Alan F. Pegg

cc. Bus Operations Subcommittee Members



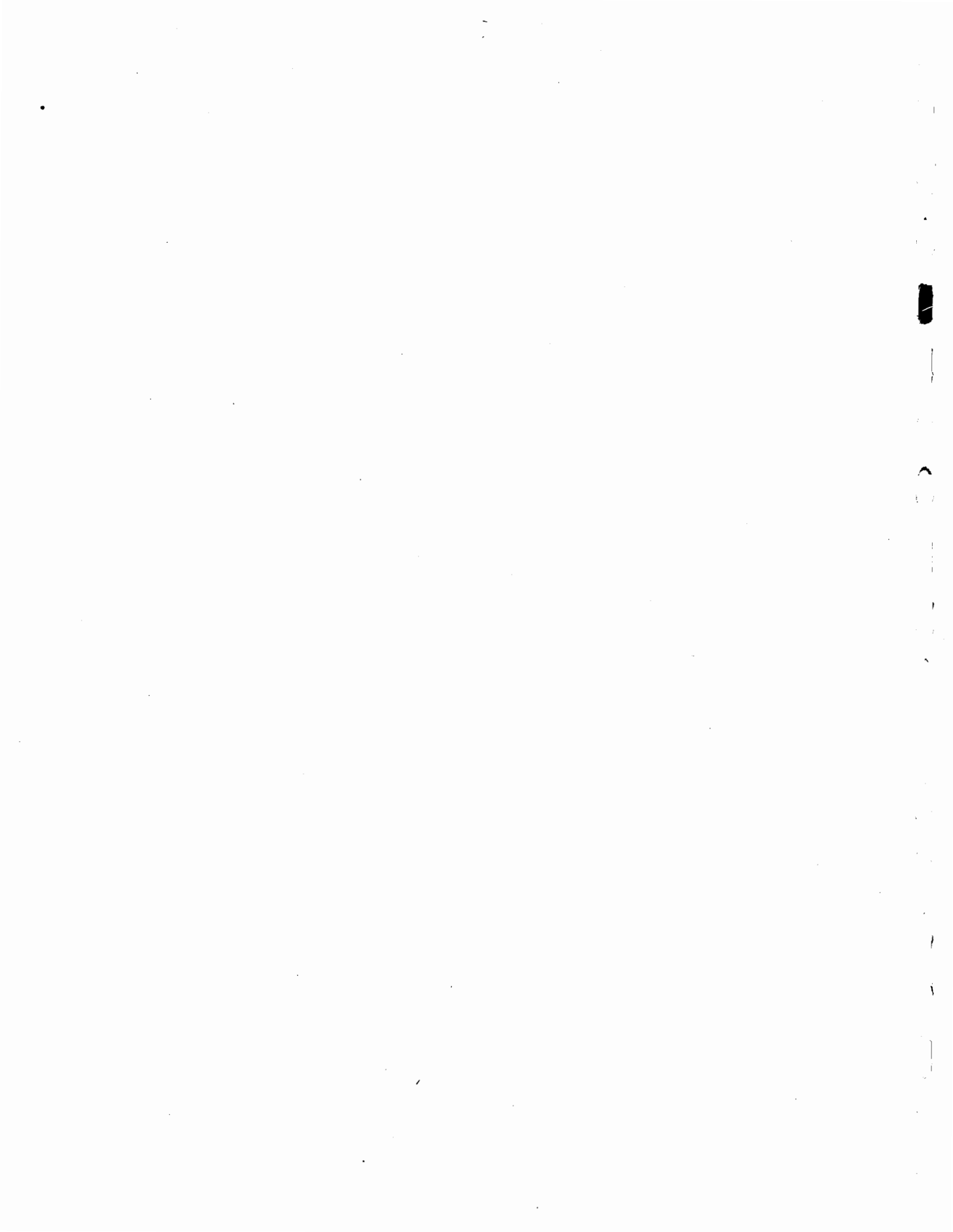
TABLE 1

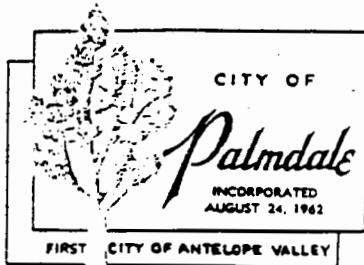
COMPARISON OF MODAL CONTRIBUTION TO CONGESTION MANAGEMENT  
 BASED ON CMP MOBILITY INDEX

| <u>MODE</u>          | <u>RATIO OF<br/>PASSENGER MILES<br/>TO VEHICLE MILES</u> | <u>SPEED<br/>(MPH)</u> | <u>MOBILITY<br/>INDEX *</u> |
|----------------------|--|------------------------|-----------------------------|
| Local Bus            | 21.4   | 11.2                   | 240                         |
| Express Bus          | 18.4   | 16.2                   | 298                         |
| Blue Line            | 38.8   | 21.7                   | 842                         |
| Single Occupant Auto | 1.0  | 24.**                  | 24                          |

\* The Mobility Index is the ratio of passenger miles to vehicle miles times the speed.

\*\* Based on SCAG Travel Atlas data.





# CITY OF PALMDALE

January 8, 1992

204363

Wm. J. "Pete" Knight  
MAYOR  
Joseph P. "Joe" Davies, Jr.  
MAYOR PRO TEM  
Janis C. Hamm  
COUNCILMEMBER  
James C. Ledford, Jr.  
COUNCILMEMBER  
James A. Root  
COUNCILMEMBER

Mr. Brad McAllester  
CMP Program Manager  
Los Angeles County Transportation Commission  
818 West Seventh Street  
Los Angeles, CA 90017

RE: Congestion Management Program for Los Angeles County,  
County-wide Mitigation Fee Nexus Study

Dear Mr. McAllester:

The following comments are provided regarding the subject study, which is scheduled for discussion today at the CMP Policy Advisory Committee meeting. The comments parallel those previously provided regarding the Draft CMP. Since I only became aware of the meeting this morning, I will be unable to attend. However, please forward these comments and concerns to your consultants for consideration.

The nexus study and the proposed county-wide mitigations fees are a significant concern to the City of Palmdale. Please inform me of any way I can assist in this effort.

- The vast majority of deficiencies in the county are not in the Antelope Valley; however, the Antelope Valley is one of the most rapidly growing areas in the state. Contributions from Antelope Valley developments to a countywide fee would have little apparent chance of being used in the Antelope Valley. Any expenditure of Antelope Valley related fees in other areas of the county would have to be carefully and well justified. Our City Attorney shares this

concern. It is believed that the countywide impact fee was to be used to mitigate impacts of developments which cross jurisdictional boundaries and a clear nexus would be maintained.

- Some key concerns related to application of any collected fees are identified below.

1) If the deficient element is eligible for funds other than those collected through impact fees, what proportion of funding will be provided by the impact fees? For example, if a freeway under Caltrans jurisdiction requires widening, how much of the widening costs will be paid through state, federal, or other fund sources vs. impact fees, and how will equity be maintained among jurisdictions? It appears possible that one city may have to pay a high proportion of costs while another city may pay a low proportion. An imbalance of shares may be considered equivalent to an absence of nexus.

2) If an element of the transportation system is not currently deficient but may be in need of improvement in the future due to cumulative development, may the collected fees be applied to the future improvement of the transportation element. For example, the Antelope Valley Freeway currently operates at an acceptable level of service in some areas; however, it will eventually require improvements. If countywide or other fees are collected for deficiencies and spent elsewhere, collection of fees for widening of the freeway may not even begin until the deficiency results.

- The CMP does not appear to provide any credit or consideration to impacts of improving the jobs/housing balance in a city or area. Since this may assist in mitigating deficiencies and/or reducing impacts (and is a concern identified in the Regional Mobility Plan) it is suggested that some form of credit or incentive be included in the CMP for improvements in the balance. In the City of Palmdale, this is an important activity which will alleviate some concerns for impacts on State Highway 14 and other commute routes to and from the Antelope Valley.

PD400

NP

# Los Angeles Unified School District

**WILLIAM R. ANTON**  
*Superintendent of Schools*

## Business Services Division

**DAVID W. KOCH**  
*Division Administrator, Business Services*

**ROBERT BOOKER**  
*Chief Business & Financial Officer*

**C. DOUGLAS BROWN**  
*Deputy Administrator, Business Services*

**BOB NICCUM**  
*Director of Facilities Planning & Real Estate*

Environmental Review File  
Congestion Management Plan

January 3, 1993

304387

Brad McAllester  
Manager, Congestion Management Program  
Los Angeles County Transportation Commission  
318 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

Dear Mr. McAllester:

Thank you for providing us the opportunity to comment on the scope and content of the Environmental Impact Report for the Congestion Management Program (CMP). A careful and detailed analysis of public service impacts (schools) of the CMP should be provided in this EIR.

Reliance on an analysis which was provided for in the 1988 (parent) Regional Mobility Plan EIR in 1988, but in the 1991 Growth Management Plan which was just even reviewed by the school district, is not acceptable. Such an analysis is just too far removed in time and reality from the actuality of impacts which the CMP will impose on school districts and is far removed from the intent of the California Environmental Quality Act. Please therefore provide careful analysis of the CMP to schools.

We agree with the NIP discussion on page 18 which states that the CMP could result in a negative impact on public services. Young children are especially sensitive to air pollutants. We support efforts to improve the air quality of the South Coast Air Basin. There are, however, two areas of concern in the District and we ask that you consider them during environmental review of the CMP:

- 1) The growth-inducing impacts of the Congestion Management Plan, especially in relation to schools, should be carefully analyzed. In many cases, phasing and location of transportation improvements will overwhelm the educational infrastructure, in that it will encourage growth in areas where schools are especially overcrowded. (e.g. encouraging residential growth in areas of planned metro-rail stations may be beneficial in terms of transit and air quality, but not in terms of schools, because these areas typically are serviced by schools which are already way above capacity). Broadly-defined mitigation measures should be provided in the CMP to avoid or to compensate for such impacts. Examples of such measures are provided in the attached letter. Additional measures should be added to facilitate construction of educational infrastructure in these areas.

Brad McAllister

- 2 -

January 31, 1991

2) Certain traffic improvements may result in air emission "hot spots", and in unacceptable noise levels near schools. An example of such incompatibilities may be the proposed terminal parking lot across from Farman Junior High School at Warner Center. The EIR for the CME would be the appropriate document in which to provide a detailed study on air emission criteria for such "hot spots" where there are located close to sensitive receptors such as schools. What mitigation measures (e.g., installing state-of-the-art air conditioning and exhaust systems in affected schools, etc.) are provided to ensure that children are not exposed to harmful pollutants? Similarly, such analyses should also be provided for noise.

The NOP states that the demands of the CME could divert resources from the provision of other government services. Since the EIR includes a section on financial statements for the proposed plan, please analyze the plan in terms of the financial impact on the District, and the extent to which these costs may be covered from other revenues used for educational purposes.

Please incorporate or reference the attached letter in the letter into this response. Thank you for your consideration of our concerns. We will be pleased to work with you to resolve the EIR for the Congestion Management Program.

Very truly yours,

*Elizabeth J. Harris*

Elizabeth J. Harris  
California Environmental Quality Act Reviewer  
for the Los Angeles Unified School District

Attachment

cc: Mr. Ewing  
Ms. Longland  
Mr. Niccum

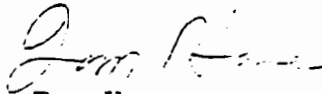
CMP Nexus Study  
January 8, 1992  
Page 3

- Further information is needed in order to evaluate the types of credits identified in the Meyer, Mohaddes Associates, Inc. memorandum dated December 30, 1991. There is a concern for the restriction on trip credits to public agencies which is discussed.

In essence, there is a significant concern that the mitigation fee system will adequately address the varying levels of congestion, development activity, and funding needs throughout the County. The CMP, as the name implies, is strongly directed toward county areas which have severe congestion problems currently. Please consider the needs of areas which are attempting to properly plan to avoid congestion in the future.

If I may be of any assistance, please contact me.

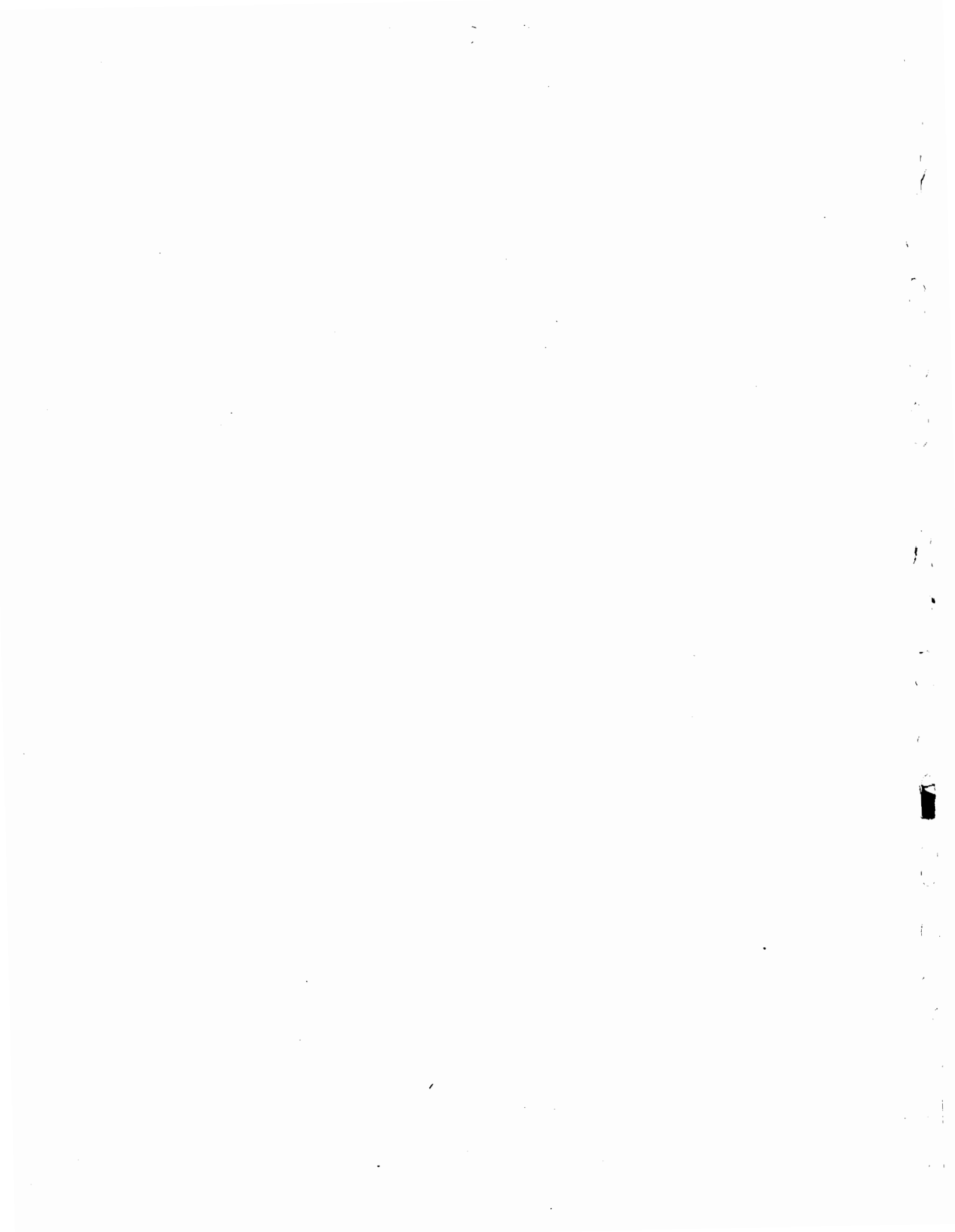
Sincerely,



Tom Horne  
Traffic/Trans. Engineer

TWH/5259

cc: Robert Toone  
Steve Williams  
Doug Dykhouse  
Dolores Buddell-Teubner  
Fred Buss  
Michael Colantuono  
Patricia McLaughlin  
Tim Bochum







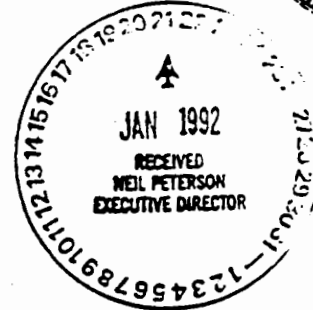
Los Angeles County  
Department of Regional Planning

Director of Planning: James E. Hartl AICP



204794

January 8, 1992



Neil Peterson  
Executive Director  
L.A. County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

Dear Mr. Peterson:

**SUBJECT: NOTICE OF PREPARATION OF AN EIR FOR THE LOS ANGELES COUNTY CONGESTION MANAGEMENT PLAN**

Thank you for the opportunity to comment in response to the notice of preparation of a draft Environmental Impact Report (EIR) for the Congestion Management Program (CMP) for Los Angeles County. The Department of Regional Planning recommends that the draft EIR address the economic impacts of the proposed CMP including the possibilities that properties on a CMP route may lose value, and that congestion mitigation projects along CMP routes may force displacement of fronting activities possibly displacing badly needed housing and jobs. The EIR should examine the possibility that mitigation fees may constitute an expense that will discourage activities that create jobs and housing (including low cost housing), and thus contribute to the economic decline of the County and its tax base.

The EIR should also examine the possibility that single focus emphasis on traffic movement may negatively impact neighborhood unity and cohesion. Finally, DRP staff recommends that the potential impact of congestion mitigation actions on landmark trees and other landscaping plantings be evaluated.

DRP staff agrees with the determination that an EIR is necessary. If you have questions, please call Jene McKnight at (213) 974-6464.

Very truly yours,

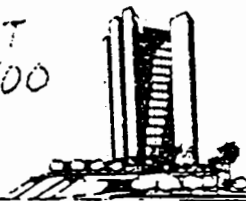
DEPARTMENT OF REGIONAL PLANNING

James E. Hartl, AICP  
Director of Planning

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CITY OF LONG BEACH  
DEPARTMENT OF PLANNING & BUILDING

333 WEST OCEAN BLVD. • LONG BEACH, CALIFORNIA 90802

(213) 590-6651

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RECEIVED  
JAN 10 1992

January 8, 1992

Brad McAllester  
Manager  
Congestion Management Program  
Los Angeles County Transportation Commission  
818 W. Seventh Street, Suite 1100  
Los Angeles, CA 90017

Subject: Notice of Preparation Draft Environmental Impact Report  
Los Angeles County Congestion Management Program

Dear Mr. McAllester:

Thank you for the opportunity to review the Notice of Preparation and the Initial Study. Generally, we concur with the Initial Study. We do request that the following areas of concern be addressed:

Land Use

The Program has a significant potential to cause decentralization of development due to the inability of municipalities to meet the level of service standards, and to cause an overall increase in VMT and air pollution as a result of this decentralization.

The Draft EIR should analyze the cumulative effects of this further decentralization as well as impacts upon local land use plans.

Transportation

The program has a substantial potential to cause an increase in traffic on local streets, if the regional system is metered or in any other way restricted to maintain a level of service.

The Draft EIR should evaluate the potential of traffic on local streets.

Economic

The program will potentially cause financial impacts on the cost of housing and on the cost of goods and services due to impact fees and mitigation requirements.

Brad McAllester  
January 8, 1992  
page 2

The Draft EIR should evaluate the impacts on the economy as well as on the adopted goals of state-mandated local Housing Elements.

The program may cause disproportionate economic impacts on cities and developers in jurisdictions which have local transportation impact fees.

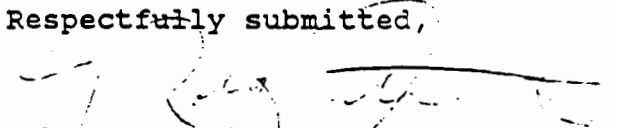
The Draft EIR should evaluate the economic effects of this impact.

Finally, the program will likely cause significant fiscal impacts on local government, if local development opportunities are frozen.

The Draft EIR should analyze the impact from both a fiscal and land use basis.

Again, we thank you for the opportunity to comment, and look forward to receiving a copy of the Draft EIR. Should you have any questions, Gerhardt H. Felgemaker (590-6894), will serve as our contact person.

Respectfully submitted,



Robert J. Paternoster  
Director of Planning and Building

RJP:jm

# Coalition for Rapid Transit

January 8, 1992

TO: Neil Petersen, Executive Director  
Los Angeles County Transportation Commission

From: Abraham Falick, PhD, AICP, Chairman  
Coalition for Rapid Transit  
Former Planning Economist, City of Los Angeles

Subject: Notice of Draft EIR for the Congestion Management  
Program 12/6/91

## References:

Coalition Letter 10/10/90 to Community Redevelopment Agency  
Coalition Letter 11/6/91 to Community Redevelopment Agency  
Coalition Letter 3/15/89 to LACTC on Green Line to LAX

Dear Neil:

The Coalition believes that the proposed Draft EIR for Congestion Management provides the LACTC and the general public an opportunity to reconsider and remedy the horrendously bad routes being offered in Hollywood (Red Line) and at the Airport (Green Line).

Congestion Management loses much of its environmental purpose in these routes if the poor planning examples cited are not corrected. The two rail lines described cross regionally significant functional areas of Los Angeles County and are vital to the future environmental and economic well-being of southern California.

## A. HOLLYWOOD Hollywood Freeway, Highland Avenue, Hollywood Bowl

The Santa Monica Mountains are a dominant feature of the Los Angeles Basin; they are a barrier which divides the area into two main population centers, the San Fernando Valley and the Los Angeles City Core Area (including Hollywood, Downtown and the Wilshire Corridor); each has a population of over 1½ million people. Only two freeways, Hollywood and San Diego, pierce this barrier and they are close to capacity utilization now.

The Community Redevelopment Agency is the lead bureau in this area and it has presented its Hollywood Transportation Plan to the public. This plan does not in any sense recognize the regionally significant transportation gateway/corridor function of Hollywood between the Valley and the City Core Area. The LACTC clearly participates and shares responsibility for this plan since it includes the Red Line proposals for Hollywood.

A key precept of Congestion Management is the interception of freeway traffic as far away as possible from the City Core Area. How does your plan integrate park-and-ride lots and the Red Line in order to implement this principle?

There are only 250 park-and-ride spaces projected at Universal City. MCA strongly objects to attracting more community parking, since it would compete for space with day-long parking for tourists attending their amusement center. The Hollywood Bowl now has over 3000 parking spaces available for nine months of the year (also mornings and up to 5pm in the three month Bowl season).

The Hollywood Bowl, which attracted over one million music/museum patrons and park visitors in 1991, is completely ignored as a traffic factor in your plan.

There is no longer provision for a subway stop at the Bowl, nor is any use contemplated for its huge parking lot to intercept freeway traffic. This commuter interception would not only cut the freeway load but it would also reduce through-passage in Hollywood itself. It could also relieve a desperate parking shortage in the Hollywood Central business district.

CRA is the lead agency, over LACTC, SCAG and the Los Angeles City Planning Department; where does it fit in the Congestion Management program? LACTC has simply abdicated its transportation role to a parochial and incompetent planning agency.

The CRA/LACTC Hollywood Boulevard subway line damages the redevelopment effort and loses a tax base; it wipes out most of the existing retail stores and motion picture businesses because of impaired access caused by construction activity, according to Robert Nudelman, a Director of the Hollywood Boulevard Community Council. As evidence he cites the fate of merchants on Hill Street and 7th Street downtown -- and the current retail mayhem caused by subway construction on Wilshire between Normandie and Western.

The Hollywood Boulevard subway alignment was adopted hastily by CRA/LACTC, with inadequate public discussion -- there was never a full EIR report--and evasion of federal rules for Historic Districts. Rush adoption of this line followed an appalling Sunset Boulevard elevated line proposal (also without a full EIR) that was strongly opposed by TV stations and recording studios.

The Hollywood Boulevard line proposal short-changes access to/from the cluster of high rise buildings at Sunset and Vine. It is also the most costly subway to construct because it must bull its way through the main utility corridor of the Hollywood community (sewage, power, water, telephones).

When the public outcry became audible to LACTC it cobbled up a supplementary plan proposal called the Coastal Corridor Rapid Transit Project -- Northern Sector (LAX was not mentioned in the title although the plan concerns only LAX). The plan describes two alternatives for entry into the airport: a) a subway line from an Imperial Boulevard rail extension which would go north for 1½ miles under the airport, accessing three terminals enroute, entering the west side of Westchester and continuing to a terminal in Marina Del Rey and b) an elevated/surface route that would cross the end of one runway at grade, continue into Westchester with a stop at Parking Lot C and with a terminal in Marina Del Rey.

LACTC made the bad choice, b), strictly on the basis of cost, as explained to us in a public meeting, not on the basis of Congestion Management. Parking Lot C would cost only \$125 million vs. the subway at \$250 million. Our opposition to this choice was detailed to you in our letter of 3/15/89 (copy attached).

Rather belatedly, the Federal Aviation Agency caught you and disapproved this alignment because of the at-grade rail line at the end of the runway. The FAA pointed out that lights from the train would be a distraction to pilots landing their plane, rail car electronics, could jam radio and electronic equipment both on the ground and in the air, and power lines of a catenary-rig rail car could snag low flying aircraft coming in for a landing.

Just after the FAA spoke up the Airport Department announced its plan for enlarging the terminal facilities by expanding west to the ocean side and increasing LAX passenger capacity to 65 million takeoff/landing cycles. Their plan envisions an internal people-mover vehicle system connecting to the Green Line at Parking Lot C. The FAA objections, of course, sink this junction of the two lines.

The Coalition suggests that you restore Congestion Management via LACTC's alternative a), with a subway from Imperial that have a direct entry into three terminals. Half the cost of \$250 million should be paid by the Department of Airports; its proposed people-mover would be considerably shortened by making its junction with the Green Line at the Bradley Terminal. LAX's cost would thereby be reduced to about the same amount as its subway contribution.

But why this quibble about cost? The LACTC has just agreed, in the face of opposition from its own staff, to spend \$276 million in cost overrun on an unmanned automated train system for the Green Line ("Before This Train Leaves the Station", LA Times 12/2/91.) While it will indeed save on labor costs to have no motorman, the net gain in speed of operation is a measly one mile per hour. The automated train will, of course, not be compatible with rail cars on either the Blue Line or the Red Line.

Outside of these few objections from the Coalition, the FAA, the Los Angeles Times and your own staff, you have produced an "interesting" plan for the Green Line and LAX.

### C. SUMMARY REVIEW

You and LACTC are now considering a Blue Line spur down Flower/Figueroa, at the request of USC/Exposition Park/ Coliseum. It would be part of a proposed east/west line via Exposition Boulevard that would access Culver City, West Los Angeles and Santa Monica.

Comment on the Blue Line to Long Beach may be water-over-the-dam since it is now basically complete, at a cost of over \$867 million. The original estimate was \$250-\$300 million, because of the availability of a "cheap" right-of-way from the old Pacific Electric Willowbrook Line. Since most of this happened before you arrived at LACTC, we shall fill you in on a few items.

There are Congestion Management, social and economic objections to the present line that were expressed at a public meeting in 1983, by us and others, and which plague us to this day. We all asked that this major node of culture, sport and residential activity be served by extending the Blue Line south down to the Flower/Figueroa street couple. Aside from students and sport enthusiasts, the Hoover Redevelopment area is a transit-dependant community of low income people who would benefit from the better job access that a train could have provided to both Long Beach and downtown Los Angeles. Your current consideration of a Blue Line extension to Exposition Park would partially mend the errors of 1983.

The route, which LACTC has now built, goes at grade 3½ miles east from Flower via Washington Boulevard to Long Beach Boulevard. This alignment has 18 grade crossings; the trains stop at crossing lights since automotive traffic has priority. These middle of the street tracks do not improve congestion on this heavily traveled truck route. What amazes us is the fact that the Los Angeles City Department of Transportation permitted LACTC to commit this atrocity of Congestion Management on its streets.

Although the Blue Line and Green Line cross each other at Imperial Boulevard, there is no track-switch provision for the Blue Line to send a future branch to LAX via the Green Line. In view of the non-compatible automated cars planned for the Green Line it may be just as well that we cannot reach the airport by way of a Blue Line car. The way to reach the Green Line now on foot at Imperial is extremely awkward, there is no escalator and the stairs are steep.

In brief, LACTC does not learn from experience. It erred badly on the Blue Line and the USC/Exposition Park/Coliseum stop and gave a repeat performance of error at LAX. Poor Hollywood, do we have to look backward 20 years hence at what you should have done about Congestion Management here too?



A very puzzling aspect of the Hollywood Boulevard subway alignment is its complete "stonewalling" of the original 1968 SCRTD proposal for a subway line via Selma Avenue, which was perceived as the least disruptive and least costly mode of Congestion Management to bring the subway to Hollywood. CRA/LACTC offers no discussion, analysis or explanation for the abandonment of the SCRTD route by way of Selma.

The Hollywood Bowl is a cultural treasure of summertime for the entire Los Angeles region; it is unique in the nation for the size of its "amphitheatre under the stars", 17,800 seats. It provides \$2 seats for low income music lovers and boxes for affluent ones. Improving access to the Bowl is a valid objective of urban planning.

The Los Angeles City Planning Department agreed with the SCRTD proposal for a subway on Selma and a station at the Bowl; it included this route in several of its Hollywood Community Plans in the past 20 years.

The Hollywood Boulevard subway line proposal wipes out the possibility of a Metro station at the Bowl because of the east-west alignment of the subway station at Hollywood/Highland; it makes it impossible to make the 800 foot radius railway turn toward the entrance to the Hollywood Bowl. The proposed rail line does however, have enough curve space to reach Universal City handily.

The Hollywood Boulevard alignment throttles Bowl access, does nothing for freeway traffic relief and in general sabotages Congestion Management in this major gateway/corridor through the Santa Monica Mountains and in Hollywood itself.

In May 1990 you and LACTC presented to the public an excellent joint development guideline for Metro Rail stations. Unfortunately, none of its provisions are being applied in the CRA/LACTC transportation plan for Hollywood. This is caused by the fact that both of the main stations are to be constructed in the street and have no air rights to joint develop.

The original SCRTD Selma line provided for two self-financing joint development stations in parking lots: one behind the James Doolittle Theatre at Selma/Vine and the other behind the B. Dalton Bookstore at Hollywood/Las Palmas. Since these locations would be relatively non-obstrusive and self-financing stations they would be worth about \$120 million (\$60 million each) to Los Angeles taxpayers, both lost under the Hollywood Boulevard subway proposal.

Add to the cost of the Hollywood Boulevard subway the \$48 million subsidy demanded by the developer of the proposed theater complex at Hollywood/Highland. A subsidy should not be granted to an enterprise which has the great commercial boon of a "subway in the basement."

We are curious as to why this developer was not tied into your joint development criteria so that taxpayers would benefit from the CRA assembly and acquisition of land for the benefit of this developer.

Hollywood and the Hollywood Bowl are environmental and economic concerns of the whole Los Angeles region. The mishandling of Congestion Management in the CRA/LACTC Transportation Plan should be remedied by (a) changing the proposed Hollywood Boulevard subway to the original SCRTD Selma alignment, (b) the Bowl station should be restored and (c) park-and-ride functions of the Bowl parking areas used to intercept freeway commuter traffic and to ease the parking problems of Hollywood.

B. LOS ANGELES INTERNATIONAL AIRPORT The Green Line and Ground Access

For over 20 years it has been recognized that the ground access limit (before congestion gridlock) would be about 40 million passenger landing/takeoff cycles at the airfield. The Department of Airports, much to its credit, had mitigated congestion within the grounds of LAX by double-decking its circumferential roadway to the interior airway terminals.

The Airport Department has no jurisdiction, however, over ground traffic outside of its property and basically shuns responsibility for Congestion Management in this area. It resists (for the past two decades) any measures that would reduce the number of automobiles to LAX, because about 17 percent of its total revenue come from parking lot fees. Public transportation has never been allowed closer than Parking Lot C on LAX property, but private buses, limos and taxis (who pay a franchise fee) are allowed to go directly to the airline terminals.

LAX is the largest and busiest airport on the entire Pacific Rim; it has an estimated capacity of 80 million passengers take off/landing cycles on its two major runways. The Airport is a multi-\$billion asset of the City of Los Angeles; it is equally an asset for all of southern California. Congestion Management of road and rail access outside of the airport is a crucial responsibility of LACTC -- and it has dropped the ball.

In the early 1980's there was a fierce legal battle over the construction of the I105 (Glenn Anderson) Freeway and the proposal to put a rail line in the center of the roadway. Rail proponents won, hence the Green Line. The main objective of I105 is to reduce congestion on the I405 (San Diego) Freeway and provide better access to LAX from the areas to the east of the airport, including Orange County.

To the astonishment of rail specialists around the country, the original Green Line proposed by LACTC offered an alignment that came to the southwest corner of the airport and turned south to the industrial suburbs of El Segundo and Redondo Beach, providing no station access to LAX itself!

There is time to do something about the CRA/LACTC Congestion Management mistakes in Hollywood and the Airport. All plans are in the paper stage and concrete will not be poured for several years.

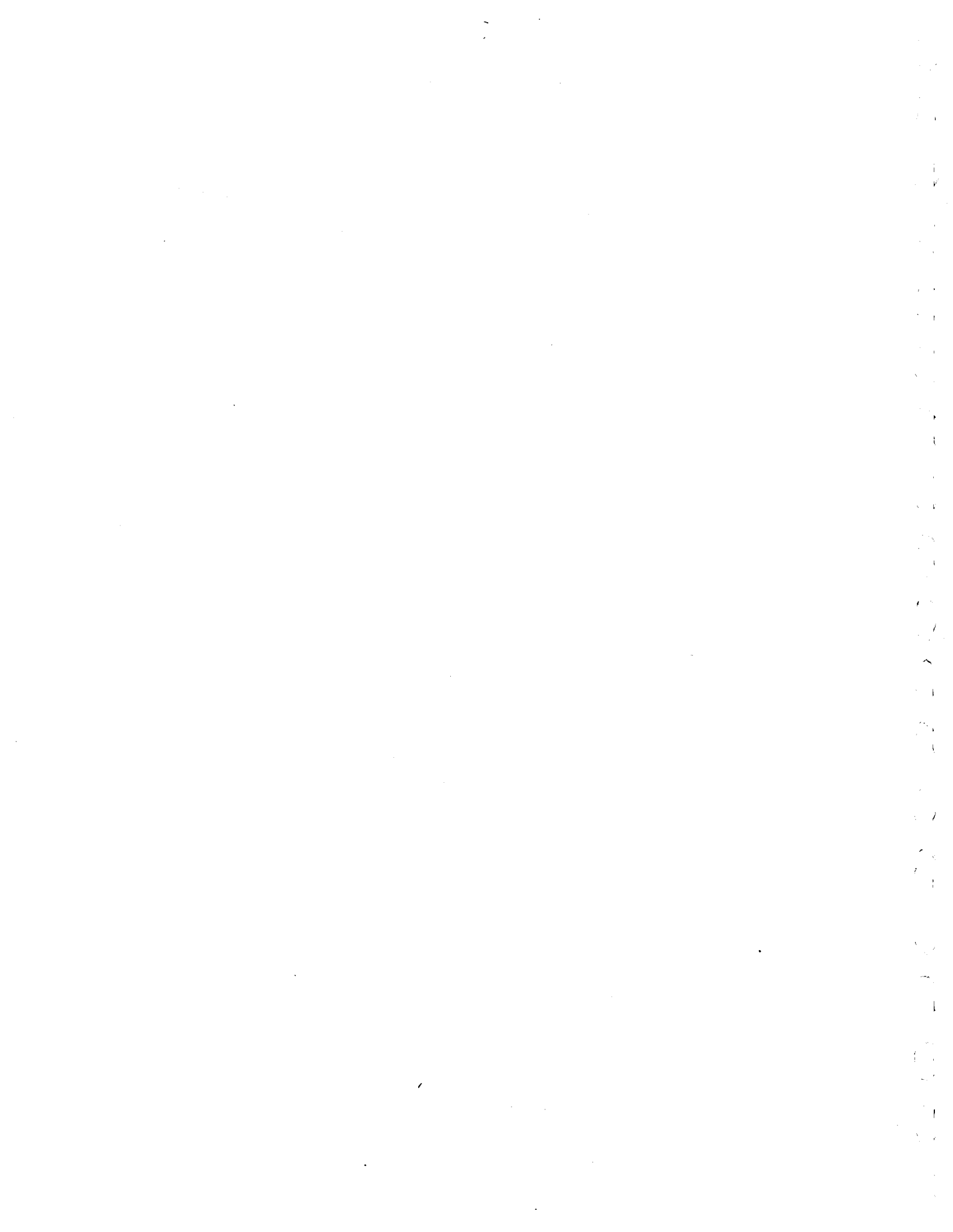
Do the right thing now. Second-guess planning cannot undo the harm that your present plan will do to Hollywood. It is an unnecessary and unwarranted Congestion Management and cultural handicap for future generations of Angelinos. We need a full EIR public hearing, including the Selma Line for discussion, and not ignoring the Federal review requirements for Historic Districts.

Respectfully yours,



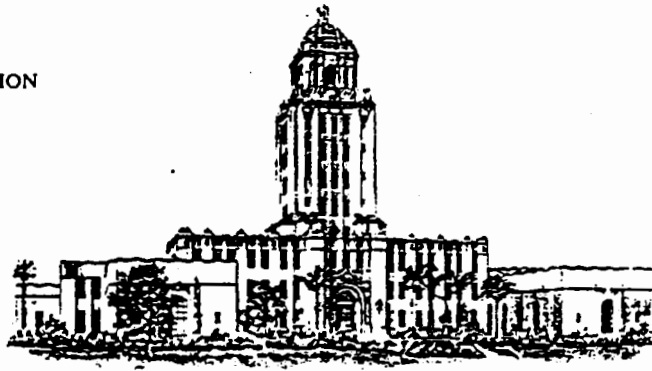
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Abraham Falick, PhD, AICP  
Chairman



DEPARTMENT OF TRANSPORTATION  
(310) 285-2551  
FAX: (310) 273-1096

455 N. Rexford Drive  
Beverly Hills, CA 90210-4817



CITY OF BEVERLY HILLS

January 7, 1992

1992 JAN 13 PM 2:15  
L. Scott, City Manager

Mr. Brad McAllester, Manager  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

Dear Mr. McAllester:

Thank you for the opportunity to comment on the scope and content of the Congestion Management Program (CMP) Draft Environmental Impact Report (DEIR). Your efforts to maintain open communications throughout the preparation of the CMP and to continually address divergent comments on its contents is sincerely appreciated.

As you are aware, the City of Beverly Hills has specific programmatic concerns which have been forwarded under separate cover. At this time, we have no specific comment on the DEIR's scope and content, but look forward working with you throughout the EIR process.

Sincerely,

A handwritten signature in cursive script that reads "Maria Rychlicki".

Maria Rychlicki  
Acting Director

cc: Mark Scott, City Manager



OP



# CITY OF MONTEREY PARK

320 west newmark avenue • monterey park, california 91754

• municipal services center



December 31, 1991

203358

1992 JAN -2 PM 12:35  
L.A.O.D. 10.

Mr. Brad McAllester  
Management Program  
818 W. Seventh Street  
Suite 1100  
Los Angeles, CA 90017

RECEIVED  
JAN 2 1992

SUBJECT: Congestion Management Program - Notice of Preparation of Draft EIR

Dear Mr. McAllester:

After reviewing the documents on subject Congestion Management Program received by the City on December 16, 1991, I have the following suggestions to offer:

On the plan entitled "CMP Routes for Further Study", which is located between pages 18 and 19 of the Final Draft of the Congestion Management Program, Garvey Ave. should be extended westerly from Atlantic Blvd. to its connection with Ramona Blvd., and Ramona Blvd. should then also be included in the Program from its Garvey Avenue intersection westerly to Eastern Ave.

The reason for including these additional streets is because whenever there is a traffic "tie-up" on the eastbound lanes of the 10 Freeway between Eastern Ave. and Rosemead Blvd., traffic exits the Freeway at Eastern Ave. and proceeds easterly on Ramona Blvd. and Garvey Ave. and gets back on the Freeway at Rosemead Blvd.

Using the same rationale as stated above, Garvey Ave. from Rosemead Blvd. easterly to its intersection with the 10 Freeway just west of the 605 Freeway interchange should also be included on the Map entitled "CMP Routes for Further Study."

Thank you for considering my suggestions.

Very Truly Yours,

*John Lathrup*  
John Lathrup  
City Engineer

JL/mju





D142  
10P

L.A.C.T.C.  
1992 JAN 15 11:11:26

THE CITY OF  
**POMONA**

ROBERT A. DeLOACH  
Director

204479

Public Works Department

December 13, 1992



Mr. Brad McAllester  
Congestion Management Program, LACTC  
818 West Seventh Street  
Los Angeles, CA 90017

Dear Mr. McAllester:

The Notice of Preparation for the Congestion Management Program has been reviewed by the Pomona City Planner. While it was difficult to assess specific impacts of such a broad program EIR, the following comments have been provided for your consideration:

1. We are concerned about the effect the CMP will have on present and planned land use in the City and whether it will be consistent with the Pomona General Plan.
2. It is stated on Page 17 of the Notice of Preparation that Transportation Demand Management (TDM) measures could potentially alter the demand for parking facilities. Many areas of the City, especially the older downtown area, lack adequate off-street parking to serve land uses. Adoption of the TDM measures could exacerbate this situation.
3. We are concerned about the effects on aesthetics that would result from construction of specific projects, such as transit facilities. We look forward to reviewing the discussion of these potential impacts in the EIR.

If you have any questions, please feel free to contact me at (714) 620-2261.

Sincerely,

Artie A. Fields  
Senior Management Analyst

AAF/mp58



THE CITY OF  
**POMONA**

Public Works Department



ROBERT A. DeLOACH  
Director

204479

December 13, 1992 |

Mr. Brad McAllester  
Congestion Management Program, LACTC  
818 West Seventh Street  
Los Angeles, CA 90017

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If you have any questions, please feel free to contact me at (714) 620-2261.

Sincerely,

Artie A. Fields  
Senior Management Analyst

AAF/mp58



# Coalition for Rapid Transit

November 6, 1991

TO: Edward J. Avila, Administrator  
Community Redevelopment Agency of the City of Los Angeles

From: Abraham J. Falick, PhD, Chairman  
Coalition for Rapid Transit  
Former Planning Economist, City of Los Angeles

Subject: Hollywood Transportation Plan (Revised 11/6/91)

The Coalition for Rapid Transit believes that the CRA Memorandum on the Draft Hollywood Transportation Plan of September 1990 is not responsive to the concerns expressed in our letter of October 10, 1990 regarding the proposed Hollywood Boulevard subway alignment and the Highland Avenue Hollywood Bowl subway alignment.

## HOLLYWOOD BOULEVARD SUBWAY ALIGNMENT

The Los Angeles Times in a recent article "Officials Seek Less Disruptive Way to build Red Line" (10/8/91) summarizes the merchant upheaval problem very well.

"Stung by complaints about torn-up streets during subway construction downtown ... (LACTC) said Monday they are considering alternative station construction to avoid hard feelings -- and lawsuits -- as Metro Red Line is cunneled under Hollywood."

Your staff deserves credit for pausing and considering the cries of anguish and distress from Hollywood merchants who face ruin by implementation of the current plan.

Unfortunately, the construction techniques under review are much more complex, and much more expensive, than cut-and-cover. The utility displacement problem in Hollywood Boulevard already makes it one of the most costly subway lines in the City of Los Angeles because the boulevard is the "main drain" of the Hollywood community, with water, sewage, power and telephone lines concentrated here.

Torn-up streets and impaired access there will be. The merchants and motion picture theater owners look at 7th Street between Olive and Grand (south) and then see themselves in Beirut, with abandoned buildings, boarded up stores (minus shellholes). This was the result of impaired access imposed by Metro Rail construction over a period of two years. Much of this construction work was done at night or on weekends -- the busiest times of all for Hollywood Boulevard.

The merchants also see the same process at work right now on Wilshire Boulevard at Western Avenue: pavement diggers, skip-loaders, cement trucks, also piles of materials and equipment on adjacent side

1706 S. Roxbury Drive • Los Angeles 90035 • (310) 558-3738 • FAX (310) 793-7852

# Coalition for Rapid Transit

streets all add up to impaired access and reduced business volume. This spells absolute ruin for Hollywood merchants and they will fight you to death in the courts; they do not have much choice, Incidentally, the merchants have also found evidence that federal Historic Conservancy impact (EIR) public hearings were evaded by LACTC in the case of historic structures on the boulevard; this is another possible court suit.

Just how did the Sunset Boulevard and Hollywood Boulevard Metro plans get on the books? LACTC surely did not have adequate public hearings for their EIR on Sunset, hence the threatened suits by TV studios and recording studios. The Hollywood Boulevard route just as surely had inadequate public hearings; it was hastily prepared, had no SCRTD precedent plan and was sprung on the public one month after the misbegotten Sunset plan was abandoned. An investigative reporter should have fun with this one.

Continuation of the Hollywood Boulevard line proposal will lead to costly suits and delays. Why continue this hemorrhaging when the original SCRTD plan on Selma Avenue, was found to be the least disruptive, least costly line through Hollywood? It is a route that serves the Sunset/Vine high rise buildings as well.

The Selma Avenue alignment is not an off-the-wall proposal; it was a logical, carefully researched and long-held position of the Southern California Rapid Transit District, originally in its 1968 Metro Plan. The Los Angeles City Planning Department agreed with SCRTD and incorporated it in various Hollywood Community Plans over the past 20 years.

The mystery is why the LACTC ignored these plans and precedents. Part of the story may lie in the team of east coast planners brought in by John Dyer, former General Manager of SCRTD. Part of the story may be in the continuing pressure of opposition from Universal City (MCA), which has a long record of resistance to a station at the Hollywood Bowl for competitive reasons.

The CRA and LACTC must surely know from its public experiences that we are facing a commercial area disaster on Hollywood Boulevard. "Alternative construction techniques" are more costly and not likely to be affective since on-site or nearby construction is still required.

Stone-walling the public with sanctimonious statements that "the present line has been approved and funded by the federal government" will not do. This is simply bureaucratic dust-in-the-eyes. When the

# Coalition for Rapid Transit

LACTC bureaucracy wants a change, such as on the Wilshire line, it does not bother them at all to ask the feds for a change from Wilshire/Western to Pico/San Vicente instead of the original plan to go to Fairfax via Wilshire.

In truth, the feds could care less as long as the local officials are satisfied and the change does not cost more. Selma will cost less and also provide the joint development sites (parking lots) that Hollywood Boulevard cannot offer. The Memorandum response to our Selma suggestion (p28) is just ludicrous; it is empty rhetoric without analysis or explanation as to why the original SCRTD plan was abandoned.

With respect to joint development and self-financing of subway stations (wholly or in part) both CRA and LACTC committed themselves, in a 1987 brochure, to actively pursue joint development as a measure to defray construction costs and provide better commercial facilities. The present plan offers not a single joint development site in one of the most important commercial areas of the city.

The Memorandum very kindly agrees with our recommendation for joint development -- but where have the CRA/LACTC planners been all these years? Did they really need to be reminded by us if this was a serious commitment by both agencies in the first place? We are not talking about peanuts here; each station so developed can save up to \$60 million.

## HIGHLAND AVENUE/HOLLYWOOD BOWL

We are amazed by the Memorandum's non-response to the serious problem of rising traffic totals on Highland from both the Hollywood Freeway and the Hollywood Bowl. Highland remains a seven lane highway, but the reversal lane is extended to Santa Monica Boulevard. That is all. (p8).

We should be grateful for the fact the Memorandum (p25) mentions the fateful words "Hollywood Bowl" for the first time in the Hollywood Transportation Plan. It is in response to our proposal for a Bowl station and use of its 4000 car-space parking lots as a park-and-ride facility for both transit riders and tourists. The original CRA plan totally ignores the Bowl and its 900,000 patrons. Can anyone realistically talk about Hollywood and not notice its great summertime attraction?

The Bowl site is not even indicated on the plan's area map because it is "outside of the plan area". Outside it may be decreed, but the impact of the traffic is well within the plan area. To ignore the Bowl is plain bureaucratic idiocy.

# Coalition for Rapid Transit

In the Memorandum discussion of parking there is a good analysis and explanation of the growing shortage of parking space in the Hollywood community. There is an estimated "3740 space shortage by the year 2010 if present land use trends continue" (p30). When they get to the Hollywood Bowl park-and-ride lots CRA planners "go ape" as they try to discredit their value: "infeasible for several reasons" (p25).

"Access to these facilities by the Hollywood Freeway from the San Fernando Valley would not be an effective tool since the most congested part of the trip 'over the hill' would have to be endured regardless..."

So why are we worried? No one will use it. Universal City offers a piddling 250 spaces for commuter park-and-ride purposes at its Metro station; there is clearly a shortage of such park-and-ride parking on the Valley side. If commuters can't find space on the Valley side a few might be attracted to the Bowl. How about the Hollywood work force? How about tourists? All three of these groups could reduce the auto traffic on Hollywood streets by using the Metro trains either for the downtown commute or as a shuttle into the Hollywood central business district.

"Access from other regions would have to use the Hollywood streets, particularly Highland Avenue, to reach the Hollywood Bowl, which would add to traffic and congestion in the Hollywood core."

"Other region" travelers would have the advantage of light contra-stream traffic going north on Highland since most freeway traffic in the morning is southbound; this is reversed in the afternoon. Where were those "other" Bowl parkers before they were attracted there -- going through Hollywood! See p36 for the Memorandum's curious analysis of "Through Trip Mitigation"; CRA staff cannot agree with its own consultants.

"Difficulty in guaranteeing that Hollywood Bowl lots would be cleared in time for Bowl event parking."

The memorandum spends many pages on describing its own plans in Hollywood to restrict parking and is suddenly struck dumb by such a thought at the Bowl. I shall tell you how it is done in the three months of Bowl action. Put up a neat sign that says "Out by 5 or be ticketed and towed." The Bowl has thoughtfully provided a tow lot alongside its offices on the eastside of the freeway at 2630 N. Cahuenga East.

"Lots are only available at certain times during the year and for varied times of the day."



# Coalition for Rapid Transit

In brief, the Hollywood Transportation Plan makes no use of the Hollywood Bowl Metro station to reduce freeway and Bowl traffic on Highland, or of its park-and-ride facility to mitigate the parking problem in the central business district of Hollywood.

As a bureaucrat at City Hall for eight years, I realize how difficult it is to admit a mistake publicly and to backup and remedy an incorrect decision. It takes courage to do so. If you go ahead as presently planned on Hollywood Boulevard both the public and your careers will suffer needlessly. The merchants have made their case and you know they are correct. Make use of the original SCRTD Selma plan and do the job right.

CC: Hollywood Community Advisory Council  
Hollywood Econ. Development & Transportation Commission  
Department of City Planning  
Hollywood Planning and Design Review Commission





Alan F. Pegg  
General Manager

October 4, 1991

TO: Board of Directors

FROM: Alan F. Pegg

SUBJECT: Consider the General Manager's Report Recommending endorsement of the District Response to the LACTC Draft Congestion Management Program

RECOMMENDATION

It is recommended that the Board of Directors endorse the appended letter from Alan Pegg to Neil Peterson, expressing District concerns about the Congestion Management Plan (CMP).

BUDGET IMPACT

The concerns expressed in the letter are over the type of services the District will have to provide, and forego, due to CMP priorities. If the Transit Monitoring Network continues to emphasize long-haul over local service, then capital investment will tend to move away from support of high demand services. If Proposition C revenues are diverted from transit operations to CMP capital projects, then operating budgets could be significantly impacted. Budgetary impacts are more fully explicated in the appended letter, as well as in the Board Box item on the CMP distributed prior to the September 26, 1991, Board of Directors meeting.

TRANSIT

BACKGROUND

An early draft of the CMP was circulated in April. District staff met with Commission staff on several occasions as subsequent drafts were developed. An extensive list of suggested improvements to the CMP was forwarded to the Commission on June 11, 1991. The District does not feel that its basic concerns were addressed in the Final Draft of the CMP.

The main concern is that the transit element of the CMP subordinates transit to highway considerations. A more appropriate arrangement, one that would be within the parameters of the enabling legislation, would allow the transit element to address the problem of transit congestion in the attempt to resolve overall transportation congestion. As it now stands, the CMP emphasizes express service over local service because express buses are more likely to use the CMP highway network. Unfortunately, the most overcrowded, the most heavily used, and the most intensively used lines are local lines. While almost all express lines are put in the CMP's transit monitoring network, over half of most congested lines are omitted. Since most

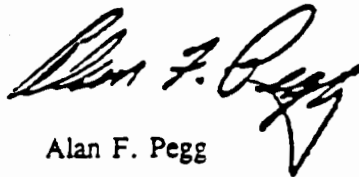
Board of Directors  
October 4, 1991  
Page 2

express bus and rail riders are expected to start or complete their trips on local buses, supporting the long-haul service but not the local service is a self-defeating strategy for increasing transit's modal split. The CMP transit element will continue to allow the bulk of transit delivery to be overcrowded, making it unattractive to discretionary riders.

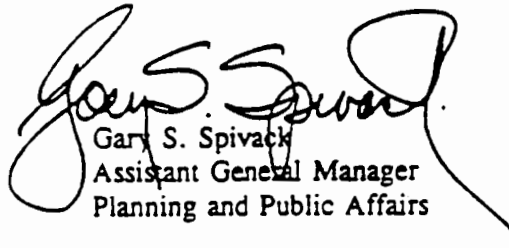
A second concern is that long-haul service benefits suburbanites; the transit dependent are more likely to use local services. The CMP transit element, as it is currently constituted, would benefit the middle class far more than those who are less fortunate.

The appended letter should not be construed as being against further investment in rail or express service. Rather, it should be seen as a plea for a more balanced investment strategy, in which alleviation of overcrowding on local lines is a necessary prerequisite to increasing patronage for every type of service.

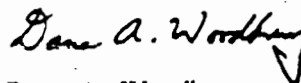
Respectfully,



Alan F. Pegg



Gary S. Spivack  
Assistant General Manager  
Planning and Public Affairs



Dana A. Woodbury  
Director of Planning

Attachment



# City of South Gate

3650 CALIFORNIA AVE., SOUTH GATE, CALIFORNIA 90260 • (213) 363-9337

FAX'd 6/10/91

FROM THE OFFICE OF  
JAMES A. BIERY, P.E.  
DIRECTOR OF PUBLIC WORKS  
CITY ENGINEER

June 10, 1991

Mr. Brad McAllester -  
CMP Program Manager  
Los Angeles County Transportation Commission  
818 West Seventh Street  
Los Angeles, CA 90017

RE: Congestion Management Program for Los Angeles County,  
Discussion Draft Dated May 15, 1991

Dear Mr. McAllester:

The City of South Gate hereby submits the following written comments to the Draft CMP, as prepared by LACTC.

- Page 11. The Draft CMP states that once a route is listed as part of the CMP network that it will never be removed. However, on page 11, Section 3.2.2 it states that "The Century Freeway will replace Firestone Blvd. upon completion. (Firestone Blvd. is proposed to be rescinded from the State highway system)". The paragraph above this quote states Firestone Blvd. is an "alternate arterial route" and only included until the routes under construction (Century Freeway) is completed and the CMP designation will shift to this new alignment. Does this mean the City should not bother to study Firestone Blvd. as part of the CMP network since it may be removed as part of the network when the Century Freeway is completed in a few years? This removal will take place during the time frame of the seven year CIP LACTC is asking the local cities to prepare.
- Page 46. There appears to be typographical error on Page 46 under the paragraph entitled - Flexible congestion Relief (FCR). In the last sentence the reference to \$3 million should probable be \$3 billion.
- Page 9, Figure 3-1. The level-of-service descriptions appear to be directed at freeways. Arterial and intersection descriptions should be provided.
- Page 20. The intersection level-of-service methodology is specified as the Intersection Capacity Utilization (ICU) methodology during the first year and then switching to the planning methodology of the Highway Capacity Manual (HCM) for subsequent years. This appears to unnecessarily require re-education

of many decision makers and others in a year. Also, if a project analysis starts with the ICU method and is delayed then the analysis may have to be reworked. It also seems that if we recognize the second year method as the one to work toward, that we should use it initially. In addition, the HCM method essentially superceded the interim ICU method approximately 6 years ago. As a minimum, it is suggested that jurisdictions be allowed to start with the HCM method in the first year if desired, and that the operational method also be allowed as an option.

- Page 26. It is assumed that transit operators not meeting the routing and frequency standards will not be required to submit annual reports. Also, will transit routes which do not meet the standards be allowed as part of deficiency plans? What funding, if any, may not be available to operators not meeting the minimum service levels? It is assumed that if contributions for any component of the transportation system (roadways, transit, demand management, etc.) will improve deficient conditions, then they may be included in deficiency plans. TRANSIT
- Page 31+. TDM requirements for new developments are based on square footage of facilities. This should be clarified since it may be interpreted in many ways (e.g., as building square feet or lot square feet). Also, the size does not account for differences in type of land use. For example, 100,000 square feet of warehouse, office, and retail have significantly different overall traffic demands and employment. Some measures may also be very detrimental as stated. For example, a retail land use may find difficulty in designating spaces "as close to building entrances as possible" for carpool/vanpool use. A warehouse may be over 100,000 square feet with relatively few employees, but would be required to provide an Employee Transportation Coordinator and locker and shower facilities for men and women. It is recommended that LACTC consider threshold as established by Orange County Transportation Commission. TDM
- Page 34. It may be beneficial to allow the optional TDM ordinance provisions as substitutes for other measures, or to provide a single list of measures and require selection of a certain number for implementation. TDM
- Page 36. The section on Violation of Ordinance states that "a schedule of fines shall be developed by LACTC and applied by each City." It is suggested that minimum fines or a range of fines be identified so that cities may have more flexibility.
- Pages 38 and 39, and Chapter 7 (Deficiency Plans/Countywide Mitigation Fees). A major concern for the City of South Gate is the use of countywide or subregional impact fees. Any expenditure of South Gate related fees in other areas of the county would have to be carefully and well justified. Our City Attorney shares this concern. It is believed that the countywide impact fee was to be used to mitigate impacts of development which cross jurisdictional boundaries and a clear nexus (referenced on page 44) would be maintained. It may be comforting to the various jurisdictions if this is clearly stated in the CMP.

- Page 38. The transportation impact analysis program indicates that it is applicable to "all" new development. Such an all encompassing requirement appears to cover even small additions to a single family residence. It is suggested that threshold levels for analyses be developed based on land use, size, employment, and/or trip generation. Perhaps several threshold levels may be developed, with increasing analysis requirements as potential impacts increase. Again, it is recommended that LACTC consider threshold, as established by Orange County Transportation Commission for TDM.
- Chapter 7. The discussion on deficiency plans does not appear to address some key concerns related to application of fees collected.
  - 1) If the deficient element is eligible for funds other than those collected through impact fees, what proportion of funding will be provided by the impact fees? For example, if a freeway under Caltrans jurisdiction requires widening, how much of the widening costs will be paid through state, federal, or other fund sources vs. impact fees, and how will equity be maintained among jurisdictions. It appears possible that one City may have to pay a high proportion of costs while another City may pay a low proportion.
  - 2) If an element of the transportation system is not currently deficient but may be in need of improvement in the future due to cumulative development, may the collected fees be applied to the future improvement of the transportation element. If countywide or other fees are collected for deficiencies and spent elsewhere, collection of fees for local improvements may not even begin until the deficiency results.
- Page 44. The second bullet indicates a potential impact fee based on a per square foot or per trip basis. It is assumed that land use will be considered.
- The CMP does not appear to provide any credit or consideration to impacts of improving the jobs/housing balance in a city or area. Since this may assist in mitigating deficiencies and/or reducing impacts (and is a concern identified in the Regional Mobility Plan) it is suggested that some form of credit or incentive be included in the CMP for improvements in the balance.
- Chapter 8. The capital improvement program raises an important concern regarding timing of improvements relative to impacts (concurrency). In short, it appears that contributions toward mitigation measures (whether very direct to the development or part of the deficiency plan) may be of little benefit until long after impacts of the development results. Mitigation may require a developer to contribute to a state, county, or local project which may not receive sufficient other funding until many years after the development project is in place and impacting the transportation network. In any case, does the 5 year rule of Government Code 6600.1 apply?

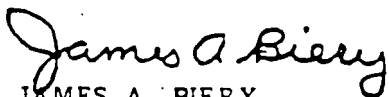
June 10, 1991

Page 4

- Page 50. The 180 days allowed for development of deficiency plans and impact analysis programs following adoption of the CMP may be difficult for many jurisdictions to comply with. Details of deficiency plan requirements should be developed as soon as possible. This is also true of other requirements, particularly the trip reduction ordinance requirement, which only allows 30 days for local adoption following the CMP adoption.
- Appendix A. The title of this appendix should be revised or the appendix redistributed. It includes much more than the title implies.
- Appendix B. The first line of the document in this appendix is labeled "Appendix A".
- Appendix B, Part C. 6. requires transit operators to define the percent of trips using transit for a zone of the City. This may be difficult for many operators to determine. Flexibility in response to this and subsequent questions may be required. In many cases only a rough estimate or a predetermined assumption of mode split may be available.
- Appendix D. The traffic impact analysis guidelines are not clear on what size of project an analysis is required for. Also, deficiencies are not defined and the mitigation measures do not include a TDM program.

If I may be of any assistance, please contact me.

Sincerely,



JAMES A. BIERY  
Director of Public Works

JAB:sp/lc



# Coalition for Rapid Transit

October 10, 1990

TO: The Community Redevelopment Agency, City of Los Angeles  
Mayor Tom Bradley, City of Los Angeles  
Board of Directors, Southern California Rapid Transit  
District  
Roland Mross, Urban Mass Transportation Administration

FROM: Abraham Falick, PhD, AICP, Chairman  
Coalition for Rapid Transit  
Former Planning Economist, City of Los Angeles

Subject: Final Hollywood Transportation Plan (Revised), Sept. 1990

References: UMTA Letter to Coalition 10/30/89 (attached)  
Coalition letter to SCRTD 2/2/88 (attached)

The Hollywood Transportation Plan has a number of glaring deficiencies that can and should be corrected at this "paper plan" stage, long before we see the concrete poured that will lock us in to a hopelessly inadequate plan for Hollywood over the next 25-50 years.

Most curious anomalies are the treatment of Highland Avenue and Hollywood Boulevard. Incredibly, no mention is made of the Hollywood Bowl which attracts over 750,000 patrons in its three month performance season! The Plan turns a blind eye to joint development of rapid transit stations which has been urged by the federal Urban Mass Transportation Administration for at least 12 years.

## THE HIGHLAND AVENUE CORRIDOR AND THE HOLLYWOOD BOWL.

Highland Avenue has the major south offramp from the Hollywood Freeway into the Hollywood community; it is also a great corridor-distributor into the mid-Wilshire and west Los Angeles areas. At the foot of this south-bound offramp lies the entrance to the Hollywood Bowl. During the Bowl season Highland Avenue is one of the most heavily congested streets in southern California. Not worth mentioning? A glance at Exhibit 3-1 (Recommended Highway Improvements) does not even show the Bowl location!

"After an extensive set of testing north-south alternatives, Highland Avenue was selected as the corridor that 1) best accommodated north-south traffic and traffic destined for Hollywood... Extending the reversible lanes, thereby retaining parkways and sidewalks.." (page 3-4)

What can we make of this? Obviously no radical transformation of Highland Avenue is contemplated to accommodate the rising tide of traffic from the freeway and the increasing Bowl attendees.

Beginning with the 1968 SCRTD rapid transit plan a subway station at the Bowl has long been included as an absolutely essential part of congestion relief for Highland Avenue. Metro Rail subway trains can carry 30,000-40,000 passengers per hour, effectively blunting the commuter congestion peaks and easing Bowl performance traffic on summer evenings.

In 1983 SCRTD included a Bowl station in its new plan but insisted it should be built at a later date by retrofit. In the meantime, its plan would build the footings for the station; it appropriated funds for design of the station. The station has indeed been designed by the distinguished Architect Frank O. Gehry. He informs us that he is ready to go ahead with working drawings as soon as he gets the authorization.

Incidentally, Richard Gallagher, retired SCRTD Metro Rail Manager/Chief Engineer tells me that the Bowl subway station would be one of the cheapest stations to build because it is entirely on County land, requires neither building demolition nor residential relocation and utility line displacement is minimal.

The Music Corporation of America (owner of Universal City) has made no secret of its opposition to a subway station at the Bowl. This is apparently because the Bowl (17,800 capacity) is a competitor to its own Universal Amphitheater (6,500 capacity) for a few jazz/rock concerts during the summer.

The present Hollywood Transportation Plan offers a subway route far to the west of the Hollywood Bowl, ostensibly because the rail line could not be curved to reach the Bowl from the east-west alignment of the planned station at Hollywood/Highland. How did this happen? Most assuredly, it was no accident of planning.

This new proposed subway line through the Santa Monica Mountains somehow misses the Hollywood Bowl but does manage to reach Universal City. The latter station would not be paid for in any way by MCA, although it will require substantial demolition of structures and relocation of residents. No one at SCRTD has suggested a Benefit Assessment District or joint development project to provide value-recapture for the public.

The Universal City station will, of course, enormously improve public access to this commercial property. Only 250 parking spaces are allocated for community park-and-ride Metro Rail use on the SCRTD site plan, but a marginal notation on the map states that 2500 spaces will be available elsewhere. (location not specified).

We should mention that park-and-ride space is very scarce on both sides of Cahuenga Pass. The Hollywood Bowl has 4,000 parking spaces that are wholly vacant for nine months of the year and partially vacant (to 5pm) for three months. Hollywood too has a severe shortage of parking space; the Bowl parking lots and an adjacent subway stop would be a great asset for the community. Visitors, residents and office workers could park at the Bowl and use the Metro as a shuttle to the two main stations in the central business district of Hollywood -- or continue into downtown Los Angeles.

How can the Hollywood Transportation Plan seriously offer to alleviate the steady growth of congestion in Hollywood when it ignores a role for the Metro Rail subway on Highland and at the Hollywood Bowl?

#### HOLLYWOOD BOULEVARD vs. SELMA AVENUE SUBWAY ROUTE

The present SCRTD subway plan calls for an east-west line under the Hollywood Boulevard with in-street stations at Hollywood Blvd./Vine and Hollywood/Highland in the central business district.

In the 1968 SCRTD rapid transit plan and in almost all LA City Planning Hollywood Community plans Selma Avenue has been designated as the rail alignment because it would be the least disruptive route through the Central business district. A Selma/Vine station provides one block access to both the high rise buildings at Sunset/Vine and the theater/retail complex at Hollywood/Vine.

Going west the Selma line plan offers a broad curve in subway from Selma to a station in the parking lot area north of Hollywood Boulevard at Las Palmas. From there the line proceeds about a mile (4800 feet) to the Hollywood Bowl station, thence through Cahuenga Pass to Universal City and North Hollywood. Many drawers of plans for the 22 year old route exist at SCRTD.

"The physical impacts from the construction of Metro Subway Rail subway system under Hollywood Boulevard will be significant in the 1990's. These impacts will include reduced pedestrian and vehicular access, reduced on-street parking and disturbances from noise and dust and potential impact to historic buildings. The greatest impact will be caused by sections requiring 'cut and cover' construction at each station site' (p6-8).

The present Hollywood Boulevard subway has all the construction fleas that caused it to be rejected as a route in earlier years: blockage of retail businesses, massive disruption of traffic, huge utility relocations, poor service for Sunset Boulevard businesses.

Actually, the Hollywood Boulevard route in its modern version was a hastily engineered line, done in a one month<sup>time</sup> after strong opposition was registered to its elevated line proposal on Sunset by the TV stations and recording stations. The threat of a lawsuit caused SCRTD to somersault.

One has only to view the subway construction and utility relocation activity on Hill Street and 7th Street in downtown Los Angeles to realize what can happen to Hollywood over a three to four year period from the start of construction of a Hollywood Boulevard subway line. Is such street upheaval a contribution to redevelopment of Hollywood? Ask the downtown retailers for their opinion.

"As part of the Draft Hollywood Bowl and District Urban Design Plan, allow for a potential four foot widening of sidewalks recommended along Hollywood Boulevard from La Brea Avenue to Argyle Avenue. This sidewalk widening would decrease travel capacity for this section of Hollywood Boulevard" (page 3-10)

Aside from the 3-4 year construction street-mayhem on Hollywood Boulevard, the completed in-street stations on the new plan will create more congestion because of passenger drop-off vehicular traffic as well as more station-bound pedestrians. Using the original plan, stations at Selma/Vine and the off-Hollywood station at Las Palmas, there would be a considerable reduction of station-bound traffic on Hollywood Boulevard itself.

In brief, the Hollywood Boulevard subway line would inflict great harm on retail business and theaters, provide poor access to Sunset Boulevard high rise office buildings and handicap access to the Hollywood Bowl.

#### JOINT DEVELOPMENT AND UMTA

The federal government, via the Urban Mass Transportation Administration, provides about half of the money needed for construction of the Metro Rail subway. For the past 12 years or more UMTA has strongly urged rapid transit systems, via letters, incentives, seminars and personal visits, to supplement their half of the cost by joint development with real estate developers of air rights above and adjacent to the subway stations.

UMTA points out (in the attached letter) that up to 20 percent of total rail/station construction cost has been recaptured by this method in other rapid transit systems, Los Angeles has its own example of air rights usage in Pacific Electric's 12 story 1927 Subway Terminal Building on Hill Street downtown.

The Hollywood Boulevard subway plan is a non-starter on joint development because there are no air rights available for the two in-street stations proposed. The public pays for such stations "cold turkey".

The original Selma Avenue alignment, however, is a very different story. At the Selma/Vine station large parking lots behind the James Doolittle theatre provide ample space for a 15-20 story structure that could serve a hotel, office building, shopping center, parking structure and bus depot. Selma itself is not a heavily travelled street; it is lined by parking lots and a rather nondescript collection of commercial structures. There is virtually no residential relocation or historic building problem.

A similar story presents itself on the Selma route of the off-Hollywood/Las Palmas station in present parking lot sites. A hotel, shopping center, parking structure is appropriate here as well. It is likely that the value added by joint development of air rights at both of these locations would make the subway stations self-financing -- a saving of \$60 million for each station.

It should be noted that the Hollywood Transportation Plan does offer a joint development site at Selma/Vine in exactly the location we have described, for a 4-level parking structure! (page 7-12). Such imagination staggers the mind.

Parking is a major concern of the Plan, and rightly so. But what missed opportunities there are by not linking the Hollywood Bowl parking lots to the two "Selma Route" stations in the central business districts of Hollywood. Joint development is mentioned only in connection with a few parking structures.

#### SUMMARY COMMENT

The Hollywood Transportation Plan is a very bad proposal, mainly because of its hopelessly inadequate treatment of the Highland Avenue/Hollywood Bowl corridor, acceptance of the disastrous Hollywood Boulevard subway alignment and the complete lack of significant joint development planning.

None of these comments should be construed as a reflection upon Barton-Aschman Associates who have done a competent professional job within what we believe are misguided parameters of both CRA and SCRTD.



# Coalition for Rapid Transit

March 15, 1989

Neil Peterson, General Manager  
Los Angeles County Transportation Commission  
403 West Eighth Street  
Los Angeles, California 90014

Dear Mr. Peterson:

It is with regret that the Coalition must tell you that it believes that the Draft EIR of the Coastal Corridor Rapid Transit Project - Northern Sector describes a rail route that would be a public disaster and a complete waste of our taxpayers money. The rest of this letter tells you why we think so.

Why is the project being built? What is the strategy behind this effort? The closest the EIR comes to explaining this plan is in its description of the three alternative actions considered. The authors of the EIR state that this project will relieve local and regional traffic congestion, improve access to employment centers and (incidentally) to LAX. We believe this is not so.

Why is the chosen rail alternative directed around, but not into LAX? Chicago and Philadelphia subways enter their airports directly. Are we not bright enough to achieve this? Is the Marina del Rey area a transit-dependent neighborhood? Are the residents a major source of industrial employees and airport traffic? Will a rail storage yard be welcome in the Marina area? The EIR concedes that the elevated structure will "include reduction of roadway capacity and increase traffic at or near stations." (p 2-3). This is going to decrease congestion in the Westchester community?

## The Grand Strategy of LAX Access: North, East and West

There is a great rationale, or strategy, for improving access and reducing congestion at Los Angeles International Airport. The name of the game is to save our airport from an impeding gridlock of auto traffic. Easing the burden of traffic in Westchester is a secondary objective - which would be served by an effective solution to the the first objective.

LAX is the largest airport in the Pacific Rim, it is a vital economic center of the whole Los Angeles region. The runways of the airport have a capacity of 80 million passenger takeoff/landings per year. For several decades we have known that the problem at our airfield is the ground access, numbers now limited to about 40 million takeoff/landing cycles per year because of road network capacity leading into LAX. We have frequent grid-lock situations, even now on weekends and holidays.

If we can increase the ground access passenger numbers by 50-60 percent over the next 3-4 years, we can extend the economic and functional life of our airport by 30-40 years. Building another airport (Palmdale, in San Pedro Bay, Orange County, etc.) would be a multi-billion dollar project and take a decade to build - but this too may be necessary eventually. Our strategy must be to buy time with an effective underground approach to expand our ground access numbers.

The only course that makes sense is to open three corridors into LAX, from the north, east and south. Unfortunately, the route alignment proposed in this EIR is not only ineffective but it is counter productive. It sinks money into a bad plan and delays implementation of a proper alignment.

We look at the north route of the Coastal Corridor as roughly paralleling the San Diego Freeway. The east route is the Glen Anderson Freeway (I 105) and its rail line in the central median. The south route is less heavily traveled, but the planned light rail extension from the Glen Anderson Freeway to El Segundo/Redondo Beach could have some benefits.

The Department of Airports, much to its credit, has spent over \$700 million in the past few years to improve passenger access via internal traffic circulation, including double-decking of its circumferential roadway. LAX does not have the authority to improve external access to the airport; that responsibility is in the lap of LACTC. You are the coordinating agency among CALTRANS, the City of Los Angeles Planning Department, SCAG, SCRT, the LA Dept. of Airports and SCRTD assorted other federal, state and local agencies. It is the failure of LACTC to achieve this coordination, especially with the Dept. of Airports that has led to this disastrous plan proposal.

In its Initial Alternative Evaluation Report (1988) LACTC examined three possibilities regarding airport access: No project, LA Terminal Station and an Airport Road Alignment; it chose the last named, provides us with the full EIR treatment. We should like to examine this bad choice in somewhat more detail.

#### The Airport Road Alignment Alternative

This line swings north from the Glen Anderson rail line in elevated structure at Aviation Blvd., descends to an at-grade level at the east end of the LAX runways, rises to elevated and enters Century Blvd. It makes a sharp left turn (300' radius) onto Century and continues in elevated to Avion St. The elevated line makes another sharp turn north to 96th St. thence to Parking Lot C of LAX.

From Parking Lot C, the line continues in elevated structure north on Sepulveda, thence to the proposed Westchester Parkway. A turn is made northwest into Lincoln Blvd., with a short segment of subway from Manchester Station to Manchester Bluffs. The elevated line continues over Ballona Creek, continues north along Culver Blvd. The end of the



line here is rather vague, but would apparently require a train storage yard in a residential district.

It should be noted that the sharp curves (300') preclude future use of high speed Metro Rail trains, as their cars require 600'-1000' radius turn curves. One of the great virtues of the Glen Anderson rail line is its straight route over 20 miles to the door of LAX. We do not make access to the airport easier in this Airport Road Alignment by requiring air passengers to take themselves and baggage off the train and transfer to a shuttle bus into the terminal at Parking Lot C. All the elevated structures on Aviation, Century, Westchester and Lincoln will add to congestion around the airport, not reduce it.

This is a "cheap" alignment, but there is a price to be paid in the future.

#### The LAX Terminal Alternative

This rejected alternative would have provided direct subway service to two airport satellites (moving sidewalks underground ~~as~~ Chicago were not mentioned). The line would proceed west from the Glen Anderson rail line in elevated structure along Imperial Blvd. It would turn north in a 1½ mile subway under LAX, portal at Lincoln Blvd. to elevated structure (or continue directly into subway segment) and follow the route described in the Airport Road Alignment into Marina del Rey.

LACTC staff claims that the subway at LAX terminal station would cost \$250 million, indicates that this is sufficient reason to rule out the subway alternative. Considering the fact that LAX is a multi-billion dollar installation, one that is of overwhelming importance for the economy of southern California, we think your staff is looking at the wrong end of the telescope.

If there were no airport in this area there would be little or no congestion to worry about. Since LAX does attract all those millions of people and their hundreds of thousands of automobiles, the Coalition feels that the Los Angeles Dept. of Airports has some responsibility for mitigating their ground approach traffic impacts by picking up half the tab for a subway/rail station within its boundaries (\$125 million).

Opposition to a perfectly logical subway approach to LAX comes without question, from the Airport administration, which for years has resisted all attempts to let public transportation enter its turf. Hertz Rent-A-Car and Marriott Hotel buses, limousines and other franchise-paying vehicles have unhindered access to all of the airline terminals. SCRTD buses may approach no closer than Parking Lot C, endure the passenger/baggage shift to LAX shuttle buses.

The Department of Airports obtains about 17 percent of all its revenues from parking lots and structures. It has been fiercely protective of these parking revenues and has absolutely no incentive for reducing the number of automobiles coming to LAX. It obviously

fears a subway as having some ability to stall its steady growth in satellite parking areas and structures.

This department is a part of the City of Los Angeles administrative operations; it is up to the Mayor (who appoints the Commissioners), the City Council and LACTC to bring it in line with the larger economic and transportation objectives of the region by requiring it to cooperate on the matter of subway construction through the airport.

#### The Coalition Alternative: Subway and North Corridor/Freeway-Intercept

To protect one of the great economic assets owned by the people of Los Angeles, we need to think and plan in terms of a 50-100 year perspective. The "cheap" and expedient plan chosen by LACTC would have to be regrooved in 5-10 years of operation because of its inadequacy. Let us do this right the first time.

Subway access takes traffic off surface streets and encourages rail use because of its greater speed and convenience for airline passengers. The airport is our first concern, not Marina del Rey or Westchester. Both of the latter are entitled to a well-planned station in their own terrain; they could be Joint Development/Self-Financing stations of high quality.

The route north from the LAX subway should go through both communities, as a first stage, turn northeast on Culver Blvd. to a train storage yard adjacent to the San Diego Freeway. This should provide a freeway station intercept parking structure in the air rights over the train storage yard. A large parking site (3000-4000 cars) would be attractive to motorists since they could park at a fair distance from LAX, yet have direct entry into the terminal via subway. The parking fees alone would make this station self-financing; it could be a Joint Development as well.

At a second stage of construction the train could go in subway straight-north to Century City (with a possible future junction here with the Wilshire line from downtown LA). It would then take a turn west to Westwood/UCLA. The third stage would be a seven mile tunnel through the Santa Monica Mountains to Van Nuys and the San Fernando Valley. These two stages roughly parallel the San Diego Freeway and could offer substantial congestion relief in this heavily traveled Coastal Corridor.

This is the Grand Strategy northern approach to a LAX rescue plan, in place of the LACTC proposal for the Northern Segment. Probably of equal importance is the eastern approach via the Glen Anderson Freeway.

APPENDIX C

-REVISED DRAFT-

MODEL ORDINANCE FOR LOCAL GOVERNMENT COMPLIANCE WITH THE REQUIREMENTS OF THE CONGESTION MANAGEMENT PROGRAM RELATING TO TRIP REDUCTION AND TRAVEL DEMAND MEASURES

\*\*\*\*\*

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY OF \_\_\_\_\_ [COUNTY OF LOS ANGELES] ADOPTING TRIP REDUCTION AND TRAVEL DEMAND MEASURES IN ACCORDANCE WITH STATE GOVERNMENT CODE SECTIONS 65089 AND 65089.3

WHEREAS, the Legislature of the State of California has found that the lack of an integrated transportation system and the increase in the number of vehicles are causing traffic congestion that each day results in hundreds of thousands of hours lost in traffic, tons of pollutants released into the air and millions of dollars of added costs to the motoring public; and

WHEREAS, the Legislature has adopted legislation requiring the preparation and implementation of a Congestion Management Program ("CMP") by county transportation commissions or other public agencies of every county that includes an urbanized area; and

WHEREAS, the Los Angeles County Transportation Commission ("LACTC") is responsible for the preparation of the CMP for Los Angeles County ("County"); and

WHEREAS, the CMP must contain a trip reduction and travel demand management element that promotes alternative transportation methods, such as carpools, vanpools, transit, bicycles, walking and park-and-ride lots, improvement in the balance between jobs and housing, and other strategies, including flexible work hours, telecommuting and parking management programs; and

WHEREAS, the County and every city within the County is required by state law to adopt and implement a Transportation Demand Management (TDM) ordinance as an important element of the Congestion Management Program to improve both congestion and air quality; and

6/24/92

**-REVISED DRAFT-**

**WHEREAS**, LACTC must determine annually whether the County and cities within the County are conforming to the CMP, including the requirement to adopt and implement a TDM ordinance; and

**WHEREAS**, because the CMP is an evolving program which will be developed incrementally, as experience is gained through its implementation, this TDM ordinance may be amended or superseded from time to time, as necessary to meet congestion and air quality goals;

**WHEREAS**, the State Clean Air Act requires regions to attain a 1.5 vehicle occupancy during the commute period by the year 1999;

**WHEREAS**, this ordinance is intended to comply with the CMP's requirements for a TDM ordinance. The requirements of South Coast Air Quality Management District ("District") Regulation XV, are separate from this ordinance, and administrated by the Air District. Nothing herein is intended, nor shall it be construed, to limit or otherwise preclude employers from offering or providing additional inducements to use alternatives to single-occupant vehicles to their employees necessary to meet Regulation XV requirements; and

**WHEREAS**, in order to use the existing and planned transportation infrastructure more efficiently, maintain or improve traffic levels of service, and lower motor vehicle emissions, it is the policy of the City of \_\_\_\_\_ [County of Los Angeles] to minimize the number of peak period vehicle trips generated by additional development, promote the use of alternative transportation, improve air quality and participate in regional and countywide efforts to improve transportation demand management;

**NOW THEREFORE**, the City Council of the City of \_\_\_\_\_ [Board of Supervisors of the County of Los Angeles] does ordain as follows:

**SECTION 1.        DEFINITIONS**

The following words or phrases shall have the following meanings when used in this ordinance:

- A. "Alternative Transportation" means the use of modes of transportation other than the single passenger motor Vehicle, including but not limited to Carpools, Vanpools, Buspools, public transit, walking and bicycling.

-REVISED DRAFT-

- B. "Applicable Development" means any development project that is determined to meet or exceed the project size threshold using the criteria contained in Section 3 of this ordinance.
- C. "Buspool" means a Vehicle carrying sixteen or more passengers commuting on a regular basis to and from work with a fixed route, according to a fixed schedule.
- D. "Carpool" means a Vehicle carrying two to six persons commuting together to and from work on a regular basis.
- E. "The California Environmental Quality Act (CEQA), a statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development.
- F. "Developer" shall mean the builder who is responsible for the planning, design and construction of an applicable development project. A developer may be responsible for implementing the provisions of this Ordinance as determined by the property owner.
- G. "Development" means the construction or addition of new building square footage. Additions to buildings which existed prior to the adoption of this ordinance and which exceed the thresholds defined in Section 3 shall comply with the applicable requirements but shall not be added cumulatively with existing square footage; existing square footage shall be exempt from these requirements. All calculations shall be based on gross square footage.
- H. "Preferential Parking" means parking spaces designated or assigned, through use of a sign or painted space markings for carpool and vanpool vehicles carrying commute passengers on a regular basis that are provided in a location more convenient to a place of employment than parking spaces provided for single occupant vehicles.
- I. "Property Owner" means the legal owner of a Development who serves as the lessor to a tenant. The Property Owner shall be responsible for complying with the provisions of the ordinance either directly or by delegating such responsibility as appropriate to a tenant and/or his agent.
- J. "Residential" means...

**-REVISED DRAFT-**

- K. "South Coast Air Quality Management District" (SCAQMD) is the regional authority appointed by the California State Legislature to meet federal standards and otherwise improve air quality in the South Coast Air Basin (the non-desert portions of Los Angeles, Orange, Riverside, and San Bernardino Counties).
- L. "Tenant" means the lessee of facility space at an applicable development project.
- M. "Transportation Demand Management (TDM)" means the alteration of travel behavior -- usually on the part of commuters -- through programs of incentives, services, and policies. TDM addresses alternatives to single occupant vehicles such as carpooling and vanpooling, and changes in work schedules that move trips out of the peak period or eliminate them altogether (as is the case in telecommuting or compressed work weeks).
- N. "Trip Reduction" means reduction in the number of work-related trips made by single occupant vehicles.
- O. "Vanpool" means a Vehicle carrying seven or more persons commuting together to and from work on a regular basis, usually in a vehicle with a seating arrangement designed to carry seven to fifteen adult passengers, and on a prepaid subscription basis.
- P. "Vehicle" means a motor vehicle powered by conventional fuels (diesel and gasoline), not by an alternative fuel approved by the South Coast Air Quality Management District.

**SECTION 2.        REVIEW OF TRANSIT IMPACTS**

Prior to approval of any development project for which an Environmental Impact Report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted with. Projects for which a Notice of Preparation (NOP) for a Draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date of this ordinance shall be exempted from its provisions. The "Transit Impact Review Worksheet", contained in the Los Angeles County Congestion Management Program Manual, or similar

**-REVISED DRAFT-**

worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent NOP for all contemplated EIR's and shall, as part of the NOP process, be given opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the Draft Environmental Impact Report prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.

Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.

**SECTION 3.        TRANSPORTATION DEMAND AND TRIP REDUCTION MEASURES**

**A.        APPLICABILITY OF REQUIREMENTS**

Prior to approval of any development project, the applicant shall make provision for, as a minimum, all of the following applicable transportation demand management and trip reduction measures.

This ordinance shall not apply to projects for which a development application has been deemed "complete" by the City (County) pursuant to Government Code Section 65943, or for which a Notice of Preparation for a DEIR has been circulated or for which an application for a building permit has been received, prior to the effective date of this ordinance.

All facilities and improvements constructed or otherwise required shall be maintained in a state of good repair.

-REVISED DRAFT-

**B. DEVELOPMENT STANDARDS**

(1) Non-Residential Development of 25,000 square feet or more shall provide the following to the satisfaction of the City [County]:

A. A bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include, but is not limited to, the following:

1. Current maps, routes and schedules for public transit routes serving the site;
2. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators;
3. Ridesharing promotional material supplied by commuter-oriented organizations;
4. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information;
5. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.

(2) Non-Residential projects of 50,000 square feet or more shall comply with Section 3.B(1) above and shall provide all of the following measures to the satisfaction of the City [County]:

A. Not less than 10% of employee parking area, shall be located as close as is practical to the employee entrance(s), and shall be reserved for use by potential carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan upon application for building permit, to the satisfaction of City [County]. A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed/striped as demand warrants; provided that at all times at least one space for projects of 50,000 square feet to 100,000 square feet and two spaces for projects over 100,000 square feet will be



**-REVISED DRAFT-**

signed/stripped for carpool/vanpool vehicles.

- B. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of 7'2" shall be provided for those spaces and accessways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.
  
- C. Bicycle racks or other secure bicycle parking shall be provided to accommodate 4 bicycles per the first 50,000 square feet of non-residential development and 1 bicycle per each additional 50,000 square feet of non-residential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the City [County].

(3) Non-Residential projects of 100,000 square feet or more shall comply with Sections 3.B(1) and 3.B(2) above, and shall provide all of the following measures to the satisfaction of the City [County]:

- A. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers.
  
- B. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.
  
- C. If determined necessary by the City [County] to mitigate the project impact, bus stop improvements must be provided by developments that are located along high-traffic-volume streets and established bus routes. The City [County] will consult with the local bus service providers in determining appropriate improvements.
  
- D. Safe and convenient access from the external circulation system to bicycle parking facilities onsite.

**-REVISED DRAFT-**

**SECTION 4.        MONITORING**

- A.**    [THE ORDINANCE SHALL INCORPORATE APPROPRIATE PROVISIONS FOR MONITORING PROJECT COMPLIANCE WITH THE STANDARDS REQUIRED HEREIN.  THE SELECTION OF MONITORING METHODS IS LEFT TO THE DISCRETION OF THE CITY [COUNTY].  EXAMPLES OF RECOMMENDED MONITORING INCLUDE SITE MONITORING PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY OR BUSINESS LICENSE.]

**SECTION 5.        ENFORCEMENT**

- A.**    [THE ORDINANCE SHALL INCORPORATE APPROPRIATE PROVISIONS FOR ENFORCEMENT OF THE STANDARDS REQUIRED HEREIN.  THE SELECTION OF ENFORCEMENT METHODS IS LEFT TO THE DISCRETION OF THE CITY [COUNTY].  EXAMPLES OF RECOMMENDED ENFORCEMENT METHODS INCLUDE REFERENCING EXISTING ENFORCEMENT AND COMPLIANCE PROVISIONS IN A JURISDICTIONS ZONING CODE.]

**-REVISED DRAFT-**

**SECTION 6.** This ordinance shall take effect upon the expiration of 30 days from the date of its publication.

**INTRODUCED AND FIRST READ** at a duly called meeting of the City Council [Board of Supervisors] held on \_\_\_\_\_.

**PASSED, APPROVED AND ADOPTED** this \_\_\_\_ day of \_\_\_\_\_ by the following vote:

**AYES:**

**NOES:**

\_\_\_\_\_  
Mayor  
[Chairman, Board of Supervisors]

**ATTEST:**

\_\_\_\_\_

**APPROVED AS TO FORM:**

\_\_\_\_\_



1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

\$ IN PARENS ARE NOT SHA OR BOND FUNDS  
 TEC=TOTAL ESCALATED COST - ALL CAPITAL  
 OUTLAY FUNDS (\$ IN THOUSANDS)

RAMIS - DC  
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 L O S A N G E L E S

PAGE 1

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br><br>RW<br>ESCAL<br><br>CONSTR<br>1/92 | PROGRAM SCHEDULE       |                        |                        |                        |                        |                        |                                |
|--|---|---|---|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------------|
|  |   |   |   | 4.5%<br>1.045<br>92/93 | 4.5%<br>1.092<br>93/94 | 4.5%<br>1.141<br>94/95 | 4.5%<br>1.193<br>95/96 | 4.5%<br>1.246<br>96/97 | 4.5%<br>1.302<br>97/98 | 4.5% ESC<br>1.361 CUM<br>98/99 |
| 07 9101<br>04280 /<br>MCCR<br>CRR LOC<br>CRR 90                          | GLENDALE TRANSPORTATION CENTER<br><br>STAGE 1<br>PURCHASE PROPERTY, STATION; CONSTR<br>PARKING STRUCTR, UPGRD MLTIMODL USE<br>STIP AMEND 90-9 SEE #9101A 92FY                       | 3100<br>(3100)                            | 3100 C<br>(3100)C                             |                        |                        |                        |                        |                        |                        |                                |
| 07 9101A<br>04280 /<br>MCCR<br>CRR LOC<br>CRR 90                         | GLENDALE TRANSPORTATION CENTER<br><br>STAGE 2<br>PURCHASE PROPERTY, STATION; CONSTR<br>PARKING STRUCTR, UPGRD MLTIMODL USE<br>STIP AMEND 90-9 SPLIT FR #9101<br>TEC: 6158           |   | 3079 C<br>(3079)C                             | 3079<br>(3079)         |                        |                        |                        |                        |                        |                                |
| 07 9102<br>04412 /<br>MCCR<br>CRR LOC<br>CRR 90                          | COMMUTER RAIL SHARED FACILITIES<br>AT UNION STATION IN DOWNTOWN LA<br><br>CONSTR REPAIR FAC, PURCHASE PASSENGR<br>INFO EQPMNT, IMPRV TRACK, SIG, BR, CULV<br>STIP AMEND 90-9 92FY   | 10500<br>(10500)                          | 10500 C<br>(10500)C                           |                        |                        |                        |                        |                        |                        |                                |
| 07 9103<br>04412 /<br>MCCR<br>CRR LOC<br>CRR 90                          | LOS ANGELES-SAN BERNARDNO COMM RAIL<br>SBD TO UNION STATION IN DNTN LA<br><br>R/W RELATED IMPRVMENTS, PURCHASE ROLL<br>ING STOCK-56 MI FAC ON SPRR/SFRR RW<br>STIP AMEND 90-9 92FY  | 27500<br>(27500)                          | 27500 C<br>(27500)C                           |                        |                        |                        |                        |                        |                        |                                |
| 07 9104<br>04412 /<br>MCCR<br>CRR LOC<br>CRR 90                          | LOS ANGELES-VENTURA COMMUTER RAIL<br><br>FROM MOORPARK/UNION STATION DNTN LA<br>CONST R/W REL. IMPRVMENTS & PURCHASE<br>ROLLING STOCK-47 MI FAC ON SPRR R/W<br>STIP AMEND 90-9 92FY | 17800<br>(17800)                          | 17800 C<br>(17800)C                           |                        |                        |                        |                        |                        |                        |                                |

D-1

APPENDIX D





1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

RAMIS - DC  
 DIST REVU

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 OUTLAY FUNDS (\$ IN THOUSANDS)

D I S T R I C T 0 7  
 LOS ANGELES

PAGE 4

| DIST | PROJ | RTE  | LOCATION ID | E/A | PROG | FUND TYPES | ELEMENT/YEAR1 | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR | COST<br>RW<br>ESCAL   | PROGRAM SCHEDULE |                  |                        |                        |                        |                        |                        |
|------|------|------|-------------|-----|------|------------|---------------|---|------------------------|-----------------------|------------------|------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
|      |      |      |             |     |      |            |               |   |                        |                       | RW<br>91/92      | CONSTR<br>1/92   | 4.5%<br>1.045<br>92/93 | 4.5%<br>1.092<br>93/94 | 4.5%<br>1.141<br>94/95 | 4.5%<br>1.193<br>95/96 | 4.5%<br>1.246<br>96/97 |
| 07   | 9107 |      | 04412 /     |     | MCCR | CRR        | LOC<br>90     | LOS ANGELES-SANTA CLARITA COMM RAIL FROM SO. SANTA CLARITA VALLEY TO UNION STATION IN DNTN LA RELATED IMPRVMENTS & PURCHASE ROLL-ING STOCK--32 MI FAC/EXSTNG SPRR RW STIP AMEND 90-9 92FY | 18600<br>(18600)       | 18600 C<br>(18600)C   |                  |                  |                        |                        |                        |                        |                        |
| D-4  | 07   | 9108 | 04412 /     |     | MURR | URR        | LOC<br>90     | NORTH COAST LIGHT RAIL NORWLK/EL SEGNOD, RTE 105 TO WEST-CHESTER VIA LA INTL AIRPORT LOT C CONSTRUCT 2.8 MILE FACILITY STIP AMEND 90-9 92FY<br>TEC: 154800                                | 29000<br>(29000)       | 106400 C<br>(106400)C |                  | 77400<br>(77400) |                        |                        |                        |                        |                        |
|      | 07   | 9109 | 04412 /     |     | MURR | URR        | LOC<br>90     | PASADENA-LOS ANGELES LIGHT RAIL SIERRA MADRE VILLA/UNION STATION CONSTRUCT 13.6 MILE FACILITY STIP AMEND 90-9 92FY<br>TEC: 633200   | 21200<br>(21200)       | 337800 C<br>(337800)C |                  | 316600<br>316600 |                        |                        |                        |                        |                        |
|      | 07   | 9110 | 04412 /     |     | MURR | URR        | LOC<br>90     | METRO RAIL - MOS 3 HOLLYWOOD BLVD/VINE TO LANKERSHIM BLVD/CHANDLER BLVD CONSTRUCT 6.3 MILE AND 3 STATIONS STIP AMEND 90-9 92FY<br>TEC: 190000   |                        | 95000 C<br>(95000)C   |                  | 95000<br>(95000) |                        |                        |                        |                        |                        |
|      | 07   | 9111 | 04412 /     |     | MURR | URR        | LOC<br>90     | SAN FERNANDO VALLEY EAST-WEST TRANS FROM NO HOLLYWOOD MOS-3 STATION TO SEPULVEDA IN VAN NUYS CONSTRUCT 5.6 MILE FACILITY STIP AMEND 90-9 92FY<br>TEC: 992994                              |                        | 496497 C<br>(496497)C |                  | 496497<br>496497 |                        |                        |                        |                        |                        |



1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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D I S T R I C T 0 7  
 LOS ANGELES

PAGE 5

| DIST<br>RTE                                       | PROJ<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR 1 | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br><br>RW<br>ESCAL<br><br>CONSTR<br>1/92 | PRDGRAM SCHEDULE |       |       |       |       |       |           |
|---|--|---|---|---|------------------|-------|-------|-------|-------|-------|-----------|
|   |  |   |   |   | 4.5%             | 4.5%  | 4.5%  | 4.5%  | 4.5%  | 4.5%  | 4.5% ESC  |
| 07<br>04412 /<br>MURR<br>URR LOC<br>URR 90        | 9112   | NORWALK - EL SEGUNDO LINE<br>BETWEEN AVIATION BLVD AND MARIPOSA<br>AVE STATIONS<br>CONSTRUCT EL SEGUNDO-DEL NORTE<br>STATION<br>STIP AMEND 90-9<br>TEC: 10400                       |   | R<br>R<br>5200 C 5200<br>(5200)C (5200)       | 1.045            | 1.092 | 1.141 | 1.193 | 1.246 | 1.302 | 1.361 CUM |
| 07<br>04412 /<br>MURR<br>URR LOC<br>URR 90        | 9113   | NORWALK-EL SEGUNDO LIGHT RAIL<br>ON RTE 105 - CENTURY FWY<br><br>CONSTRUCT 10 TRANSIT STATIONS  | 3699<br>(3699)                            | R<br>R<br>3699 C<br>(3699)C                   |                  |       |       |       |       |       |           |
| 07<br>04412 /<br>P116<br>P116<br>P116 92          | 9120   | LOS ANGELES-VENTURA COMMUTER RAIL<br>FROM MOORPARK/UNION STATION DNTN LA<br><br>CONST R/W REL. IMPRVMENTS & PURCHASE<br>ROLLING STOCK-47 MI FAC ON SPRR R/W<br>STIP AMEND 90-9 92FY | (35300)                                   | R<br>R<br>C<br>(35300)C                       |                  |       |       |       |       |       |           |
| 07<br>04620 /<br>MCRR<br>CRR LOC<br>CRR 90        | 9114   | PASADENA TRANSPORTATION CENTER<br><br>PURCHASE PROPERTY & STATION, IMPROVE<br>PARKING, IMPROVE FOR MULTIMODAL USE<br>STIP AMEND 90-9 92FY<br>TEC: 6000                              | 3600<br>(3600)                            | R<br>R<br>C<br>6600 C 3000<br>(6600)C (3000)  |                  |       |       |       |       |       |           |
| 07<br>A2000<br>04412 /<br>MFCR<br>AXIX<br>FCRX 8A | 9701   | LACTC<br>FROM HOLLYWOOD TO NORTH HOLLYWOOD<br><br>METRO RAIL MOS-2 PHASE III<br><br>TEC: 23700  |   | R<br>R<br>C<br>23700 C 23700<br>C             |                  |       |       |       |       |       |           |

1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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D I S T R I C T 0 7  
 LOS ANGELES

PAGE 6

| DIST PROJ<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION  | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br><br>RW<br>ESCAL<br><br>CONSTR<br>1/92 | PROGRAM SCHEDULE |       |       |               |       |       |           |
|---|--|---|---|------------------|-------|-------|---------------|-------|-------|-----------|
|   |  |   |   | 4.5%             | 4.5%  | 4.5%  | 4.5%          | 4.5%  | 4.5%  | 4.5% ESC  |
|   |  |   |   | 1.045            | 1.092 | 1.141 | 1.193         | 1.246 | 1.302 | 1.361 CUM |
|   |  |   |   | 92/93            | 93/94 | 94/95 | 95/96         | 96/97 | 97/98 | 98/99     |
| 07 9702<br>A2000<br>04412 /<br><br>MFCR<br>AXIX MTPD<br>FCRX 8A               | LACTC<br>METRO RAIL MOS-2<br><br>CONSTRUCTION<br><br>TEC: 10500  | 156600<br>(1500)                          | 167100 C<br>(1500)C                           | 10500            |       |       |               |       |       |           |
| D-6<br>07 9703<br>A2000<br>04412 /<br><br>MFCR<br>AXIX<br>FCRX 92             | LACTC<br>DOWNTOWN LA CONNECTING W/ E VENTURA<br>CO, SBO CO, N LOS ANGELES CO<br>FINAL DESIGN, CONSTRUCTION, FINISH-<br>ING WORK--14 COMMUTER RAIL STATIONS | 3277                                      | 3277 C<br>C                                   |                  |       |       |               |       |       |           |
| 07 7037<br>C5006<br>PICOBL/<br>11851G<br>HB4N<br>FAUB<br>FCRL 90              | IN CITY OF LOS ANGELES<br>ON PICO BLVD<br><br>SIGNAL COORDINATION<br>SMART CORRIDOR CONCEPT<br><br>TEC: 3200   |   | 2683 C<br>C                                   |                  |       |       | 3200          |       |       | #         |
| 07 7035<br>C5130<br>FREMOM/<br>11849G<br>HB4N<br>FAUB LOC<br>FCRL 90          | IN ALHAMBRA<br>ON FREMONT AVE FROM MISSION RD TO<br>VALLEY BLVD<br>ADD SB THROUGH LANE AND RIGHT TURN<br>LANE<br><br>TEC: 2287                             |   | 1238 C<br>(680)C                              |                  |       |       | 1477<br>(810) |       |       | #         |
| 07 7034<br>C5144<br>GLENDA/<br>11848G<br>HB4N<br>FAUB<br>FCRL 90              | IN GLENDALE<br>CENTRAL BUSINESS DISTRICT<br><br>EXPAND CENTRALIZED SIGNAL COMPUTER<br>SYSTEM<br><br>TEC: 1216  |   | 1019 C<br>C                                   |                  |       |       | 1216          |       |       | #         |

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 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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RAMIS - DC  
 DIST REVU

D I S T R I C T 0 7  
 LOS ANGELES

PAGE 7

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1     | PROJ<br>RTE<br>DESCRIPTION   | PREV<br>PROG<br>CONSTR<br>RW<br>91/92 | COST<br>RW<br>ESC<br>CONSTR<br>1/92 | PROGRAM SCHEDULE       |                        |                        |                        |                        |                        |                                |
|--|--|---------------------------------------|-------------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------------|
|  |  |                                       |                                     | 4.5%<br>1.045<br>92/93 | 4.5%<br>1.092<br>93/94 | 4.5%<br>1.141<br>94/95 | 4.5%<br>1.193<br>95/96 | 4.5%<br>1.246<br>96/97 | 4.5%<br>1.302<br>97/98 | 4.5% ESC<br>1.361 CUM<br>98/99 |
| 07 7056<br>C5362<br>ATLANT/<br>1268OK<br>HE11<br>FAUB CITY<br>FCRL 92        | IN CITY OF COMMERCE<br>ON ATLANTIC BLVD "MIXMASTER"<br>ADJACENT TO THE SANTA ANA FWY<br>MODIFY INTERSECTION OF FIVE SURFACE<br>STREETS AND RTE 5 FREEWAY RAMP<br>TEC: 16332        |                                       | R<br>R<br>6000 C<br>(6000)C         |                        |                        |                        |                        |                        |                        | 8166<br>(8166)                 |
| D-7<br>07 7057<br>C5403<br>DELAMO/<br>1269OK<br>HE11<br>FAUB CITY<br>FCRL 92 | IN CARSON<br>ON DEL AMO BLVD AT RTE 405<br>CONSTRUCT FOUR-LANE OVERCROSSING<br>TEC: 17700  |                                       | R<br>R<br>7495 C<br>(5511)C         |                        |                        |                        |                        |                        |                        | 10200<br>(7500)                |
| 07 7053<br>F5953<br>VALLEY/<br>1270OK<br>HE12<br>FAUB LOC<br>FCRL 92         | FROM ALHAMBRA TO EL MONTE<br>ON VALLEY BLVD BETWEEN RTE 710 AND<br>SANTA ANITA AVE<br>WIDEN INTERSECTIONS AND ROADWAY AT<br>SELECTED LOCATIONS<br>TEC: 15000                       |                                       | R<br>(3100)R<br>5511 C<br>(3233)C   |                        |                        |                        |                        |                        |                        | (3100)<br>7500<br>(4400)       |
| 07 7051<br>F5953<br>CHATSW/<br>1266OK<br>MFCR<br>STA LOC<br>FCRM 92          | IN CITY OF LOS ANGELES-CHATSWORTH<br>BETWEEN DEVONSHIRE ST AND LASSEN ST<br>ONE BLOCK WEST OF CANOGA AVE<br>CONSTRUCT CHATSWORTH COMMUTER RAIL<br>STATION ACCESS ROAD<br>TEC: 2200 |                                       | R<br>(630)R<br>538 C<br>(688)C      |                        |                        |                        |                        |                        |                        | (630)<br>700<br>(870)          |
| 07 7050<br>F5953<br>BLUE /<br>1265OK<br>MFCR<br>STA LOC CITY<br>FCRM 92      | IN LOS ANGELES<br>AT INTERSECTION OF BLUE LINE, SPRR<br>FREIGHT, IMPERIAL HWY, WILMINGTON AV<br>CONSTRUCT IMPERIAL HIGHWAY OC<br>LOC=LACTC<br>TEC: 27600                           |                                       | R<br>R<br>6760 C<br>(13519)C        |                        |                        |                        |                        |                        |                        | 9200<br>(18400)                |

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D I S T R I C T 0 7  
 LOS ANGELES

PAGE 8

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJ<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br><br>RW<br>ESCAL<br><br>CONSTR<br>1/92 | PROGRAM SCHEDULE       |                        |                        |                        |                        |                        |                                |  |  |
|--|--|---|---|---|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------------|--|--|
|  |  |   |   |   | 4.5%<br>1.045<br>92/93 | 4.5%<br>1.092<br>93/94 | 4.5%<br>1.141<br>94/95 | 4.5%<br>1.193<br>95/96 | 4.5%<br>1.246<br>96/97 | 4.5%<br>1.302<br>97/98 | 4.5% ESC<br>1.361 CUM<br>98/99 |  |  |
| 07<br>F5953<br>LOSANG/<br>11846G<br>HB4N<br>FAUB<br>FCRL<br>90           | 7032   | IN LA COUNTY<br>AT VARIOUS LOCATIONS<br><br>SYNCHRONIZE SIGNALS STAGE 1<br><br>STIP AMEND 90-2<br>TEC: 7300   |   | R<br>R<br>6119 C<br>C                         |                        |                        |                        | 7300                   |                        |                        |                                |  |  |
| 07<br>F5953<br>LOSANG/<br>11847G<br>HB4N<br>FAUB<br>FCRL<br>90           | 7033   | IN LA COUNTY<br>AT VARIOUS LOCATIONS<br><br>SYNCHRONIZE SIGNALS STAGE 2<br><br>TEC: 10000   |   | R<br>R<br>8026 C<br>C                         |                        |                        |                        | 10000                  |                        |                        |                                |  |  |
| 07<br>F5953<br>ROSECR/<br>12670K<br>HE13<br>FAUB LOC<br>FCRL<br>92       | 7052   | IN EL SEGUNDO AND HAWTHORNE<br>AT THE INTERSECTION OF ROSECRANS<br>AVENUE AND AVIATION BOULEVARD<br>RECONSTRUCT INTERSECTION, WIDEN RR<br>OVERPASS FOR ADDL TURN & THRU LANES<br><br>TEC: 11400 |   | R<br>(2820)R<br>538 C<br>(6052)C              |                        |                        | (2820)                 |                        |                        | 700<br>(7880)          |                                |  |  |
| 07<br>F5953<br>CRENSH/<br>11768G<br>HB4N<br>FAUB<br>FCRL<br>90           | 7014   | FROM LOS ANGELES TO TORRANCE<br>ON CRENSHAW BLVD. FROM WILSHIRE<br>TO CREST<br>UPGRADE SYNCHRONIZED SIGNALS<br><br>TEC: 1124  |   | R<br>R<br>902 C<br>C                          |                        |                        |                        | 1124                   |                        |                        |                                |  |  |
| 07<br>OO1<br>023.4/<br>10291G<br>HE13<br>FAUB FAU<br>FCR<br>8A           | 0023G<br>025.2   | IN MANHATTAN BEACH AND EL SEGUNDO<br>MARINE AVE/GRAND AVE<br><br>WIDEN FR 6 TO 8 LANES & CHANNELIZE<br><br>MANHTNBCH=280,ELSEG=320,RFAU=2306<br>TEC: 7686                                       |   | 510 R<br>R<br>3910 C<br>(2661)C               | 510                    |                        |                        | 4270<br>(2906)         |                        |                        |                                |  |  |

D-8

1992 ADOPTED  
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D I S T R I C T 0 7  
LOS ANGELES

PAGE 9

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJ<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR<br>RW<br>91/92 | COST<br>RW<br>ESCAL<br>CONSTR<br>1/92 | PROGRAM SCHEDULE |      |      |      |      |      |          |  |  |
|--|--|---|---------------------------------------|---------------------------------------|------------------|------|------|------|------|------|----------|--|--|
|  |  |   |                                       |                                       | 4.5%             | 4.5% | 4.5% | 4.5% | 4.5% | 4.5% | 4.5% ESC |  |  |
| 07<br>005<br>000.0/ 006.8<br>101670<br>HE13<br>IR<br>FCR BA              | 0978T  | NEAR BUENA PARK & SANTA FE SPRINGS<br>FROM ROUTE 91 TO ROUTE 605<br>(SEE 12-#0978T)<br>EXISTING 6-LN FWY. ADD 2 MIXED FLOW<br>LANES & 2 HOV LANES<br>FIXED AMT--UNDFND R/W ONLY<br>TEC: 100 |                                       | 100 R<br>R<br>C<br>C                  | 100              |      |      |      |      |      |          |  |  |
| D-9<br>07<br>005<br>004.5/ 006.1<br>02382G<br>HB311<br>STA<br>SND BA     | 0090G  | IN NORWALK<br>FROM KALNOR TO IMPERIAL AND FROM<br>SPRR TO CECILIA (POR)<br>SOUNDWALLS: EAST (NB) SIDE<br>FORMER PAYBACK SEC 215.5<br>B92V08/91 #  | 924                                   | 924 R<br>R<br>C<br>C                  |                  |      |      |      |      |      |          |  |  |
| 07<br>005<br>005.9/ 006.4<br>01318P<br>HB311<br>STA<br>SND 90            | 0091A  | IN NORWALK<br>FROM ORR AND DAY RD OH TO FLORENCE<br>AVE<br>SOUNDWALL: EAST (NB) SIDE<br>SEC 215.5 PAYBACK FOR 01318G<br>TEC: 602 #  |                                       | 483 R<br>R<br>C<br>C                  |                  |      |      |      | 602  |      |          |  |  |
| 07<br>005<br>005.9/ 006.4<br>02385G<br>HB311<br>IR<br>SNO 90             | 0091D  | NEAR NORWALK<br>FROM ORR AND DAY RD OH TO FLORENCE<br>AVE<br>SOUNDWALL: WEST (SB) SIDE<br>TEC: 1012 #   |                                       | 887 R<br>R<br>C<br>C                  |                  |      | 1012 |      |      |      |          |  |  |
| 07<br>005<br>007.1/ 008.9<br>11171G<br>HB311<br>IR<br>SND BA             | 0094S  | IN DOWNEY<br>FROM SAN GABRIEL RIVER TO PARAMOUNT<br>BLVD<br>SOUNDWALLS: WEST (SB) SIDE<br>TEC: 3913 #   | 79                                    | 79 R<br>R<br>C<br>C                   |                  |      | 3913 |      |      |      |          |  |  |

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 DIST REVU

D I S T R I C T 0 7  
 LOS ANGELES

PAGE 10

| DIST | PROJ         | RTE | LOCATION ID | E/A | PROG | FUND TYPES | ELEMENT/YEAR1 | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR | COST<br>RW<br>ESCAL | PROGRAM SCHEDULE |                |               |               |               |               |               |               |               |
|------|--------------|-----|-------------|-----|------|------------|---------------|---|------------------------|---------------------|------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
|      |              |     |             |     |      |            |               |   |                        |                     | RW<br>91/92      | CONSTR<br>1/92 | 4.5%<br>92/93 | 4.5%<br>93/94 | 4.5%<br>94/95 | 4.5%<br>95/96 | 4.5%<br>96/97 | 4.5%<br>97/98 | 4.5%<br>98/99 |
| 07   | 010BB        |     |             |     |      |            |               | NEAR COMMERCE<br>FROM DITMAN AVENUE TO BONNIE BEACH<br>PLACE<br>CONSTRUCT SOUNDWALL:SB  |                        | 1282                |                  |                |               | 1400          |               |               |               |               |               |
| 005  | 014.3/ 014.8 |     |             |     |      |            |               | STIP AMEND 90-8<br>TEC: 1400  |                        |                     |                  |                |               | #             |               |               |               |               |               |
| D-10 | 0157M        |     |             |     |      |            |               | IN LOS ANGELES<br>RTE 170 TO VAN NUYS BLVD &<br>RTE 170-R20.2/R20.5:SB<br>RECONSTRUCT SHOULDER, WIDEN BRIDGES<br>FROM 5 TO 6 LANES      | 15344                  | 15344               |                  |                |               |               |               |               |               |               |               |
| 005  | 036.4/ 038.5 |     |             |     |      |            |               | B92   | #                      |                     |                  |                |               |               |               |               |               |               |               |
| 07   | 0158         |     |             |     |      |            |               | NEAR ARLETA<br>FROM OSBORNE STREET TO 0.3 MILE N<br>SOUNDWALLS:NB   |                        | 705                 |                  |                |               |               |               |               |               |               | 960           |
| 005  | 037.4/ 037.7 |     |             |     |      |            |               | TEC: 960  |                        |                     |                  |                |               |               |               |               |               |               |               |
| 07   | 0291A        |     |             |     |      |            |               | IN EL MONTE<br>FROM SB BALDWIN AVE TO RTE 605<br>(INTERIM)<br>EXTEND SBD FWY BUSWAY, ON EXISTING<br>8-LN FWY ADD AUX LNS,SHLDR & EB HOV |                        | 5637                |                  | 5891           |               |               |               |               |               |               |               |
| 010  | 028.0/ 031.1 |     |             |     |      |            |               | TEC: 5891   | #                      |                     |                  |                |               |               |               |               |               |               |               |
| 07   | 0296         |     |             |     |      |            |               | IN EL MONTE<br>FROM 0.2 MILES WEST OF SANTA ANITA<br>TO MEEKER<br>SOUNDWALLS:NORTH (WB) SIDE  |                        | 3194                |                  | 3338           |               |               |               |               |               |               |               |
| 010  | 028.5/ 029.3 |     |             |     |      |            |               | TEC: 3338   |                        |                     |                  |                |               | #             |               |               |               |               |               |







1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

RAMIS - DC  
 DIST REVU

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 OUTLAY FUNDS (\$ IN THOUSANDS)

D I S T R I C T 0 7  
 LOS ANGELES

PAGE 13

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJ  | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR | COST<br>RW<br>ESCAL         | PROGRAM SCHEDULE |                |                |                |                |                |                |       |
|--|-------|---|------------------------|-----------------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|-------|
|  |       |   |                        |                             | 4.5%             | 4.5%           | 4.5%           | 4.5%           | 4.5%           | 4.5% ESC       |                |       |
|  |       |   | RW<br>91/92            | CONSTR<br>1/92              | 1.045<br>92/93   | 1.092<br>93/94 | 1.141<br>94/95 | 1.193<br>95/96 | 1.246<br>96/97 | 1.302<br>97/98 | 1.361<br>98/99 | CUM   |
| 07<br>030<br>002.4/ 008.3<br>10501G<br>HE14<br>FAUB<br>FCR<br>90         | 0412A | IN LA VERNE AND CLAREMONT<br>FROM FOOTHILL BL TO SAN BERNARDINO<br>COUNTY LINE<br>CONSTRUCT 6-LANE FREEWAY INCLUDING<br>2 HOV LANES<br>FIXED AMT--UNDFND R/W ONLY<br>TEC: 87157 |                        | 87157 R<br>R<br>C<br>C      |                  |                |                | 24517          | 62640          |                |                |       |
| D-13<br>07<br>030<br>004.1/ 004.8<br>10289G<br>HB4C<br>FAUB<br>FCR<br>90 | 0417T | IN CLAREMONT<br>FROM WILLIAMS AVE TO COLLEGE WAY<br>CONVERT FROM 2-LANE TO 4-LANE<br>CONVENTIONAL HIGHWAY, REALIGNMENT<br>TEC: 10290  |                        | 2209 R<br>R<br>6560 C<br>C  |                  | 2209           |                |                | 8081           |                |                |       |
| 07<br>030<br>004.8/ 005.2<br>105030<br>HE13<br>STAM FAU<br>FCR<br>8A     | 0418W | IN CLAREMONT<br>FROM COLLEGE WAY TO TOWNE AVE (POR)<br>WIDEN FROM 2-LANES TO 4-LANES<br>CONVENTIONAL HIGHWAY<br>B92   | (460)<br>81<br>(498)   | (460)R<br>81 C<br>(498)C    |                  |                |                |                |                |                |                |       |
| 07<br>030<br>005.2/ 007.7<br>102900<br>HE13<br>FAUB CITY<br>FCR<br>8A    | 0421F | IN CLAREMONT<br>BASE LINE RD: TOWNE AV/SBD CO L<br>WIDEN FROM 2-LANES TO 4-LANES<br>CONVENTIONAL HIGHWAY<br>B92   | (1091)<br>521          | (1091)R<br>521 C<br>C       |                  |                |                |                |                |                |                |       |
| 07<br>030<br>R005.6/R007.5<br>12640K<br>HE12<br>FAUB<br>FCR<br>92        | 0422  | IN CLAREMONT<br>FROM TOWNE AVENUE TO 0.1 MILE WEST<br>OF PADUA AVENUE<br>CONSTRUCT NEW 8-LANE FREEWAY INCLUD<br>ING 2 HOV LANES<br>TEC: 72000                                   |                        | 4100 R<br>R<br>49890 C<br>C |                  |                |                |                | 4100           |                |                | 67900 |

1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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 OUTLAY FUNDS (\$ IN THOUSANDS)

RAMIS - DC  
 DIST REVU

D I S T R I C T 0 7  
 LOS ANGELES

PAGE 14

| OIST PROJ<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION  | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br>RW<br>ESCAL<br><br>CONSTR<br>1/92 | PROGRAM SCHEDULE |       |       |       |       |       |       | 4.5%<br>ESC<br><br>CUM |
|---|--|---|---|------------------|-------|-------|-------|-------|-------|-------|------------------------|
|   |  |   |   | 4.5%             | 4.5%  | 4.5%  | 4.5%  | 4.5%  | 4.5%  | 4.5%  |                        |
| 07 0424T<br>030<br>R007.5/R008.2<br>12630K<br>HE12<br>FAUB<br>FCR 92          | IN CLAREMONT<br>FROM 0.1 MILE WEST OF PADUA AVE TO<br>SAN BERNARDINO CO LINE<br>CONSTRUCT INTERCHANGE AND 8-LANE<br>FREEWAY INCLUDING 2 HOV LANES<br><br>TEC: 39200            |   | 3000 R<br>26598 C                         | 1.045            | 1.092 | 1.141 | 1.193 | 1.246 | 1.302 | 1.361 | 3000<br>36200          |
| D-14<br>07 0437B<br>047<br>002.3/<br>10885G<br>HE11<br>038 STAD<br>FCR 8A     | ON TERMINAL ISLAND<br>SEASIDE TOLL PLAZA<br><br>GRADE SEPARATION<br><br>TEC: 7259  |   | 6949 C                                    | 7259             |       |       |       |       |       |       | #                      |
| 07 0448S<br>048<br>006.8/ 007.5<br>11519G<br>HE12<br>F<br>FCR 8A              | NEAR GORMAN<br>FROM 0.4 MILE EAST OF 280TH ST TO<br>1.1 MILE WEST OF THREE POINTS RD<br>CORRECT CURVES<br><br>TEC: 2517  |   | 2409 C                                    | 2517             |       |       |       |       |       |       | #                      |
| 07 0487M<br>060<br>013.8/ 014.8<br>02393G<br>HB311<br>F<br>SND 92             | NEAR CITY OF INDUSTRY<br>FROM 0.5 MILE WEST OF 7TH ST TO<br>0.3 MILE WEST OF TURNBULL CANYON RD<br>SOUNDWALLS:BOTH SIDES<br><br>STIP AMEND 90-10 RECYCLED 92 PRIO<br>TEC: 3511 |   | 2697 C                                    |                  |       |       |       |       | 3511  |       |                        |
| 07 0491<br>060<br>015.1/ 016.9<br>00235G<br>HB311<br>F<br>SND 92              | NEAR HACIENDA HEIGHTS<br>FROM TURNBULL CANYON RD TO 0.6 MILE<br>EAST OF STIMSON<br>SOUNDWALLS:BOTH SIDES<br><br>STIP AMEND 90-10 RECYCLED 92 PRIO<br>TEC: 7694                 |   | 5909 C                                    |                  |       |       |       |       | 7694  |       |                        |



1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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D I S T R I C T 0 7  
 LOS ANGELES

PAGE 16

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJ  | PROJECT DESCRIPTION  | PREV<br>PROG<br>CONSTR | COST<br>RW<br>ESCAL<br>CONSTR             | PROGRAM SCHEDULE |       |       |       |       |          |       |
|--|-------|--|------------------------|---|------------------|-------|-------|-------|-------|----------|-------|
|  |       |  |                        |   | 4.5%             | 4.5%  | 4.5%  | 4.5%  | 4.5%  | 4.5% ESC |       |
|  |       |  | RW<br>91/92            | 1/92                                      | 92/93            | 93/94 | 94/95 | 95/96 | 96/97 | 97/98    | 98/99 |
| 07<br>060<br>R028.3/R030.3<br>11584G<br>HE12<br>F<br>FCR                 | 05110 | NEAR POMONA<br>AT ROUTE 71 INTERCHANGE<br><br>RECONSTRUCT IC BALANCE OF STAGE 1<br>(SEE #0503A) AND STAGE 2<br>POMONA \$4M ESC<br>TEC: 35023 |                        | R<br>R<br>29553 C 30874<br>(3972)C (4149) |                  |       |       |       |       |          |       |
| D-16<br>07<br>091<br>R006.4/R020.7<br>11586G<br>HB5<br>F<br>FCR          | 0530C | NEAR LOS ANGELES<br>FROM RTE 110 TO ORANGE CO LINE<br><br>TO EXISTING 8-LANE FREEWAY ADD<br>EB & WB HOV LANES<br>TEC: 2091                   |                        | R<br>R<br>1754 C<br>C                     |                  |       |       | 2091  |       |          |       |
| 07<br>091<br>R017.3/R018.1<br>02044G<br>HB311<br>F<br>SND                | 0556N | NEAR ARTESIA AND CERRITOS<br>FROM 0.2 MILES WEST OF GRIDLEY TO<br>PIONEER<br>SOUNDWALLS:BOTH SIDES<br>TEC: 523                               |                        | R<br>R<br>438 C<br>C                      |                  |       |       | 523   |       |          |       |
| 07<br>101<br>S000.2/S001.3<br>001911<br>HB311<br>F<br>SND                | 0567  | IN LOS ANGELES - BOYLE HEIGHTS<br>FROM WHITTIER BLVD TO MISSION RD<br><br>SOUNDWALLS:BOTH SIDES<br>TEC: 3423                                 | 9                      | 9 R<br>R<br>3276 C 3423<br>C              |                  |       |       |       |       |          |       |
| 07<br>101<br>001.6/ 004.4<br>499341<br>HB311<br>F<br>SND                 | 0574  | IN LOS ANGELES - DOWNTOWN<br>FROM BEAUDRY TO VERMONT<br><br>SOUNDWALLS:BOTH SIDES<br>TEC: 3699   |                        | R<br>R<br>3540 C 3699<br>C                |                  |       |       |       |       |          |       |

1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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 OUTLAY FUNDS (\$ IN THOUSANDS)

RAMIS - DC  
 DIST REVU

D I S T R I C T 0 7  
 LOS ANGELES

PAGE 17

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJ<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION  | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br><br>RW<br>ESCAL<br><br>CONSTR<br>1/92 | PROGRAM SCHEDULE       |                        |                        |                        |                        |                        |                                |
|--|--|--|---|---|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------------|
|  |  |  |   |   | 4.5%<br>1.045<br>92/93 | 4.5%<br>1.092<br>93/94 | 4.5%<br>1.141<br>94/95 | 4.5%<br>1.193<br>95/96 | 4.5%<br>1.246<br>96/97 | 4.5%<br>1.302<br>97/98 | 4.5% ESC<br>1.361 CUM<br>98/99 |
| 07<br>101<br>007.5/ 007.7<br>11157G<br>HB311<br>F<br>SND                 | 0585A<br><br><br><br>92  | NEAR HOLLYWOOD<br>FROM CAHUENGA BLVD TO ODIN ST<br><br>SOUNDWALLS:NB & SB<br><br>TEC: 1588                               |   | 16 R<br>R<br>1155 C<br>C                      |                        |                        |                        |                        |                        |                        | 16<br><br>1572                 |
| D-17<br>07<br>101<br>011.6/ 012.6<br>05352G<br>HB311<br>F<br>SND         | 0603<br><br><br><br>90   | IN NORTH HOLLYWOOD<br>FROM ROUTE 170 TO RADFORD AVE<br><br>SOUNDWALLS:EAST (NB) SIDE<br><br>TEC: 1918                    |   | 1608 R<br>R<br>C<br>C                         |                        |                        |                        | 1918                   |                        |                        |                                |
| 07<br>101<br>011.7/ 018.6<br>11474G<br>HB4C<br>F<br>FCR                  | 0616C<br><br><br><br>8A  | NEAR STUDIO CITY & SHERMAN OAKS<br>RTE 170/RTE 405 (POR)<br><br>ADD NB MIXED FLOW LANE BY<br>RESTRIPING<br><br>TEC: 4320 |   | 75 R<br>R<br>4062 C<br>C                      | 75<br>4245             |                        |                        |                        |                        |                        |                                |
| 07<br>101<br>012.6/ 013.3<br>00224G<br>HB311<br>F<br>SND                 | 0607<br><br><br><br>90   | IN STUDIO CITY<br>FROM RADFORD TO TUJUNGA WASH<br><br>SOUNDWALLS:BOTH SIDES<br><br>TEC: 2019                             |   | 1770 R<br>R<br>C<br>C                         |                        |                        | 2019                   |                        |                        |                        |                                |
| 07<br>101<br>019.3/ 020.1<br>020451<br>HB311<br>F<br>SND                 | 0621M<br><br><br><br>8A  | IN ENCINO<br>FROM BALBOA TO 0.1 MILE EAST OF<br>WHITE OAK<br>SOUNDWALLS:WEST (SB) SIDE<br><br>B92V01/92                  | 850                                       | 850 R<br>R<br>C<br>C                          |                        |                        |                        |                        |                        |                        |                                |





1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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 OUTLAY FUNDS (\$ IN THOUSANDS)

RAMIS - DC  
 DIST REVU

D I S T R I C T 0 7  
 LOS ANGELES

PAGE 20

D-20

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJ<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR<br>RW<br>91/92 | COST<br>RW<br>ESCAL<br>CONSTR<br>1/92 | PROGRAM SCHEDULE |       |       |       |       |       |           |
|--|--|---|---------------------------------------|---------------------------------------|------------------|-------|-------|-------|-------|-------|-----------|
|  |  |   |                                       |                                       | 4.5%             | 4.5%  | 4.5%  | 4.5%  | 4.5%  | 4.5%  | 4.5% ESC  |
| 07<br>105<br>RO03.1/RO17.8<br>11999G<br>HE14<br>I<br>LOC<br>FCR 90       | 0642I  | NEAR HAWTHORNE & NORWALK CENTURY<br>HAWTHORNE BLVD/RTE 605 (#44-12)<br><br>PROCURE ELEVATORS AND ESCALATORS<br>FOR TRANSIT STATIONS<br><br>B92    | 2299<br>(3515)<br><br>#               | 2299 C<br>(3515)C                     | 1.045            | 1.092 | 1.141 | 1.193 | 1.246 | 1.302 | 1.361 CUM |
| 07<br>105<br>RO03.1/<br>OO775Y<br>HB32<br>IR<br>FCR 8A                   | 2642Y  | NEAR INGLEWOOD CENTURY FWY<br>AT HAWTHORNE BLVD (#51-2)<br><br>HIGHWAY PLANTING PORTION OF #0642E<br>CAT-3<br><br>TEC: 92                         |                                       | 88 C<br>C                             | 92               |       |       |       |       |       | #         |
| 07<br>105<br>RO03.1/<br>11422G<br>HE14<br>STA LOC<br>FCR 8A              | 3642H  | NEAR INGLEWOOD CENTURY FWY<br>AT HAWTHORNE BLVD (#51-3)<br><br>COMPLETE HAWTHORNE BLVD TRANSIT<br>STATION<br><br>TEC: 1154                        |                                       | 349 C<br>(755)C                       | 365<br>(789)     |       |       |       |       |       | #         |
| 07<br>105<br>RO04.2/RO05.6<br>O6043Y<br>HB32<br>I<br>FCR 8A              | 2645Y  | NEAR INGLEWOOD CENTURY FWY<br>FROM LEMOLI TO WILTON (#32-5)<br><br>HIGHWAY PLANTING PORTION OF #2642C<br>CAT-3<br>#2642C AWARDED<br><br>B91V09/91 | 602<br><br>#                          | 602 C<br>C                            |                  |       |       |       |       |       |           |
| 07<br>105<br>RO04.2/<br>11323G<br>HE14<br>IR<br>FCR 8A                   | 3642C  | NEAR INGLEWOOD CENTURY FWY<br>AT CRENSHAW BLVD (#32-2)<br><br>CONSTRUCT PARK AND RIDE LOT<br>(HIGHWAY PLNTG #3642Y)<br><br>TEC: 1227              |                                       | 1175 C<br>C                           | 1227             |       |       |       |       |       | #         |



1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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RAMIS - DC  
 DIST REVU

D I S T R I C T 0 7  
 LOS ANGELES

PAGE 21

| DIST PROJ<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION  | PREV<br>PROG<br>CONSTR | COST<br>RW<br>ESCAL<br>CONSTR       | PROGRAM SCHEDULE |       |       |       |       |       |       |          |
|---|--|------------------------|-------------------------------------|------------------|-------|-------|-------|-------|-------|-------|----------|
|   |  |                        |                                     | 91/92            | 1/92  | 92/93 | 93/94 | 94/95 | 95/96 | 96/97 | 97/98    |
| 07 3642Q<br>105<br>R004.2/<br>11424G<br>HE14<br>IR LOC<br>FCR 8A              | NEAR INGLEWOOD CENTURY FWY<br>AT CRENSHAW BLVD (#32-4)<br><br>TRANSIT STATION STAGE 2<br><br>TEC: 1440                                 |                        | R<br>R<br>82 C 86<br>(1296)C (1354) | 4.5%             | 4.5%  | 4.5%  | 4.5%  | 4.5%  | 4.5%  | 4.5%  | 4.5% ESC |
| 07 3642Y<br>105<br>R004.2/<br>11321Y<br>HB32<br>IR<br>FCR 8A                  | NEAR INGLEWOOD CENTURY FWY<br>AT CRENSHAW BLVD PARK & RIDE (#32-2)<br><br>HIGHWAY PLANTING PORTION OF #3642C<br>CAT-3<br><br>TEC: 53   |                        | 50 C 53<br>C                        | 1.045            | 1.092 | 1.141 | 1.193 | 1.246 | 1.302 | 1.361 | CUM      |
| 07 0642Y<br>105<br>R005.5/R007.0<br>06042Y<br>HB32<br>I<br>FCR 8A             | IN LOS ANGELES CENTURY FWY<br>FROM WILTON TO HOOVER (#33-3)<br><br>HIGHWAY PLANTING PORTION OF #0642S<br>CAT-3<br><br>TEC: 676         |                        | 647 C 676<br>C                      | 1.045            | 1.092 | 1.141 | 1.193 | 1.246 | 1.302 | 1.361 | CUM      |
| 07 3646R<br>105<br>R005.5/R007.8<br>11501G<br>HE14<br>I<br>FCR 8A             | IN LOS ANGELES CENTURY FWY<br>FROM WILTON PLACE TO MAIN ST (#62)<br><br>SIGNS, SIGNALS, STRIPING, PAVEMENT<br>MARKERS<br><br>TEC: 2380 | 7                      | 7 R<br>R<br>2278 C 2380<br>C        | 1.045            | 1.092 | 1.141 | 1.193 | 1.246 | 1.302 | 1.361 | CUM      |
| 07 0643W<br>105<br>R006.7/R007.8<br>11816G<br>HE14<br>IR LOC<br>FCR 8A        | IN LOS ANGELES CENTURY FWY<br>AT VERMONT (#46-6)<br><br>TRANSIT STATION STAGE 2<br><br>TEC: 771  |                        | 257 C 269<br>(480)C (502)           | 1.045            | 1.092 | 1.141 | 1.193 | 1.246 | 1.302 | 1.361 | CUM      |

D-21

1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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 OUTLAY FUNDS (\$ IN THOUSANDS)

RAMIS - DC  
 DIST REVU

D I S T R I C T 0 7  
 LOS ANGELES

PAGE 22

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION  | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br><br>RW<br>ESCAL<br><br>CONSTR<br>1/92 | PROGRAM SCHEDULE       |                        |                        |                        |                        |                        |                                |  |
|--|--|---|---|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------------|--|
|  |  |   |   | 4.5%<br>1.045<br>92/93 | 4.5%<br>1.092<br>93/94 | 4.5%<br>1.141<br>94/95 | 4.5%<br>1.193<br>95/96 | 4.5%<br>1.246<br>96/97 | 4.5%<br>1.302<br>97/98 | 4.5% ESC<br>1.361 CUM<br>98/99 |  |
| 07 2646P<br>105<br>RO06.7/<br>113241<br>HE14<br>IR<br>FCR 8A             | IN LOS ANGELES CENTURY FWY<br>AT VERMONT AVENUE (#46-3)<br><br>CONSTRUCT PARK AND RIDE LOT<br>(HWY PLNTG #2648Y)<br><br>TEC: 623   |   | R<br>R<br>596 C<br>C                          | 623                    |                        |                        |                        |                        |                        |                                |  |
| D-22<br>07 2648Y<br>105<br>RO06.7/<br>11322Y<br>HB32<br>IR<br>FCR 8A     | IN LOS ANGELES CENTURY FWY<br>AT VERMONT AVE PARK & RIDE (#46-3)<br><br>HIGHWAY PLANTING PORTION OF #2646P<br>CAT-3<br><br>TEC: 38 |   | R<br>R<br>36 C<br>C                           | 38                     |                        |                        |                        |                        |                        |                                |  |
| 07 0644Y<br>105<br>RO07.8/RO10.3<br>06005Y<br>HB32<br>I<br>FCR 8A        | IN LOS ANGELES CENTURY FWY<br>FROM MAIN TO MONA (#44-4)<br><br>HIGHWAY PLANTING PORTION OF #0643L<br>CAT-3<br><br>TEC: 875         |   | R<br>R<br>837 C<br>C                          | 875                    |                        |                        |                        |                        |                        |                                |  |
| 07 2646Q<br>105<br>RO07.8/RO17.8<br>11502G<br>HE14<br>I<br>FCR 8A        | IN LOS ANGELES CENTURY FWY<br>FROM MAIN ST TO RTE 605 (#63)<br><br>SIGNS, SIGNALS, STRIPING, REMOVE<br>GRAFFITI<br><br>TEC: 1240   | 28  | 28 R<br>R<br>1187 C<br>C                      | 1240                   |                        |                        |                        |                        |                        |                                |  |
| 07 0643P<br>105<br>RO08.3/<br>11325G<br>HE14<br>IR<br>FCR 8A             | IN LOS ANGELES CENTURY FWY<br>AT AVALON BLVD (#44-3)<br><br>CONSTRUCT PARK AND RIDE LOT<br><br>TEC: 386                            |   | R<br>R<br>369 C<br>C                          | 386                    |                        |                        |                        |                        |                        |                                |  |

1992 ADOPTED  
STATE TRANSPORTATION IMPROVEMENT PROGRAM  
STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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OUTLAY FUNDS (\$ IN THOUSANDS)

RAMIS - DC  
DIST REVU

D I S T R I C T   0 7  
L O S   A N G E L E S

PAGE   23

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJ<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION  | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br><br>RW<br>ESCAL<br><br>CONSTR<br>1/92 | PROGRAM SCHEDULE       |                        |                        |                        |                        |                        |                                |
|--|--|--|---|---|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------------|
|  |  |  |   |   | 4.5%<br>1.045<br>92/93 | 4.5%<br>1.092<br>93/94 | 4.5%<br>1.141<br>94/95 | 4.5%<br>1.193<br>95/96 | 4.5%<br>1.246<br>96/97 | 4.5%<br>1.302<br>97/98 | 4.5% ESC<br>1.361 CUM<br>98/99 |
| 07<br>105<br>RO09.8/<br>11326G<br>HE14<br>IR<br>FCR                      | 0645B<br><br>8A  | IN LOS ANGELES            CENTURY FWY<br>AT WILMINGTON AVE        (#44-4)<br><br>CONSTRUCT PARK AND RIDE LOT<br><br>B92  | 1351<br><br>#                             | 1351<br><br>#                                 | R<br>R<br>C<br>C       |                        |                        |                        |                        |                        |                                |
| D-23<br>07<br>105<br>RO09.8/<br>11818G<br>HE14<br>IR    LOC<br>FCR       | 0645G<br><br>8A  | IN LOS ANGELES            CENTURY FWY<br>AT WILMINGTON AVE        (#44-11)<br><br>TRANSIT STATION    STAGE 2<br><br>B92  | 194<br>(2272)<br>#                        | 194<br>(2272)<br>#                            | R<br>R<br>C<br>C       |                        |                        |                        |                        |                        |                                |
| 07<br>105<br>RO10.3/RO10.9<br><br>HE<br>I<br>FCR                         | 3646L<br><br>92  | IN LOS ANGELES AND LYNWOOD<br>BETWEEN MONA BLVD AND STATE STREET<br><br>REALIGNMENT OF IMPERIAL HIGHWAY TO<br>REMOVE HAZARDOUS MATERIALS<br>POR OF 0646A<br>TEC: 10500 | #   | 9615<br>#                                     | R<br>R<br>C<br>C       |                        | 10500                  |                        |                        |                        |                                |
| 07<br>105<br>RO10.9/RO12.9<br>00739Y<br>HB32<br>I<br>FCR                 | 2646Y<br><br>8A  | IN LYNWOOD                    CENTURY FWY<br>FROM SANTA FE TO ATLANTIC    (#45)<br><br>HIGHWAY PLANTING PORTION OF #2646B<br>CAT-3<br>#2646B AWARDED<br><br>B92V09/91  | 811<br><br>#                              | 811<br><br>#                                  | R<br>R<br>C<br>C       |                        |                        |                        |                        |                        |                                |
| 07<br>105<br>RO11.6/<br>11327G<br>HE14<br>IR<br>FCR                      | 0644T<br><br>8A  | IN LYNWOOD                    CENTURY FWY<br>AT LONG BEACH BLVD        (#44-2)<br><br>CONSTRUCT PARK AND RIDE LOT<br>(HWY PLNTG #0648Y)<br><br>B92V01/92               | 804<br><br>#                              | 804<br><br>#                                  | R<br>R<br>C<br>C       |                        |                        |                        |                        |                        |                                |

1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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D I S T R I C T 0 7  
 LOS ANGELES

PAGE 24

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR | COST<br>RW<br>ESCAL<br>CONSTR<br>1/92 | PROGRAM SCHEDULE       |                        |                        |                        |                        |                        |                                |
|--|---|------------------------|---------------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------------|
|  |   |                        |                                       | 4.5%<br>1.045<br>92/93 | 4.5%<br>1.092<br>93/94 | 4.5%<br>1.141<br>94/95 | 4.5%<br>1.193<br>95/96 | 4.5%<br>1.246<br>96/97 | 4.5%<br>1.302<br>97/98 | 4.5% ESC<br>1.361 CUM<br>98/99 |
| 07 0644U<br>105<br>R011.6/<br>11458G<br>HE14<br>IR<br>FCR 8A             | IN LYNWOOD CENTURY FWY<br>AT LONG BEACH BLVD (#44-1A)<br>REHAB PERR DEPOT (HISTORICAL SITE)<br>B92                          | 600                    | 600                                   |                        |                        |                        |                        |                        |                        |                                |
| D-24<br>07 0648Y<br>105<br>R011.6/<br>11712G<br>HB32<br>IR<br>FCR 8A     | IN LYNWOOD CENTURY FWY<br>AT LONG BEACH BLVD PARK (#44-2)<br>AND RIDE<br>HIGHWAY PLANTING PORTION OF #0644T<br>CAT-3<br>B92 | 65                     | 65                                    |                        |                        |                        |                        |                        |                        |                                |
| 07 3644V<br>105<br>R011.6/<br>11428G<br>HE14<br>IR LOC<br>FCR 8A         | IN SOUTH GATE CENTURY FWY<br>AT LONG BEACH BLVD (#44-8)<br>TRANSIT STATION STAGE 2<br>B92                                   | 42<br>(659)            | 42<br>(659)                           |                        |                        |                        |                        |                        |                        |                                |
| 07 4646<br>105<br>R013.6/<br>HE14<br>I<br>FCR 92                         | IN SOUTH GATE<br>NEAR ROUTE 105 ON MONROE AVENUE<br>CONSTRUCT STORM DRAIN<br>TEC: 2701                                      |                        | 2473                                  |                        |                        | 2701                   |                        |                        |                        |                                |
| 07 0646Y<br>105<br>R014.1/R016.9<br>00730Y<br>HB32<br>I<br>FCR 8A        | NEAR SOUTH GATE CENTURY FWY<br>FROM GARFIELD TO DUNROBIN (#48-4)<br>HIGHWAY PLANTING PORTION OF #0643H<br>CAT-3<br>B92      | 1247                   | 1247                                  |                        |                        |                        |                        |                        |                        |                                |



1992 ADOPTED  
STATE TRANSPORTATION IMPROVEMENT PROGRAM  
STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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RAMIS - DC  
DIST REVU

D I S T R I C T 0 7  
LOS ANGELES

PAGE 26

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1   | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br><br>RW<br>CONSTR<br>1/92   | PROGRAM SCHEDULE       |                        |                        |                        |                        |                        |                                |
|--|---|---|------------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------------|
|  |   |   |                                    | 4.5%<br>1.045<br>92/93 | 4.5%<br>1.092<br>93/94 | 4.5%<br>1.141<br>94/95 | 4.5%<br>1.193<br>95/96 | 4.5%<br>1.246<br>96/97 | 4.5%<br>1.302<br>97/98 | 4.5% ESC<br>1.361 CUM<br>98/99 |
| 07 2647K<br>105<br>RO17.8/<br>OO744G<br>HE14<br>I LOC<br>FCR 8A            | IN NORWALK CENTURY FWY<br>ROUTE 605/STUDEBAKER RD (#43-2)<br><br>STRUCTURE AND RAMP<br>(HWY PLNTG #2647Y)<br><br>B92V05/91  | #   | 7500<br>(1502)<br><br>C<br>(1502)C |                        |                        |                        |                        |                        |                        |                                |
| D-26<br>07 2647L<br>105<br>RO17.8/RO18.1<br>11978G<br>HE14<br>IR<br>FCR 8A | IN NORWALK CENTURY FWY<br>RTE 605/STUDEBAKER ROAD (#43-5)<br><br>CONSTRUCT PARK AND RIDE, REALIGN<br>RAMPS<br><br>B92V01/92   | #   | 4310<br><br>C                      |                        |                        |                        |                        |                        |                        |                                |
| 07 2647Y<br>105<br>RO17.8/<br>OO734Y<br>HB32<br>I<br>FCR 8A                | IN NORWALK CENTURY FWY<br>RTE 605/STUDEBAKER RD (#43-2)<br><br>HIGHWAY PLANTING PORTION OF #2647K<br>CAT-3<br><br>B92   | #   | 386<br><br>C                       |                        |                        |                        |                        |                        |                        |                                |
| 07 3647K<br>105<br>RO17.8/<br>11430G<br>HE14<br>IR LOC<br>FCR 8A           | IN NORWALK CENTURY FWY<br>RTE 605/STUDEBAKER RD (#43-3)<br><br>NORWALK TRANSIT STATION STAGE 1<br><br>B92   | #   | 559<br>(1571)<br><br>C<br>(1571)C  |                        |                        |                        |                        |                        |                        |                                |
| 07 0324Y<br>110<br>RO01.1/ O07.4<br>11167G<br>HA25<br>IR<br>FCR 8A         | IN SAN PEDRO TRANSITWAY<br>FROM 0.2 MILE NORTH OF RTE 47 TO<br>0.4 MILE NORTH OF CARSON STREET<br>REPLACEMENT PLANTING FOR #0324K AND<br>#0324L CAT-5<br>#0324K AWARDED<br>TEC: 988 |   |                                    | 946                    |                        | 988                    |                        |                        |                        |                                |

1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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D I S T R I C T 0 7  
 LOS ANGELES

PAGE 27

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR 1 | PROJ<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR 1 | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br><br>RW<br>ESCAL<br><br>CONSTR<br>1/92 | PROGRAM SCHEDULE          |                        |                        |                        |                        |                        |                                |  |
|---|---|---|---|---|---------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------------|--|
|   |   |   |   |   | 4.5%<br>1.045<br>92/93    | 4.5%<br>1.092<br>93/94 | 4.5%<br>1.141<br>94/95 | 4.5%<br>1.193<br>95/96 | 4.5%<br>1.246<br>96/97 | 4.5%<br>1.302<br>97/98 | 4.5% ESC<br>1.361 CUM<br>98/99 |  |
| D-27<br>07<br>110<br>ROO1.3/ROO1.6<br>11017G<br>HB6<br>IR<br>FCR          | 0324Q<br>BA   | IN SAN PEDRO TRANSITWAY<br>AT 0.1 MILE SOUTH OF CHANNEL STREET<br><br>CONSTRUCT TRANSIT CENTER AND PARK<br>AND RIDE LOT - STAGE 2<br><br>TEC: 8547        | 150<br>#                                  | 5455 R<br>2969 C                              | 5305<br>R<br>C<br>C       |                        | 3242<br>C              |                        |                        |                        |                                |  |
|   | 0329H<br>BA   | IN WILMINGTON TRANSITWAY<br>FROM L ST TO 0.4 MILE N OF ROUTE 1<br><br>CONSTRUCT TRANSIT STATION AND PARK<br>AND RIDE LOT STAGE 3<br><br>TEC: 994          | 4250<br>#                                 | 4250 R<br>951 C                               | 994<br>R<br>C<br>C        |                        |                        |                        |                        |                        |                                |  |
|   | 0324L<br>BA   | IN WILMINGTON TRANSITWAY<br>FROM L ST TO LOMITA BLVD (#1-1)<br><br>WIDEN FREEWAY TO 8 LANES, AUXILIARY<br>LANES AND REHAB<br><br>TEC: 12915               | 4439<br>#                                 | 4439 R<br>12359 C                             | 12915<br>R<br>C<br>C      |                        |                        |                        |                        |                        |                                |  |
|   | 0330F<br>BA   | IN LOS ANGELES TRANSITWAY<br>FROM PACIFIC COAST HIGHWAY (#18)<br>TO EXPOSITION BLVD (POR)<br>ELEVATORS, WINDOWS, PA SPEAKERS<br>STAGE 2<br><br>TEC: 11061 | #   | 10129 C                                       | 11061<br>R<br>R<br>C<br>C |                        |                        |                        |                        |                        |                                |  |
|   | 0333J<br>BA   | NEAR CARSON TRANSITWAY<br>FROM 223RD ST TO TORRANCE BLVD<br><br>CONSTRUCT TRANSIT STATION AND<br>PARK AND RIDE LOT STAGE 4<br><br>B92V10/91               | 12700<br>#                                | 12700 C                                       | C<br>C<br>C               |                        |                        |                        |                        |                        |                                |  |





1992 ADOPTED  
STATE TRANSPORTATION IMPROVEMENT PROGRAM  
STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

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D I S T R I C T 0 7  
LOS ANGELES

PAGE 29

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br><br>RW<br>ESCAL<br><br>CONSTR<br>1/92 | PROGRAM SCHEDULE       |                        |                        |                        |                        |                        |                                |
|--|---|---|---|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------------|
|  |   |   |   | 4.5%<br>1.045<br>92/93 | 4.5%<br>1.092<br>93/94 | 4.5%<br>1.141<br>94/95 | 4.5%<br>1.193<br>95/96 | 4.5%<br>1.246<br>96/97 | 4.5%<br>1.302<br>97/98 | 4.5% ESC<br>1.361 CUM<br>98/99 |
| 07 0345I<br>110<br>011.9/ 012.1<br>11909G<br>HB5<br>I<br>FCR 8A          | IN LOS ANGELES TRANSITWAY<br>FROM FIGUEROA ST TO (#7-2)<br>VERMONT AVE<br>STORM DRAIN SYSTEM<br><br>TEC: 548                              | #   | 524<br>C                                      | 548                    |                        |                        |                        |                        |                        |                                |
| D-29<br>07 0345E<br>110<br>013.8/<br>11820G<br>HB5<br>IR<br>FCR 8A       | NEAR WATTS TRANSITWAY<br>AT RTE 105 (#8-2)<br><br>CONSTRUCT PARK AND RIDE LOT<br><br>TEC: 769   |   | 737<br>C                                      | 769                    |                        |                        |                        |                        |                        | #                              |
| 07 0345K<br>110<br>013.8/<br>110241<br>HB5<br>I<br>FCR 8A                | NEAR WATTS TRANSITWAY<br>AT RTE 105 (#8)<br><br>CONSTRUCT TRANSIT STATION STAGE 2<br>(HWY PLNTG #0349Y)<br><br>B92                        | #   | 3023<br>C                                     | 3023                   |                        |                        |                        |                        |                        |                                |
| 07 0349Y<br>110<br>R013.8/<br>11021Y<br>HB32<br>IR<br>FCR 8A             | NEAR WATTS TRANSITWAY<br>AT RTE 105 CENTURY FWY (#8-1)<br>PARK AND RIDE LOT<br>HIGHWAY PLANTING PORTION OF #0345K<br>CAT-3<br><br>TEC: 46 |   | 44<br>C                                       | 46                     |                        |                        |                        |                        |                        | #                              |
| 07 0344Y<br>110<br>015.5/ 017.6<br>11169G<br>HA25<br>IR<br>FCR 8A        | IN LOS ANGELES TRANSITWAY<br>FROM 92ND STREET TO GAGE AVE<br><br>REPLACEMENT PLANTING FOR #0346E<br>CAT-5<br><br>TEC: 999                 |   | 915<br>C                                      | 999                    |                        |                        |                        |                        |                        | #                              |

1992 ADOPTED  
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RAMIS - DC  
DIST REVU

D I S T R I C T 0 7  
LOS ANGELES

PAGE 30

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJ  | PROJECT DESCRIPTION  | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br><br>RW<br>ESCAL<br><br>CONSTR<br>1/92 | PROGRAM SCHEDULE |      |      |      |      |      |          |  |
|--|-------|--|---|---|------------------|------|------|------|------|------|----------|--|
|  |       |  |   |   | 4.5%             | 4.5% | 4.5% | 4.5% | 4.5% | 4.5% | 4.5% ESC |  |
| 07<br>110<br>015.5/ 017.5<br>110271<br>HB5<br>I IR<br>FCR 8A             | 0346E | IN LOS ANGELES TRANSITWAY<br>FROM 92ND STREET TO GAGE AVE (#11)<br><br>WIDEN FWY, STRUCTURE, HOV AND AUX<br>LANE, REHAB. STATION, PARK AND RIDE<br>(REPL PLNTG #0344Y)<br>TEC: 62467 | #   | 6713 R<br>53353 C                             | 6713<br>55754    |      |      |      |      |      |          |  |
| D-30<br>07<br>110<br>017.5/ 018.8<br>110311<br>HB5<br>I IR<br>FCR 8A     | 0355J | IN LOS ANGELES TRANSITWAY<br>FROM GAGE AVE TO 7TH STREET (#13)<br><br>WIDEN FWY, STRUCTURE, HOV LANES,<br>STATION, RETAINING WALL<br>(REPL PLNTG #0355Y)<br>TEC: 44450               | #   | 1296 R<br>42536 C                             | 1296<br>44450    |      |      |      |      |      |          |  |
| 07<br>110<br>017.5/ 021.1<br>11170G<br>HA25<br>IR<br>FCR 8A              | 0355Y | IN LOS ANGELES TRANSITWAY<br>FROM GAGE AVE TO 0.1 MILE SOUTH OF<br>WASHINGTON BLVD<br>REPLACEMENT PLANTING FOR #0355J,<br>#0355K, #0359M CAT-5<br>TEC: 1240                          |   | 1135 R<br>C                                   | 175<br>1240      |      |      |      |      |      |          |  |
| 07<br>110<br>018.8/ 020.2<br>110321<br>HB5<br>I IR<br>FCR 8A             | 0355K | IN LOS ANGELES TRANSITWAY<br>FROM 47TH ST TO JEFFERSON BL (#14)<br><br>WIDEN FWY, UCS, HOV LANES, STATION,<br>RETAINING WALLS (REPL PLNTG #0355Y)<br>TEC: 32358                      | #   | 12584 R<br>30798 C                            | 175<br>32183     |      |      |      |      |      |          |  |
| 07<br>110<br>019.9/ 020.5<br>119101<br>HB5<br>I IR<br>FCR 8A             | 0359T | IN LOS ANGELES TRANSITWAY<br>FROM 37TH ST TO 30TH ST (#16-1)<br><br>WALL, REPLACE OC & UC, WIDN, MODIFY<br>DRAINS AND TMP<br>TEC: 874 B92  | #   | 26724 R<br>26724 C                            | 874<br>874       |      |      |      |      |      |          |  |



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 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
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RAMIS - DC  
 DIST REVU

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 LOS ANGELES

PAGE 32

| DIST<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR 1     | PROJECT DESCRIPTION   | PREV<br>PROG<br>CONSTR<br><br>RW<br>91/92 | COST<br><br>RW<br>CONSTR<br>1/92 | PROGRAM SCHEDULE                        |                        |                        |                        |                        |                        |                                |               |
|---|---|---|----------------------------------|---|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------------|---------------|
|   |   |   |                                  | 4.5%<br>1.045<br>92/93                  | 4.5%<br>1.092<br>93/94 | 4.5%<br>1.141<br>94/95 | 4.5%<br>1.193<br>95/96 | 4.5%<br>1.246<br>96/97 | 4.5%<br>1.302<br>97/98 | 4.5% ESC<br>1.361 CUM<br>98/99 |               |
| 07 0673W<br>126<br>009.8/ 010.6<br>10937G<br>HE12<br>FAU8<br>FCR 8A           | IN SANTA CLARITA<br>FROM 15TH ST TO LYONS AVE<br><br>WIDEN FROM 2-LANES TO 4-LANES<br>AND SIGNALS<br><br>TEC: 2065                            | 641<br><br>#                              | 641 R<br>1976 C                  | 2065<br>C                               |                        |                        |                        |                        |                        |                                |               |
| D-32<br>07 0694B<br>138<br>043.4/ 046.7<br>12043G<br>HE13<br>F CITY<br>FCR 92 | IN PALMDALE<br>FROM 10TH STREET WEST TO 30TH<br>STREET EAST<br>WIDEN FOUR-LANE ARTERIAL HIGHWAY TO<br>SIX LANES<br><br>TEC: 1250              |   |                                  | R<br>R<br>735 C<br>(184)C               |                        |                        |                        |                        |                        |                                | 1000<br>(250) |
| 07 0694Q<br>138<br>051.4/ 060.2<br>12720K<br>HE13<br>F<br>FCR 92              | NEAR PALMDALE<br>FROM AVENUE T TO LONGVIEW ROAD<br><br>WIDEN TWO-LANE ARTERIAL HIGHWAY TO<br>FOUR LANES<br><br>TEC: 20400                     |   |                                  | R<br>R<br>14989 C<br>C                  |                        |                        |                        |                        |                        |                                | 20400         |
| 07 0695B<br>138<br>051.6/ 069.4<br>10733G<br>HB4C<br>F LOC<br>IRS 8A          | NEAR PEARBLOSSOM<br>FROM AVENUE T TO ROUTE 18<br>(EXCLUDES 57.2/60.2)<br>PASSING LANES, WIDEN BRIDGE,<br>CHANNELIZE<br>LOCAL 50%<br>TEC: 4332 |   |                                  | R<br>R<br>2073 C 2166<br>(2073)C (2166) |                        |                        |                        |                        |                        |                                |               |
| 07 0695P<br>138<br>057.2/ 060.2<br>11446G<br>HB4C<br>F LOC<br>IRS 8A          | NEAR PEARBLOSSOM<br>FROM 106TH STREET TO LONGVIEW RD<br><br>PASSING LANES, CHANNELIZATION<br><br>LOCAL 50%<br>B92                             |   | 1420<br>(1420)                   | R<br>R<br>1420 C<br>(1420)C             |                        |                        |                        |                        |                        |                                |               |



1992 ADOPTED  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 STATE TRANSPORTATION PROJECT COSTS

DATE 04/06/92

RAMIS - DC  
 DIST REVU

\$ IN PARENS ARE NOT SHA OR BOND FUNDS  
 TEC=TOTAL ESCALATED COST - ALL CAPITAL  
 OUTLAY FUNDS (\$ IN THOUSANDS)

D I S T R I C T 0 7  
 LOS ANGELES

PAGE 34

| DIST PROJ<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION  | PREV<br>PROG<br>CONSTR | COST<br>RW<br>ESCAL | PROGRAM SCHEDULE |       |       |               |       |       |           |
|---|--|------------------------|---------------------|------------------|-------|-------|---------------|-------|-------|-----------|
|   |  |                        |                     | 4.5%             | 4.5%  | 4.5%  | 4.5%          | 4.5%  | 4.5%  | 4.5% ESC  |
|   |  | RW<br>91/92            | CONSTR<br>1/92      | 1.045            | 1.092 | 1.141 | 1.193         | 1.246 | 1.302 | 1.361 CUM |
| 07 0825Y<br>405<br>019.2/<br>01903Y<br>HA25<br>IR<br>FCR 8A                   | IN HAWTHORNE<br>AT ROSECRANS AVE<br><br>REPLACEMENT PLANTING PORTION OF<br>#0825M CAT-5<br>#0825M AWARDED<br><br>B91       | #                      | 45                  |                  |       |       |               |       |       |           |
| D-34<br>07 0824B<br>405<br>020.7/ 026.0<br>11985G<br>HB5<br>IR<br>FCR 8A      | FROM HAWTHORNE TO NEAR CULVER CITY<br>FROM 120TH STREET TO ROUTE 90<br><br>HOV LANE<br><br>UNDFND<br>TEC: 3024             | #                      |                     | 2650             |       |       | 3024          |       |       |           |
| 07 0831<br>405<br>022.7/ 023.8<br>491601<br>HE11<br>IR<br>FCR 8A              | IN INGLEWOOD<br>AT ARBOR VITAE AVENUE AND RTE 405<br>NEAR LAX<br>CONSTRUCT SOUTH HALF OF INTERCHANGE<br><br>TEC: 28349     |                        |                     | 2860             | 1660  | 1200  |               |       |       | 25489     |
| 07 0858<br>405<br>039.0/ 039.4<br>05333G<br>HB311<br>IR<br>SND 90             | NEAR SHERMAN OAKS<br>FROM VENTURA BLVD TO ROUTE 101<br><br>SOUNDWALL:WEST (SB) SIDE<br><br>TEC: 904                        |                        |                     | 792              |       |       | 904           |       |       |           |
| 07 0866<br>405<br>041.0/ 042.4<br>05357G<br>HB311<br>IR STAL<br>SND 90        | NEAR VAN NUYS<br>FROM 0.3 MILE S OF VICTORY BLVD TO<br>SHERMAN WAY<br>SOUNDWALLS:BOTH SIDES<br><br>AB1580-300<br>TEC: 7717 |                        |                     | 6217<br>(252)C   |       |       | 7417<br>(300) |       |       |           |

1992 ADOPTED  
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 OUTLAY FUNDS (\$ IN THOUSANDS)

RAMIS - DC  
 DIST REVU

D I S T R I C T 0 7  
 LOS ANGELES

PAGE 35

| DIST | PROJ  | RTE | LOCATION ID | E/A | PROG | FUND TYPES | ELEMENT/YEAR1 | PROJECT DESCRIPTION  | PREV<br>PROG<br>CONSTR | COST | PROGRAM SCHEDULE |             |      |      |      |      |      |      |          |
|------|-------|-----|-------------|-----|------|------------|---------------|--|------------------------|------|------------------|-------------|------|------|------|------|------|------|----------|
|      |       |     |             |     |      |            |               |  |                        |      | RW<br>91/92      | RW<br>ESCAL | 4.5% | 4.5% | 4.5% | 4.5% | 4.5% | 4.5% | 4.5% ESC |
| 07   | 0883C |     |             |     |      |            |               | IN CERRITOS<br>FROM ROUTE 91 TO 0.1 MILE SOUTH OF<br>FAIRTON STREET<br>WIDEN TO 5 LANES/AUXILIARY LANE<br>EACH DIRECTION |                        | 5821 | 6081             |             |      |      |      |      |      |      |          |
| 07   | 0891  |     |             |     |      |            |               | NEAR PICO RIVERA<br>FROM WASHINGTON BLVD TO WHITTIER BL  |                        | 6798 |                  |             |      |      |      |      |      |      | 9252     |
| 07   | 0898M |     |             |     |      |            |               | NEAR CITY OF INDUSTRY<br>FROM 0.6 MILE S/O VALLEY TO VALLEY<br>BLVD<br>SOUNDWALLS:NB                                     |                        | 1160 |                  |             |      |      |      |      |      |      | 1579     |
| 07   | 0203M |     |             |     |      |            |               | IN SOUTH GATE<br>AT SOUTHERN AVE (NEAR FIRESTONE)<br>CONSTRUCT OFF-RAMP:NB   |                        | 147  |                  |             |      |      | 176  |      |      |      | (176)    |
| 07   | 0213  |     |             |     |      |            |               | IN CITY OF COMMERCE<br>FROM ROUTE 5 TO THIRD STREET<br>SOUNDWALLS:BOTH SIDES   |                        | 2998 |                  |             |      |      | 3421 |      |      |      |          |

D-35

1992 ADOPTED  
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 OUTLAY FUNDS (\$ IN THOUSANDS)

RAMIS - DC  
 DIST REVU

D I S T R I C T 0 7  
 LOS ANGELES

PAGE 36

| DIST PROJ<br>RTE<br>LOCATION ID<br>E/A<br>PROG<br>FUND TYPES<br>ELEMENT/YEAR1 | PROJECT DESCRIPTION  | PREV<br>PROG<br>CONSTR | COST<br>RW<br>ESCAL<br>CONSTR<br>1/92 | PROGRAM SCHEDULE |       |       |       |       |       |          |          |
|---|--|------------------------|---------------------------------------|------------------|-------|-------|-------|-------|-------|----------|----------|
|   |  |                        |                                       | 4.5%             | 4.5%  | 4.5%  | 4.5%  | 4.5%  | 4.5%  | 4.5% ESC | 4.5% ESC |
|   |  |                        |                                       | 1.045            | 1.092 | 1.141 | 1.193 | 1.246 | 1.302 | 1.361    | CUM      |
|   |  |                        |                                       | 92/93            | 93/94 | 94/95 | 95/96 | 96/97 | 97/98 | 98/99    |          |
| 07 0219M<br>710<br>R026.5/R032.7<br>O20090<br>HE11<br>IR<br>FCR 90            | NEAR SOUTH PASADENA<br>FROM RTE 10 TO RTE 210<br><br>CONSTRUCT 8-LANE FREEWAY, INCLUDING<br>2 HOV LANES<br>FIXED AMT--UNDFND R/W ONLY<br>TEC: 4800 |                        | 4800 R<br>R<br>C<br>C                 |                  |       |       |       | 4800  |       |          |          |

D-36



APPENDIX E

NATIONAL REGISTER OF HISTORIC PLACES  
INDEX OF LISTED PROPERTIES

CALIFORNIA

Kings County  
Kings County Courthouse  
114 W. 8th St.  
Hanford 9/21/78 78003063  
Taoist Temple  
No. 12 China Alley  
Hanford 6/13/72 72000226  
Witt Site  
Address Restricted  
Kettleman City vicinity 5/06/71 71000141

Lake County  
Anderson Marsh Archeological District  
Address Restricted  
Lower Lake vicinity 8/24/78 78000676  
Archeological Site No. Ca-Lak-711  
Address Restricted  
Anderson Springs vicinity 5/25/79 79000479  
Lake County Courthouse  
255 N. Main St.  
Lakeport 10/28/70 70000134  
Patwin Indian Site  
Address Restricted  
Clearlake Oaks vicinity 2/23/72 72000227

Lassen County  
Nobles Emigrant Trail  
E of Shingletown in Lassen Volcanic National Park  
Shingletown vicinity 10/03/75 75000222  
Roop's Fort  
N. Weatherlow St.  
Susanville 5/02/74 74000516  
Willow Creek Rim Archeological District  
Address Restricted  
Litchfield vicinity 12/21/78 78000677

Los Angeles County  
500 Varas Square--Government Reserve  
Address Restricted  
Los Angeles vicinity 3/12/86 86000326  
\*Adamson House  
23200 W. Pacific Coast Highway  
Malibu 10/28/77 77000298

CALIFORNIA

Los Angeles County  
\* Adobe Flores  
1804 Foothill St.  
South Pasadena 6/18/73 73000404  
\* Al Malaikah Temple  
655 W. Jefferson Blvd.  
Los Angeles 4/02/87 87000577  
\* Alvarado Terrace Historic District  
Alvarado Terr., Bonnie Brae and 14th Sts.  
Los Angeles 5/17/84 84000783  
American Trona Corporation Building  
Pacific Ave.  
Los Angeles 8/30/84 84000785  
Angelus Mesa Branch  
Los Angeles Branch Library System TR  
2700 W. Fifty-second St  
Los Angeles 5/19/87 87001005  
Antelope Valley Indian Museum  
15701 East Ave.  
Lancaster 2/26/87 87000509  
\* Atchison, Topeka, and Santa Fe Railroad Station  
110 W. 1st St.  
Claremont 7/15/82 82002188  
\* Auditorium  
Torrance High School Campus TR  
2200 W. Carson  
Torrance 10/13/83 83003499  
\* Artec Hotel  
311 W. Foothill Blvd.  
Monrovia 5/22/78 78000691  
\* Bailey, Jonathan, House  
13421 E. Camilla St.  
Whittier 8/29/77 77000304  
\* Banning House  
401 E. M St.  
Wilmington 5/06/71 71000160  
\* Barnsdall Park  
4800 Hollywood Blvd.  
Los Angeles 5/06/71 71000143  
\* Batchelder House  
626 S. Arroyo Blvd.  
Pasadena 12/14/78 78000695  
\* Battery John Barlow and Saxton  
Fort MacArthur  
San Pedro 5/04/82 82002200

Key:

Property Name, Address/Boundary, City, Vicinity, Listed Dates, Reference Number, Multiple Name.

\* Historic Places Within 1 Mile of the CMP Roadway System.

NATIONAL REGISTER OF HISTORIC PLACES  
INDEX OF LISTED PROPERTIES

CALIFORNIA

- Los Angeles County  
 \* Battery Osgood-Farley  
 Fort MacArthur Upper Reservation  
 San Pedro 10/16/74 74000526  
 \* Bentz, Louise C., House  
 657 Prospect Blvd.  
 Pasadena 12/02/77 77000299  
 \* Bernard, Susana Machado, House and Barn  
 845 S. Lake St.  
 Los Angeles 9/04/79 79000482  
 \* Beverly Wilshire Hotel  
 9528 Wilshire Blvd.  
 Beverly Hills 6/12/87 87000908  
 \* Blacker, Robert R., House  
 1177 Hillcrest Ave.  
 Pasadena 2/06/86 86000147  
 \* Bolton Hall  
 10116 Commerce Ave.  
 Tujunga 11/23/71 71000159  
 \* Bolton, Dr. W. T., House  
 370 W. Del Mar Blvd.  
 Pasadena 7/09/80 80004491  
 \* Bowen Court  
 539 E. Villa St.  
 Pasadena 6/17/82 82002194  
 \* Bradbury Building  
 304 S. Broadway  
 Los Angeles 7/14/71 71000144  
 \* Britt, Eugene W., House  
 2141 W. Adams Blvd.  
 Los Angeles 5/17/79 79000483  
 \* Broadway Theater and Commercial District  
 300--849 S. Broadway  
 Los Angeles 5/09/79 79000484  
 \* Bryan Court  
 Bungalow Courts of Pasadena TR  
 427 S. Morengo Ave.  
 Pasadena 4/16/86 86000790  
 \* Bryson Apartment Hotel  
 2701 Wilshire Blvd.  
 Los Angeles 4/07/83 83001184  
 \* Bullock's Wilshire Building  
 3050 Wilshire Blvd.  
 Los Angeles 5/25/78 78000685

CALIFORNIA

- Los Angeles County  
 \* Bunche, Ralph J., House  
 1221 E. 40th Pl.  
 Los Angeles 5/22/78 78000686  
 \* Cahuenga Branch  
 Los Angeles Branch Library System TR  
 4591 W. Santa Monica Blvd.  
 Los Angeles 5/19/87 87001006  
 \* Carroll Avenue, 1300 Block  
 Carroll Ave. between Edgeware and Douglas Sts.  
 Los Angeles 4/22/76 76000488  
 \* Casa de Parley Johnson  
 7749 Florence Ave.  
 Downey 3/20/86 86000449  
 \* Catholic-Protestant Chapels, Veterans Administration Center  
 Eisenhower Ave.  
 Los Angeles 2/11/72 72000229  
 \* Centinela Adobe  
 7634 Midfield Ave.  
 Los Angeles 5/02/74 74000522  
 Christmas Tree Lane  
 Santa Rosa Ave. between Woodbury Ave. and Altadena Dr.  
 Altadena 9/13/90 90001444  
 \* Citizens Publishing Company Building  
 9355 Culver Blvd.  
 Culver City 2/12/87 87000082  
 \* Civic Center Financial District  
 E. Colorado Blvd. and Marengo Ave.  
 Pasadena 10/29/82 82000967  
 \* Clarke Estate  
 10211 Pioneer Blvd.  
 Santa Fe Springs 1/04/90 89002267  
 \* Colonial Court  
 Bungalow Courts of Pasadena TR  
 291-301 N. Garfield Ave.  
 Pasadena 7/11/83 83001185  
 \* Colonial House  
 1416 N. Havenhurst Dr.  
 Los Angeles 4/15/82 82002190  
 \* Colorado Street Bridge  
 Colorado Blvd.  
 Pasadena 2/12/81 81000156  
 \* Congregation B'nai B'rith  
 3663 Wilshire Blvd.  
 Los Angeles 12/21/81 81000154

E-2

Key:

Property Name, Address/Boundary, City, Vicinity, Listed Dates, Reference Number, Multiple Name.

\* Historic Places Within 1 Mile of the CMP Roadway System.

**NATIONAL REGISTER OF HISTORIC PLACES  
INDEX OF LISTED PROPERTIES**

**CALIFORNIA**

- Los Angeles County  
 \*Cottage Court  
 Bungalow Courts of Pasadena TR  
 642-654 S. Margeno Ave.  
 Pasadena 7/11/83 83001186  
 \*Court  
 Bungalow Courts of Pasadena TR  
 497-503 1/2 N. Madison Ave.  
 Pasadena 7/11/83 83001187  
 \*Court  
 Bungalow Courts of Pasadena TR  
 744-756 1/2 S. Marengo Ave.  
 Pasadena 7/11/83 83001188  
 \*Court  
 Bungalow Courts of Pasadena TR  
 732-744 Santa Barbara St.  
 Pasadena 7/11/83 83001189  
 \*Crossroads of the World  
 6671 Sunset Blvd.  
 Hollywood 9/08/80 80000805  
 \*Culbertson, Cordelia A., House  
 1188 Hillcrest Ave.  
 Pasadena 9/12/85 85002198  
 \*Cypress Court  
 Bungalow Courts of Pasadena TR  
 623-641 N. Madison Ave.  
 Pasadena 7/11/83 83001190  
 \*Dana, Richard Henry, Branch  
 Los Angeles Branch Library System TR  
 3320 Pepper St.  
 Los Angeles 5/19/87 87001007  
 \*De Neve, Felipe, Branch  
 Los Angeles Branch Library System TR  
 2820 W. Sixth St.  
 Los Angeles 5/19/87 87001008  
 \*Derby, James Daniel, House  
 2535 E. Chevy Chase Dr.  
 Glendale 12/14/78 78000682  
 \*Doheny Estate/Greystone  
 905 Loma Vista Dr.  
 Beverly Hills 4/23/76 76000485  
 \*Dominguez Ranch Adobe  
 18127 S. Alameda St.  
 Compton 5/28/76 76000486

**CALIFORNIA**

- Los Angeles County  
 \*Don Carlos Court  
 Bungalow Courts of Pasadena TR  
 374-386 S. Marengo Ave.  
 Pasadena 7/11/83 83001191  
 \*Drum Barracks  
 1053 Carey St.  
 Wilmington 2/12/71 71000161  
 \*Eagle Rock Branch Library  
 Los Angeles Branch Library System TR  
 2224 Colorado Blvd.  
 Los Angeles 5/19/87 87001004  
 \*Edison Historic District  
 611, 637, and 500 blk. of W. Second St.  
 Pomona 8/13/86 86001477  
 \*El Greco Apartment  
 817 N. Hayworth Ave.  
 Los Angeles 11/03/88 88002017  
 \*El Molino Viejo  
 1120 Old Mill Rd.  
 Pasadena 5/06/71 71000154  
 \*Engine Co. No. 27  
 1355 N. Cahuenga Blvd.  
 Los Angeles 9/24/85 85002559  
 \*Engine Company No. 28  
 644--646 S. Figuara St  
 Los Angeles 11/16/79 79000485  
 \*Engine House No. 18  
 2616 S. Hobart Blvd.  
 Los Angeles 10/29/82 82000968  
 Ennis House  
 2607 Glendower Ave.  
 Los Angeles 10/14/71 71000145  
 Episcopal Church of the Ascension  
 25 E. Laurel Ave.  
 Sierra Madre 8/19/77 77000303  
 \*Euclid Court  
 Bungalow Courts of Pasadena TR  
 545 S. Euclid Ave.  
 Pasadena 7/11/83 83001193  
 \*Evanston Inn  
 385-395 S. Marengo Ave.  
 Pasadena 9/13/84 84000787

E-3

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\* Historic Places Within 1 Mile of the CMP Roadway System.

**NATIONAL REGISTER OF HISTORIC PLACES  
INDEX OF LISTED PROPERTIES**

**CALIFORNIA**

**Los Angeles County**

- \*Exposition Park Rose Garden  
Exposition Park, jct. of Exposition Blvd. and Vermont Ave.  
Los Angeles 3/28/91 91000285
- \*Federal Reserve Bank of San Francisco  
409 W. Olympic Blvd.  
Los Angeles 9/20/84 84000843
- \*Fenyves Estate  
470 W. Walnut St. & 160 N. Orange Grove Blvd.  
Pasadena 9/05/85 85001983
- Fern Avenue School  
1314 Fern Ave.  
Torrance 2/20/92 92000067
- \*Fire Station No. 23  
225 E. 5th St.  
Los Angeles 6/09/80 80000809
- \*First National Bank of Long Beach  
101--125 Pine Ave.  
Long Beach 9/13/90 90001432
- \*First Trust Building and Garage  
587--611 E. Colorado Blvd. and 30-44 N. Madison Ave.  
Pasadena 6/12/87 87000941
- \*Freeman, Samuel, House  
1962 Glencoe Way  
Los Angeles 10/14/71 71000146
- \*Fremont, John C., Branch  
Los Angeles Branch Library System TR  
6121 Melrose Ave.  
Los Angeles 5/19/87 87001009
- \*Friday Morning Club  
938-940 S. Figueroa St.  
Los Angeles 5/17/84 84000865
- \*Friendship Baptist Church  
80 W. Dayton St.  
Pasadena 11/20/78 78000696
- \*Gamble House  
4 Westmoreland Pl.  
Pasadena 9/03/71 71000155
- Gano, Peter, House  
718 Crescent Ave.  
Avalon 9/15/83 83001194
- \*Garbutt House  
1809 Apex Ave.  
Los Angeles 7/22/87 87001174

**CALIFORNIA**

**Los Angeles County**

- \*Garfield Building  
403 W. 8th St.  
Los Angeles 6/25/82 82002191
- \*Garfield House  
1001 Buena Vista St.  
South Pasadena 4/24/73 73000405
- \*Gartz Court  
Bungalow Courts of Pasadena TR  
270 N. Madison  
Pasadena 8/25/83 83001195
- Glendora Bougainvillea  
Bennett and Minnesota Aves.  
Glendora 2/07/78 78000683
- \*Golden Gate Theater  
5170-5188 E. Whittier Blvd.  
Los Angeles 2/23/82 82002192
- \*Granada Shoppes and Studios  
672 S. Lafayette Park Pl.  
Los Angeles 11/20/86 86003320
- \*Greenwood, Barbara, Kindergarten  
Hacienda Pl. and McKinley Ave.  
Pomona 9/18/78 78000697
- \*Guaranty Building  
6331 Hollywood Blvd  
Hollywood 9/04/79 79000481
- \*HUGHES FLYING BOAT (HERCULES)  
Berth 121, Pier E, Port of Long Beach  
Long Beach 11/26/80 80004493
- \*Hacienda Arms Apartments  
8439 Sunset Blvd.  
Los Angeles 12/15/83 83003531
- \*Hale House  
Heritage Sq., 3800 N. Homer St., Highland Park  
Los Angeles 9/22/72 72000230
- \*Hale Solar Laboratory  
740 Holladay Rd.  
Pasadena 1/23/86 86000103
- \*Haskett Court  
824--834 E. California Blvd.  
Pasadena 2/25/82 82002195
- Hawkins--Nimocks Estate-Patricio Ontiveros Adobe  
12100 Telegraph Rd.  
Santa Fe Springs 12/31/87 82004982

E-4

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**NATIONAL REGISTER OF HISTORIC PLACES  
INDEX OF LISTED PROPERTIES**

**CALIFORNIA**

**Los Angeles County**

- \*Heinsbergen Decorating Company Building  
7415 Beverly Blvd.  
Los Angeles 9/20/84 84000873
- \*Highland Park Police Station  
6045 York Blvd.  
Los Angeles 3/22/84 84000874
- \*Highland Park Masonic Temple  
104 N. Avenue 56  
Los Angeles 1/18/90 89002268
- \*Holly Street Livery Stable  
110 E. Holly St.  
Pasadena 10/25/79 79000491
- \*Hollywood Studio Club  
1215 Lodi Pl.  
Hollywood 11/25/80 80000806
- \*Hollywood Masonic Temple  
6840 Hollywood Blvd.  
Hollywood 2/28/85 85000355
- \*Hollywood Boulevard Commercial and Entertainment District  
6200-7000 Hollywood Blvd., N. Vine St., N. Highland Ave. and  
N. Ivar St.  
Los Angeles 4/04/85 85000704
- \*Home Economics Building  
Torrance High School Campus TR  
2200 W. Carson  
Torrance 10/13/83 83003536
- \*Home Laundry  
432 S. Arroyo Pkwy.  
Pasadena 6/18/87 87000980
- \*Horatio West Court  
140 Hollister Ave.  
Santa Monica 4/11/77 77000302
- \*Hotel Green  
99 S. Raymond Ave.  
Pasadena 3/23/82 82002196
- \*House at 530 S. Marengo Avenue  
530 S. Marengo Ave.  
Pasadena 9/13/79 79000492
- Hubble, Edwin, House  
1340 Woodstock Rd.  
San Marino 12/08/76 76000494
- Humaliwo  
Address Restricted  
Malibu vicinity 9/01/76 76000492

**CALIFORNIA**

**Los Angeles County**

- \*Irving, Washington, Branch  
Los Angeles Branch Library System TR  
1803 S. Arlington Ave.  
Los Angeles 5/19/87 87001010
- Jackson, Helen Hunt, Branch  
Los Angeles Branch Library System TR  
2330 Naomi St.  
Los Angeles 5/19/87 87001011
- \*Jardirette Apartments  
5128 Marathon St.  
Los Angeles 12/29/86 86003524
- \*Jefferson Branch  
Los Angeles Branch Library System TR  
2211 W. Jefferson Blvd.  
Los Angeles 5/19/87 87001012
- \*Johnston, Darius David, House  
12426 Mapledale St.  
Norwalk 11/02/78 78000693
- \*Jordan, Orin, House  
8310 S. Comstock Ave.  
Whittier 7/28/80 80000815
- Keyes Bungalow  
1337 E. Boston St.  
Altadena 11/14/78 78000678
- LANE VICTORY  
Berth 4, Port of San Pedro  
San Pedro 12/14/90 90002222
- \*La Belle Tour  
6200 Franklin Ave.  
Hollywood 1/22/88 87002291
- \*La Casa Alvarado  
1459 Old Settlers Lane  
Pomona 4/19/78 78000698
- \*La Casa Primera de Rancho San Jose  
1569 N. Park Ave.  
Pomona 4/03/75 75000436
- \*Las Casitas Court  
Bungalow Courts of Pasadena TR  
656 N. Summit Ave.  
Pasadena 7/11/83 83001196
- \*Leonis Adobe  
23537 Calabasas Rd.  
Calabasas 5/29/75 75000433

**Key:**

Property Name, Address/Boundary, City, Vicinity, Listed Dates, Reference Number, Multiple Name.

\* Historic Places Within 1 Mile of the CMP Roadway System.

**NATIONAL REGISTER OF HISTORIC PLACES  
INDEX OF LISTED PROPERTIES**

**CALIFORNIA**

**Los Angeles County**

- \*Lincoln Heights Branch  
Los Angeles Branch Library System TR  
2530 Workman St.  
Los Angeles 5/19/87 87001013
- \*Lincoln, Abraham, Elementary School  
1200 N. Gordon Ave.  
Pomona 8/03/89 89000935
- Little Rock Creek Dam  
4.5 mi. S of Pearland off CA 138  
Pearland vicinity 4/15/77 77000301
- \*Little Tokyo Historic District  
301--369 First and 106--120 San Pedro Sts.  
Los Angeles 8/22/86 86001479
- Lloyd, Harold, Estate  
Address Restricted  
Beverly Hills vicinity 2/09/84 84000876
- \*Longfellow-Hastings House  
85 S. Allen Ave.  
Pasadena 3/02/82 82002197
- \*Longley, Howard, House  
1005 Buena Vista St.  
South Pasadena 4/16/74 74000527
- \*Lopez Adobe  
1100 Pico St.  
San Fernando 5/06/71 71000157
- \*Los Angeles Central Library  
630 W. 5th St.  
Los Angeles 12/18/70 70000136
- \*Los Angeles Plaza Historic District  
Roughly bounded by Spring, Macy, Alameda and Arcadia Sts.,  
and Old Sunset Blvd.  
Los Angeles 11/03/72 72000231
- Los Angeles Harbor Light Station  
Los Angeles Harbor (San Pedro Breakwater)  
Los Angeles 10/14/80 80000810
- \*Los Angeles Union Passenger Terminal  
800 N. Alameda St.  
Los Angeles 11/13/80 80000811
- \*Los Angeles Pacific Company Ivy Park Substation  
9015 Venice Blvd.  
Los Angeles 3/25/81 81000155
- \*Los Angeles Memorial Coliseum  
3911 S. Figueroa St.  
Los Angeles 7/27/84 84003866

**CALIFORNIA**

**Los Angeles County**

- \*Los Cerritos Ranch House  
450C Virginia Rd.  
Long Beach 4/15/70 70000135
- \*Lovell House  
4616 Dundee Dr.  
Los Angeles 10/14/71 71000147
- \*Lukens, Theodore Parker, House  
267 N. El Molino Ave.  
Pasadena 3/29/84 84000879
- \*Lummis House  
200 E. Ave. 43  
Los Angeles 5/06/71 71000148
- \*Lynwood Pacific Electric Railway Depot  
11453 Long Beach Blvd.  
Lynwood 9/25/74 74000524
- \*Machell--Seaman House  
2341 Scarff St.  
Los Angeles 6/23/88 88000922
- \*Main Building  
Torrance High School Campus TR  
2200 W. Carson  
Torrance 10/13/83 83003538
- \*Malabar Branch  
Los Angeles Branch Library System TR  
2801 Wabash Ave.  
Los Angeles 5/19/87 87001014
- \*Marengo Gardens  
Bungalow Courts of Pasadena TR  
882, 986, 990 S. Marengo Ave. and 221-241 Ohio St.  
Pasadena 7/11/83 83001197
- \*McNally's Windemere Ranch Headquarters  
San Esteban and San Cristobal Dr.  
La Mirada 7/20/78 78000684
- \*Memorial Branch  
Los Angeles Branch Library System TR  
4645 W. Olympic Blvd.  
Los Angeles 5/19/87 87001015
- \*Menlo Avenue--West Twenty-ninth Street Historic District  
Bounded by Adams Blvd., Ellendale, Thirtieth Ave., and Vermont  
Los Angeles 2/12/87 87000139
- \*Millard House  
645 Prospect Crescent  
Pasadena 12/12/76 76000493

E-6

**Key:**

Property Name, Address/Boundary, City, Vicinity, Listed Dates, Reference Number, Multiple Name.

\* Historic Places Within 1 Mile of the CMP Roadway System.

NATIONAL REGISTER OF HISTORIC PLACES  
INDEX OF LISTED PROPERTIES

CALIFORNIA

- Los Angeles County  
 \*Miller and Herriott House  
 1163 W. 27th St.  
 Los Angeles 11/16/79 79000486  
 \*Million Dollar Theater  
 307 S. Broadway  
 Los Angeles 7/20/78 78000687  
 \*Miltimore House  
 1301 S. Chellen Way  
 South Pasadena 3/24/72 72000235  
 \*Mission Court  
 Bungalow Courts of Pasadena TR  
 567 N. Oakland Ave.  
 Pasadena 7/11/83 83001198  
 \*Mission San Fernando Rey de Convento Building  
 15151 San Fernando Mission Blvd.  
 Los Angeles 10/27/88 88002147  
 \*Moneta Branch  
 Los Angeles Branch Library System TR  
 4255 S. Olive St.  
 Los Angeles 5/19/87 87001016  
 \*Montecito Apartments  
 6650 Franklin Ave.  
 Los Angeles 7/18/85 85001592  
 \*Moore, Frederick Mitchell, House  
 818 S. Bonnie Brae St.  
 Los Angeles 6/03/76 76000489  
 \*Mount Pleasant House  
 Heritage Sq., 3800 Homer St.  
 Los Angeles 12/12/76 76000490  
 \*Muir, John, Branch  
 Los Angeles Branch Library System TR  
 1005 W. Sixty-fourth St.  
 Los Angeles 5/19/87 87001017  
 \*National Bank of Whittier Building  
 13002 E. Philadelphia St.  
 Whittier 12/30/82 82000969  
 \*Natural History Museum  
 900 Exposition Blvd.  
 Los Angeles 3/04/75 75000434  
 \*Newcomb House  
 675--677 N. El Molino Ave.  
 Pasadena 9/02/82 82002198

CALIFORNIA

- Los Angeles County  
 \*Nicholson, Grace, Building  
 46 N. Los Robles Ave.  
 Pasadena 7/21/77 77000300  
 \*North Hollywood Branch  
 Los Angeles Branch Library System TR  
 5211 N. Tujunga Ave.  
 Los Angeles 5/19/87 87001018  
 \*Oaklawn Bridge and Waiting Station  
 Between Oaklawn and Fair Oaks Aves.  
 South Pasadena 7/16/73 73000406  
 \*Oaks, The  
 250 N. Primrose Ave.  
 Monrovia 4/06/78 78000692  
 \*Odd Fellows Temple  
 175 N. Los Robles Ave.  
 Pasadena 8/01/85 85001682  
 \*Old Pasadena Historic District  
 Roughly bounded by Pasadena, Fair Oaks, Raymond Aves., Arroyo Pkwy., Del Mar Blvd., and Corson St.  
 Pasadena 9/15/83 83001200  
 Old Santa Susana Stage Road  
 Address Restricted  
 Chatsworth vicinity 1/10/74 74000517  
 \*Orange Grove Court  
 Bungalow Courts of Pasadena TR  
 745 E. Orange Grove Blvd.  
 Pasadena 7/11/83 83001199  
 \*Oviatt, James, Building  
 617 S. Olive St.  
 Los Angeles 8/11/83 83004529  
 Pacific Electric Railway Company Substation No. 8  
 2245 N. Lake Ave.  
 Altadena 11/09/77 77000295  
 \*Pacific Electric Railroad Bridge  
 Torrance Blvd. and Bow St.  
 Torrance 7/13/89 89000854  
 \*Paddison Ranch Buildings  
 11951 Imperial Hwy.  
 Norwalk 6/23/78 78000694  
 Palmer, Minnie Hill, House  
 Chatsworth Park South  
 Chatsworth 9/04/79 79000480

E-7

Key:

Property Name, Address/Boundary, City, Vicinity, Listed Dates, Reference Number, Multiple Name.

\*Historic Places Within 1 Mile of the CMP Roadway System.

NATIONAL REGISTER OF HISTORIC PLACES  
INDEX OF LISTED PROPERTIES

CALIFORNIA

Los Angeles County

- \*Palmetto Court  
Bungalow Courts of Pasadena TR  
100 Palmetto Dr.  
Pasadena 7/11/83 83001201
- \*Palomares, Ygnacio, Adobe  
Corner of Arrow Hwy. and Orange Grove Ave.  
Pomona 3/24/71 71000156
- \*Parkhurst Building  
185 Pier Ave.  
Santa Monica 11/17/78 78000699
- \*Pasadena Civic Center District  
Roughly bounded by Walnut and Green Sts.,  
Raymond and Euclid Aves.  
Pasadena 7/28/80 80000813
- \*Pasadena Playhouse  
39 S. El Molino Ave.  
Pasadena 11/11/75 75000435
- \*Patio del Moro  
8225--8237 Fountain Ave.  
West Hollywood 9/11/86 86002418
- \*Pegler, John Carlton, House  
419 E. Highland Ave.  
Sierra Madre 10/20/88 88002019
- \*Fellissier Building  
3780 Wilshire Blvd.  
Los Angeles 2/23/79 79000488
- \*Phillips Mansion  
2640 W. Pomona Blvd.  
Pomona 11/06/74 74000525
- \*Pico, Pio, Casa  
6003 Pioneer Blvd.  
Whittier 6/19/73 73000408
- \*Pico, Romulo, Adobe  
10940 Sepulveda Blvd.  
Mission Hills 11/13/66 66000211
- \*Pitzer House  
4353 N. Towne  
Claremont 9/04/86 86002192
- \*Plaza Substation  
10 Olvera St.  
Los Angeles 9/13/78 78000689
- Point Fermin Lighthouse  
805 Paseo Del Mar  
San Pedro 6/13/72 72000234

CALIFORNIA

Los Angeles County

- Point Vicente Light  
Rancho Palos Verdes  
Long Beach 10/31/80 80000808
- Pomona Fox Theater  
102--144 3rd St.  
Pomona 2/19/82 82002201
- \*Pomona YMCA Building  
350 N. Geary Ave.  
Pomona 3/06/86 86000408
- \*Prospect Historic District  
Prospect Blvd., Square, Crescent, and Terrace, Rosemont Ave.,  
Armada and Fremont Drs., and La Mesa Pl.  
Pasadena 4/07/83 83001202
- Puvunga Indian Village Sites  
Address Restricted  
Long Beach vicinity 1/21/74 74000521
- Puvunga Indian Village Sites (Boundary Increase)  
Address Restricted  
Long Beach 5/22/82 82000429
- \*Queen Anne Cottage and Coach Barn  
301 N. Baldwin Ave.  
Arcadia 10/31/80 80000804
- RALPH J. SCOTT  
Berth 85  
San Pedro 6/30/89 89001430
- \*Ramsay--Durfee Estate  
2425 S. Western Ave.  
Los Angeles 7/24/89 89000821
- \*Rancho El Encino  
16756 Moorpark St.  
Encino 2/24/71 71000142
- \*Rancho Los Alamitos  
6400 Bixby Hill Rd.  
Long Beach 7/07/81 81000153
- \*Redondo Beach Public Library  
309 Esplanade St.  
Redondo Beach 3/12/81 81000158
- \*Redondo Beach Original Townsite Historic District  
N. Gertruda Ave., Carnelian St., N. Guadalupe Ave. and Diamo  
nd St.  
Redondo Beach 6/30/88 88000970
- Reeve, Jennie A., House  
4260 Country Club Dr.  
Long Beach 6/21/84 84000883

E-8

Key:

Property Name, Address/Boundary, City, Vicinity, Listed Dates, Reference Number, Multiple Name.

\* Historic Places Within 1 Mile of the CMP Roadway System.



**NATIONAL REGISTER OF HISTORIC PLACES  
INDEX OF LISTED PROPERTIES**

**CALIFORNIA**

- Los Angeles County  
 \* Rialto Theatre  
 1019--1023 Fair Oaks Ave.  
 South Pasadena 5/24/78 78000700  
 Rindge, Frederick Hastings, House  
 2263 Harvard Blvd.  
 Los Angeles 1/23/86 86000105  
 \* Rives, James C., House  
 10921 S. Paramount Blvd.  
 Downey 5/22/78 78000681  
 Robinson, Virginia, Estate  
 1008 Elden Way  
 Beverly Hills 11/15/78 78000679  
 Rogers, Will, House  
 14253 Sunset Blvd.  
 Los Angeles 2/24/71 71000149  
 \* Ronda  
 1400--1414 Havenhurst Dr.  
 West Hollywood 2/28/85 85000356  
 \* Rose Bowl, The  
 991 Rosemont Ave., Brookside Park  
 Pasadena 2/27/87 87000755  
 \* Rose Court  
 Bungalow Courts of Pasadena TR  
 449-457 S. Hudson Ave.  
 Pasadena 7/11/83 83001203  
 \* Rowland, John A., House  
 16021 E. Gale Ave.  
 Industry 7/16/73 73000403  
 \* Russian Village District  
 290--370 S. Mills Ave. and 480 Cucamonga Ave.  
 Claremont 12/28/78 78000680  
 S. S. CATALINA  
 Berth 96, Los Angeles Harbor  
 San Pedro 9/01/76 76000495  
 Saddle Rock Ranch Pictograph Site  
 Address Restricted  
 Malibu vicinity 2/12/82 82004617  
 \* San Dimas Hotel  
 121 San Dimas Ave.  
 San Dimas 3/16/72 72000233  
 \* San Fernando Building, The  
 400--410 S. Main St.  
 Los Angeles 7/31/86 86002098

**CALIFORNIA**

- Los Angeles County  
 San Gabriel Mission  
 Junipero St. and W. Mission Dr.  
 San Gabriel 5/06/71 71000158  
 \* San Rafael Rancho  
 Bonita Dr.  
 Glendale 12/12/76 76000487  
 \* Santa Monica Looff Hippodrome  
 276 Santa Monica Pier  
 Santa Monica 2/27/87 87000766  
 \* Sara-Thel Court  
 Bungalow Courts of Pasadena TR  
 618-630 S. Marengo Ave.  
 Pasadena 7/11/83 83001192  
 \* Schindler, R.M. House  
 833 N. Kings Rd.  
 Los Angeles 7/14/71 71000150  
 \* Scripps College for Women  
 Columbia and 10th St.  
 Claremont 9/20/84 84000887  
 \* Second Church of Christ, Scientist  
 946 W. Adams Blvd.  
 Los Angeles 4/02/87 87000576  
 \* Security Trust and Savings  
 6381-85 Hollywood Blvd.  
 Hollywood 8/18/83 83001204  
 \* Sinclair, Upton, House  
 464 N. Myrtle Ave.  
 Monrovia 11/11/71 71000153  
 \* Singer Building  
 16 S. Oakland Ave. and 520 E. Colorado Blvd.  
 Pasadena 5/16/85 85001066  
 \* Smith Estate  
 5905 El Mio Dr.  
 Los Angeles 10/29/82 82000971  
 \* Smith, Ernest W., House  
 272 S. Los Robles Ave.  
 Pasadena 1/14/88 87002397  
 \* Somerville Hotel  
 4225 S. Central Ave.  
 Los Angeles 1/17/76 76000491  
 \* South Bonnie Brae Tract Historic District  
 1026--1053 S. Bonnie Brae St. and 1830--1851 W. Eleventh St.  
 Los Angeles 1/14/88 87002401

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**NATIONAL REGISTER OF HISTORIC PLACES  
INDEX OF LISTED PROPERTIES**

**CALIFORNIA**

**Los Angeles County**

- \* South Marengo Historic District  
S. Marengo Ave.  
Pasadena 6/02/82 82002199
- \* South Pasadena Historic District  
Roughly bounded by Mission and El Centro Sts., and Fairview  
and Meridian Aves.  
South Pasadena 7/21/82 82002202
- \* South Serrano Avenue Historic District  
400 blk. of S. Serrano Ave.  
Los Angeles 1/28/88 87002407
- \* Southern Pacific Railroad Station  
11825 Bailey St.  
Whittier 5/22/78 78000701
- \* Sowden, John, House  
5121 Franklin Ave.  
Los Angeles 7/14/71 71000151
- Space Flight Operations Facility  
Jet Propulsion Laboratory  
Pasadena 10/03/85 85002814
- \* Spring Street Financial District  
354--704 S. Spring St.  
Los Angeles 8/10/79 79000489
- \* St. James Park Historic District  
Roughly bounded by 21st and 23 Sts., Mount St. Mary's Colleg  
e, W. Adams Blvd. and Union Ave.  
Los Angeles 9/27/91 91001387
- \* Standard Oil Building  
7257 Bright Ave.  
Whittier 6/09/80 80000816
- \* Stevenson, Robert Louis, Branch  
Los Angeles Branch Library System TR  
805 Spence St.  
Los Angeles 5/19/87 87001021
- \* Stimson House  
2421 S. Figueroa St.  
Los Angeles 3/30/78 78000690
- \* Storer House  
8161 Hollywood Blvd.  
Los Angeles 9/28/71 71000152
- \* Stoutenburgh House  
255 S. Marengo Ave.  
Pasadena 11/25/80 80000814

**CALIFORNIA**

**Los Angeles County**

- \* Streetcar Depot  
Pershing and Dewey Aves.  
Los Angeles 2/23/72 72000232
- \* Sunset Towers  
8358 Sunset Blvd.  
Los Angeles 5/30/80 80000812
- \* Sweetser Residence  
417 E. Beryl St.  
Redondo Beach 9/05/85 85001984
- \* Temple Mansion  
15415 E. Don Julian Rd.  
Industry 12/02/74 74000518
- \* Title Guarantee and Trust Company Building  
401-411 W. 5th St.  
Los Angeles 7/26/84 84000891
- \* Toberman, C. E., Estate  
1847 Camino Palmero  
Hollywood 9/15/83 83001205
- \* Torrance School  
Torrance High School Campus TR  
2200 W. Carson  
Torrance 10/13/83 83003542
- Tuna Club of Avalon  
100 St. Catherine Way, Catalina Island  
Avalon 4/02/91 91000338
- \* Twentieth Street Historic District  
912--950 20th St. (even numbers)  
Los Angeles 7/22/91 91000915
- \* Twenty-Five Foot Space Simulator  
Jet Propulsion Laboratory  
Pasadena 10/03/85 85002812
- \* US Post Office--Beverly Hills Main  
US Post Office in California 1900-1941 TR  
469 N. Crescent Dr.  
Beverly Hills 1/11/85 85000126
- \* US Post Office--Burbank Downtown Station  
US Post Office in California 1900-1941 TR  
125 E. Olive Ave.  
Burbank 1/11/85 85000127
- \* US Post Office--Glendale Main  
US Post Office in California 1900-1941 TR  
313 E. Broadway St.  
Glendale 1/11/85 85000128

E-10

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**NATIONAL REGISTER OF HISTORIC PLACES  
INDEX OF LISTED PROPERTIES**

**CALIFORNIA**

- Los Angeles County**  
 \*US Post Office--Long Beach Main  
 US Post Office in California 1900-1941 TR  
 300 Long Beach Blvd.  
 Long Beach 1/11/85 85000129  
 \*US Post Office--Hollywood Station  
 US Post Office in California 1900-1941 TR  
 1615 N. Wilcox Ave.  
 Los Angeles 1/11/85 85000130  
 \*US Post Office--Los Angeles Terminal Annex  
 US Post Office in California 1900-1941 TR  
 900 Alameda St.  
 Los Angeles 1/11/85 85000131  
 \*US Post Office--San Pedro Main  
 US Post Office in California 1900-1941 TR  
 839 S. Beacon St.  
 San Pedro 1/11/85 85000132  
 \*Van Buren Place Historic District  
 2620--2657 Van Buren Pl.  
 Los Angeles 8/10/89 89001103  
 Van Nuys Branch  
 Los Angeles Branch Library System TR  
 14553 Sylvan Way  
 Los Angeles 5/19/87 87001019  
 \*Vasquez Rocks  
 Agua Dulce Rd.  
 Agua Dulce 6/22/72 72000228  
 \*Venice Branch  
 Los Angeles Branch Library System TR  
 610 California Ave.  
 Los Angeles 5/19/87 87001020  
 \*Venice Canal Historic District  
 Roughly bounded by Grand, Carroll, Eastern,  
 and Sherman canals  
 Los Angeles 8/30/82 82002193  
 \*Vermont Square Branch  
 Los Angeles Branch Library System TR  
 1201 W. Forty-eighth St.  
 Los Angeles 5/19/87 87001022  
 \*Villa Bonita  
 1817 Hillcrest Rd.  
 Hollywood 9/12/86 86001950  
 Villa Francesca  
 1 Peppertree Dr.  
 Rancho Palos Verdes 10/02/86 86002796

**CALIFORNIA**

- Los Angeles County**  
 \*Villa Verde  
 800 S. San Rafael  
 Pasadena 9/13/84 84000896  
 \*Vista del Arroyo Hotel and Bungalows  
 125 S. Grand Ave.  
 Pasadena 4/02/81 81000157  
 \*Washington Building  
 9720--9732 Washington Blvd.  
 Culver City 5/28/91 91000635  
 \*Watts Station  
 1686 E. 103rd St.  
 Los Angeles 3/15/74 74000523  
 \*Watts Towers of Simon Rodia  
 1765 E. 107th St.  
 Los Angeles 4/13/77 77000297  
 \*Weaver, Henry, House  
 142 Adelaide Dr.  
 Santa Monica 12/27/89 89002114  
 Well No. 4, Pico Canyon Oil Field  
 9.5 mi. N of San Fernando, W of U.S. 99  
 San Fernando vicinity 11/13/66 66000212  
 \*Whitley Heights Historic District  
 Roughly bounded by Franklin, Highland, Cahuenga, and Fairfield Aves.  
 Hollywood 8/19/82 82002189  
 \*Wilmington Branch  
 Los Angeles Branch Library System TR  
 309 W. Opp St.  
 Los Angeles 5/19/87 87001023  
 \*Wilshire Branch  
 Los Angeles Branch Library System TR  
 149 N. Saint Andrews Pl.  
 Los Angeles 5/19/87 87001024  
 Wilson, Warren, Beach House  
 15 Thirtieth St.  
 Venice 7/17/86 86001666  
 \*Wilton Historic District  
 S. Wilton Pl., S. Wilton Dr., and Ridgewood Pl.  
 Los Angeles 7/24/79 79000490  
 \*Woman's Club of Redondo Beach  
 400 S. Broadway  
 Redondo Beach 4/19/84 84000900

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NATIONAL REGISTER OF HISTORIC PLACES  
INDEX OF LISTED PROPERTIES

CALIFORNIA

Los Angeles County

- \*Workman Adobe  
15415 Don Julian Rd.  
Industry 11/20/74 74000519
- \*Workman Family Cemetery  
15415 E. Don Julian Rd.  
Industry 11/20/74 74000520
- \*Wright, Lloyd, Home and Studio  
858 N. Doheny Dr.  
West Hollywood 4/06/87 87000562
- Wrigley, William, Jr., Summer Cottage  
76 Wrigley Rd.  
Avalon 8/15/85 85001785
- \*Wynate  
851 Lyndon St.  
South Pasadena 4/24/73 73000407

Madera County

- Madera County Courthouse  
210 W. Yosemite Ave.  
Madera 9/03/71 71000162

Marin County

- Alexander-Acacia Bridge  
Alexander Ave. between Acacia and Monte Vista Aves.  
Larkspur 1/05/84 84000903
- ✓Angel Island  
SE of Tiburon in San Francisco Bay  
Tiburon vicinity 10/14/71 71000164
- Barrett, William G., House  
156 Bulkley  
Sausalito 6/17/80 80004490
- Boyd House  
1125 B St.  
San Rafael 12/17/74 74000528
- ✓Bradford House  
333 G St.  
San Rafael 6/06/80 80000818
- China Camp  
247 N. San Pedro Dr.  
San Rafael 4/26/79 79000493
- ✓Dixie Schoolhouse  
2255 Las Gallinas Ave.  
San Rafael 12/26/72 72000236

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APPENDIX E

**CULTURAL HERITAGE COMMISSION**  
**HISTORIC-CULTURAL MONUMENTS**  
**1 THROUGH 562**  
**LISTED BY ADDRESS**

| Address                  | Monument Name  | Monument Number | Council District | Date Of Inclusion |
|--------------------------|--|-----------------|------------------|-------------------|
| 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                                | 110             | 1                | January 17, 1973  |
| 514 W. Adams Bl.         | St. John's Episcopal Church, (Excluding Social Hall) Lot 2, Tract 8141   | 516             | 9                | January 22, 1991  |
| 621 W. Adams Bl.         | St. Vincent De Paul Church   | 90              | 9                | July 21, 1971     |
| 650 W. Adams Bl.         | Auto Club of Southern California [Primary Address: 2601 S. Figueroa St.]   | 72              | 3                | February 3, 1971  |
| 839 W. Adams Bl.         | Stimson, Ezra T., House  | 456             | 1                | October 24, 1989  |
| 930 - 948 W. Adams Bl.   | Second Church of Christ Scientist of L.A.  | 57              | 8                | July 17, 1968     |
| 954 - 1008 W. Adams Bl.  | Sunshine Mission [Primary Address: 2600 S. Hoover St.]   | 241             | 8                | April 9, 1981     |
| 1140 - 1156 W. Adams Bl. | Kelly, A. E. Residence   | 295             | 8                | July 12, 1985     |
| 1158 - 1176 W. Adams Bl. | Residences   | 297             | 8                | August 13, 1985   |
| 1150 - 1190 W. Adams Bl. | Ecung-Ibbetson House & Moreton Bay Fig Tree [Alternate Address: 2612 Magnolia Ave.]  | 350             | 8                | March 29, 1988    |
| 1439 - 1457 W. Adams Bl. | First African Methodist Episcopal Zion Cathedral & Community Center  | 341             | 8                | January 22, 1988  |
| 2141 W. Adams Bl.        | Mansion and Formal Gardens [Alternate Address: 2528 Gramercy Pl.]  | 197             | 10               | August 23, 1978   |
| 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.)  | 458             | 10               | November 3, 1989  |
| 2153 - 2215 W. Adams Bl. | William Andrews Clark Memorial Library [Primary Address: 2500 - 2520 Cimmaron St.]   | 28              | 10               | October 9, 1964   |
| 3115 - 3125 W. Adams Bl. | Fitzgerald House [Alternate Address: 2525 Arlington Ave.]  | 258             | 10               | November 5, 1982  |
| 3300 W. Adams Bl.        | Walker Mansion Building & Front Section of Grounds Only  | 419             | 10               | March 3, 1989     |
| 3424 W. Adams Bl.        | Lindsay, Lycurgus Mansion (Polish Parsh) — 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) | 496             | 10               | May 30, 1990      |
| 3500 W. Adams Bl.        | Guastr Villa/Busby Berkeley Estate Garage, & Grounds (excluding the recent additions as specified on attached site)  | 478             | 10               | January 30, 1990  |
| 3722 - 3726 W. Adams Bl. | Dr. Grandville MacGowan Home   | 479             | 10               | January 30, 1990  |
| 3734 W. Adams Bl.        | Briggs Residence   | 477             | 10               | January 30, 1990  |

|                | Address           | Monument Name   | Monument Number | Council District | Date Of Inclusion  |
|----------------|-------------------|---|-----------------|------------------|--------------------|
| 4976 - 4990 W. | Adams Bl.         | Church Of The Advent [Alternate Address: 2614 Longwood Dr.]   | 512             | 10               | January 16, 1991   |
| 2373           | Addison Way       | Swanson House   | 542             | 14               | July 2, 1991       |
| 6141           | Afton Pl.         | Afton Arms Apartments   | 463             | 13               | November 3, 1989   |
| 611            | Agatha St.        | Cast Iron Commercial Building [Primary Address: 740 - 748 S. San Pedro St.]                             | 140             | 9                | March 19, 1975     |
|                | Alameda St.       | Plaza Park [Primary Address: Sunset Bl. & Plaza]  | 64              | 9                | April 1, 1970      |
| * 800 - 850 N. | Alameda St.       | Union Station and Grounds [Alternate Address: 357 Aliso St.]  | 101             | 14               | August 22, 1972    |
| 1801 - 1813    | Albion St.        | Albion Cottages & Milagro Market  | 442             | 1                | June 20, 1989      |
| 357            | Aliso St.         | Union Station & Grounds [Primary Address: 800 - 850 N. Alameda St.]                                     | 101             | 14               | August 22, 1972    |
| 6814 - 6836    | Alta Loma Terrace | Highland-Camrose Bungalow Village [Primary Address: 2101 - 2131 N. Highland Ave.]                       | 291             | 13               | April 23, 1985     |
| 179 - 181 S.   | Alta Vista St.    | Morgan, Octavius Residence  | 444             | 5                | June 20, 1989      |
| 601 - 631 S.   | Alvarado St.      | MacArthur Park [Primary Address: 2100 - 2320 W. 6th St.]  | 100             | 4                | May 1, 1972        |
| 636 1/2        | Alvarado St.      | Westlake Theatre Building   | 546             | 1                | September 24, 1991 |
| 1135 - 1141 S. | Alvarado St.      | Potter, Thomas Residence  | 327             | 1                | September 22, 1987 |
| 1147 S.        | Alvarado St.      | Winstel, August Residence   | 328             | 1                | September 22, 1987 |
| 1366 S.        | Alvarado St.      | Central Spanish 7th Day Adventist Church [Alternate Address: 1447 - 1459 Alvarado Terr.]                | 89              | 1                | July 7, 1971       |
| 1311 - 1321    | Alvarado Terrace  | Boyle-Barmore Residence   | 83              | 1                | July 7, 1971       |
| 1325           | Alvarado Terrace  | Cohn Residence  | 84              | 1                | July 7, 1971       |
| 1333           | Alvarado Terrace  | Gilbert Residence   | 85              | 1                | July 7, 1971       |
| 1345           | Alvarado Terrace  | Powers Residence  | 86              | 1                | July 7, 1971       |
| 1353           | Alvarado Terrace  | Raphael Residence   | 87              | 1                | July 7, 1971       |
| 1401           | Alvarado Terrace  | Kenny-Everhardy House   | 88              | 1                | July 7, 1971       |
| 1447 - 1459    | Alvarado Terrace  | Central Spanish 7th Day Adventist Church [Primary Address: 1366 S. Alvarado St.]                        | 89              | 1                | July 7, 1971       |
| 1040           | Angelo Dr.        | Greenacres (Former Harold Lloyd Estate) [Alternate Address: 1740 Green Acres Pl.]                       | 279             | 5                | July 24, 1984      |
| 15301 - 15327  | Antioch St.       | Pacific Palisades Business Block [Primary Address: 15300 - 15318 Sunset Bl.]                            | 276             | 11               | April 24, 1984     |
|                | Arcadia           | Plaza Park [Primary Address: Sunset Bl. & Plaza]  | 64              | 9                | April 1, 1970      |
| 1709 - 1715    | Argyle Terrace    | Pantages Theater [Primary Address: 6225 - 6249 Hollywood Bl.]   | 193             | 13               | July 5, 1978       |
| 1130           | Arlington Ave.    | Milbank/McFie Estate [Alternate Address: 3340 Country Club Dr.]   | 420             | 10               | December 13, 198   |
| 2525           | Arlington Ave.    | Fitzgerald House [Primary Address: 3115 - 3125 Adams Bl.]   | 258             | 10               | November 5, 198.   |
| 1803 S.        | Arlington Ave.    | Washington-Irving Branch Library [Alternate Address: 2508 W. 18th St.]                                  | 307             | 10               | June 27, 1986      |
| 6201 - 6211    | Arroyo Glen       | San Encino Abbey [Alternate Address: 6204 Marmion Way]  | 106             | 14               | November 15, 197   |
| 5676 - 5688    | Ash St.           | Wheeler-Smith House   | 378             | 1                | July 15, 1988      |
| 221 - 227 N.   | Avalon Bl.        | Masonic Temple  | 342             | 15               | January 22, 1988   |
| 650 S.         | Avenue 21         | Edison Electric Company Los Angeles #3 Steam Power Plant  | 388             | 14               | October 21, 1986   |
| 201 - 231 E.   | Avenue 42         | Lummis, Charles Residence and Surrounding Gardens (El Alisal) [Primary Address: 200 - 212 E. Avenue 43] | 68              | 1                | September 2, 197   |

\* Indicates Monument Near the CMP System.

|              | Address     | Monument Name  | Monument Number | Council District | Date Of Inclusion |
|--------------|-------------|--|-----------------|------------------|-------------------|
| 315 W.       | Avenue 43   | Wachtel Studio-Home & Eucalyptus Grove (Excluding the Garage)  | 503             | 14               | October 9, 1990   |
| 200 - 212 E. | Avenue 43   | Lummis, Charles Residence and Surrounding Gardens (El Alisal) [Alternate Addresses: 201 - 231 E. Avenue 42, and 4201 - 4231 Carlota Blvd.]                               | 68              | 1                | September 2, 1970 |
| 200 - 202    | Avenue 43   | Mount Washington Cable Car Station   | 269             | 14               | June 28, 1983     |
| 161 - 169 S. | Avenue 49   | Bent, Arthur S. House  | 482             | 1                | March 23, 1990    |
| 211 S.       | Avenue 52   | Maxwell, J.E. Residence  | 539             | 1                | July 19, 1991     |
| 215 S.       | Avenue 52   | Reverend Williel Thomson Residence   | 541             | 1                | July 19, 1991     |
| 215 N.       | Avenue 53   | Morrell House  | 379             | 1                | July 15, 1988     |
| 219 N.       | Avenue 53   | Reeves House   | 380             | 1                | July 15, 1988     |
| 326 N.       | Avenue 53   | Piper House  | 540             | 1                | July 19, 1991     |
| 369 N.       | Avenue 53   | La Paloma Residence  | 554             | 1                | March 18, 1992    |
| 104 - 112 N. | Avenue 56   | Masonic Temple (Highland Park) [Alternate Address: 5567 N. Figueroa St.]   | 282             | 1                | August 29, 1984   |
| 148 - 150 S. | Avenue 56   | A.J. Madison House   | 550             | 1                | October 2, 1991   |
| 212 - 214 N. | Avenue 57   | Charley and Nettie Williams Home   | 556             | 1                | April 28, 1992    |
| 125 - 135 S. | Avenue 57   | Highland Park Ebell Club   | 284             | 1                | August 29, 1984   |
| 140 - 142 S. | Avenue 57   | Smith, William U. House & Arroyo Stone Wall  | 376             | 14               | July 15, 1988     |
| 137 - 151 S. | Avenue 57   | Latter House & Arroyo Stone Wall   | 366             | 14               | June 21, 1988     |
| 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.] | 377             | 14               | July 15, 1988     |
| 140 - 154 S. | Avenue 59   | Yoakum House   | 287             | 14               | January 18, 1985  |
| 210 - 220 S. | Avenue 60   | Drake House  | 338             | 14               | January 26, 1988  |
| 225 N.       | Avenue 61   | Department of Water and Power Distributing Station No. 2 [Alternate Address: 6112 Monte Vista Street]  | 558             | 1                | April 21, 1992    |
| 162 S.       | Avenue 61   | Santa Fe Arroyo Seco Railroad Bridge   | 339             | 14               | January 22, 1988  |
| 420 N.       | Avenue 62   | Garvanza Pumping Station & Site of the Highland Reservoir  | 412             | 14               | January 20, 1989  |
| 200 - 204 S. | Avenue 66   | Judson Studios   | 62              | 14               | August 13, 1969   |
| 432 - 498 N. | Avenue 66   | Residence (aka McClure Residence)  | 107             | 1                | November 15, 1972 |
| 616 N.       | Avenue 66   | Wilson, George W. Estate (Burned down 12/15/1989)  | 418             | 14               | February 17, 1989 |
| 740 - 742 N. | Avenue 66   | Ashley House   | 402             | 14               | December 9, 1988  |
| 840 N.       | Avenue 66   | Williams, Robert Edmund House, (Excluding Adjacent Grounds) AKA The Hathaway Home for Children   | 411             | 14               | January 18, 1989  |
| 4400         | Avocado St. | Avocado Trees (Entire Block)   | 343             | 4                | January 22, 1988  |
| 2801         | Baldwin     | Sacred Heart Church [Primary Address: 2210 - 2212 Sichel St.]  | 468             | 1                | December 5, 1989  |
| 110 S.       | Barrington  | Gas Station (Brentwood Village)  | 387             | 11               | September 2, 1988 |
|              | Beachwood   | Two Stone Gates (Intersection of Westshire and Beldon) [Alternate Addresses: Westshire Dr., Beldon]  | 20              | 13               | May 24, 1963      |
| 907 - 945    | Beacon St.  | Harbor View House (San Pedro) [Alternate Address: 912 - 928 Palos Verdes St.]  | 252             | 15               | August 25, 1982   |
| 1542         | Beacon St.  | Residence (Relocated from 575 19th St.)  | 253             | 15               | August 25, 1982   |
|              | Beldon      | Two Stone Gates [Primary Address: Beachwood]   | 20              | 13               | May 24, 1963      |

| Address         | Monument Name   | Monument Number   | Council District | Date Of Inclusion |                    |
|-----------------|-----------------|---|------------------|-------------------|--------------------|
| 1222 - 1234     | Bellevue Ave.   | Bob's Market  | 215              | 1                 | June 6, 1979       |
| 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) | 377              | 14                | July 15, 1988      |
| 4115            | Berencie Pl.    | Montecito View House  | 529              | 1                 | April 23, 1991     |
| 4350 - 4352 1/2 | Beverly Bl.     | Petersen, Einar C. Residence  | 552              | 4                 | November 13, 1991  |
| 7415 - 7427     | Beverly Bl.     | Heinsbergen Building  | 275              | 5                 | January 17, 1984   |
| 7600            | Beverly Bl.     | Pan Pacific Auditorium (West Facade) (Burned Down on 6/89)  | 183              | 4                 | March 1, 1978      |
|                 | Bienvencde Ave. | Sycamore Trees (South of Sunset Bl. to The Cui-de-Sac)  | 465              | 11                | October 27, 1989   |
| 1253            | Bishops Road    | Cathedral High (Street Name Change From Stadium Way)  | 281              | 1                 | August 7, 1984     |
| 5423            | Black Oak Dr.   | Taggart House [Primary Address: 2150 - 2158 Live Oak Dr.]   | 521              | 13                | March 15, 1991     |
| 4020 - 4026     | Bluff Pl.       | Wilbur F. Wood House (site only, excluding all improvements)  | 557              | 15                | April 28, 1992     |
| 403 S.          | Bonnie Brae St. | Grier-Musser House  | 333              | 1                 | December 18, 1987  |
| 818 - 822 S.    | Bonnie Brae St. | Residence (aka Moors, Frederick Residence)  | 45               | 1                 | February 8, 1967   |
| 824 - 826 S.    | Bonnie Brae St. | Boothe, Charles B. Residence and Carnage House (Excluding Non-Historic Interior Alterations)                                  | 491              | 1                 | July 30, 1990      |
| 1036 - 1038 S.  | Bonnie Brae St. | Residence   | 99               | 1                 | April 5, 1972      |
| 1047 S.         | Bonnie Brae St. | Forget, Alphonse J. Residence   | 433              | 1                 | May 5, 1989        |
| 1970            | Bonsallo Ave.   | Shannon, Michael Residence  | 501              | 1                 | June 12, 1990      |
| 1982            | Bonsallo Ave.   | Heimgartner, Agnes B. Residence   | 499              | 1                 | June 12, 1990      |
| 2121 - 2123     | Bonsallo Ave.   | Wright House, The   | 560              | 1                 | May 26, 1992       |
| 2122            | Bonsallo Ave.   | Kane, John B. Residence   | 500              | 1                 | June 12, 1990      |
| 2124            | Bonsallo Ave.   | Gibbons, Charles Clifford House   | 497              | 1                 | June 12, 1990      |
| 2125            | Bonsallo Ave.   | Allen House, The  | 561              | 1                 | May 26, 1992       |
| 1239 - 1247     | Boston St.      | Residence   | 219              | 15                | May 16, 1979       |
| 241 - 247 N.    | Breed St.       | Congregation Talmud Torah   | 359              | 14                | June 7, 1988       |
| 249 - 259 S.    | Broadway        | Irvine/Byrne Building   | 544              | 9                 | August 2, 1991     |
| 300 - 310 S.    | Broadway        | Bradbury Building [Alternate Address: 216 - 224 W. 3rd St.]   | 6                | 9                 | September 21, 1962 |
| 512 - 524 S.    | Broadway        | Roxie Theater   | 526              | 9                 | March 20, 1991     |
| 526 - 530 S.    | Broadway        | Cameo Theater (formerly Clune's Broadway)   | 524              | 9                 | March 20, 1991     |
| 532 - 536 S.    | Broadway        | Arcade Theater  | 525              | 9                 | March 20, 1991     |
| 609 - 619 S.    | Broadway        | Los Angeles Theater   | 225              | 9                 | August 15, 1979    |
| 630 S.          | Broadway        | Palace Theater  | 449              | 9                 | August 16, 1989    |
| 701 - 713 S.    | Broadway        | State Theater Building [Alternate Address: 300 - 314 W. 7th St.]  | 522              | 9                 | March 20, 1991     |
| 800 S.          | Broadway        | Tower Theater [Alternate Address: 218 - 230 W. 8th St.]   | 450              | 9                 | August 16, 1989    |
| 801 - 829 S.    | Broadway        | Hamburger's Department Store (May Company - Downtown) [Alternate Addresses: 300 - 332 W. 8th St., 810 S. Hill St.]            | 459              | 9                 | October 17, 1989   |
| 808 - 812 S.    | Broadway        | Rialto Theatre Building Marquee, Box Office & Original Marble Entry Floor Only  | 472              | 9                 | December 20, 1989  |
| 843 - 855 S.    | Broadway        | Eastern-Columbia Building [Alternate Address: 211 W. 9th St.]   | 294              | 9                 | April 17, 1985     |
| 927 - 939 S.    | Broadway        | United Artists Theater Building   | 523              | 9                 | March 20, 1991     |



|                | Address          | Monument Name   | Monument Number | Council District | Date Of Inclusion  |
|----------------|------------------|---|-----------------|------------------|--------------------|
| 1111 - 1131 S. | Broadway         | Herald Examiner Building [Alternate Address: 146 W. 11th St.]   | 178             | 9                | August 17, 1977    |
| 2201 N.        | Broadway         | Federal Bank Building   | 396             | 1                | November 23, 1988  |
| 3110 N.        | Broadway         | Residence   | 157             | 1                | July 7, 1976       |
| 1424 - 1456    | Bronson Ave.     | Site of Filming of First Talking Film [Primary Address: 5800 - 5858 Sunset Bl.]                         | 180             | 13               | September 21, 1977 |
| 926 - 950      | Broxton Ave.     | Fox Bruin Theater [Alternate Address: 10935 - 10943 Weyburn Ave.]                                       | 361             | 5                | June 21, 1988      |
| 949 - 961      | Broxton Ave.     | Fox Village Theater [Alternate Address: 10953 - 10961 Weyburn Ave.]                                     | 362             | 5                | June 21, 1988      |
| 1072 - 1080    | Broxton Ave.     | Janss Investment Company Building [Primary Address: 1045 - 1099 Westwood Bl.]                           | 364             | 5                | June 21, 1988      |
|                | Bruno St.        | Granite-Block Paving (Between Alameda and North Main)   | 211             | 1                | March 7, 1979      |
| 5426           | Budlong Ave.     | Residence [Primary Address: 1157 W. 55th St.]   | 510             | 8                | January 11, 1991   |
| 7851           | Budlong Ave.     | Presidents' House (Demolished)  | 185             | 8                | April 19, 1978     |
| 325 S.         | Bunker Hill Ave. | Castle, The (Destroyed by Fire)   | 27              | 9                | May 8, 1964        |
| 339 S.         | Bunker Hill Ave. | Salt Box, The (Destroyed by Fire)   | 5               | 9                | August 6, 1962     |
| 12014 - 12024  | Burbank Bl.      | David Familian Chapel [Primary Address: 5540 Laurel Canyon Bl.]   | 199             | 2                | September 20, 1978 |
| 607            | Burnside Ave.    | Apartment Building  | 423             | 4                | March 31, 1989     |
| 626            | Burnside Ave.    | Apartment Building  | 424             | 4                | March 31, 1989     |
| 636            | Burnside Ave.    | Apartment Building  | 425             | 4                | March 31, 1989     |
| 654            | Burnside Ave.    | Apartment Building  | 426             | 4                | March 31, 1989     |
| 1355 N.        | Cahuenga Bl.     | Fire Station #27  | 165             | 13               | October 20, 1976   |
| 1708           | Cahuenga Bl.     | Security Trust & Savings Building [Primary Address: 6367 - 6385 Hollywood Bl.]                          | 334             | 13               | December 18, 1987  |
| 23537          | Calabasas Rd.    | Leonis Adobe  | 1               | 11               | August 6, 1962     |
| 1847 & 1846    | Camino Palmero   | Toberman, C. E. Estate  | 285             | 13               | October 3, 1984    |
| 6809 - 6819    | Camrose Dr.      | Highland-Camrose Bungalow Village [Primary Address: 2101 - 2131 N. Highland Ave.]                       | 291             | 13               | April 23, 1985     |
|                | Canoga Ave.      | Pepper Trees [Woodland Hills] [From Ventura Bl. South To Saltillo St.]                                  | 93              | 3                | January 5, 1972    |
| 4201 - 4231    | Carlota Blvd.    | Lummis, Charles Residence and Surrounding Gardens (El Alisal) [Primary Address: 200 - 212 E. Avenue 43] | 68              | 1                | September 2, 1970  |
| 5552           | Carlton Way      | Dunning House   | 441             | 13               | May 31, 1989       |
| 1300           | Carroll Ave.     | Residence   | 51              | 1                | May 24, 1967       |
| 1316           | Carroll Ave.     | Residence   | 76              | 1                | February 3, 1971   |
| 1320           | Carroll Ave.     | Residence   | 77              | 1                | February 3, 1971   |
| 1321           | Carroll Ave.     | Residence [Alternate Address: 1310 - 1316 Kellam Ave.]  | 176             | 1                | July 13, 1977      |
| 1324           | Carroll Ave.     | Residence   | 78              | 1                | February 3, 1971   |
| 1321 - 1325    | Carroll Ave.     | Residence [Alternate Address: 1314 - 1320 Kellam Ave.]  | 109             | 1                | January 3, 1973    |
| 1329           | Carroll Ave.     | Residence   | 73              | 1                | February 3, 1971   |
| 1330           | Carroll Ave.     | Residence (aka Sessions, Charles Residence)   | 52              | 1                | May 24, 1967       |
| 1344           | Carroll Ave.     | Residence   | 79              | 1                | February 3, 1971   |
| 1345           | Carroll Ave.     | Residence   | 74              | 1                | February 3, 1971   |
| 1355           | Carroll Ave.     | Residence   | 75              | 1                | February 3, 1971   |
| 1407 - 1409    | Carroll Ave.     | Residence   | 189             | 1                | May 3, 1978        |

|                | Address               | Monument Name   | Monument Number | Council District | Date Of Inclusion |
|----------------|-----------------------|---|-----------------|------------------|-------------------|
| 1411 - 1439    | Carroll Ave.          | Residence and Carriage House  | 190             | 1                | May 3, 1978       |
| 1415           | Carroll Ave.          | Bates House   | 399             | 1                | November 29, 1988 |
| 1441 - 1443½   | Carroll Ave.          | Residence   | 191             | 1                | May 3, 1978       |
| 610 - 614      | Carondelet            | Park Plaza Hotel [Primary Address:<br>603 - 607 Park View St.]  | 267             | 1                | June 24, 1983     |
| 637 - 641      | Carondelet            | La Fonda Restaurant Building [Primary<br>Address: 2501 - 2511 Wilshire Bl.]   | 268             | 1                | June 24, 1983     |
| 1051 - 1055    | Cary Ave.             | Drum Barracks [Wilmington]  | 21              | 15               | June 7, 1963      |
| 109 - 119 N.   | Central Ave.          | Hompa Hongwanji Buddhist Temple<br>[Primary Address: 355 - 369 E. 1st St.]  | 313             | 9                | October 24, 1986  |
| 1200 - 1334 S. | Central Ave.          | Coca-Cola Building [Alternate<br>Addresses: 1211 - 1259 Naomi St.,<br>1300 - 1422 E. 12th St., 1415 E. 14th<br>St.]                           | 138             | 9                | February 5, 1975  |
| 1401 S.        | Central Ave.          | Former Fire Station #30   | 289             | 9                | February 15, 1985 |
| 4225 - 4233 S. | Central Ave.          | Dunbar Hotel [Alternate Address: 1067<br>42nd Pl.]  | 131             | 9                | August 4, 1974    |
| 4504 S.        | Central Ave.          | Site of the Original Vernon Branch<br>Library (Excluding the Present 1975<br>Building)  | 306             | 9                | June 27, 1986     |
| S.             | Chatsworth Park       | Old Stage Coach Trail Property  | 92              | 12               | January 5, 1972   |
| N.             | Chatsworth            | Stoney Point Outcroppings   | 132             | 12               | November 20, 1974 |
|                | Chatsworth Park South | Palmer, Minnie H. Residence   | 133             | 12               | November 20, 1974 |
| 203            | Chautauqua Bl.        | Case Study House #8 The Eames House &<br>Studio & Grounds   | 381             | 11               | July 15, 1988     |
| 205            | Chautauqua Bl.        | Case Study House #9, The John Entenza<br>House (Excluding Non-Historic Non-<br>Original Additions)  | 530             | 11               | April 30, 1991    |
| 8              | Chester Pl.           | Doheny Mansion  | 30              | 1                | January 8, 1965   |
| 2500 - 2520    | Cimarron St.          | Clark, Williams Andrews Memorial<br>Library [Alternate Addresses: 2152 -<br>2200 W. 25th St., 2153 - 2215 W. Adams<br>Bl., 2501 Gramercy Pl.] | 28              | 10               | October 9, 1964   |
| 11015          | Clover Ave.           | Moreton Bay Fig Tree [Primary Address:<br>11000 National Bl.]   | 19              | 5                | May 10, 1963      |
| 364            | Cloverdale Ave.       | Apartment Building  | 427             | 4                | April 7, 1989     |
| 430            | Cloverdale Ave.       | Villa Cintra  | 428             | 4                | April 7, 1989     |
| 601            | Cloverdale Ave.       | Apartment Building  | 429             | 4                | April 7, 1989     |
| 603            | Cochran Ave.          | Cornell Apartments  | 430             | 4                | April 7, 1989     |
| 3700 - 3946    | Coldwater Canyon Ave. | St. Saviour's Chapel, Harvard School  | 32              | 13               | February 5, 1965  |
| 1760           | Colorado Bl.          | Argus Court   | 471             | 14               | December 20, 1988 |
| 1841 - 1855    | Colorado Bl.          | Eagle Rock Women's Twentieth Century<br>Clubhouse [Primary Address: 5101 - 5105<br>Hermosa Ave.]  | 537             | 14               | July 2, 1991      |
| 2031 - 2035    | Colorado Bl.          | Eagle Rock City Hall [Alternate<br>Address: 5110 Maywood]   | 59              | 14               | February 26, 1969 |
| 2225           | Colorado Bl.          | Old Eagle Rock Branch Library   | 292             | 14               | April 10, 1985    |
| 10116          | Commerce Ave.         | Bolton Hall [Tujunga] [Alternate<br>Address: 7157 Valmont Dr.]  | 2               | 2                | August 6, 1962    |
| 826 S.         | Coronado St.          | Residence [Primary Address: {moved<br>from} 633 W. 15th St.]  | 167             |                  |                   |
| 3340           | Country Club Drive    | Milbank/McFie Estate [Primary Address:<br>1130 Arlington Ave.]  | 420             | 10               | December 13, 1988 |
| 1803 - 1811    | Courtney Ave.         | Courtney Desmond Estate   | 445             | 13               | June 20, 1989     |
| 6501 - 6505    | Crenshaw Bl.          | Hyde Park Congregational Church (Site<br>of...Demolished) [Alternate Address:<br>3408 - 3416 Hyde Park Bl.]                                   | 18              | 6                | May 10, 1963      |
| 6434           | Crescent St.          | Whaley, Dr. Franklin S. Residence   | 528             | 14               | April 23, 1991    |

|               | Address                 | Monument Name  | Monument Number | Council District | Date Of Inclusion |
|---------------|-------------------------|--|-----------------|------------------|-------------------|
| 1508 - 1597   | Crossroads of the World | Crossroads of the World [Primary Address: 6671 - 6679 Sunset Bl.]                            | 134             | 13               | December 4, 1974  |
| 4730          | Crystal Springs Dr.     | Feliz Adobe  | 401             | 4                | November 30, 1988 |
| 2417          | Daly St.                | Water & Power Building   | 384             | 1                | August 5, 1988    |
| 7053 - 7067   | De Longpre              | A & M Records Studio [Primary Address: 1416 N. La Brea Ave.]                                 | 58              | 13               | February 5, 1969  |
| 445 S.        | Detroit Ave.            | Apartment Building   | 438             | 4                | May 19, 1989      |
| 450 S.        | Detroit Ave.            | Apartment Building   | 439             | 4                | May 19, 1989      |
| 18650         | Devonshire St.          | Oakridge & Grounds   | 484             | 12               | March 23, 1990    |
| 22360         | Devonshire St.          | Palmer, Minnie H. Residence [Chatsworth]   | 133             | 12               | November 20, 1974 |
| 3725          | Don Felipe Dr.          | Sanchez Ranch (Adobe Structures Only)  | 487             | 6                | May 1, 1990       |
| 915 - 917     | Douglas St.             | Residence  | 216             | 1                | June 6, 1979      |
| 1101          | Douglas St.             | Residence [Alternate Address: 874 - 886 W. Kensington Rd.]                                   | 217             | 1                | June 6, 1979      |
| 9901          | Dronfield St.           | Stonehurst Recreation Center Building  | 172             | 2                | March 9, 1977     |
| 4616          | Dundee Dr.              | Lovell Health House  | 123             | 4                | March 20, 1974    |
| 2700          | Eagle St.               | Residence  | 262             | 14               | June 2, 1983      |
| 4340          | Eagle Rock Bl.          | Meyers House (Destroyed by Fire: 4/30/92)  | 461             | 14               | November 3, 1989  |
| 701 - 5499    | Eagle Rock View Rd.     | The Eagle Rock [Primary Address: N. Figueroa St.]  | 10              | 14               | November 16, 1962 |
| 700 - 5498    | Eagle Rock View Rd.     | The Eagle Rock [Primary Address: N. Figueroa St.]  | 10              | 14               | November 16, 1962 |
| 1100          | Eagle Vista Dr.         | Eagle Rock Playground Clubhouse  | 536             | 14               | July 2, 1991      |
| 5029          | Echo St.                | Kelman Residence & Carriage Barn   | 494             | 1                | July 13, 1990     |
| 5907          | Echo St.                | Church, C. M. House  | 389             | 14               | October 4, 1988   |
| 5915 - 5919   | Echo St.                | Griffith, G. W. E. House   | 374             | 14               | July 15, 1988     |
| 1750 N.       | Edgemont St.            | 13th Church of Christ Scientist  | 559             | 13               | April 21, 1992    |
| 724 E.        | Edgeware Rd.            | Residence  | 206             | 1                | January 3, 1979   |
| 945 E.        | Edgeware Rd.            | Residence  | 218             | 1                | June 6, 1979      |
| 1093 W.       | Edgeware Rd.            | Eastlake Inn [Primary Address: 1442 Kellam Ave.]   | 321             | 1                | May 20, 1987      |
| 5905 & 5910   | El Mio Dr.              | Residence (aka El Mio)   | 142             | 1                | April 16, 1975    |
| 815           | Elyria Dr.              | Merrill, J. B. House   | 483             | 1                | March 23, 1990    |
|               | Elysian Park            | Chavez Ravine Arboretum, The   | 48              | 1                | April 26, 1967    |
|               | Ensenada (Mexico)       | S.S. Catalina {Last Known Location - Ensenada Mexico}  | 213             | 15               | May 16, 1979      |
| 14401 - 14441 | Erwin St. Mall          | Valley Municipal Building, Van Nuys City Hall [Primary Address: 14410 - 14440 Sylvan St.]    | 202             | 11               | October 18, 1978  |
| 1978          | Estrella Ave.           | Arnold, Lois Ellen Residence   | 498             | 1                | June 12, 1990     |
| 2110          | Estrella Ave.           | Short, Hiram V. Residence  | 507             | 5                | November 2, 1990  |
| 2119          | Estrella Ave.           | Alexander, Richard H. Residence  | 489             | 1                | May 30, 1990      |
| 1001          | Eubank Ave.             | Powder Magazine (Wilmington) [Alternate Address: 361 E. Opp St.]                             | 249             | 15               | August 10, 1982   |
| 204 N.        | Evergreen Ave.          | Chinese Cemetery Shrine, Los Angeles (19th Century) on the Grounds of the Evergreen Cemetery | 486             | 14               | August 31, 1990   |
|               | Fairfax & 3rd St.       | Farmers Market [Primary Address: 3rd & Fairfax]  | 543             | 4                | July 24, 1991     |
|               | Fern Dell               | Gabrielino Indian Site (Griffith Park)   | 112             | 4                | October 29, 1974  |
| 611 - 625 S.  | Figueroa St.            | St. Paul's Cathedral (Site of...Demolished) [Alternate Address: 901 - 915 Wilshire Bl.]      | 66              | 9                | May 6, 1970       |
| 644 - 646 S.  | Figueroa St.            | Fire Station #28   | 348             | 9                | March 29, 1988    |
| 700 - 726 S.  | Figueroa St.            | Barker Brothers Building [Primary Address: 800 - 898 W. 7th St.]                             | 356             | 9                | April 26, 1988    |

| Address        | Monument Name   | Monument Number | Council District | Date Of Inclusion                 |
|----------------|---|-----------------|------------------|-----------------------------------|
| 873 - 877 S.   | Figueroa St.<br>Original Pantry [Alternate Address:<br>809 - 817 W. 9th St.]  | 255             | 9                | October 5, 1982                   |
| 938 - 940 S.   | Figueroa St.<br>Variety Arts Center Building  | 196             | 9                | August 9, 1978                    |
| 2421 S.        | Figueroa St.<br>Stimson Residence   | 212             | 8                | August 16, 1979                   |
| 2601 S.        | Figueroa St.<br>Auto Club of Southern California<br>[Alternate Addresses: 650 W. Adams Bl.,<br>661 W. 27th St.]   | 72              | 8                | February 3, 1971                  |
| 4200 N.        | Figueroa St.<br>Phillips, Ivar I. Dwelling  | 469             | 1                | December 20, 1989                 |
| 4204 N.        | Figueroa St.<br>Phillips, Ivar I. Residence   | 470             | 1                | December 20, 1989                 |
| 4601 N.        | Figueroa St.<br>Ziegler Estate (Main House, Grounds,<br>Arroyo Stone Wall)  | 416             | 14               | February 21, 1988                 |
| 4605 N.        | Figueroa St.<br>Casa De Adobe   | 493             | 14               | July 13, 1990                     |
| 4755 - 4757 N. | Figueroa St.<br>Hiner House   | 105             | 1                | November 15, 1972                 |
| 4939 N.        | Figueroa St.<br>Arroyo Stone House & Arroyo Stone Wall<br>(Street Renamed Sycamore Terrace)   | 373             | 14               | July 15, 1988                     |
| 4967 - 4973 N. | Figueroa St.<br>Field, Mary P. House & Arroyo Stone<br>Wall (Street Renamed Sycamore Terrace)   | 372             | 14               | July 15, 1988                     |
| 4967 - 4973 N. | Figueroa St.<br>Tustin House & Arroyo Stone Wall<br>(Street Renamed Sycamore Terrace)   | 371             | 14               | July 15, 1988                     |
| 4979 - 4985 N. | Figueroa St.<br>Herivel House & Arroyo Stone Wall<br>(Street Renamed Sycamore Terrace)  | 370             | 14               | July 15, 1988                     |
| 4985 N.        | Figueroa St.<br>Johnson House & Arroyo Stone Wall<br>(Street Renamed Sycamore Terrace)  | 369             | 14               | July 15, 1988                     |
| 5567 N.        | Figueroa St.<br>Masonic Temple [Primary Address: 104 -<br>112 N. Avenue 56]   | 282             | 1                | August 29, 1984                   |
| 5600 - 5608    | Figueroa St.<br>Highland Theatre Building   | 549             | 14               | October 2, 1991                   |
| 6301 N.        | Figueroa St.<br>Arroyo Seco Bank Building   | 492             | 14               | July 30, 1990                     |
| N.             | Figueroa St.<br>Eagle Rock, The Rock Itself, (North<br>Terminus of Figueroa) [Alternate<br>Addresses: 700 - 5498 Eagle Rock View<br>Rd., 701 - 5499 Eagle Rock View Rd., 72<br>Patrician Way, 77 Patrician Way] | 10              | 14               | November 16, 1962                 |
| 4510           | Finley Ave.<br>Fletcher Dr.<br>St. Mary of the Angels Church<br>(Bridge Over L. A. River) [Primary<br>Address: Los Angeles River]   | 136<br>322      | 13<br>4          | December 4, 1974<br>July 21, 1987 |
| 532 - 538 S.   | Flower St.<br>California Club Building [Alternate<br>Address: 539 - 553 S. Hope St.]  | 43              | 9                | November 12, 1966                 |
| 650 - 652 S.   | Flower St.<br>Roosevelt Building [Primary Address:<br>723 - 735 W. 7th St.]   | 355             | 9                | April 26, 1988                    |
| 709 - 715 S.   | Flower St.<br>Barker Brothers Building [Primary<br>Address: 800 - 898 W. 7th St.]   | 356             | 9                | April 26, 1988                    |
| 5930 - 5936    | Franklin Ave.<br>Chateau Elysee [Alternate Addresses:<br>1806 - 1830 Tamarind Ave., 5925 - 5939<br>Yucca St.]   | 329             | 13               | September 23, 1987                |
| 5959           | Franklin Ave.<br>Villa Carlotta [Alternate Address:<br>1913 - 1915 Tamarind Ave.]   | 315             | 13               | October 28, 1986                  |
| 6817           | Franklin Ave.<br>First United Methodist Church of<br>Hollywood  | 248             | 13               | December 4, 1981                  |
|                | Franklin Ave.<br>Franklin Avenue Bridge (Shakespeare<br>Bridge) (Between George St. & Myra<br>Ave.)   | 126             | 13               | April 17, 1974                    |
| 6915 - 6933    | Franklin Ave.<br>Franklin Garden Apartments (Site<br>of...Demolished)   | 192             | 13               | June 7, 1978                      |
| 7001           | Franklin Ave.<br>Magic Castle   | 406             | 13               | January 17, 1989                  |
| 1001 - 1007 N. | Fries Ave.<br>Wilmington Branch Library [Primary<br>Address: 309 W. Opp St.]  | 308             | 15               | June 27, 1986                     |

|                | Address                               | Monument Name   | Monument Number | Council District | Date Of Inclusion  |
|----------------|---------------------------------------|---|-----------------|------------------|--------------------|
| 146 S.<br>3601 | Fuller Ave.<br>Gaffey St. [San Pedro] | Howard/Nagin Residence  | 436             | 5                | May 19, 1989       |
|                |                                       | Battery Osgood-Farley, Fort MacArthur Upper Reservation, bounded by Paseo del Mar, Roxbury Street, Leavenworth Drive, and a line north from the foot of Target Range Road to the intersection with Leavenworth Drive [Alternate's listed on these streets also] | 515             | 15               | January 22, 1991   |
|                | Gaffey & 37th Sts.                    | Korean Bell & Belfry of Friendship, Angel's Gate Park [Alternate Address: 37th St.]   | 187             | 15               | May 3, 1978        |
| 757 - 767      | Garland Ave.                          | Residence   | 129             | 9                | June 19, 1974      |
| 959            | Gayley Ave.                           | Gayley Terrace  | 363             | 5                | June 21, 1988      |
| 805 S.         | Genesee Ave.                          | Buck House [Alternate Address: 5950 - 5958 W. 8th St.]  | 122             | 4                | March 20, 1974     |
| 738 - 744      | Gibbons St.                           | San Antonio Winery [Primary Address: 725 - 749 Lamar St.]   | 42              | 14               | September 14, 1966 |
|                | Gibson (John Jr.) Park                | U.S.S. Los Angeles Naval Monument   | 188             | 15               | May 3, 1978        |
|                | Gilmore Lane                          | Farmers Market [Primary Address: 3rd St. & Fairfax]   | 543             | 4                | July 24, 1991      |
| 4200           | Glenalbyn Dr.                         | Bent, Ernest & Florence Bent-Halstead House & Grounds Excluding Non-Landscaped Area Facing Avenue 42  | 394             | 1                | November 4, 1988   |
| 4201           | Glenalbyn Dr.                         | Bent, H. Stanley (House, Carriage House & Front Gardens)  | 395             | 1                | November 4, 1988   |
| 4211           | Glenalbyn Dr.                         | Treehaven, Guest House & Grounds  | 392             | 1                | November 4, 1988   |
| 4224           | Glenalbyn Dr.                         | Wiles House   | 393             | 1                | November 4, 1988   |
| 1962           | Glencoe Way                           | Freeman House   | 247             | 13               | November 25, 1981  |
| 817 - 821 N.   | Glendale Bl.                          | Residence   | 257             | 1                | November 5, 1982   |
| 1712           | Glendale Bl.                          | Sennett, Mack Studios   | 256             | 13               | November 5, 1982   |
| 2607           | Glendower Ave.                        | Ennis-Brown House   | 149             | 4                | March 3, 1976      |
| 10618 - 10626  | Graham Ave.                           | Towers of Simon Rodia [Primary Address: 1711 - 1765 E. 107 St.]   | 15              | 15               | March 1, 1963      |
| 2501           | Gramercy Pl.                          | William Andrews Clark Memorial Library [Primary Address: 2500 - 2520 Cimarron St.]  | 28              | 10               | October 9, 1964    |
| 2528           | Gramercy Pl.                          | Mansion and Formal Gardens [Primary Address: 2141 W. Adams Bl.]   | 197             | 10               | August 23, 1978    |
| 455 S.         | Grand Ave.                            | One Bunker Hill Building [Primary Address: 601 - 611 W. 5th St.]  | 347             | 9                | March 25, 1988     |
| 531 - 535 S.   | Grand Ave.                            | Mayflower Hotel   | 286             | 9                | October 5, 1984    |
| 514 - 530 S.   | Grand Ave.                            | Biltmore Hotel [Primary Address: 503 539 S. Olive St.]  | 60              | 9                | July 2, 1969       |
| 703 - 719 S.   | Grand Ave.                            | Boston Stores/J. W. Robinson's [Primary Address: 600 - 632 W. 7th St.]  | 357             | 9                | April 26, 1988     |
| 839 - 861 S.   | Grand Ave.                            | Embassy Auditorium & Hotel [Alternate Address: 501 W. 9th St.]  | 299             | 9                | October 4, 1985    |
| 1615 - 1631    | Grand Ave.                            | Young Apartments [Alternate Address: 303 - 311 17th St.]  | 317             | 9                | January 7, 1987    |
| 2330 - 2338    | Grand Ave.                            | St. Peter's Episcopal Church [24th and San Pedro]   | 53              | 15               | December 6, 1967   |
| 743 S.<br>1740 | Grandview St.<br>Green Acres Pl.      | Chouinard Institute of the Arts   | 454             | 1                | October 24, 1989   |
|                |                                       | Greenacres [Primary Address: 1040 Angelo Dr.]   | 279             | 5                | July 24, 1984      |
| 175            | Greenfield Ave                        | Tischler Residence  | 506             | 5                | October 9, 1990    |
| 18531          | Gresham St.                           | Faith Bible Church  | 152             | 12               | April 7, 1976      |
| 2054 - 2056    | Griffin Ave.                          | Residence   | 144             | 1                | May 21, 1975       |
| 2425           | Griffin Ave.                          | Bowman Residence  | 443             | 1                | June 20, 1989      |

|                  | Address               | Monument Name   | Monument Number | Council District | Date Of Inclusion  |
|------------------|-----------------------|---|-----------------|------------------|--------------------|
| 3537             | Griffin Ave.          | Residence   | 145             | 1                | May 21, 1975       |
| 2408 - 2412      | Griffith Ave.         | Second Baptist Church [Alternate Address: 1100 W. 24th St.]   | 200             | 9                | October 18, 1978   |
|                  | Griffith Park         | Griffith Observatory [Primary Address: 2500 E. Observatory Rd.]   | 168             | 4                | November 17, 1976  |
| 2710 - 2746      | Griffith Park Bl.     | Site of First Walt Disney Studio [Primary Address: 2701 - 2739 Hyperion Ave.]   | 163             | 13               | October 6, 1976    |
| 14603 - 14607    | Hamlin St.            | Baird House   | 203             | 2                | October 18, 1978   |
|                  | Harbor Bl.            | U. S. S. Los Angeles Naval Monument (Between 5th & 6th St. [San Pedro])   | 188             | 15               | May 3, 1978        |
|                  | Harbor View Mem. Park | St. Peter's Episcopal Church  | 53              | 15               | December 6, 1967   |
| 625 - 647 S.     | Harvard Bl.           | Wilshire Boulevard Temple [Primary Address: 3641 - 3663 Wilshire Bl.]   | 116             | 4                | March 21, 1973     |
| 2215 S.          | Harvard Bl.           | Phillips, Thomas W. Residence   | 551             | 10               | November 13, 1991  |
| 2218 S.          | Harvard Bl.           | Residence [Alternate Address: 2216 - 2222 LaSalle Ave.]   | 117             | 8                | April 4, 1973      |
| 2247 - 2271 S.   | Harvard Bl.           | Rindge House [Alternate Addresses: 1941 W. 25th St., 2256 - 2276 S. Hobart Ave.]  | 95              | 8                | February 23, 1972  |
| 1139 S.          | Harvard Bl.           | Pect House  | 272             | 8                | September 21, 1983 |
|                  | Havana & Bleeker Sts. | Mission Wells & the Settling Basin  | 50              | 12               | May 10, 1967       |
|                  | Havenford Ave.        | Founders' Oak (Between Sunset Bl. & Antioch St.) (Site of...Cut Down Due To Termite Infestation)  | 38              | 11               | March 25, 1966     |
| 1471 - 1475      | Havenhurst Dr.        | Andalusia Apartments & Gardens  | 435             | 1                | May 16, 1989       |
| 5944 - 5948      | Hayes Ave.            | Putman House  | 375             | 14               | July 15, 1988      |
| 6028 - 6030      | Hayes Ave.            | Residence   | 143             | 14               | April 16, 1975     |
| 817 - 823 N.     | Hayworth              | El Greco Apartments (Westwood) (Relocated From 1028 Tiverton St.)   | 231             | 5                | June 30, 1980      |
| 5101 - 5105      | Hermosa Ave.          | Eagle Rock Women's Twentieth Century Clubhouse [Alternate Address: 1841 - 1855 Colorado Blvd.]  | 537             | 14               | July 2, 1991       |
| 859 N.           | Highland Ave.         | Gilmore Gasoline Service Station (Including Structure and Site)   | 508             | 13               | November 2, 1990   |
| * 1920 - 1928 N. | Highland Ave.         | Highland Towers Apartments  | 475             | 13               | October 16, 1990   |
| * 2000 N.        | Highland Ave.         | Roman Gardens   | 397             | 13               | November 23, 1988  |
| * 2035 N.        | Highland Ave.         | Hollywood American Legion Post 43   | 462             | 13               | November 3, 1989   |
| * 2101 - 2131 N. | Highland Ave.         | Highland-Camrose Bungalow Village [Alternate Addresses: 2110 - 2118 Woodland Way, 6809 - 6819 Camrose Dr., 6814 - 6836 Alta Loma Terr.] | 291             | 13               | April 23, 1985     |
|                  | * Highland Ave.       | Palm Trees and the Median Strip (Between Wilshire & Melrose)  | 94              | 4                | January 26, 1972   |
|                  | Highway 395           | Manzanar (Inyo County)  | 160             |                  | September 15, 1976 |
|                  | Hill & 3rd            | Angel's Flight [Primary Address: 3rd St. & Hill]  | 4               | 9                | August 14, 1962    |
| 415 - 431 S.     | Hill St.              | Subway Terminal Building [Alternate Address: 416 - 424 Olive St.]   | 177             | 9                | July 27, 1977      |
| 453 - 457 S.     | Hill St.              | Title Guarantee & Trust Co. Building [Primary Address: 401 - 411 W. 5th St.]  | 278             | 9                | July 11, 1984      |
| 757 - 761 S.     | Hill St.              | Garfield Building [Primary Address: 401 - 415 W. 8th St.]   | 121             | 9                | August 22, 1973    |
| 810 S.           | Hill St.              | Hamburger's Dept. Store (May Co. Downtown) [Primary Address: 801 - 829 S. Broadway]   | 459             | 9                | October 17, 1989   |
| 855 S.           | Hill St.              | Coast Federal Savings Building [Primary Address: 315 W. 9th St.]  | 346             | 9                | March 11, 1988     |
| 1036 - 1044 S.   | Hill St.              | Mayan Theater   | 460             | 9                | October 17, 1989   |

\* Indicates Monument Near the CMP System.

|                | Address                 | Monument Name  | Monument Number | Council District | Date Of Inclusion  |
|----------------|-------------------------|--|-----------------|------------------|--------------------|
| 1046 - 1054 S. | Hill St.                | Belasco Theater (Now Metropolitan Community Church)  | 476             | 9                | January 30, 1990   |
| 2616 S.        | Hobart Bl.              | Fire Station #18   | 349             | 8                | March 29, 1988     |
| 618 - 646 S.   | Hobart Ave.             | Wilshire Boulevard Temple (Primary Address: 3641 - 3663 Wilshire Bl.)  | 116             | 4                | March 21, 1973     |
| 2256 - 2276 S. | Hobart Ave.             | Rindge House (Primary Address: 2247 - 2271 S. Harvard Bl.)   | 95              | 8                | February 23, 1972  |
|                | Hollenbeck Park Lake    | Old Sixth Street Wooden Bridge (Site Of...Removed)   | 54              | 9                | May 22, 1968       |
| 5642           | Holly Oak Dr.           | Edwards House  | 260             | 13               | May 17, 1983       |
|                | Hollywood (The City of) | Hollywood, The Sign On Mount Lee   | 111             | 4                | February 7, 1973   |
| 4800           | Hollywood Bl.           | Barnsdall Park   | 34              | 13               | February 26, 1965  |
| 4800           | Hollywood Bl.           | Hollyhock House  | 12              | 13               | January 4, 1963    |
| 4800           | Hollywood Bl.           | Arts and Crafts Building, Barnsdall Park   | 33              | 13               | February 26, 1965  |
| 5500 - 5510    | Hollywood Bl.           | Hollywood-Western Building   | 336             | 13               | January 6, 1988    |
| 5524           | Hollywood Bl.           | Falcon Studios   | 382             | 13               | July 26, 1988      |
| 6225 - 6249    | Hollywood Bl.           | Pantages Theater (Alternate Address: 6225 - 6249 Hollywood Bl.)  | 193             | 13               | July 5, 1978       |
| 6367 - 6385    | Hollywood Bl.           | Security Trust and Savings Building (Alternate Address: 1708 Cahuenga Bl.)   | 334             | 13               | December 18, 1987  |
| 6439           | Hollywood Bl.           | Stromberg, William Clock   | 316             | 13               | January 7, 1987    |
| 6541           | Hollywood Bl.           | Janes House  | 227             | 13               | April 3, 1980      |
| 6727 - 6733    | Hollywood Bl.           | Artisan's Patio Complex, Including Open Space and Palm Tree (Excluding the 1969 Building Addition)                                     | 453             | 13               | October 17, 1989   |
| 6834           | Hollywood Bl.           | El Capitan Theater   | 495             | 13               | July 12, 1990      |
| 6840           | Hollywood Bl.           | Hollywood Masonic Temple   | 277             | 13               | June 12, 1984      |
| 6915 - 6927    | Hollywood Bl.           | Grauman's (Now Mann's) Chinese Theater   | 55              | 13               | June 5, 1968       |
| 7000 - 7016    | Hollywood Bl.           | Hollywood Roosevelt Hotel  | 545             | 13               | August 13, 1991    |
| 7021           | Hollywood Bl.           | Garden Court Apartments (Demolished)   | 243             | 13               | April 28, 1981     |
| 8161           | Hollywood Bl.           | Storer House   | 96              | 13               | February 23, 1972  |
|                | Hollywood Bl.           | Hollywood Walk of Fame (Between Gower St. & Sycamore Ave.) and (Vine St. between Yucca St. & Sunset Bl.) (Alternate Address: Vine St.) | 194             | 13               | July 5, 1978       |
|                | Hollywoodland           | Hollywoodland's Historic Granite Retaining Walls and Interconnecting Granite Stairs  | 535             | 4                | June 11, 1991      |
|                | Hollywoodland           | Hollywoodland's Historic Granite Retaining Walls and Interconnecting Granite Stairs  | 535             | 13               | June 11, 1991      |
| 1221 & 1223    | Holmby Ave.             | Holmby House (Westwood)  | 318             | 5                | February 13, 1987  |
| 3800           | Homer St.               | Beaudry Avenue House   | 108             | 1                | January 3, 1973    |
| 3800           | Homer St.               | Halé House, Heritage Square  | 40              | 1                | June 15, 1966      |
| 3800           | Homer St.               | Palms Southern Pacific Railroad Depot, Heritage Square   | 22              | 1                | August 9, 1963     |
| 3800           | Homer St.               | Mount Pleasant House, Heritage Square  | 98              | 1                | March 15, 1972     |
| 3800           | Homer St.               | Lincoln Avenue Church Building, Heritage Square  | 245             | 1                | June 4, 1981       |
| 3800           | Homer St.               | Octagon House, Heritage Square   | 413             | 1                | January 20, 1989   |
| 3800           | Homer St.               | Valley Knudsen Garden Residence, Heritage Square   | 65              | 1                | April 15, 1970     |
| 1327 - 1435 N. | Hoover St.              | KCET Studios (Primary Address: 4391 - 4421 Sunset Bl.)   | 198             | 13               | September 20, 1978 |
| 2600 S.        | Hoover St.              | Sunshine Mission (Alternate Address: 954 - 1008 W. Adams Bl.)  | 241             | 8                | April 9, 1981      |
| 2653 S.        | Hoover St.              | Cockins House, The   | 519             | 8                | February 1, 1991   |

|                | Address               | Monument Name   | Monument Number | Council District | Date Of Inclusion |
|----------------|-----------------------|---|-----------------|------------------|-------------------|
| 2703 - 2707 S. | Hoover St.            | Residence [Alternate Address: 1110 W. 27th St.]   | 240             | 8                | April 9, 1981     |
| 2801 - 2803 S. | Hoover St.            | Forthmann House [Primary Address: 1102 - 1114 W. 28th St.]  | 103             | 9                | October 4, 1972   |
| 7011 S.        | Hoover St.            | Mount Carmel High School (Demolished) [Alternate Address: 814 70th St.]   | 214             | 9                | June 6, 1979      |
| 539 - 553 S.   | Hope St.              | California Club Building [Primary Address: 532 - 538 S. Flower St.]   | 43              | 9                | November 12, 1966 |
| 550 S.         | Hope St.              | Church of the Open Door (Demolished)  | 323             | 9                | July 28, 1987     |
| 710 - 722 S.   | Hope St.              | Boston Stores/J. W. Robinson's [Primary Address: 600 - 632 W. 7th St.]  | 357             | 9                | April 26, 1988    |
| 953 S.         | Hope St.              | Standard Oil Building [Primary Address: 601 - 605 W. Olympic Bl.]   | 340             | 9                | January 26, 1988  |
| 2640           | Huron St.             | Huron Substation, Los Angeles Railway   | 404             | 1                | December 20, 1988 |
| 3408 - 3416    | Hyde Park Bl.         | Site of Hyde Park Congregational Church [Primary Address: 6501 - 6505 Crenshaw Bl.]                             | 18              | 6                | May 10, 1963      |
| 2701 - 2739    | Hyperion Ave.         | Disney, Walt Studio (Site of First) [Alternate Addresses: 2710 - 2746 Griffith Park Bl., 3616 - 3618 Monon St.] | 163             | 13               | October 6, 1976   |
| 5701 W.        | Imperial Hwy.         | Hangar #1 Building  | 44              | 6                | November 16, 1966 |
| 647 - 655 W.   | Jefferson Bl.         | Shrine Auditorium [Alternate Addresses: 3216 - 3244 Royal St., 700 W. 32nd St.]                                 | 139             | 8                | March 5, 1975     |
| 1368 W.        | Jefferson Bl.         | Korean Independence Memorial Building   | 548             | 8                | October 2, 1991   |
| 2226 - 2230 W. | Jefferson Ave.        | Westminster Presbyterian Church   | 229             | 8                | June 11, 1980     |
| 350 - 354 N.   | June St.              | La Casa De Las Campanas   | 239             | 4                | April 9, 1981     |
| 23555          | Justice St.           | Rancho Sombra del Roble (Orcutt Ranch Horticulture Center) [Canoga Park]  | 31              | 3                | January 22, 1965  |
| 1310 - 1316    | Kellam Ave.           | Residence [Primary Address: 1321 Carroll Ave.]  | 176             | 1                | July 13, 1977     |
| 1314 - 1320    | Kellam Ave.           | Residence [Primary Address: 1321 - 1325 Carroll Ave.]   | 109             | 1                | January 3, 1973   |
| 1334           | Kellam Ave.           | Residence   | 207             | 1                | January 17, 1979  |
| 1343           | Kellam Ave.           | Residence   | 220             | 1                | June 6, 1979      |
| 1347 - 1349    | Kellam Ave.           | Residence & Carriage House  | 221             | 1                | June 6, 1979      |
| 1405 - 1411    | Kellam Ave.           | Residence   | 222             | 1                | June 6, 1979      |
| 1411 - 1417    | Kellam Ave.           | Carriage House  | 166             | 1                | November 3, 1976  |
| 1442           | Kellam Ave.           | Eastlake Inn [Alternate Address: 1093 W. Edgeware Rd.]  | 321             | 1                | May 20, 1987      |
| 638 - 642      | Kelton Ave.           | Elkay Apartments  | 368             | 5                | June 21, 1988     |
| 644 - 648      | Kelton Ave.           | Kelton Apartments   | 365             | 5                | June 21, 1988     |
| 822 - 826      | Kensington Rd.        | Residence   | 223             | 1                | June 20, 1979     |
| 874 - 886 W.   | Kensington Rd.        | Residence [Primary Address: 1101 Douglas St.]   | 217             | 1                | June 6, 1979      |
| 890 - 892 W.   | Kensington Rd.        | Collins Residence (Relocated From 2930 Whitter Bl.)   | 266             | 1                | June 10, 1983     |
| 1203 & 1207    | Kipling Ave.          | Residence, Playhouse & Studio   | 383             | 14               | August 5, 1988    |
| 1416 N.        | La Brea Ave.          | A & M Records Studio (Former Charlie Chaplin Studio) [Alternate Address: 7053 - 7067 De Longpre]                | 58              | 13               | February 5, 1969  |
| 310 - 312 S.   | LaFayette Park Pl.    | McKinley Mansion [Alternate Address: {Leo is looking it up} 3rd St.]  | 326             | 1                | September 9, 1987 |
| 666 - 678      | LaFayette Park Pl.    | Granada Building  | 238             | 1                | April 9, 1981     |
| 1200           | Lakme Ave. (Block of) | Camphor Trees   | 509             | 15               | December 18, 1990 |
| 2460           | Lake Hollywood Dr.    | Lake Hollywood Reservoir (Including Mulholland Dam)   | 421             | 13               | March 31, 1989    |
| 841 - 845 S.   | Lake St.              | Residence & Carriage House  | 208             | 1                | January 17, 1979  |



|                | Address           | Monument Name   | Monument Number | Council District | Date Of Inclusion  |
|----------------|-------------------|---|-----------------|------------------|--------------------|
| 725 - 749      | Lamar St.         | San Antonio Winery [Alternate Address: 738 - 744 Gibbons St.]   | 42              | 14               | September 14, 1966 |
| 3919           | Lankershim Bl.    | Campo De Cahuenga   | 29              | 4                | November 13, 1964  |
| 5106 - 5108    | Lankershim Bl.    | Department of Water & Power Building  | 232             | 4                | July 14, 1980      |
| 2216 - 2222    | LaSalle Ave.      | Residence [Primary Address: 2218 S. Harvard Bl.]  | 117             | 8                | April 4, 1973      |
| 1510 - 1536    | Las Palmas Ave.   | Crossroads of the World [Primary Address: 6671 - 6679 Sunset Bl.]   | 134             | 13               | December 4, 1974   |
| 22601          | Lassen St.        | Chatsworth Community Church, Oakwood Memorial Park  | 14              | 12               | February 15, 1963  |
|                | Lassen St.        | Olive Trees, 76 Mature (Between Topanga Canyon Bl. & Farralone Ave.   | 49              | 12               | May 10, 1967       |
| 5540           | Laurel Canyon Bl. | Familian, David Chapel of Temple Adat Ari El (North Hollywood) [Alternate Address: 12014 - 12024 Burbank Bl.]   | 199             | 2                | September 20, 1978 |
| 11833 - 11847  | Laurelwood Dr.    | Laurelwood Apartments   | 228             | 2                | April 22, 1980     |
|                | Leavenworth Dr.   | (see Battery Osgood-Farley) [Primary Address: 3601 Gaffey St.]  | 515             | 15               | January 22, 1991   |
| 2960 - 2982    | Leeward Ave.      | First Baptist Church of Los Angeles [Primary Address: 760 S. Westmoreland Ave.]   | 237             | 10               | April 9, 1981      |
| 3771 - 3801    | Lenawee           | Furthmann Mansion   | 502             | 6                | June 20, 1990      |
| 4231 - 4363 S. | Lincoln Bl.       | 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. | 490             | 6                | May 1, 1990        |
| 10800 - 10808  | Lindbrook Dr.     | Lindbrook, The  | 324             | 5                | August 14, 1987    |
| 10830          | Lindbrook Dr.     | Courtyard Apartment Complex   | 446             | 5                | August 1, 1989     |
| 10836 - 10840  | Lindbrook Dr.     | Courtyard Apartment Complex   | 447             | 5                | August 1, 1989     |
| 10885 - 10887  | Lindbrook Dr.     | Bratskeller/Egyptian Theater [Primary Address: 1142 - 1154 Westwood Bl.]  | 360             | 5                | June 21, 1988      |
| 2150 - 2158    | Live Oak Dr.      | Taggart House [Alternate Address: 5423 Black Oak Dr.]   | 521             | 13               | March 15, 1991     |
| 1215 - 1233    | Lodi Pl.          | Y.W.C.A. Hollywood Studio Club  | 175             | 13               | May 4, 1977        |
| 306            | Loma Dr.          | Clark, Mary Andrews Residence of the YWCA   | 158             | 1                | July 7, 1976       |
| 2614           | Longwood Dr.      | Church of the Advent [Primary Address: 4976 - 4990 Adams Bl.]   | 512             | 10               | January 16, 1991   |
|                | Lorena St.        | Bridge [Primary Address: 4th St. & Lorena]  | 265             | 14               | June 7, 1983       |
| 419 S.         | Lorraine Bl.      | Evans Residence   | 115             | 4                | March 21, 1973     |
|                | Los Angeles River | Fletcher Drive Bridge Over The Los Angeles River [Alternate Address: Fletcher Dr.]  | 322             | 4                | July 21, 1987      |
|                | Los Angeles River | Glendale-Hyperion Bridge, (State Freeway & Riverside Drive, Between Ettrick St. & Glenfeliz Bl.)  | 164             | 4                | October 20, 1976   |
| 203 - 215 S.   | Los Angeles St.   | Saint Vibiana's Cathedral [Primary Address: 110 - 136 E. 2nd St.]   | 17              | 9                | May 10, 1963       |
| 601 - 619 S.   | Los Angeles St.   | Coles Pacific Electric Buffet/Pacific Electric Building [Primary Address: 100 - 134 E. 6th St.]   | 104             | 9                | October 18, 1972   |
| 1200 - 1210    | Los Angeles St.   | Site of Saint Joseph's Church [Primary Address: 200 - 226 E. 12th St.]  | 16              | 9                | May 10, 1963       |

| Address        | Monument Name  | Monument Number | Council District | Date Of Inclusion |
|----------------|--|-----------------|------------------|-------------------|
| Los Feliz Bl.  | Mulholland, William Memorial Fountain<br>[Alternate Address: Riverside Dr.]<br>(fountain is located at the corner) | 162             | 4                | October 6, 1976   |
| Los Feliz Bl.  | Cedar Trees (Between Riverside Dr. &<br>Western Ave.) (Southside of Street)  | 67              | 4                | May 20, 1970      |
| Los Feliz Bl.  | Cedar Trees (Between Riverside Dr. &<br>Western Ave.) (Northside of Street)  | 67              | 13               | May 20, 1970      |
| 4600 - 4604    | Los Feliz Bl.<br>Monterey Apartments   | 353             | 4                | May 11, 1988      |
|                | Louise Ave.<br>Oak Tree (210 Feet South of Ventura Bl.)  | 24              | 11               | September 6, 1988 |
| 637 S.         | Lucerne Bl.<br>Higgins/Verbeck/Hirsch Mansion  | 403             | 4                | December 14, 1988 |
| 708 S.         | Lucerne Bl.<br>Wilshire United Methodist Church<br>[Primary Address: 4350 - 4366 Wilshire<br>Bl.]                  | 114             | 4                | March 7, 1973     |
| 741 - 743      | Lucerne Bl.<br>The Ebell of Los Angeles Building<br>[Primary Address: 4400 Wilshire Bl.]                           | 250             | 10               | August 25, 1982   |
| 245 S.         | Lucas Ave.<br>Nurses Club, Los Angeles [Alternate<br>Address: 1405 Miramar St.]                                    | 352             | 1                | April 8, 1988     |
| 401 E.         | M St.<br>General Phineas Banning Residence<br>[Wilmington]   | 25              | 15               | October 11, 1963  |
| 1030           | Macy St.<br>Residence  | 102             | 14               | October 4, 1972   |
|                | Macy St.<br>Macy Street Viaduct, Crossing the Los<br>Angeles River (Between Mission Road &<br>Vignes Street)       | 224             | 9                | August 1, 1979    |
|                | Macy St.<br>Macy Street Viaduct  | 224             | 14               | August 1, 1979    |
|                | Macy St.<br>Plaza Park [Primary Address: Sunset Bl.<br>& Plaza]  | 64              | 9                | April 1, 1970     |
| 2612           | Magnolia Ave.<br>Ecung Ibbatson House & Moreton Bay Fig<br>Tree [Primary Address: 1180 - 1190 W.<br>Adams Bl.]     | 350             | 8                | March 29, 1988    |
| 2670 - 2676    | Magnolia Ave.<br>Miller & Harriot Tract House [Primary<br>Address: 1157 - 1163 W. 27th St.]                        | 242             | 8                | April 9, 1981     |
| 13242          | Magnolia Bl.<br>Magnolia, The  | 293             | 11               | June 18, 1985     |
| 15357          | Magnolia Bl.<br>Tower of Wooden Pallets [Van Nuys]   | 184             | 11               | April 19, 1978    |
| N.             | Main St.<br>Plaza Park [Primary Address: Sunset Bl.<br>& Plaza]  | 64              | 9                | April 1, 1970     |
| 200 - 248 S.   | Main St.<br>Saint Vibiana's Cathedral [Primary<br>Address: 110 - 136 E. 2nd St.]                                   | 17              | 9                | May 10, 1963      |
| 352 - 350 S.   | Main St.<br>Barclay Hotel [Primary Address: 103 -<br>107 W. 4th St.]   | 288             | 9                | February 1, 1988  |
| 401 - 411 S.   | Main St.<br>Farmers & Merchants Bank Building<br>[Alternate Address: 110 W. 4th St.]                               | 271             | 9                | August 9, 1983    |
| 600 - 616 S.   | Main St.<br>Colts Pacific Electric Buffet/Pacific<br>Electric Building [Primary Address:<br>100 - 134 6th St.]     | 104             | 9                | October 18, 1972  |
| 521 N.         | Main St.<br>First Cemetery of Los Angeles, (Site of)   | 26              | 9                | March 20, 1964    |
| 1402           | Malvern Ave.<br>Residence [Primary Address: 1866 W.<br>14th St.]   | 244             | 1                | April 30, 1981    |
| 6266           | Manchester<br>Loyola Theater [Primary Address: 8600 -<br>8610 Sepulveda Bl.]                                       | 259             | 6                | December 17, 1988 |
| 1209 S.        | Manhattan Pl.<br>Wilshire Ward Chapel  | 531             | 10               | May 10, 1991      |
| 5128           | Marathon St.<br>Jardinette Apartments  | 390             | 13               | October 4, 1988   |
| 1146 - 1160 N. | Marine Ave.<br>Memory Chapel, Calvary Presbyterian<br>Church [Wilmington]  | 155             | 15               | May 5, 1976       |
| 6204           | Marmion Way<br>San Encino Abbey [Primary Address:<br>6201 - 6211 Arroyo Glen]                                      | 106             | 14               | November 15, 1988 |
| 8225           | Marmont Ln.<br>Chateau Marmont [Primary Address:<br>8215 - 8221 Sunset Bl.]  | 151             | 13               | March 24, 1976    |
| 1443 - 1447 N. | Martel Ave.<br>Residence   | 246             | 13               | November 25, 1988 |

|                | Address            | Monument Name  | Monument Number | Council District | Date Of Inclusion  |
|----------------|--------------------|--|-----------------|------------------|--------------------|
| 1437 N.        | Martel Ave.        | Residence  | 527             | 13               | April 2, 1991      |
| 101 - 121      | Marymount Pl.      | Marymount High School [Primary Address: 10643 - 10685 Sunset Bl.]  | 254             | 5                | September 28, 1982 |
| 5110           | Maywood            | Eagle Rock City Hall [Primary Address: 2031 - 2035 Colorado Bl.]   | 59              | 14               | February 26, 1969  |
| 7570           | McGroarty Terr.    | McGroarty Home and Grounds [Tujunga]   | 63              | 2                | February 4, 1970   |
| 6121           | Melrose Ave.       | Fremont, John C. Branch Library  | 303             | 13               | June 27, 1986      |
| 3990           | Menlo Ave.         | Exposition Club House  | 127             | 8                | May 1, 1974        |
| 1923           | Micheltorena       | Canfield-Moreno Estate   | 391             | 13               | October 4, 1988    |
| 2323           | Micheltorena       | Tierman House  | 124             | 13               | April 3, 1974      |
| 1405           | Miramar St.        | Los Angeles Nurses Club [Primary Address: 245 S. Lucas Ave.]   | 352             | 1                | April 8, 1988      |
| 1425           | Miramar St.        | Residence  | 39              | 1                | June 15, 1966      |
|                | Mission Road       | Lincoln Park Carousel, at Valley Bl. (Site of) [Destroyed by Fire]   | 153             | 14               | April 21, 1976     |
| 2639           | Monmouth Ave.      | Birthplace of Adlai E. Stevenson III (Site of) (The Site Itself is the Monument and Not Any Structure Located Upon It)                                       | 35              | 8                | August 20, 1965    |
| 3616 - 3618    | Monon St.          | Site of the First Walt Disney Studio [Primary Address: 2701 - 2739 Hyperion Ave.]  | 163             | 13               | October 6, 1976    |
| 8244           | Monteel Rd.        | Chateau Marmont [Primary Address: 8215 - 8221 Sunset Bl.]  | 151             | 13               | March 24, 1976     |
| 5721 - 5729    | Monte Vista St.    | Sunrise Court  | 400             | 1                | November 23, 1988  |
| 6112           | Monte Vista St.    | Department of Water and Power Distributing Station No. 3 [Primary Address: 225 N. Avenue 61]   | 558             | 1                | April 21, 1992     |
|                | Mount Carmel Park  | Mount Carmel High School   | 214             | 9                | June 6, 1979       |
| 2249           | Mountain Oak Dr.   | Arzner/Morgan Residence  | 301             | 13               | February 28, 1986  |
| 234            | Museum Dr.         | Southwest Museum   | 283             | 14               | August 29, 1984    |
| 1211 - 1259    | Naomi St.          | Coca-Cola Building [Primary Address: 1200 - 1334 Central Ave.]   | 138             | 9                | December 5, 1975   |
| 11000          | National Bl.       | Moreton Bay Fig Tree [Alternate Addresses: 11015 Clover Ave., 3010 Tilden Ave.]  | 19              | 5                | May 10, 1963       |
| 1523 - 1537    | Neptune Ave.       | St. John's Episcopal Church [Wilmington]   | 47              | 15               | March 15, 1967     |
| 401 - 407 S.   | New Hampshire Ave. | Korean Philadelphia Church [Alternate Address: 3401 - 3415 W. 4th St.]   | 91              | 4                | November 17, 1971  |
| 650 - 666 S.   | New Hampshire Ave. | I. Magnin & Company Building [Primary Address: 3240 Wilshire Blvd.]  | 534             | 10               | June 11, 1991      |
|                | Nichols Canyon Rd. | North end of Road (Site of) the Burial Place of J. B. Lankershim   | 181             | 13               | January 18, 1978   |
| 634 - 646 S.   | Normandie Ave.     | Wilshire Christian Church Building [Alternate Address: 3461 Wilshire Bl.]  | 209             | 4                | January 17, 1979   |
| 1324 - 1420 S. | Normandie Ave.     | Saint Sophia Cathedral [Alternate Address: 2780 Pico Bl.]  | 120             | 8                | June 6, 1973       |
| 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 | 562             | 14               | May 28, 1992       |
| 605 E.         | O St.              | Wilmington Cemetery  | 414             | 15               | January 24, 1989   |
| 1828 S.        | Oak St.            | Casa Camino Real [Alternate Address: Washington Bl.]   | 300             | 1                | October 29, 1985   |
| 2500 E.        | Observatory Rd.    | Griffith Observatory [Alternate Address: Griffith Park]  | 168             | 4                | November 17, 1976  |
| 1530 - 1534 N. | Ogden Dr.          | Boilman House  | 235             | 13               | November 3, 1980   |

| Address                    | Monument Name   | Monument Number | Council District | Date Of Inclusion  |
|----------------------------|---|-----------------|------------------|--------------------|
| Old Dock St.               | Fireboat #2 & Firehouse #112 [San Pedro] (Firehouse Demolished in 1986)   | 154             | 15               | May 5, 1976        |
| 416 - 424 Olive St.        | Subway Terminal Building [Primary Address: 415 - 431 S. Hill St.]   | 177             | 9                | July 27, 1977      |
| 438 - 456 Olive St.        | Philharmonic Auditorium (Demolished) [Primary Address: 421 - 433 W. 5th St.]  | 61              | 9                | July 2, 1969       |
| 503 - 539 S. Olive St.     | Biltmore Hotel [Alternate Addresses: 512 W. 5th St., 514 - 530 S. Grand Ave.]   | 60              | 9                | July 2, 1969       |
| 648 - 652 Olive St.        | Los Angeles Athletic Club [Primary Address: 425 - 437 W. 7th St.]   | 69              | 9                | September 16, 1970 |
| 649 S. Olive St.           | Giannini/Bank Of America [Alternate Address: 505 W. 7th St.]  | 354             | 9                | April 26, 1988     |
| 617 S. Olive St.           | Oviatt Building   | 195             | 9                | July 19, 1978      |
| Olvera St.                 | Olvera St. [Primary Address: Sunset Bl. & Plaza]  | 64              | 9                | April 1, 1970      |
| 601 - 605 W. Olympic Bl.   | Standard Oil Building [Alternate Address: 953 S. Hope St.]  | 340             | 9                | January 26, 1988   |
| 4625 W. Olympic Bl.        | Memorial Library  | 81              | 10               | April 7, 1971      |
| 10940 - 10954 Ophir Dr.    | Landfair Apartments   | 320             | 5                | May 20, 1987       |
| 309 W. Opp St.             | Wilmington Branch Library [Alternate Address: 1001 - 1007 Fries Ave.]   | 308             | 15               | June 27, 1986      |
| 561 E. Opp St.             | Powder Magazine [Primary Address: 1001 Eubank Ave.]   | 249             | 15               | August 10, 1982    |
| 651 - 697 Oxford Ave.      | Pellissier Building & Wiltern Theater [Primary Address: 3750 - 3790 Wilshire Bl.]                                       | 118             | 10               | August 16, 1973    |
| 912 - 928 Palos Verdes St. | Harbor View House [Primary Address: 907 - 945 Beacon St.]   | 252             | 15               | August 25, 1982    |
| 2123 Parkside Ave.         | Villa Rafael  | 263             | 1                | June 3, 1983       |
| 603 - 607 Park View St.    | Park Plaza Hotel (Former Elk's Building) [Alternate Address: 2400 - 2416 W. 6th St., 610 - 614 Carondelet]              | 267             | 1                | June 24, 1983      |
| 610 - 680 Park View St.    | MacArthur Park [Primary Address: 2100 - 2320 W. 6th St.]  | 100             | 4                | May 1, 1972        |
| 2230 Pasadena Ave.         | Fire Station #1   | 156             | 1                | July 7, 1976       |
| 4911 Pasadena Ave. Terr.   | Judson. A. H. Estate (Street Renamed Sycamore Terrace) (Demolished: 4/92)   | 437             | 14               | May 19, 1989       |
| Paseo del Mar              | (see Battery Osgood-Farley) [Primary Address: 3601 Gaffey St.]  | 515             | 15               | January 22, 1991   |
| 72 Patrician Way           | The Eagle Rock [Primary Address: N. Figueroa St.]   | 10              | 14               | November 16, 1962  |
| 77 Patrician Way           | The Eagle Rock [Primary Address: N. Figueroa St.] (This is the primary listing for The Eagle Rock at Building & Safety) | 10              |                  |                    |
| Perabing Square            | Spanish-American War Memorial   | 480             | 9                | March 23, 1990     |
| 1600 W. Pico Bl.           | Doria Apartments  | 432             | 1                | May 5, 1989        |
| 2780 Pico Bl.              | Saint Sophia Cathedral [Primary Address: 1324 - 1420 S. Normandie Ave.]   | 120             | 8                | June 6, 1973       |
| Plaza Park                 | Plaza Park [Primary Address: Sunset Bl. & Plaza]  | 64              | 9                | April 1, 1970      |
| 1620 Pleasant Ave.         | Residence (Site of)   | 97              | 14               | February 23, 1972  |
| 711 - 717 Plymoth Bl.      | Wilshire United Methodist Church [Primary Address: 4350 - 4366 Wilshire Bl.]  | 114             | 4                | March 7, 1973      |
| Powers Pl. & 14th St.      | Terrace Park & Powers Place   | 210             | 1                | February 21, 1979  |
| 613 Ridgeley Dr.           | Apartments  | 473             | 4                | December 8, 1989   |

|                 | Address                  | Monument Name  | Monument Number | Council District | Date Of Inclusion  |
|-----------------|--------------------------|--|-----------------|------------------|--------------------|
|                 | Riverside Dr.            | Mulholland, William Memorial Fountain<br>[Primary Address: Los Feliz Bl.]<br>(fountain is located at the corner)     | 162             |                  |                    |
| 932             | Rome Dr.                 | Mauer House  | 481             | 1                | March 23, 1990     |
| 2838            | Rowena Ave.              | Engine Company #56   | 337             | 13               | January 12, 1988   |
| 450 N.          | Rossmore                 | El Royale Apartments   | 309             | 4                | September 2, 1986  |
|                 | Roxbury St.              | (see Battery Osgood-Farley) [Primary<br>Address: 3601 Gaffey St.]  | 515             | 15               | January 22, 1991   |
| 3216 - 3244     | Royal St.                | Shrine Auditorium [Primary Address:<br>647 - 655 W. Jefferson Bl.]   | 139             | 8                | March 5, 1975      |
| 4155            | Russell Ave.             | Midtown School (Site and four John<br>Laumer Buildings)  | 553             | 13               | November 12, 1991  |
| 3000            | Rustic Canyon Rd.        | Camp Josepho Malibu Lodge  | 547             | 11               | October 2, 1991    |
| 149             | Saint Andrews Pl.        | Wilshire Branch Library  | 415             | 4                | February 1, 1989   |
| 27              | Saint James Pk.          | Stearns, Colonel John E. Residence   | 434             | 1                | May 16, 1989       |
| 414             | Saint Pierre Rd.         | Nicolosi Estate  | 485             | 5                | April 6, 1990      |
| 15151           | San Fernando Mission Bl. | San Fernando Mission (Only Convent<br>Building, Original Church Damaged By<br>Earthquake and Rebuilt)                | 23              | 7                | August 9, 1963     |
| 1145 - 1149     | San Julian St.           | Cohn-Goldwater Building [Primary<br>Address: 525 E. 12th St.]  | 119             | 9                | August 16, 1973    |
| 740 - 748 S.    | San Pedro St.            | Cast Iron Commercial Building<br>[Alternate Address: 611 Agatha St.]   | 140             | 9                | March 19, 1975     |
|                 | San Pedro Harbor         | Municipal Ferry Building, Main Channel<br>(Maritime Museum)  | 146             | 15               | September 17, 1975 |
|                 | San Pedro Harbor         | Timm's Landing   | 171             | 15               | February 16, 1977  |
| 120 - 122 N.    | San Pedro St.            | Japanese Union Church of Los Angeles<br>(Exterior only)  | 312             | 9                | October 24, 1986   |
|                 | San Vicente              | Coral Trees [Brentwood] (Between 26th<br>St. & Brigham Ave.)   | 148             | 11               | January 7, 1976    |
| * 4591 W.       | Santa Monica Bl.         | Cahuenga Branch Library  | 314             | 13               | October 24, 1986   |
| * 10669 - 10683 | Santa Monica Bl.         | Grove, The   | 319             | 5                | March 11, 1987     |
| 1203 - 1215     | Santee St.               | Saint Joseph's Church (Burned &<br>Demolished) [Primary Address: 200 -<br>226 E. 12th St.]                           | 16              | 9                | May 10, 1963       |
| 2305            | Scarff St.               | Seyler Residence   | 407             | 1                | January 20, 1989   |
| 2309 - 2311     | Scarff St.               | Burkhalter Residence   | 409             | 1                | January 20, 1989   |
| 2341            | Scarff St.               | Seaman House   | 408             | 1                | January 20, 1989   |
| 2342            | Scarff St.               | Creighton, Margaret T. & Bettie Mead<br>Residence  | 455             | 1                | October 24, 1989   |
| 2365            | Scarff St.               | Teod. Freeman G. House   | 457             | 1                | October 24, 1989   |
| 2375            | Scarff St.               | Chalet Apartments  | 467             | 1                | October 27, 1989   |
| 6678 - 6684     | Selma                    | Crossroads of the World [Primary<br>Address: 6671 - 6679 Sunset Bl.]   | 134             | 13               | December 4, 1975   |
| 8600 - 8610 S.  | Sepulveda Bl.            | Loyola Theater [Alternate Address: 6266<br>Manchester]   | 259             | 6                | December 17, 1985  |
| 10940           | Sepulveda Bl.            | Andres Pico Adobe [Mission Hills]  | 7               | 7                | September 21, 1963 |
| 2400            | Shenandoah St.           | Rocha House  | 13              | 10               | January 28, 1963   |
| 16710           | Sherman Way              | Pacific Electric Picover Railway<br>Station (90% - 95% Destroyed by Fire<br>6/4/1990)                                | 405             | 3                | January 11, 1989   |
| 21355           | Sherman Way              | Canoga Railroad Station - original<br>structure (Excluding Additions and<br>Facade Treatments on Roof and Structure) | 488             | 3                | May 30, 1990       |
| 23130           | Sherman Way              | Canoga Mission Gallery [Canoga Park]   | 135             | 3                | December 4, 1975   |
| 23134           | Sherman Way              | Lederer Residence [Canoga Park]  | 204             | 3                | November 15, 1975  |
| 2210 - 2212     | Sichel St.               | Sacred Heart Church (Church Building<br>Only) [Alternate Address: 2801 Baldwin]                                      | 468             | 1                | December 5, 1985   |

\* Indicates Monument Near the CMP System.

|                | Address            | Monument Name  | Monument Number | Council District | Date Of Inclusion  |
|----------------|--------------------|--|-----------------|------------------|--------------------|
| 2660           | Sichel St.         | Residence  | 533             | 1                | June 11, 1991      |
|                | Silver Lake Bl.    | Sunset Boulevard Bridge  | 236             | 4                | April 9, 1981      |
|                | Silver Lake Bl.    | Sunset Boulevard Bridge  | 236             | 13               | April 9, 1981      |
| W.             | Silver Lake Dr.    | Silver Lake & Ivanho Reservoirs (At Silver Lake Bl.)   | 422             | 13               | March 31, 1989     |
| 200 N.         | Spring St.         | Los Angeles City Hall  | 150             | 9                | March 24, 1976     |
| 1231 N.        | Spring St.         | River Station Area/Southern Pacific Railroad   | 82              | 1                | June 16, 1971      |
| 413 - 443 S.   | Spring St.         | Title Insurance & Trust Company Building & Annex   | 385             | 9                | August 5, 1988     |
| 501 - 511 S.   | Spring St.         | Palm Court, Alexandria Hotel   | 80              | 9                | March 3, 1971      |
| 610 - 618 S.   | Spring St.         | Los Angeles Stock Exchange Building  | 205             | 9                | January 3, 1979    |
| 1253           | Stadium Way        | Cathedral High School (Street Name Changed to "Bishops Road")  | 281             | 1                | August 7, 1984     |
| 2000           | Stadium Way        | Barlow Sanitorium  | 504             | 1                | October 9, 1990    |
| 10909          | Strathmore Dr.     | Sheets Apartments  | 367             | 5                | June 21, 1988      |
| 11005 - 11013½ | Strathmore Dr.     | Strathmore Apartments  | 351             | 5                | April 8, 1988      |
| 100 W.         | Sunset Bl.         | Plaza Church   | 3               | 9                | August 6, 1962     |
| 4391 - 4421    | Sunset Bl.         | KCET Studios [Alternate Addresses: 1327 - 1435 N. Hoover St., 4314 - 4350 Sunset Dr.]  | 198             | 13               | September 20, 1978 |
| 5800 - 5858    | Sunset Bl.         | Site of the Filming of First Talking Film [Alternate Address: 1424 - 1456 Bronson Ave.]  | 180             | 13               | September 21, 1977 |
| 6671 - 6679    | Sunset Bl.         | Crossroads of the World [Alternate Addresses: 1508 - 1597 Crossroads of the World, 1510 - 1536 Las Palmas Ave., 6678 - 6684 Selma]                                   | 134             | 13               | December 4, 1974   |
| 7771 - 7791    | Sunset Bl.         | Taft House (Burned & Demolished)   | 234             | 13               | November 3, 1980   |
| 8215 - 8221    | Sunset Bl.         | Chateau Marmont [Alternate Addresses: 8225 Marmont Ln., 8244 Monteel Rd.]  | 151             | 13               | March 24, 1976     |
| 10643 - 10685  | Sunset Bl.         | Marymount High School [Alternate Address: 101 - 121 Marymount Pl.]   | 254             | 5                | September 28, 1982 |
| 11725          | Sunset Bl.         | Eastern Star Home, Front Grounds & Courtyards (Excluding the 1958 Addition)  | 440             | 11               | May 16, 1989       |
| 15300 - 15318  | Sunset Bl.         | Pacific Palisades Business Block [Alternate Addresses: 15301 - 15327 Antioch St., 904 - 910 Via De La Paz]   | 276             | 11               | April 24, 1984     |
|                | Sunset Bl. & Plaza | Plaza Park, (area bounded by Macy, Main, Alameda, & Arcadia) (El Pueblo) [Alternate Addresses: Alameda St., Arcadia, Macy St., Olivera St., Plaza Park, N. Main St.] | 64              | 9                | April 1, 1970      |
|                | Sunset Bl. & Plaza | El Pueblo (see Plaza Park) [Primary Address: Sunset Bl. & Plaza]   | 64              | 9                | April 1, 1970      |
| 4314 - 4350    | Sunset Dr.         | KCET Studios [Primary Address: 4391 - 4421 Sunset Bl.]   | 198             | 13               | September 20, 1978 |
| 1216 - 1220    | Sunset Plaza Dr.   | Sunset Plaza Apartments (Demolished 7/87)  | 233             | 13               | October 9, 1980    |
| 1765 N.        | Sycamore Ave.      | Masquers Club, The (Demolished)  | 226             | 13               | August 29, 1979    |
| 4909 - 4915 N. | Sycamore Terr.     | Judson, A. H. Estate (Formerly 4911 Pasadena Avenue Terrace) (Demolished 4/1992)   | 437             | 14               | May 19, 1989       |
| 4939 N.        | Sycamore Terr.     | Arroyo Stone House & Wall (Formerly 4939 N. Figueroa Street)   | 373             | 14               | July 15, 1988      |
| 4967 - 4971 N. | Sycamore Terr.     | Field, Mary P. House & Arroyo Stone Wall (Formerly 4967 - 4973 N. Figueroa Street)   | 372             | 14               | July 15, 1988      |
| 4973 - 4977 N. | Sycamore Terr.     | Tustin House & Arroyo Stone Wall (Formerly 4967 - 4973 N. Figueroa Street)   | 371             | 14               | July 15, 1988      |

|                | Address                  | Monument Name   | Monument Number | Council District | Date Of Inclusion  |
|----------------|--------------------------|---|-----------------|------------------|--------------------|
| 4979 - 4983 N. | Sycamore Terr.           | Herivel House & Arroyo Stone Wall<br>(Formerly 4979 - 4985 N. Figueroa Street)  | 370             | 14               | July 15, 1988      |
| 4985 - 4989 N. | Sycamore Terr.           | Johnson House & Arroyo Stone Wall<br>(Formerly 4985 N. Figueroa Street)   | 369             | 14               | July 15, 1988      |
| 14410 - 14440  | Sylvan St.               | Valley Municipal Building, Van Nuys<br>City Hall [Alternate Address: 14401 -<br>14441 Erwin St. Mall]   | 202             | 11               | October 18, 1978   |
| 14832 - 14836  | Sylvan St.               | Van Nuys Woman's Club Building  | 201             | 11               | October 18, 1978   |
| 1806 - 1830    | Tamarind Ave.            | Chateau Elysee [Primary Address: 5930 -<br>5936 Franklin Ave.]  | 329             | 13               | September 23, 1987 |
| 1913 - 1915    | Tamarind Ave.            | Villa Carlotta [Primary Address: 5959<br>Franklin Ave.]   | 315             | 13               | October 28, 1986   |
|                | Target Range Road        | (see Battery Osgood-Farley) [Primary<br>Address: 3601 Gaffey St.]   | 515             | 15               | January 22, 1991   |
| 1012 W.        | Temple St.               | Rochester, The (Dismantled on 2/14/79)  | 11              | 9                | January 4, 1963    |
| 206            | Thorne St.               | Fargo House   | 464             | 14               | November 3, 1989   |
| 3010           | Tilden Ave.              | Moreton Bay Fig Tree [Primary Address:<br>11000 National Bl.]   | 19              | 5                | May 10, 1963       |
| 1028           | Tiverton Ave.            | El Greco Apartments [Primary Address:<br>817 - 823 N. Haworth]  | 231             | 5                | June 30, 1980      |
| 2311           | Toberman Ave.            | Durfee House [Primary Address: 1001 -<br>1007 W. 24th St.]  | 273             | 1                | January 4, 1984    |
| 801 S.         | Towne Ave.               | First African Methodist Episcopal<br>Church (Site of) (Destroyed by Fire)<br>[Alternate Address: 754 - 760 E. 8th<br>St.]                       | 71              | 9                | January 6, 1971    |
|                | Travel Town              | Little Nugget, The (Griffith Park)  | 474             | 4                | January 26, 1990   |
| 5211 N.        | Tujunga Ave.             | Earhart, Amelia/North Hollywood<br>Regional Library   | 302             | 4                | June 27, 1986      |
| 701 - 709      | Union Ave.               | Young's Market (Formerly) [Primary<br>Address: 1602 - 1614 W. 7th St.]  | 113             | 1                | March 7, 1973      |
| 3616           | University Ave.          | Hancock Memorial Museum [U.S.C.]  | 128             | 8                | May 15, 1974       |
| 1153 S.        | Valencia St.             | Welsh Presbyterian Church [Alternate<br>Address: 1501 W. 12th St.]  | 173             | 1                | April 20, 1977     |
|                | Valley Circle Bl. (near) | Chatsworth Reservoir Kiln Site [Primary<br>Address: Woolsey Cyn. Rd.]   | 141             | 12               | April 2, 1975      |
| 5609           | Valley Oak Dr.           | Samuels-Navarro House [Alternate<br>Address: 2255 Verde Oak Dr.]  | 130             | 13               | July 17, 1974      |
| 7157           | Valmont Dr.              | Bolton Hall [Primary Address: 10116<br>Commerce Ave.]   | 2               | 2                | August 6, 1962     |
| 22633          | Vanowen St.              | Shadow Ranch House  | 9               | 3                | November 2, 1962   |
|                | * Venice Bl.             | Venice Canals, (Venice Boulevard on the<br>North - Washington Street on the<br>South - Ocean Avenue on the East -<br>Strongs Drive on the West) | 270             | 6                | July 15, 1983      |
| * 1920         | Venice Bl.               | Rosedale Cemetery [Primary Address:<br>1831 W. Washington Bl.]  | 330             | 10               | December 1, 1987   |
| * 9009 - 9031  | Venice Bl.               | Ivy Substation  | 182             | 10               | February 1, 1978   |
| * 14626        | Ventura Bl.              | La Reina Theater  | 290             | 5                | March 6, 1985      |
| 2255           | Verde Oak Dr.            | Samuels-Navarro House [Primary Address:<br>5609 Valley Oak Dr.]   | 130             | 13               | July 17, 1974      |
| 904 - 910      | Via De La Paz            | Pacific Palisades Business Block<br>[Primary Address: 15300 - 15318 Sunset<br>Bl.]  | 276             | 11               | April 24, 1984     |
| 1262           | Victoria Ave.            | Still, William Grant Residence  | 169             | 10               | December 1, 1976   |
| 1690           | Victoria Ave.            | Williams, Paul R. Residence   | 170             | 10               | December 1, 1976   |
| 5112 - 5595    | Village Green            | Village Green   | 174             | 6                | May 4, 1977        |

\* Indicates Monument Near the CMP System.

|               | Address           | Monument Name  | Monument Number | Council District | Date Of Inclusion  |
|---------------|-------------------|--|-----------------|------------------|--------------------|
|               | Vine St.          | Hollywood Walk of Fame [Primary Address: Hollywood Bl.]  | 194             | 13               | July 5, 1978       |
| 2801 E.       | Wabash Ave.       | Malabar Branch Library   | 304             | 14               | June 27, 1986      |
| 416 - 426 S.  | Wall St           | Wolfer Printing Company Building<br>[Alternate Address: 301 - 311 Winston St.]   | 161             | 9                | September 15, 1976 |
|               | Washington Bl.    | Casa Camino Real [Primary Address: 1828 S. Oak St.]  | 300             | 1                | October 29, 1985   |
| 1831 W.       | Washington Bl.    | Rosedale Cemetery [Alternate Address: 1920 Venice Bl.]   | 330             | 10               | December 1, 1987   |
| 158 S.        | Western Ave.      | Fire Station #29   | 310             | 4                | October 1, 1986    |
| 269 - 273 S.  | Western Ave.      | Crocker Bank Building [Alternate Address: 4359 - 4363 W. 3rd St.]  | 298             | 4                | September 20, 1985 |
| 652 - 676 S.  | Western Ave.      | Pellissier Building & Wiltern Theater<br>[Primary Address: 3750 - 3790 Wilshire Bl.]                                       | 118             | 10               | August 16, 1973    |
| 2425 S.       | Western Ave.      | Villa Maria [Durfee House]   | 230             | 10               | June 12, 1980      |
| 658 - 690     | Westmoreland Ave. | Bullock's Wilshire [Primary Address: 3050 - 3070 Wilshire Bl.]   | 56              | 10               | June 5, 1968       |
| 760 S.        | Westmoreland Ave. | First Baptist Church of Los Angeles<br>[Alternate Addresses: 2875 W. 8th St., 2960 - 2982 Leeward Ave.]                    | 237             | 10               | April 9, 1981      |
|               | Westshire Dr.     | Two Stone Gates [Primary Address: Beachwood]   | 20              | 13               | May 24, 1963       |
| 1045 - 1099   | Westwood Bl.      | Janss Investment Company Building<br>(excluding 1045 - 1061 Westwood Bl.)<br>[Alternate Address: 1072 - 1080 Broxton Ave.] | 364             | 5                | June 21, 1988      |
| 1142 - 1154   | Westwood Bl.      | Bratskeller/Egyptian Theater [Alternate Address: 10885 - 10887 Lindbrook Dr.]  | 360             | 5                | June 21, 1988      |
| 10935 - 10943 | Weyburn Ave.      | Fox Bruin Theater [Primary Address: 926 - 950 Broxton Ave.]  | 361             | 5                | June 21, 1988      |
| 10953 - 10961 | Weyburn Ave.      | Fox Village Theater [Primary Address: 949 - 961 Broxton Ave.]  | 362             | 5                | June 21, 1988      |
|               | White Oak Ave.    | Deodar Trees [Granada Hills] (Between San Fernando Mission & San Jose)   | 41              | 12               | August 3, 1966     |
| 1720 - 1728   | Whitley Ave.      | Whitley Court  | 448             | 13               | December 13, 1988  |
| * 901 - 915   | Wilshire Bl.      | Site of Saint Paul's Cathedral [Primary Address: 611 - 625 S. Figueroa St.]  | 66              | 9                | May 6, 1970        |
| * 2501 - 2511 | Wilshire Bl.      | La Fonda Restaurant Building [Alternate Address: 637 - 641 Carondelet]   | 268             | 1                | June 24, 1983      |
| * 3050 - 3070 | Wilshire Bl.      | Bullock's Wilshire [Alternate Addresses: 2973 - 2989 W. 7th St., 655 - 685 Wilshire Pl., 658 - 690 Westmoreland Ave.]      | 56              | 10               | June 5, 1968       |
| * 3050 - 3070 | Wilshire Bl.      | I. Magnin Wilshire (See Bullock's Wilshire (listing above))  | 56              | 10               | June 5, 1968       |
| * 3240        | Wilshire Bl.      | I. Magnin & Company Building [Alternate Address: 650 - 666 S. New Hampshire Ave.]  | 534             | 10               | June 11, 1991      |
| * 3461        | Wilshire Bl.      | Wilshire Christian Church Building<br>[Primary Address: 634 - 646 S. Normandie Ave.]                                       | 209             | 4                | January 17, 1979   |
| * 3641 - 3663 | Wilshire Bl.      | Wilshire Boulevard Temple [Alternate Addresses: 618 - 646 S. Hobart Ave., 625 - 647 S. Harvard Bl.]                        | 116             | 4                | March 21, 1973     |
| * 3750 - 3790 | Wilshire Bl.      | Pellissier Building & Wiltern Theater<br>[Alternate Addresses: 651 - 697 Oxford Ave., 652 - 676 S. Western Ave.]           | 118             | 10               | August 16, 1973    |

\* Indicates Monument Near the CMP System.



|                | Address                 | Monument Name   | Monument Number | Council District | Date Of Inclusion  |
|----------------|-------------------------|---|-----------------|------------------|--------------------|
| * 4117 - 4127  | Wilshire Bl.            | Los Altos Apartments  | 311             | 4                | October 17, 1986   |
| * 4350 - 4366  | Wilshire Bl.            | Wilshire United Methodist Church<br>[Alternate Addresses: 708 S. Lucern Bl., 711 - 717 Plymoth Bl.]   | 114             | 4                | March 7, 1973      |
| * 4400         | Wilshire Bl.            | Ebell of Los Angeles Building, The<br>[Alternate Address: 741 - 743 Lucerne Ave.]   | 250             | 10               | August 25, 1982    |
| * 5370         | Wilshire Bl.            | Darkroom, The (Facade Only)   | 451             | 5                | August 1, 1989     |
| * 5500 - 5522  | Wilshire Bl.            | Wilshire Tower  | 332             | 4                | December 8, 1987   |
| * 5515 - 5519  | Wilshire Bl.            | El Rey Theater  | 520             | 4                | February 26, 1991  |
| * 655 - 685    | Wilshire Pl.            | Bullock's Wilshire [Primary Address: 3050 - 3070 Wilshire Bl.]  | 56              | 10               | June 5, 1968       |
| 67 - 71        | Windward Ave.           | Venice Arcades, Columns and Capitals  | 532             | 6                | April 23, 1991     |
| 301 - 311      | Winston St.             | Wolfer Printing Co. Building [Primary Address: 416 - 426 S. Wall St.]   | 161             | 9                | September 15, 1976 |
| 208 - 210½     | Witmer St.              | Witmer, David J. Family Houses and Compound [Alternate Address: 1422 W. 2nd St.]  | 538             | 1                | July 2, 1991       |
| 627 - 635      | Witmer St.              | Foy House, The [Alternate Address: 4401 8th St.]  | 8               | 9                | September 22, 1962 |
| 2110 - 2118    | Woodland Way            | Highland-Comrose Village [Primary Address: 2101 - 2131 N. Highland Ave.]  | 291             | 13               | April 23, 1985     |
| 7875 - 7877    | Woodrow Wilson Dr.      | Shulman House   | 325             | 13               | August 26, 1987    |
|                | Woolsey Cyn. Rd. (near) | Chatsworth Reservoir Kiln Site<br>[Alternate Address: Valley Circle Bl.]  | 141             | 12               | April 2, 1975      |
| 2530           | Workman St.             | Lincoln Heights Library   | 261             | 1                | June 3, 1983       |
| 6045           | York Bl.                | Northeast Police Station [Highland Park]  | 274             | 14               | January 4, 1984    |
| 5925 - 5939    | Yucca St.               | Chateau Elysee [Primary Address: 5930 - 5936 Franklin Ave.]   | 329             | 13               | September 23, 1987 |
| 355 - 369 E.   | 1st St.                 | Hompa Hongwanji Buddhist Temple, Los Angeles [Alternate Address: 109 - 119 N. Central Ave.]   | 313             | 9                | October 24, 1986   |
| 110 - 136 E.   | 2nd St.                 | Saint Vibiana's Cathedral [Alternate Addresses: 200 - 248 S. Main St., 203 - 215 S. Los Angeles St.]  | 17              | 9                | May 10, 1963       |
| 1422 W.        | 2nd St.                 | Witmer, David J. Family Houses and Compound [Primary Address: 208 - 210½ Witmer St.]  | 538             | 1                | July 2, 1991       |
|                | 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)<br>[Alternate Addresses: Fairfax Blvd., Gilmore Lane] | 543             | 4                | July 24, 1991      |
|                | 3rd St. & Hill          | Angel's Flight (Dismantled 5/69)<br>[Alternate Address: Hill & 3rd]   | 4               | 9                | August 14, 1962    |
| 216 - 224 W.   | 3rd St.                 | Bradbury Building [Primary Address: 300 - 310 S. Broadway]  | 6               | 9                | September 21, 1962 |
| 2512 - 2516 W. | 3rd St.                 | Mother Trust Superet Center (Including Entire Site and All Improvements)  | 555             | 1                | March 18, 1992     |
| 4359 - 4363 W. | 3rd St.                 | Crocker Bank Building [Primary Address: 269 - 273 S. Western Ave.]  | 298             | 4                | September 20, 1985 |
|                | 4th St. & Lorena        | Bridge  | 265             | 14               | June 7, 1983       |
| 103 - 107 W.   | 4th St.                 | Barclay Hotel (Former Van Nuys Hotel)<br>[Alternate Address: 352 - 350 S. Main St.]   | 288             | 9                | February 1, 1985   |

\* Indicates Monument Near the CMP System.

| Address                    | Monument Name   | Monument Number | Council District | Date Of Inclusion  |
|----------------------------|---|-----------------|------------------|--------------------|
| 110 W. 4th St.             | Farmers & Merchants Bank Building<br>[Primary Address: 401 - 411 S. Main St.]   | 271             | 9                | August 9, 1983     |
| 3401 - 3415 W. 4th St.     | Korean Philidelphia Church [Primary Address: 401 - 407 S. New Hampshire Ave.]   | 91              | 4                | November 17, 1971  |
| 2532 5th Ave.              | McDonough, Gordon L. House  | 417             | 9                | February 21, 1989  |
| 225 E. 5th St.             | Fire Station #23  | 37              | 9                | February 18, 1966  |
| 401 - 411 W. 5th St.       | Title Guarantee & Trust Company Building (Exterior Only) [Alternate Address: 453 - 457 S. Hill St.]   | 278             | 9                | July 11, 1984      |
| 421 - 433 W. 5th St.       | Philharmonic Auditorium (Demolished) [Alternate Address: 438 - 456 Olive St.]   | 61              | 9                | July 2, 1969       |
| 512 W. 5th St.             | Biltmore Hotel [Primary Address: 503 - 539 S. Olive St.]  | 60              | 9                | July 2, 1969       |
| 601 - 611 W. 5th St.       | One Bunker Hill Building [Alternate Address: 455 S. Grand Ave.]   | 347             | 9                | March 25, 1988     |
| 630 W. 5th St.             | Central Library Building & Grounds  | 46              | 9                | March 1, 1967      |
| 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.] | 104             | 9                | October 18, 1972   |
| 217 - 219 W. 6th St.       | Finney's Cafeteria  | 137             | 9                | January 15, 1975   |
| 478 W. 6th St. [San Pedro] | Juarez Theater [Warner Brothers]  | 251             | 15               | August 25, 1982    |
| 523 W. 6th St.             | Pacific Mutual Building   | 398             | 9                | November 23, 1988  |
| 2100 - 2320 W. 6th St.     | MacArthur Park [Alternate Addresses: 601 - 631 S. Alvarado St., 610 - 680 Park View St.]  | 100             | 4                | May 1, 1972        |
| 2400 - 2416 W. 6th St.     | Plaza Park Hotel [Primary Address: 603 - 607 Parkview St.]  | 267             | 1                | June 24, 1983      |
| 2820 - 2830 W. 6th St.     | de Neve, Felipe Branch Library (Including the Courtyard, Terraces & Fountain Area) (Northeast corner of Lafayette Park / Vermont & Alvarado)                    | 452             | 10               | October 17, 1989   |
| 3451 W. 6th St.            | Chapman Park Market Building  | 386             | 4                | August 30, 1988    |
| 3501 - 3519 W. 6th St.     | Chapman Park Studio Building  | 280             | 4                | July 24, 1984      |
| 300 - 314 W. 7th St.       | State Theater Building [Primary Address: 701 - 713 S. Broadway]   | 522             | 9                | March 20, 1991     |
| 425 - 437 W. 7th St.       | Los Angeles Athletic Club [Alternate Address: 648 - 652 Olive St.]  | 69              | 9                | September 16, 1970 |
| 505 W. 7th St.             | Giannini/Bank of America [Primary Address: 649 S. Olive St.]  | 354             | 9                | April 26, 1988     |
| 513 - 515 W. 7th St.       | Brock Jewelers/Cliftons   | 358             | 9                | April 15, 1988     |
| 600 - 632 W. 7th St.       | Boston Stores/J. W. Robinson's (Exterior Only) [Alternate Addresses: 703 - 719 Grand Ave., 710 - 722 S. Hope St.]   | 357             | 9                | April 26, 1988     |
| 723 - 735 W. 7th St.       | Roosevelt Building [Alternate Address: 650 - 652 S. Flower St.]   | 355             | 9                | April 26, 1988     |
| 809 - 815 W. 7th St.       | Fine Arts Building  | 125             | 9                | April 17, 1974     |
| 800 - 898 W. 7th St.       | Barker Brothers Building (Exterior Only) [Alternate Addresses: 709 - 715 S. Flower St., 700 - 726 S. Figueroa St.]  | 356             | 9                | April 26, 1988     |
| 1602 - 1614 W. 7th St.     | Young's Market (Formerly) [Alternate Address: 701 - 709 Union Ave.]   | 113             | 1                | March 7, 1973      |
| 2973 - 2989 W. 7th St.     | Bullock's Wilshire [Primary Address: 3050 - 3070 Wilshire Bl.]  | 56              | 10               | June 5, 1968       |

|                | Address              | Monument Name   | Monument Number | Council District | Date Of Inclusion  |
|----------------|----------------------|---|-----------------|------------------|--------------------|
| 555 W.         | 7th St. [San Pedro]  | First Baptist Church of San Pedro (Facade Facing 7th Street and All Stained Glass Windows Only)                               | 505             | 15               | May 22, 1990       |
| 218 - 230 W.   | 8th St.              | Tower Theater [Primary Address: 800 S. Broadway]  | 450             | 9                | August 16, 1989    |
| 300 - 332 W.   | 8th St.              | Hamburger's Dept. Store (May Company Downtown) [Primary Address: 801 - 829 S. Broadway]                                       | 459             | 9                | October 17, 1989   |
| 2875 W.        | 8th St.              | First Baptist Church of Los Angeles [Primary Address: 760 S. Westmoreland Ave.]   | 237             | 10               | April 9, 1981      |
| 4401           | 8th St.              | The Foy House [Primary Address: 627 - 635 Witmer St.]   | 8               | 9                | September 22, 1962 |
| 5950 - 5958 W. | 8th St.              | Buck House [Primary Address: 805 S. Genesee Ave.]   | 122             | 4                | March 20, 1974     |
| 401 - 415 W.   | 8th St.              | Garfield Building [Alternate Address: 757 - 761 S. Hill St.]  | 121             | 9                | August 22, 1973    |
| 754 - 760 E.   | 8th St.              | Site of First African Methodist Episcopal Church [Primary Address: 801 S. Towne Ave.]   | 71              | 9                | January 6, 1971    |
| 127 E.         | 9th St.              | Harris Newmark Building (Exterior)  | 345             | 9                | February 23, 1988  |
| 211 W.         | 9th St.              | Eastern Columbia Building [Primary Address: 843 - 855 S. Broadway]  | 294             | 9                | April 17, 1985     |
| 315 W.         | 9th St.              | Coast Federal Savings Building [Alternate Address: 855 S. Hill St.]   | 346             | 9                | March 11, 1988     |
| 437 W.         | 9th St.              | Morgan House, Harbor Area YWCA  | 186             | 15               | May 3, 1978        |
| 501 W.         | 9th St.              | Embassy Auditorium & Hotel [Primary Address: 839 - 861 S. Grand Ave.]   | 299             | 9                | October 4, 1985    |
| 809 - 817 W.   | 9th St.              | Original Pantry [Primary Address: 873 - 877 S. Figueroa St.]  | 255             | 9                | October 5, 1982    |
| 383            | 10th St. [San Pedro] | Residence   | 514             | 15               | January 22, 1991   |
| 5401           | 10th Ave.            | Institute of Musical Art [Primary Address: 3210 W. 54th St.]  | 344             | 6                | February 23, 1988  |
| 146 W.         | 11th St.             | Herald Examiner Building [Primary Address: 1111 - 1131 S. Broadway]   | 178             | 9                | August 17, 1977    |
| 1851 W.        | 11th St.             | Residence (Exterior Only)   | 431             | 1                | May 5, 1989        |
| 200 - 226 E.   | 12th St.             | Saint Joseph's Church [Burned & Demolished 9/4/83] [Alternate Addresses: 1200 - 1210 Los Angeles St., 1203 - 1215 Santee St.] | 16              | 9                | May 10, 1963       |
| 525 E.         | 12th St.             | Cohn-Goldwater Building [Alternate Address: 1145 - 1149 San Julian St.]   | 119             | 9                | August 16, 1973    |
| 1300 - 1422 E. | 12th St.             | Coca-Cola Building [Primary Address: 1200 - 1334 Central Ave.]  | 138             | 9                | February 5, 1975   |
| 1501 W.        | 12th St.             | Welsh Presbyterian Building [Primary Address: 1153 S. Valencia St.]   | 173             | 1                | April 20, 1977     |
| 859 - 863 W.   | 13th St. [San Pedro] | Dodson Residence  | 147             | 15               | August 17, 1975    |
| 1415 E.        | 14th St.             | Coca-Cola Building [Primary Address: 1200 - 1334 Central Ave.]  | 138             | 9                | February 5, 1975   |
| 1866 W.        | 14th St.             | Residence [Alternate Address: 1402 Malvern Ave.]  | 244             | 1                | April 30, 1981     |
| 627 - 633 W.   | 15th St.             | Residence (moved to 826 S. Coronado St.)  | 167             | 9                | November 17, 19    |
| 2749 - 2765 W. | 15th St.             | Pacific Bell Building   | 331             | 8                | December 8, 19     |
| 303 - 311      | 17th St.             | Young Apartments [Primary Address: 1615 - 1631 Grand Ave.]  | 317             | 9                | January 7, 1987    |

| Address                  | Monument Name  | Monument Number | Council District | Date Of Inclusion |
|--------------------------|--|-----------------|------------------|-------------------|
| 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) | 103             | 9                | October 4, 1972   |
| 2508 W. 18th St.         | Washington-Irving Branch Library [Primary Address: 1803 S. Arlington Ave.]   | 307             | 10               | June 27, 1986     |
| 575 19th St.             | Residence (This is the original location of this house; it has since been moved to 1542 Beacon St.)  | 253             | 15               | August 25, 1982   |
| 919 W. 20th St.          | Residence (Site of) (Destroyed by Fire)  | 179             | 8                | August 17, 1977   |
| 923 - 925 W. 23rd St.    | Reuman, Henry J. Residence   | 335             | 1                | December 18, 1987 |
| 1030 W. 23rd St.         | Foster, Henry J. Residence   | 466             | 1                | October 17, 1989  |
| 1035 W. 24th St.         | Distributing Station #31   | 410             | 1                | January 20, 1989  |
| 1001 - 1007 W. 24th St.  | Durfee House [Alternate Address: 2311 Toberman Ave.]   | 273             | 1                | January 4, 1984   |
| 1100 W. 24th St.         | Second Baptist Church [Primary Address: 2408 - 2412 Griffith Ave.]   | 200             | 9                | October 18, 1978  |
| 1941 W. 25th St.         | Rindge House [Primary Address: 2247 - 2271 S. Harvard Bl.]   | 95              | 8                | February 23, 1972 |
| 2152 - 2200 W. 25th St.  | William Andrews Clark Memorial Library [Primary Address: 2500 - 2520 Cimarron St.]   | -28             | 10               | October 9, 1964   |
| 1110 W. 27th St.         | Residence [Primary Address: 2703 - 2707 S. Hoover St.]   | 240             | 8                | April 9, 1981     |
| 661 W. 27th St.          | Auto Club of Southern Cal. [Primary Address: 2601 S. Figueroa St.]   | 72              | 8                | February 3, 1971  |
| 1154 - 1160 W. 27th St.  | Harrison, John C. House  | 296             | 8                | July 12, 1985     |
| 1157 - 1163 W. 27th St.  | Miller & Herriott Tract House [Alternate Address: 2670 - 2676 Magnolia Ave.]   | 242             | 8                | April 9, 1981     |
| 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.]                      | 103             | 9                | October 4, 1972   |
| 700 W. 32nd St.          | Shrine Auditorium [Primary Address: 647 - 655 W. Jefferson Bl.]  | 139             | 8                | March 5, 1975     |
| 650 W. 36th St.          | Widney Hall [U.S.C.]   | 70              | 8                | December 16, 1970 |
| 37th St.                 | Korean Bell & Belfry of Friendship, Angel's Gate Park [Primary Address: Gaffey & 37th Sts.]  | 187             | 15               | May 3, 1978       |
| 1221 - 1223 E. 40th Pl.  | Bunche, Ralph J. Home  | 159             | 9                | July 27, 1976     |
| 1067 42nd Pl.            | Dunbar Hotel [Primary Address: 4225 - 4233 S. Central Ave.]  | 131             | 9                | August 4, 1974    |
| 1201 W. 48th St.         | Vermont Square Library   | 264             | 9                | June 7, 1983      |
| 917 E. 49th Pl.          | Residence  | 517             | 9                | January 16, 1991  |
| 3210 W. 54th St.         | Institute of Musical Art [Alternate Address: 5401 10th Ave.]   | 344             | 6                | February 23, 1988 |
| 1100 W. 55th St.         | Residence [Alternate Address: 5426 Budlong Ave.]   | 511             | 8                | January 11, 1991  |
| 1157 W. 55th St.         | Residence  | 510             | 8                | January 11, 1991  |
| 1207 E. 55th St.         | Residence  | 518             | 9                | January 16, 1991  |
| 1005 W. 64th St.         | Muir, John Branch Library (Destroyed by Fire: 5/92)  | 305             | 9                | June 27, 1986     |
| 814 70th St.             | Site of Mount Carmel High School [Primary Address: 7011 S. Hoover St.]   | 214             | 9                | June 6, 1979      |
| 1686 - 1690 E. 103rd St. | Watts Station  | 36              | 15               | December 3, 1965  |

| Address        |           | Monument Name   | Monument Number | Council District | Date Of Inclusion |
|----------------|-----------|---|-----------------|------------------|-------------------|
| 1711 - 1765 E. | 107th St. | Towers of Simon Rodia [Watts Towers]  | 15              | 15               | March 1, 1963     |
| 1711 - 1765 E. | 107th St. | Watts Towers [Primary Address: 1711 - 1765 E. 107th St.] [Alternate Address: 10618 - 10626 Graham Ave.] | 15              | 15               | March 1, 1963     |
| 615 E.         | 108th St. | Structure   | 513             | 8                | January 15, 1991  |

\*\* S. Catalina was moved to Ensenada, Mexico on 3/3/85

REVISED: June 3, 1992

NF:jm

PARADOX3\Table HCM\Report 2:to-wp51



**APPENDIX F**

**TABLE F-1: PARKS IN LOS ANGELES COUNTY**

| <b>PARK</b>            | <b>ADDRESS</b>            | <b>CITY</b>     | <b>IMPACTED BY CMP</b> |
|------------------------|---------------------------|-----------------|------------------------|
| Will Rodgers Mem Pk    | 1333 E 103rd St           | Watts           |                        |
| Watts Towers St His Pk | 1765 E 107th St           | Watts           |                        |
| Carver Park            | 1400 E 118th St           | Los Angeles     |                        |
| Holly Park             | 2000 W 120th              | Hawthorne       |                        |
| Imperial Park          | 120th St & Yukon Av       | Inglewood       |                        |
| Mona                   | 2291 E 121st St           | Compton         |                        |
| Pearblossom            | 33922 121st St E          | Pearblossom     |                        |
| Helen Keller           | 1045 W 126th St           | Los Angeles     |                        |
| El Segundo Park        | 130th St & Compton Av     | Compton         |                        |
| Ramona Park            | 137th St                  | Hawthorne       |                        |
| Thornburg Park         | 2320 W 149th St           | Gardena         |                        |
| Memorial Park          | 14th Olympic              | Santa Monica    |                        |
| Freeman Park           | 2100 W 154th Pl           | Gardena         |                        |
| Cerritos Park East     | 13200 166th St            | Cerritos        |                        |
| Victoria Park          | 419 E 192nd St            | Carson          |                        |
| Obregon                | 4021 E 1st St             | Los Angeles     |                        |
| Zacatecas Park         | 1st St & Barbara Av       | Azusa           |                        |
| Layne Park             | 1st St - Fermore St       | San Fernando    |                        |
| Central Playground     | 1357 E 22nd St            | Los Angeles     |                        |
| Stearns Park           | 4520 E 23rd St            | Long Beach      |                        |
| Hoover Recreation Ctr  | 1010 W 25th St            | Los Angeles     |                        |
| Evergreen Rec Center   | 2844 E 2nd St             | Los Angeles     |                        |
| Eisenhower Park        | 500 2nd Street            | Arcadia         |                        |
| Tierra Bonita          | 30th St                   | Lancaster       |                        |
| McAdam Memorial Park   | 38115 30th St E           | Palmdale        |                        |
| Silverado Park         | 1545 W 31st St            | Long Beach      |                        |
| Denker Recreation Ctr  | 1550 W 35th Pl            | Los Angeles     |                        |
| Mary Hitchcock Park    | 4th St & Strand St        | Santa Monica    |                        |
| South Park             | 345 E 51st St             | Los Angeles     |                        |
| Mary McCleod Bethune   | 1244 E 61st St            | Los Angeles     |                        |
| Ramona Park            | 3301 E 65th St            | Long Beach      |                        |
| Sixth & Gladys         | 6th & Gladys St           | Los Angeles     |                        |
| Elysian Park           | 929 Academy Rd            | Los Angeles     | Yes                    |
| La Mirada Park         | 13701 S Adelfa Dr         | La Mirada       |                        |
| Allendale Park         | Allendale Rd & Euclid Ave | Pasadena        |                        |
| Palisades Park         | 851 Alma Real dr          | Los Angeles     | Yes                    |
| Almanson Park          | Almanson Ave              | Alhambra        |                        |
| West Park              | Alondra Bl & Wadsworth    | Compton         |                        |
| Eaton Canyon Park      | 1750 Altadena Dr          | Pasadena        |                        |
| Kentucky Springs Park  | Angeles Forest Hwy        | LA County       |                        |
| Darby Park             | 3400 Arbor Vitae St       | Inglewood       |                        |
| Valley Plaza Park      | 12240 Archwood St         | N Hollywood     | Yes                    |
| Rio San Gabriel Park   | 9612 Ardine               | Downey          |                        |
| Live Oak Park          | Ardmore Av                | Manhattan Beach |                        |
| Val Verde Park         | 30300 W Arlington St      | Val Verde       |                        |
| Dalton Park            | 18867 E Armstead St       | Azusa           |                        |

TABLE F-1: PARKS IN LOS ANGELES COUNTY

| PARK                    | ADDRESS                   | CITY           | IMPACTED BY CMP |
|-------------------------|---------------------------|----------------|-----------------|
| Galster Wilderness Pk   | Aroma Dr                  | West Covina    |                 |
| Brookside Park          | Arroyo Bl & Pk Rdwy A     | Pasadena       | Yes             |
| Arroyo seco Park        | Arroyo Dr at Pasdna Ve    | Pasadena, S.   | Yes             |
| Ashwood Park            | 201 S Ash                 | Inglewood      |                 |
| Atlantic Avenue Park    | 570 Atlantic Av           | Los Angeles, E |                 |
| Gilbert Lindsay Com Ctr | 4211 Avalon Blvd          | Los Angeles    |                 |
| Saddleback Butte St Pk  | 4555 W Ave G              | Lancaster      |                 |
| Duntley Rawley Park     | Ave K at 35th Street W    | Lancaster      |                 |
| Palms Park              | 5600 Ave R                | Palmdale       |                 |
| Old Orchard Park        | 25051 N Ave Rotella       | Valencia       |                 |
| Carlin Smith Playgrnd   | 511 W Avenue 46           | Los Angeles    |                 |
| Apollo Park             | 4445 W Avenue G           | Lancaster      |                 |
| George Lane             | 5520 W Avenue L-8         | Lancaster      |                 |
| Antipe Vly Indian Mus   | 15701 E Avenue M          | Lancaster      |                 |
| Babbitt Park            | Babbitt & Simonds         | Mission Hills  |                 |
| Central Park            | 13200 Bailey St.          | Whittier       |                 |
| Echo Park               | 1632 Bellevue Av          | Los Angeles    | Yes             |
| Thompson Park           | 14001 S Bellflower Bl     | Bellflower     |                 |
| Independence Park       | 12334 Bellflower Blvd     | Downey         |                 |
| Dominguez Park          | Beryl St & 190th St       | Redondo Beach  |                 |
| Robert Burns Park       | Beverly Bl & Van Ness Ave | Los Angeles    |                 |
| Pico Park               | 9520 Beverly Blvd         | Pico Rivera    |                 |
| Grant Rea Memorial Pk   | Beverly Blvd & Rea Dr     | Montebello     |                 |
| Holmby Park             | 400 Beverly Glen Drive    | Los Angeles    |                 |
| Irving Schachter        | Beverwil Dr               | Los Angeles    |                 |
| Cerritos Regional Park  | 19700 S Bloomfield Ave    | Cerritos       |                 |
| Treasure Island Park    | 9300 Bluff Rd             | Downey         |                 |
| Sylmar Park             | 13109 Borden Av           | Sylmar         |                 |
| Dr Paul Carlson Mem Pk  | Braddock Dr & Motor Ave   | Culver City    |                 |
| Branford Park           | 13310 Branford St         | Los Angeles    |                 |
| Athens Park             | 12603 S Broadway          | Los Angeles    |                 |
| Smith Park              | 200 W Broadway            | San Gabriel    |                 |
| Broadway Park           | Broadway & Newlin Av      | Whittier       |                 |
| Belvedere Park          | 4914 E Brooklyn Ave       | Los Angeles, E | Yes             |
| Duarte Park             | 1200 Buena Vista St       | Duarte         |                 |
| Sepulveda Dam Rec Area  | 17015 Burbank Blvd        | Encino         | Yes             |
| El Paseo De Cahuenga    | Cahuenga & Hollywd Fry    | Los Angeles    | Yes             |
| Kelly Park              | 2319 E Caldwell St        | Compton        |                 |
| Singer Park             | California Bl & John Av   | Pasadena       |                 |
| Tournament Park         | 1100 California Blvd      | Pasadena       |                 |
| Wilderness Park         | 1102 Camino Real          | Redondo Beach  |                 |
| North Oaks Park         | 27824 N Camp Plenty Rd    | Saugus         |                 |
| General Scott Park      | 23410 Catskill Av         | Carson         |                 |
| Lynwood Park            | 3798 Century blvd         | Lynwood        |                 |
| Los Nietos Park         | 11143 Charlesworth Rd     | Santa Fe Spgs  |                 |
| Chatsworth Park         | 22300 Chatsworth St       | Chatsworth     |                 |



TABLE F-1: PARKS IN LOS ANGELES COUNTY

| PARK                  |         | ADDRESS                   | CITY            | IMPACTED BY CMP |
|-----------------------|---------|---------------------------|-----------------|-----------------|
| Granada Hills Rec Ctr | 16730   | Chatsworth St             | Granada Hills   |                 |
| Douglas Park          | 1155    | Chelsea Av                | Santa Monica    |                 |
| Agoura                | 5217 N  | Chesbro Rd                | Agoura          |                 |
| Simms Park            | 16614 S | Clark Av                  | Bellower        |                 |
| Enterprise Park       | 13055   | Clovis St                 | Los Angeles     |                 |
| Otterbein St Rec Ctr  | 17250 E | Colima Rd                 | Rowlands Hts    | Yes             |
| Glendale Central Park |         | Colorado St & Brand Av    | Glendale        |                 |
| Lennox                | 10828   | Condon Ave                | Lennox          |                 |
| Grant Park            |         | Cordova St & Chester Av   | Pasadena        |                 |
| Ham Memorial Park     | 5300    | Courtland Ave             | Lynwood         |                 |
| Charter Oak           | 20261 E | Covina Blvd               | Covina          |                 |
| Gonzales Park Com Ctr | 1101 W  | Cressy St                 | Compton         |                 |
| Wattles Garden park   | 1850 N  | Curson Av                 | Hollywood       |                 |
| Santa Ynez            |         | Cyn Pk & Pacific Palis    | Los Angeles     |                 |
| Simon Bolivar Park    | 3300    | Del Amo Blvd              | Lakewood        |                 |
| Eaton Blanche Park    |         | Del Mar Bl & Lapresda Dr  | Pasadena        |                 |
| Delongpre Park        |         | Delngpre Ave & Cherkee Av | Hollywood       |                 |
| Descanso Park         | 2500    | Descanso Wy               | Torrance        |                 |
| Devils Punchbowl      | 28000   | Devils Pnchbl Rd          | Pearblossom     |                 |
| Greystone Park        | 501 N   | Doheny Rd                 | Beverly Hills   |                 |
| Biscailuz Park        | 2601    | Dollar Street             | Lakewood        |                 |
| Stonehurst Rec Center | 9901    | Dronefield Av             | Sun Valley      |                 |
| Whittier Narrows      | 1000 N  | Durfee Av                 | S El Monte      | Yes             |
| Eaglerock Rec Center  | 1100    | Eagle Vista Dr            | Eagle Rock      |                 |
| Bellevue Park         |         | Edgecliffe & Marcia Dr    | Los Angeles     |                 |
| Edna Park             |         | Edna Pl & Valencia        | Covina          |                 |
| Hawthorne Mem Park    | 3901    | El Segundo Blvd           | Hawthorne       |                 |
| Willowbrook Park      |         | El Segundo Blvd           | LA County       |                 |
| Mountain View Park    | 12127   | Elliott Av                | El Monte        |                 |
| Woodbridge Park       |         | Elmer Av & Woodbridge St  | Los Angeles     |                 |
| Victor Park           | 4727    | Emerald St                | Torrance        |                 |
| Garvey Mem Rec Cetr   | 7933 E  | Emerson Pl                | S. San Gabvriel |                 |
| Charmles County Park  |         | Encinal Canyon Rd         | Malibu          |                 |
| Griffith Park         |         | N End Vermont Av          | Los Angeles     | Yes             |
| Erwin Park            |         | Erwin St & Ethel Av       | Los Angeles     |                 |
| Vasquez Rocks Park    | 10700 W | Escnddo Cyn Rd            | Saugus          |                 |
| Del Rey Lagoon        | 6660    | Esplanade Wy              | Playa Del Rey   |                 |
| Everett Park          |         | Everett St                | Los Angeles     |                 |
| Exposition Park       |         | Exposition Blvd           | Los Angeles     |                 |
| Pasadena Central Park |         | Fair Oaks Av & Del Mar    | Pasadena        |                 |
| La Pintoresca Park    | 1400    | Fair Oaks Ave             | Pasadena        |                 |
| Coombs Park           |         | Farragut Dr               | Culver City     |                 |
| Valencia Meadows      | 25671 N | Fedala Rd                 | Valencia        |                 |
| Malibu Community Ctr  | 6955    | Fernhill Dr               | Malibu          |                 |
| Mariposa Park         | 45755 N | Fig Av                    | Lancaster       |                 |
| Harbor Park           | 1221    | Figuroa Pl                | Wilmington      |                 |

TABLE F-1: PARKS IN LOS ANGELES COUNTY

| PARK                   | ADDRESS                  | CITY             | IMPACTED BY CMP |
|------------------------|--------------------------|------------------|-----------------|
| Sycamore Grove Park    | 4702 N Figueroa St       | Los Angeles      |                 |
| Greaver Oak Park       | Figueroa St & 37th       | Los Angeles      |                 |
| Hansen Dam Park        | 11850 Foothill Blvd      | Sn Ferndo Vly    | Yes             |
| Sunland Pk & Rec Ctr   | 8651 Foothill Blvd       | Sunland          |                 |
| South Hills Park       | Foothill Frway           | Glendora         | Yes             |
| Fresno Recreation Ctr  | 1016 S Fresno St         | Los Angeles      |                 |
| Runyon Canyon Pk       | 2000 Fuller Av           | Los Angeles      |                 |
| La Loma Park           | Fulton Av & Iris Wy      | Monterey Park-   |                 |
| Lookout Point          | Gaffey St & 35th St      | San Pedro        |                 |
| Westside Park          | Gage Ave & Cottage St    | Huntington Pk    |                 |
| West Wilshire Rec Ctr  | 141 S Gardner St         | Los Angeles      |                 |
| La Puente Park         | 500 Glendora Ave         | La Puente        |                 |
| McCambridge Park       | 1515 N Glenoaks Blvd     | Burbank          |                 |
| Roosevelt              | 7600 Graham Av           | Los Angeles      |                 |
| Guenser Park           | 17800 S Gramercy Pl      | Torrance         |                 |
| Recreation Park        | Granada Av               | Long Beach       |                 |
| Grand Av               | Grand Av                 | Monrovia         |                 |
| Pelanconi Park         | 1000 Grandview Av        | Glendale         |                 |
| Perry Park             | Grant Av & Slauson Ln    | Redondo Beach    |                 |
| La Cienega Park        | 8400 Gregory Wy          | Beverly Hills    |                 |
| Gridley                | Gridley at Bertha        | Cerritos         |                 |
| Gunn Ave Park          | 10130 S Gunn Av          | Whittier         |                 |
| Crescent Hills Park    | 1000 Hanley Ave          | Los Angeles      |                 |
| Rosewood Park          | 5600 Harbor              | Commerce         |                 |
| Glenoaks Park          | Harding Av - Lucas St    | San Fernando     |                 |
| Rancho Palos Verdes    | 30359 S Hawthorne Blvd   | Ro Palos Verd    |                 |
| City Terrace           | 1126 N Hazard Way        | East Los Angeles |                 |
| Panorama Rec Ctr       | 8600 Hazeltine Av        | Panorama         |                 |
| Granada Park           | Hellman Av & Palm Av     | Alhambra         |                 |
| Indian Dunes Park      | 28700 Henry Mayo Dr      | Valencia         |                 |
| Leland                 | 863 S Herbert Av         | San Pedro        |                 |
| Pacoima Playground     | 10943 Herrick Ave        | Pacoima          |                 |
| Wilderness Park        | Highland Vista Dr        | Arcadia          |                 |
| Mae Boyar Rec Ctr      | 23936 Highlander Rd      | Canoga Park      |                 |
| Baldwin Hills Plgd     | 5401 Highlight Pl        | Los Angeles      |                 |
| Barnsdall Park         | 4800 Hollywood Blvd      | Los Angeles      |                 |
| El Cariso Regional Pk  | 13100 Hubbard St         | Sylmar           |                 |
| Las Palmas Park        | 505 Huntington St        | San Fernando     |                 |
| Van Nuys Sherman Oaks  | 14201 Huston St          | Sherman Oaks     |                 |
| Hungry Vv Veh Rec Area | Hwy 5 and Hwy 138        | LA County        | Yes             |
| Siminski Park          | 9717 Inglewood Av        | Inglewood        |                 |
| Del Aire               | 12601 S Iris Ave         | Hawthorne        |                 |
| Irwindale Park         | 5050 Irwindale Ave       | Irwindale        |                 |
| Orcutt Rch Horticult   | 23555 Justice St         | Lakeside Park    |                 |
| Joslyn Park Center     | Kensngtn Rd & Beverly Av | Santa Monca      |                 |
| Sepulveda Rec Center   | 8801 Kester Av           | Sepulveda        |                 |

TABLE F-1: PARKS IN LOS ANGELES COUNTY

| PARK                   |         | ADDRESS                   | CITY            | IMPACTED BY CMP |
|------------------------|---------|---------------------------|-----------------|-----------------|
| El Nido Park           | 18301   | Kingsdale Ave             | Torrance        |                 |
| Knapp Park             | 25000   | Kittridges St             | Canoga Park     |                 |
| El Sereno Rec Ctr      | 4721    | Klamath St                | El Sereno       |                 |
| Manzanita              | 1747 S  | Kwis Ave                  | La Puente       |                 |
| Ladera Park            | 6027    | Ladera Park Av            | Los Angeles     |                 |
| Lanark Rec Center      | 21816   | Lanark St                 | Canoga Park     |                 |
| Cameron Park           | 700     | Larkellen Ave             | West Covina     |                 |
| Malibu Creeks State Pk |         | Las Virgenes Rd           | LA County       |                 |
| Tapia Co Park          | 884     | Las Virgenes Rd           | Calabasas       |                 |
| Fernangeles Rec Ctr    | 8851    | Laurel Cyn Blvd           | Sun Valley      |                 |
| Paxton Park & Rec Ctr  | 10731   | Laurel Cyn Blvd           | Pacoima         |                 |
| Paradise Park          | 5006    | Lee St                    | Torrance        |                 |
| Lemon Grove Rec Ctr    | 4949    | Lemon Grove Av            | Los Angeles     |                 |
| Brenner Park           |         | Lincoln Av & Mountain St  | Pasadena        |                 |
| Loma Alta              | 3339 N  | Lincoln St                | Altadena        |                 |
| Scherer Park           | 4600    | Long Beach Blvd           | Long Beach      |                 |
| Los Robles Co Park     | 14906 E | Los Robles                | Hacienda Hts    |                 |
| Bell Gardens Park      | 6662    | Loveland Street           | Bell Gardens    |                 |
| Madrona Mrsh Ntr Pres  | 22300   | Madrona Av                | Torrance        |                 |
| Weschester Rec Ctr     | 7000    | Manchester Av             | Los Angeles     | Yes             |
| Alondra                | 3850    | Manhattan Bch Bl          | Lawndale        |                 |
| Manhattan Heights Park |         | Manhattan Beach Blvd      | Manhattan Beach |                 |
| Friends Park           | 13300   | Mar Vista St              | Whittier        |                 |
| Marine Park Center     | 1406    | Marine St                 | Santa Monica    |                 |
| Manson Recreation Ctr  | 10400   | Mason Street              | Chatworth       |                 |
| Bristow Park           | 1466 S  | McDonnell Ave             | Commerce        |                 |
| Lambert Park           | 11431   | McGirk Av                 | El Monte        |                 |
| Pasko Park             |         | McGroarty St              | Los Angeles     |                 |
| McGroarty Cultural Ctr | 7570    | McGroarty Ter             | Tujunga         |                 |
| McManus Park           | 3459    | McManus Av                | Culver City     |                 |
| Barnes Memorial Park   | 400 S   | McPherrin Ave             | Monterey Park   |                 |
| Orangewood Park        | 1600    | Merced Ave                | West Covina     |                 |
| Amelia Mayberry Park   | 13201 E | Meyer Rd                  | Santa Fe Spgs   |                 |
| Michillinda Park       | 3800    | Michillinda Park          | Pasadena        |                 |
| Rosemead Park          |         | Mission - Encinita        | Rosemead        |                 |
| Garfield Park          | 815 S   | Mission Av                | S. Pasadena     |                 |
| Ernest E Debs Reg      | 4235    | Monterey Rd               | Los Angeles     |                 |
| Lacy Park              | 3300    | Monterey Rd               | San Marino      | Yes             |
| Vickroy Park           |         | Monterey Av & Brighton St | Burbank         |                 |
| West End Park          |         | Moore & Wade Sts          | Culver City     |                 |
| Moorpark Park          | 12000   | Moorpark St               | StudioCity      |                 |
| Cheviot Hills Pk & Rec | 2551    | Motor Ave                 | Los Angeles     |                 |
| Rancho Park            | 2459    | Motor Ave                 | Los Angeles     |                 |
| Boyle Hts Sports Ctr   | 933     | Mott St                   | Los Angeles     |                 |
| Brand Park             | 1601 W  | Mountain St               | Glendale        |                 |
| Altadena Park          | 65      | Mountain View St          | Altadena        |                 |

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| PARK                   | ADDRESS                  | CITY           | IMPACTED BY CMP |
|------------------------|--------------------------|----------------|-----------------|
| Farnsworth             | 568 E Mt. Curve Ave      | Altadena       |                 |
| Houghton Park          | 6301 Myrtle Av           | N Long Beach   |                 |
| Coolidge Park          | 352 E Neece St           | Long Beach     |                 |
| Crescenta Valley       | 3901 New York Ave        | La Crescenta   |                 |
| William S Hart Park    | 24151 Newhall Av         | Newhall        |                 |
| Newhall Memorial Park  | 24923 N Newhall Ave      | Newhall        |                 |
| Billy Milford Park     | Norwalk Blvd             | Hawaiian Gdns  |                 |
| Oak Grove Park         | 4550 Oak Grove Dr        | Pasadena       |                 |
| Reynolds Park          | 716 W Oldfield St        | Lancaster      |                 |
| Olive Avenue Park      | Olive Ave                | Los Angeles    |                 |
| Pershing Square        | 532 S Olive St           | Los Angeles    |                 |
| Garvey Ranch Park      | Orange Av & Graves Av    | Monterey Park  |                 |
| Rio Hondo Park         | 4628 S Orange St         | Pico Rivera    |                 |
| Carson Park            | 21411 S Orrick Ave       | Carson         |                 |
| Roger Jessup Rec Ct    | 12467 W Osborne St       | Pacoima        |                 |
| Palms Park             | 2950 Overland Av         | Los Angeles    |                 |
| Veterans Memorial Park | 4117 Overland Av         | Culver City    |                 |
| Blanco Park            | Overland Av & Stever St  | Culver City    |                 |
| Pacific Park           | 501 S Pacific Ave        | Burbank        |                 |
| Surfrider Bch St Pk    | Pacific Coast Hwy        | Malibu Beach   | Yes             |
| Palm Park              | Palm Av & Floral Dr      | Whittier       |                 |
| Victory Park           | 2575 Paloma St           | Pasadena       |                 |
| Friendship             | Palos Verdes Dr-Westrn   | Ro Palos Verd  | Yes             |
| Paramount              | 14410 Paramount Blvd     | Paramount      |                 |
| Recreation Park        | Park Av - 1st St         | San Fernando   |                 |
| Bonelli Regional CO Pk | 120 Park Rd              | San Dimas      | Yes             |
| Heartwell Park         | 5801 Parkcrest St        | Long Beach     |                 |
| Angels Gate Park       | 930 Paseo Del Mar        | Los Angeles    |                 |
| White Point Park       | 2000 Paseo Del Mar       | Los Angeles    |                 |
| Pat Nixon Park         | Patricia Dr              | Cerritos       |                 |
| Fremont Park           | Patterson Av             | Glendale       |                 |
| Peck Road Park         | 5401 N Peck Rd           | Arcadia        |                 |
| Santa Fe Dam Rec Area  | 200 S Peckam Rd          | Azusa          |                 |
| William Penn Park      | 13900 Penn St            | Whittier       |                 |
| Cyrpess Park           | 2630 Pepper              | Cypress Park   |                 |
| Little Lake Park       | 10900 Pioneer Blvd       | Santa Fe Spgs. |                 |
| Pio Pico State His Pk  | 6003 S Pioneer blvd      | Whittier       |                 |
| Placerita Cyn State Pk | 19150 Placerita Cyn Blvd | Newhall        |                 |
| El Dorado              | Pondera St & 5th St      | Lancaster      |                 |
| Rogers-Anderson Pk     | Prairie Av               | Lawndale       |                 |
| Palm View Park         | 1300 Puente Av           | West Covina    |                 |
| Saxonia Park           | Quigley & Cleardale      | Newhall        |                 |
| Morgan Park            | 14100 Ramona Blvd        | Baldwin Park   |                 |
| Carthay Circle Park    | Ramona Wy & Foster Dr    | Los Angeles    |                 |
| Northridge Rec Ctr     | 10058 Reseda Blvd        | Northridge     |                 |
| Lindberg Park          | Rhoda Wy & Studio Dr     | Culver City    |                 |

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| PARK                   |         | ADDRESS                   | CITY           | IMPACTED BY CMP |
|------------------------|---------|---------------------------|----------------|-----------------|
| Sequoia Park           |         | Ridge Crest-Crest Vista   | Monterey Park  |                 |
| Castaic Lake State Rec | 32100   | Ridge Route               | Castaic        |                 |
| Rimgrove Dr            | 747 N   | Rimgrove Drive            | La Puente      |                 |
| Cultural Art Center    | 3224    | Riverside Drive           | Los Angeles    |                 |
| Furman Park            | 10419   | Rives Av                  | Downey         |                 |
| Apollo Park            | 12458   | Rives Ave                 | Downey         |                 |
| Blair Hills Park       |         | Robstone Drive            | Culver City    |                 |
| Ro Cienega Sport Ctr   | 5001    | Rodeo Rd                  | Los Angeles    |                 |
| Lueders Park Comm Ctr  | 1500    | Rosecrans Ave             | Compton        |                 |
| Sorensen               | 11419   | Rosehedge Dr              | Whittier       |                 |
| Two Strike Park        | 5107    | Rosemont Av               | La Crescenta   |                 |
| Roxbury Rec Center     | 471 S   | Roxbury Dr                | Beverly Hills  |                 |
| Runnymede Rec Ctr      |         | Runnymede St & Winntka Av | Los Angeles    |                 |
| Studio City Rec Ctr    | 12621   | Rye St                    | Studio City    |                 |
| Bixby Knolls Park      | 1000    | San Antonio Dr            | Long Beach     |                 |
| Los Cerritos Park      | 500 W   | San Antonio Dr            | Long Beach     |                 |
| Bicentennial Park      | 3400    | San Gabriel Pkwy          | Pico Rivera    | Yes             |
| Ardmore Playground     | 3250    | San Marino St             | Los Angeles    |                 |
| West Hollywood Park    | 647 N   | San Vicente Blvd          | W Hollywood    |                 |
| Cudahy Neighborhood Pk | 5200    | Santa Ana St              | Cudahy         |                 |
| Arcadia County Park    | 405 S   | Santa Anita Ave           | Arcadia        |                 |
| Dominguez              | 21330 S | Santa Fe Av               | Carson         |                 |
| South Park             |         | Santa Fe Av & Johnson St  | Compton        |                 |
| Topanga State Park     |         | Santa Monica Mountains    | Los Angeles    | Yes             |
| Rustic Canyon Park     |         | Santa Monica Mtns         | Los Angeles    |                 |
| Veterans Memorial Park | 13000   | Sayer St                  | Sylmar         |                 |
| Brace Canyon           |         | Scott Rd & Lamer St       | Burbank        |                 |
| Ford Regional Co Park  | 8000 S  | Scout Av                  | Bell Gardens   |                 |
| Santa Clarita          | 27285 N | Seco Canyon Rd            | Saugus         |                 |
| Andreas Pico Adobe     | 10940   | Sepulveda Blvd            | Mission Hills  |                 |
| Woodland Hills Rec Ctr | 5858    | Shoup Ave                 | Woodland Hills |                 |
| Brand Park             | 15174   | Sn Frndo MSN Bl           | Mission Hills  |                 |
| Verdugo Mountain park  |         | So of La Tuna Cayn Rd     | Los Angeles    |                 |
| South Gardena Park     |         | South Park Ln             | Gardena        |                 |
| South Gate Park        | 4900    | Southern Ave              | South Gate     |                 |
| El Dorado Nature Ctr   | 7550 E  | Spring St                 | Long Beach     |                 |
| Hollenbeck Park        | 415 S   | St Louis St               | Los Angeles    | Yes             |
| Campanella             | 14812   | Standford Ave             | Compton        |                 |
| Marshall Cyn County Pk | 6550    | Stephens Ranch Rd         | La Verne       |                 |
| Stimson Av Park        | 1545 S  | Stimson Av                | La Puente      |                 |
| Strathern Plgd         |         | Strathrn St & Whtsett Av  | Los Angeles    |                 |
| El Dorado              | 2760    | Studebaker Rd             | Long Beach     |                 |
| William S Hart Park    |         | Sunset Bl & Flores St     | Los Angeles    |                 |
| Will Rogers St His Pk  | 14253   | Sunset Blvd               | Pac Palisades  |                 |
| El Pueblo D Ls Angeles |         | Sunset Blvd & Broadway    | Los Angeles    | Yes             |

TABLE F-1: PARKS IN LOS ANGELES COUNTY

| PARK                   |         | ADDRESS                | CITY          | IMPACTED BY CMP |
|------------------------|---------|------------------------|---------------|-----------------|
| The Plaza              |         | Sunset Blvd & Main St  | Los Angeles   |                 |
| San Dimas Canyon       | 1512 N  | Sycamore Cyn Rd        | San Dimas     |                 |
| Porter Ranch Park      |         | Tampa Av & Tunney Av   | Northridge    |                 |
| Toberman Plgd          | 1725    | Toberman St            | Los Angeles   |                 |
| Warner Ranch Park      | 5800    | Topanga Cyn Blvd       | Los Angeles   | Yes             |
| Dexter                 | 11053 N | Trail Lkwv Terr        | San Fernando  |                 |
| Trinity Rec Center     | 2415    | Trinity St             | Los Angeles   |                 |
| North Hollywood Park   | 5301    | Tujunga Ave            | N Hollywood   |                 |
| Lincoln Park           | 3501    | Valley Blvd            | Los Angeles   |                 |
| Castle Peak Park       |         | Valley Circle Blvd     | Los Angeles   |                 |
| Omelveny Park          |         | Van Gogh & Sesnon      | Los Angeles   |                 |
| Rowley Park            | 13220   | Van Ness Av            | Gardena       |                 |
| Van Ness Park          |         | Van Ness Av & 135th St | Gardena       |                 |
| Tarzana Park           | 5665    | Vanalden Av            | Tarzana       |                 |
| Shadow Ranch Park      | 22633   | Vanowen St             | Canoga Park   |                 |
| Van Nuys Rec Ctr       | 14301   | Vanowen St             | Van Nuys      |                 |
| Los Encinos St Hist Pk |         | Ventura Bl             | Los Angeles   | Yes             |
| Verdugo Park           | 3201 W  | Verdugo Av             | Burbank       |                 |
| Verdugo Park           | 1401 N  | Verdugo Rd             | Glendale      |                 |
| Valencia Glen          | 23750   | Via Gavola             | Valencia      |                 |
| Reseda Park & Rec Ctr  | 18411   | Victory Blvd           | Reseda        | Yes             |
| Vincent Park           | 600     | Vincent St             | Redondo Beach |                 |
| Bassett Park           | 510 N   | Vineland Ave           | La Puente     |                 |
| Plummer                | 1200 N  | Vista St               | Los Angeles   |                 |
| Weddington Park        |         | Vlyheart & Hollywd Fry | Los Angeles   | Yes             |
| Wabash Rec Center      | 2765    | Wabash Av              | Los Angeles   |                 |
| Stough Park            |         | Walnut Av              | Burbank       |                 |
| Pasadena Memorial Park |         | Walnut St & Raymond Av | Pasadena      |                 |
| Lee Ware park          |         | Wardham Av             | Hawaiian Gdns |                 |
| Centinela Park         | 700     | Warren Ln              | Inglewood     |                 |
| Washington Park        | 600     | Washington blvd        | Pasadena      |                 |
| Municipal Park         |         | Wells & Ramona         | San Gabriel   |                 |
| Queen Anne Rec Ctr     | 1240    | West Blvd              | Los Angeles   |                 |
| Peck Park & Rec Ctr    | 560 N   | Western Av             | San Pedro     | Yes             |
| Jesse Owens Co Park    | 9637 S  | Western Ave            | Los Angeles   |                 |
| Montebello Park        |         | Whittier Bl & Park Av  | Montebello    | Yes             |
| Salazar Park           | 3864    | Whittier Blvd          | E Los Angeles |                 |
| George E Elder         | 1950    | Wilcox Av              | Monterey Park |                 |
| Lincoln Park           |         | Wilshire & Lincoln     | Santa Monica  | Yes             |
| Hancock Park           | 5801    | Wilshire Blvd          | Los Angeles   | Yes             |
| MaCarthur Park         |         | Wilshire Blvd          | Los Angeles   | Yes             |
| Winnetka Rec Ctr       | 8401    | Winnetka Av            | Canoga Park   |                 |
| Woodley Av Park        | 6350    | Woodley Av             | Van Nuys      |                 |
| Rosemary Playground    |         | Yosemite Dr            | Eagle Rock    |                 |
| Bodger Park            | 14900 S | Yukon Av               | Hawthorne     |                 |
| Zelzah Park            |         | Zelzah Av & Lerdo Av   | Los Angeles   |                 |

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**TABLE F-1: PARKS IN LOS ANGELES COUNTY**

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| PARK                   | ADDRESS         | CITY     | IMPACTED<br>BY CMP |
|------------------------|-----------------|----------|--------------------|
| Veterans Memorial Park | 6364 Zindell Av | Commerce |                    |

**SOURCE:** Environmental Science Associates, Inc., Thomas Guide





## APPENDIX G

Final  
April 4, 1991

### Southern California Association of Governments' Regional Consistency and Compatibility Criteria for CMPs

Changes to the Government Code, enacted with the passage of Proposition 111 in June 1990, require SCAG to perform the following evaluations for the Congestion Management Programs (CMPs) developed within the region:

- o consistency between the countywide model/databases and SCAG's regional model and databases;
- o consistency with the regional transportation plans;
- o compatibility with the other CMPs developed within the region; and
- o incorporation of the CMP into the Regional Transportation Improvement Program (RTIP) and the action element of the regional transportation plan, SCAG's Regional Mobility Plan or RMP.

According to the California Government Code, Section 11349, "consistency means being in harmony with, and not in conflict with or contradictory to, existing statutes, court decisions, or other provisions of law". For purposes of this document, consistency would be applied as it relates to the regional transportation plans and the regional model and databases.

This document outlines the process and criteria that will be used in making these evaluations. This is a "working" document which may be updated periodically to address issues as they arise and in response to various State and federal mandates.

#### THE EVALUATION PROCESS

The CMP must be evaluated to determine that it is consistent with the Regional Mobility Plan (RMP). Since the RMP incorporates elements of the the Regional Growth Management Plan (GMP) and the Air Quality Management Plans (AQMPs) for each air basin in the region, these elements must also be included in this evaluation.

It should be noted that this process needs to acknowledge the air quality conformity requirements for the RTIP. Each county transportation commission is responsible for evaluating their respective county TIP using the appropriate conformity procedures for projects, programs and plans. SCAG, as the designated metropolitan planning organization (MPO), is responsible for the full conformity finding on the RTIP.

The evaluation consists of three parts:

Part 1: The CMP must be consistent with the actions and programs pertaining to growth management, transportation demand management, transportation systems management, and facilities development contained in the RMP and the appropriate AQMP.

Note: In the case that the Congestion Management Agency (CMA) is not an implementing agency<sup>1</sup> for an RMP action, the following apply:

- 1) CMP guidelines must support and encourage adoption of these measures by the appropriate agencies, and
- 2) the CMP database/modeling must be consistent with SCAG's regional model and database (see Part 2).

Part 2: The CMP must demonstrate progress toward the regional mobility targets contained in the RMP. To satisfy this requirement, the countywide modeling for the CMP must be consistent with SCAG's CMP planning horizon forecasts for the following indicators:

- a. Vehicle miles of travel, average trip length, and vehicle hours of travel must be maintained or reduced,
- b. Transit trips and average vehicle occupancy must be maintained or increased.
- c. Total person trips and total vehicle trips both within and between counties.

These CMP planning horizon targets will be developed by SCAG cooperatively with the CMAs and other interested agencies and will incorporate other applicable State and federal requirements. If a discrepancy is identified between SCAG's forecast for the CMP planning horizon and the forecast provided by the CMA, SCAG's Regional Modeling Task Force and Regional Information Task Force will be consulted regarding the reason for the discrepancy. Task force recommendations will be integrated into the consistency evaluation provided to SCAG's policy committees and Executive Committee for approval.

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1. "Implementing Agency", as applied in this context, refers to the agency identified in the Regional Mobility Plan or the appropriate AQMP as having a role in an action or measure contained in these plans, including planning, programming, administration, finance, construction, operation, maintenance, or monitoring.

The CMAs may rely on travel demand forecasts produced by SCAG to develop the CMP. The following criteria apply when a separate model run and/or database are used to develop the CMP and evaluate traffic impacts of land use decisions on the CMP highway system:

#### Database

The CMA must cooperatively develop the CMP planning horizon forecasts of population, housing and employment with local jurisdictions. These forecasts must be consistent with local General Plans. SCAG will evaluate the CMA forecast for consistency. Staff recommendations to align the forecasts will need the approval of SCAG's policy committees and ultimately the Executive Committee. If necessary, a process for reconciling the databases will be undertaken between SCAG staff and staff representatives of the CMA and will produce a forecast that will be the basis of planning applications for both SCAG and the CMA.

#### Modeling

The CMA must participate in an on-going regional model and database program through SCAG's Regional Information Task Force and SCAG's Regional Modeling Task Force. This program is designed to improve consistency between regional and county-level model development in the region. To support this cooperative process, the CMA must meet the following requirements:

- a. The CMP planning horizon must be consistent with that agreed upon within the region.
- b. CMP traffic analysis zones must be compatible with census tracts or SCAG's traffic analysis zones.
- c. The CMP model must produce, at a minimum, a vehicle trip production and attraction table by at least three trip types (home-based work, home-based nonwork, and nonhome-based).
- d. The CMP modeling network must contain, at a minimum, the SCAG's System of Regional Significance which is contained in the RMP.

Part 3: To ensure compatibility between the CMPs within the region in evaluating the impacts of land use decisions on the CMP highway system and for monitoring level of service, the CMP must meet the following requirements:

- a. The CMP transportation system must connect to the system designated in (the) adjacent counties(y).
- b. Traffic level of service must be assessed using either Circular 212, the 1985 Highway Capacity Manual or a method that SCAG has found consistent with the 1985 Highway Capacity Manual.

#### **RMP AMENDMENTS**

Because the CMP process is intended to provide greater detail in the short-range action element of the RMP, differences may arise. The RMP amendment process<sup>2</sup> provides some flexibility to the CMAs in addressing the CMP requirements. This process would be used to evaluate a project or a program to determine whether the project or program is a refinement, i.e. an addendum, to the RMP, or would be treated as an RMP amendment. Before an RMP amendment can be adopted by SCAG, the project or program must satisfy these requirements.