

**LOS ANGELES INTERNATIONAL AIRPORT-PALMDALE REGIONAL AIRPORT  
SPECIALIZED RAIL TRANSIT SYSTEM DEMONSTRATION PROJECT**

***TASK 5:***

***MASTER PLAN/SPECIFIC PLAN REVIEW***

**Prepared for:**

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
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## INTRODUCTION

The following is a technical memorandum which presents Task 5 - Review of planned Land Uses for the Los Angeles International Airport to Palmdale Specialized Rail Transit System (LAX-Palmdale). (See Map 1.) This task describes the existing land uses at station locations and the general plan designates for the route alignment. The purpose of this document is to assist prospective developers of the project with land use information.

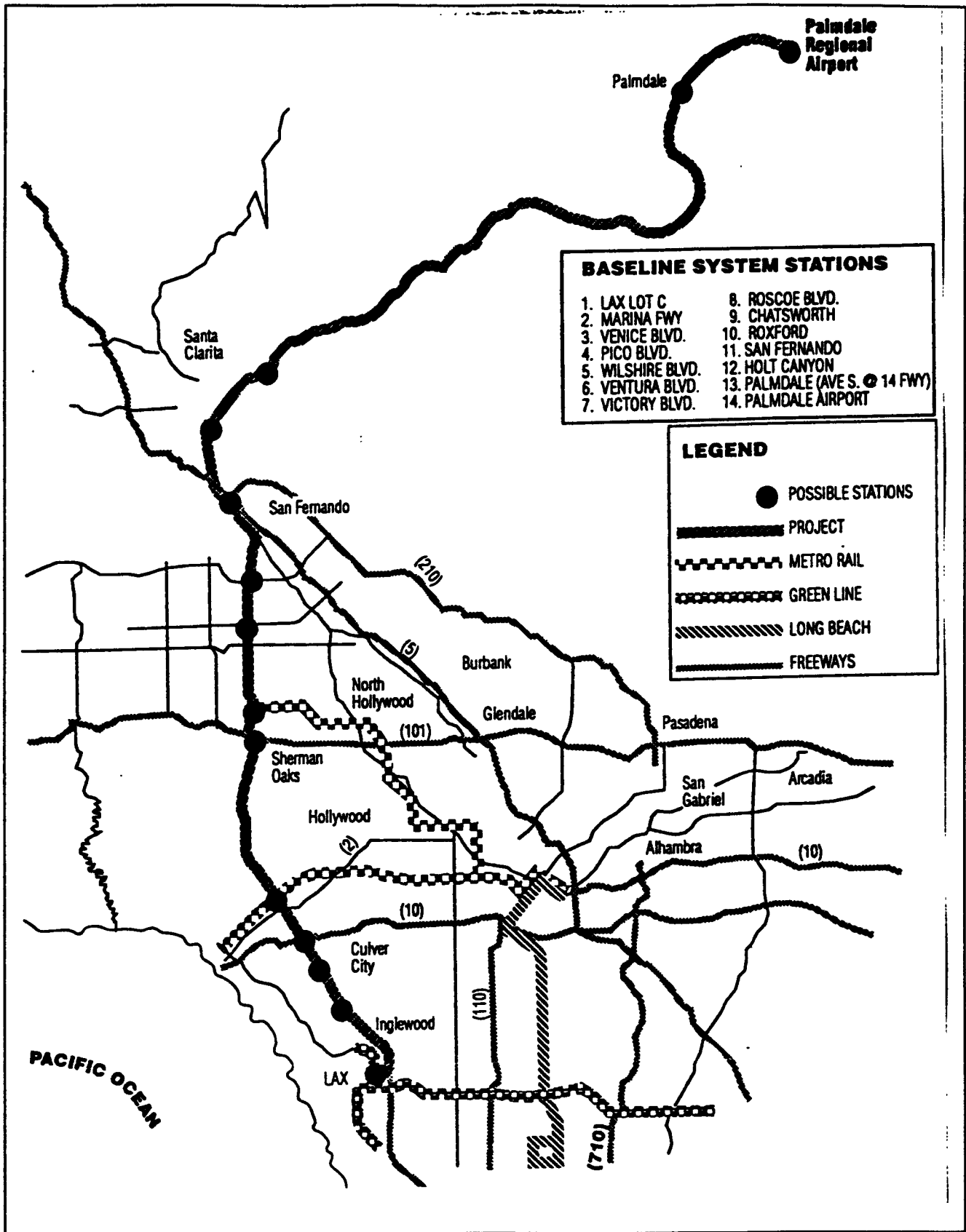
### *Organization of this Document*

This memorandum divides the route into segments between stations and discusses each segment individually. The stations are as follows:

<u>Station Number</u>	<u>Name</u>
1	LAX Station
2	Marina Freeway Station
3	Venice Station
4	Pico Station
5	Wilshire Station
6	Ventura Station
7	Victory Station
8	Roscoe Station
9	Chatsworth Station
10	Roxford Station
11	San Fernando Station
12	Holt Station
13	Avenue "S" Station
14	Palmdale Airport Station, Maint. Yard

### **Methodology**

Both existing and planned land uses were studied at station locations. (See Table 1.) For the segments, existing (adopted) General Plan designations were studied. Minor land use areas were not considered unless they had some special significance in terms of route planning or construction. Proposed changes to existing plans were also not considered, with the exception of the City of Palmdale's proposed General Plan update, which is presently available in draft form.



LAX-Palmdale

**TABLE 1  
LAX-PALMDALE REGIONAL AIRPORT SPECIALIZED RAIL TRANSIT SYSTEM  
EXISTING/PLANNED LAND USE**

Station	Sta. #	Existing Adjacent Land Use				Planned Adjacent Land Use			
		NE	NW	SE	SW	NE	NW	SE	SW
<b>LAX STATION</b> 96th Street/Jenny	1	RTD Bus Station	Parking Lot	Parking Lot	Parking Lot	Light Indus./ Parking	Light Indus./ Parking	Light Indus./ Parking	Light Indus./ Parking
<b>VENICE STATION</b> 405 Freeway/Venice	2	Residential/ Commercial	Residential/ Commercial	Commercial	Residential/ Commercial	Commercial/ Residential	Commercial/ Residential	Commercial/ Residential	Commercial/ Residential
<b>PICO STATION</b> 405 Freeway/Pico Blvd.	3	Commercial	Commercial	Commercial	Commercial	Light Indus./ Parking	Residential	Residential	Residential
<b>WILSHIRE STATION</b> 405 Freeway/Wilshire Blvd.	4	Cemetary	VA Hospital	Fed. Bld.	VA Hospital	Open Space/ Public Lands	Open Space/ Public Lands	Open Space/ Public Lands	Open Space/ Public Lands
<b>VENTURA STATION</b> 405 Freeway/Ventura Blvd.	5	Commercial	Commercial	Commercial	Commercial	Regional Com./Prking	Res./Regional Com./Prking	Regional Com./Prking	Res./Regional Com./Prking
<b>VICTORY STATION</b> 405 Freeway/Victory Blvd.	6	Residential	Residential/ Commercial	Residential	Residential	Open Space/ Residential	Commercial/ Residential	Residential	Open Space/ Public Lands
<b>ROSCOE STATION</b> 405 Freeway/Roscoe	7	Commercial	Commercial	Commercial Industrial	Industrial	Open Space/ Public Lands	Open Space/ Public Lands	Open Space/ Public Lands	Open Space/ Public Lands
<b>CHATSWORTH STATION</b> 405 Freeway/Chatsworth	8	Commercial	Residential	Residential	Residential	Residential	Residential	Residential	Residential
<b>ROXFORD STATION</b> 405 Freeway/Roxford	9	Office	Aqueduct	Commercial	Aqueduct	Open Space/ Public Lands	Open Space/ Public Lands	Open Space/ Public Lands	Open Space/ Public Lands
<b>SAN FERNANDO STATION</b> 405 Freeway/San Fernando Rd.	10	Residential	Residential	Residential	Cemetary	Residential	Commercial/ Residential	Residential	Commercial
<b>HOLT STATION</b> 14 Freeway/Holt	11	Open Space	Open Space	Open Space	Open Space	Business Prk/ Industrial	Residential	Residential	Residential
<b>AVENUE "S" STATION</b> 14 Freeway/Avenue "S"	12	Open Space (Prop. Res.)	Open Space (Prop. Res.)	Open Space (Prop. Res.)	Open Space (Prop. Res.)	Residential	Residential	Open Space	Open Space/ Residential
<b>PALMDALE AIRP. STATION</b> Avenue "P"/20th Street	13	Airport	Airport	Open Space	Open Space	Airport	Airport	Airport	Airport
<b>MAINT. YARD STATION</b> Avenue "P"/35th Street	14	Ind.	Maintenance Yard (Prop.)	Residential/ Open	Residential/ Open	Airport Com./ Industrial	Airport Com./ Industrial	Residential	Residential

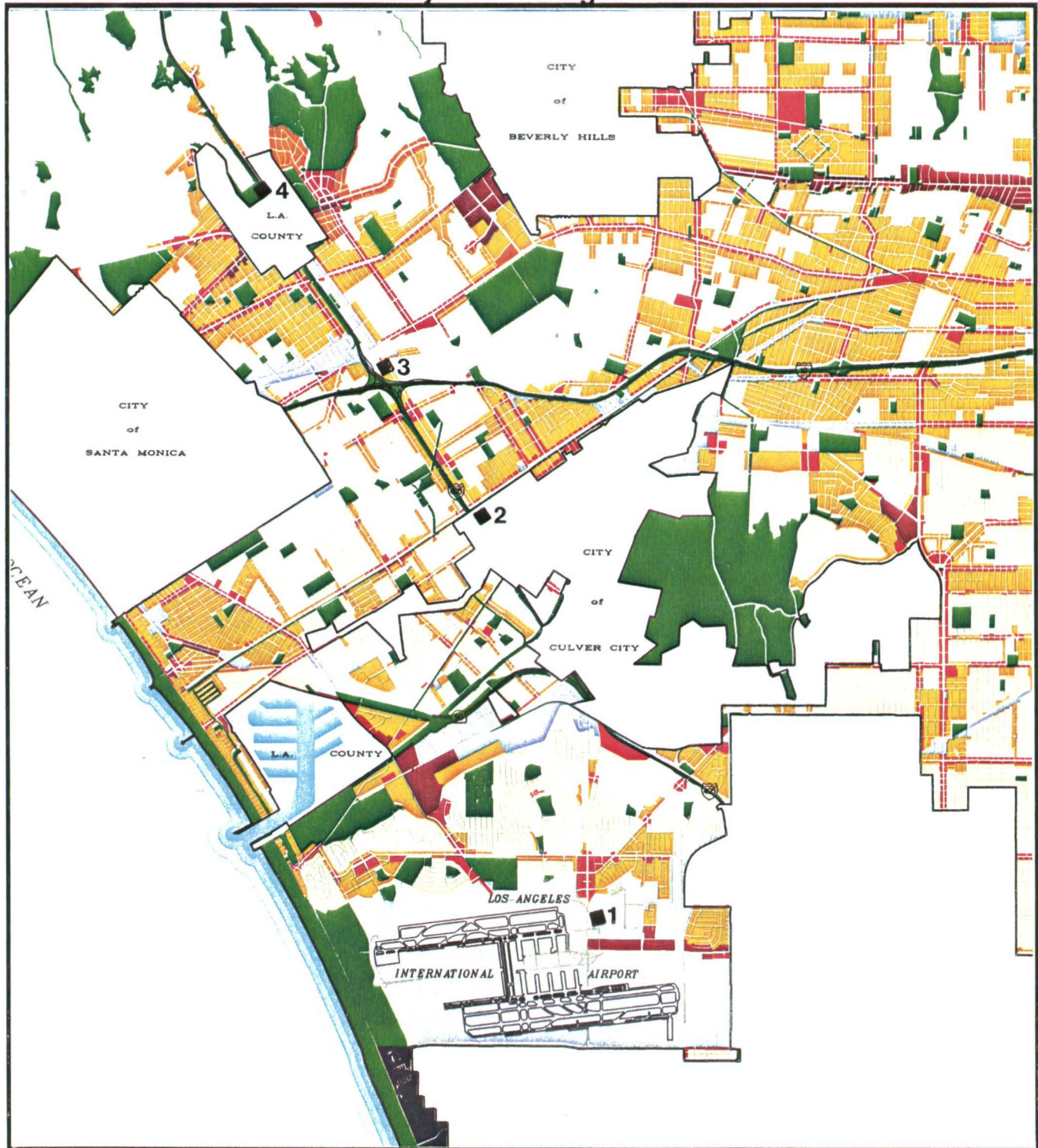
**LAX TO MARINA FREEWAY  
(Station 1 to Station 2)**

Between LAX and Marina Freeway Stations, the route travels through or adjacent to three separate cities: Los Angeles, Inglewood, and Culver City. Each has an adopted General Plan describing future land uses for the area. (See Figures 1 and 2.)

The LAX Station is situated in an area which is now industrial and is designated for Continued Light Industrial use in the Generalized Land Use Plan (GLUP) of the City of Los Angeles. Small areas of medium density housing occur both north and south of the route as it traverses east. The Industrial designation continues, in both Los Angeles and Inglewood, as the route follows the Atchison Topeka Santa Fe (ATSF) right-of-way north toward I-405 (San Diego Freeway). While the City of Los Angeles designates the freeway itself as Open Space/Public & Quasi-Public Lands, adjacent to I-405 (both east and west) are areas of low- and medium-density housing, commercial, industrial, and open space designations. The primary planned land use between the route/freeway intersection and the Marina Freeway Station is low-density residential.

# GENERALIZED LAND USE PLAN City of Los Angeles

Figure 1



## Legend

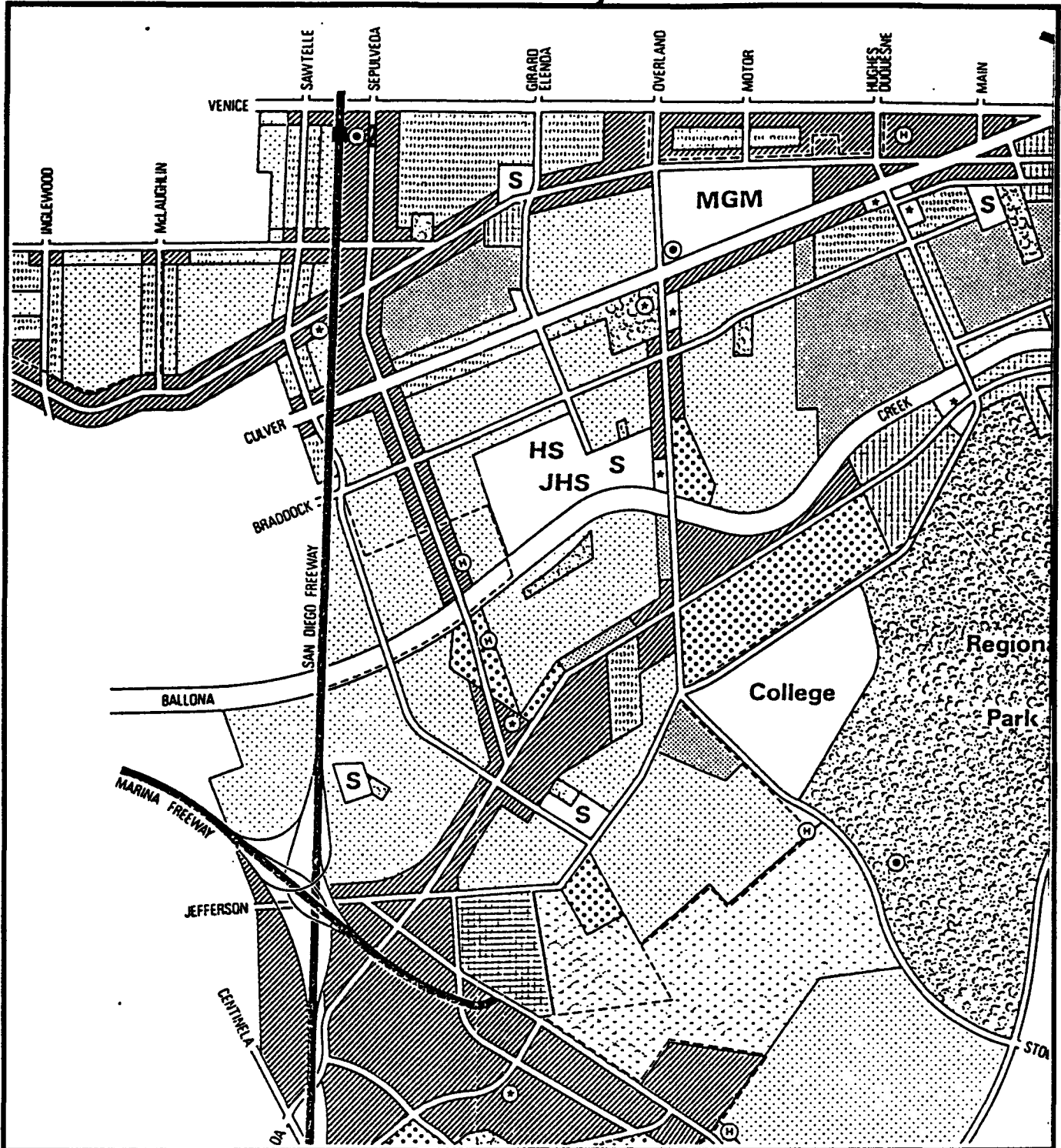
- |   |                               |   |  |   |                  |
|---|-------------------------------|---|--|---|------------------|
|  | Low Density Housing           |  | Regional Commerce/Parking              |  | Station Location |
|  | Medium Density Housing        |  | Light Industry/Parking                 |  | Freeways         |
|  | High Density Housing          |  | Heavy Industry/Parking                 |   |                  |
|  | Neighborhood Commerce/Parking |  | Open Space/Public & Quasi-Public Lands |   |                  |

0 1 2 3 4 5 Miles

PREPARED BY THE DEPARTMENT OF CITY PLANNING AUGUST 1990

# GENERALIZED LAND USE PLAN Culver City

Figure 2



### Legend

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li> Low Density/Single Family</li> <li> Low Density/Two Family</li> <li> Low Density/Multiple Family</li> <li> Medium Density/Multiple Family</li> </ul> | <ul style="list-style-type: none"> <li> Commercial</li> <li> Industrial</li> <li> Parks &amp; Open Space</li> </ul> |
|--|---|



**MARINA FREEWAY TO VENICE  
(Station 2 to Station 3)**

In this area, the route continues through the cities of Los Angeles and Culver City. Existing land uses are similar to those described above and the primary planned land use between the Marina Freeway and Venice Stations is low-density residential.

**VENICE TO PICO  
(Station 3 to Station 4)**

The Venice Station is situated at the corporate border between Culver City (to the south) and Los Angeles (to the north). (See Figure 1.) Between the Venice and Pico Stations, the route travels only through the City of Los Angeles.

The Venice Station and the intersections of Sepulveda/Palms and Sepulveda/National are shown as Neighborhood Commercial on the Los Angeles General Plan. The remainder of I-405 adjacent land uses are planned as Medium-Density Residential. The freeway itself is designated as Open Space.

**PICO TO WILSHIRE  
(Station 4 to Section 5)**

The Pico Station is situated amid a mix of Low- and Medium-Density Residential uses. (See Figure 1.) North of the site is a strip of Light Industrial along the east side of the freeway, while Neighborhood Commercial designation predominates as far north as Wilshire Boulevard. The unincorporated area north of Wilshire is comprised of Governmental and Open Space uses, including the Veteran's Hospital and Cemetery.

**WILSHIRE TO VENTURA  
(Station 5 to Station 6)**

The Wilshire Station is located in an area designated as Open Space on the Los Angeles General Plan. (See Figure 1.) North of the Wilshire Station, both sides of the freeway are designated primarily for Low-Density Residential uses, with minimal Medium-Density Residential, Neighborhood Commercial, and Open Space as well. An area of major commercial activity is located at the intersection of I-405 and Ventura Boulevard.

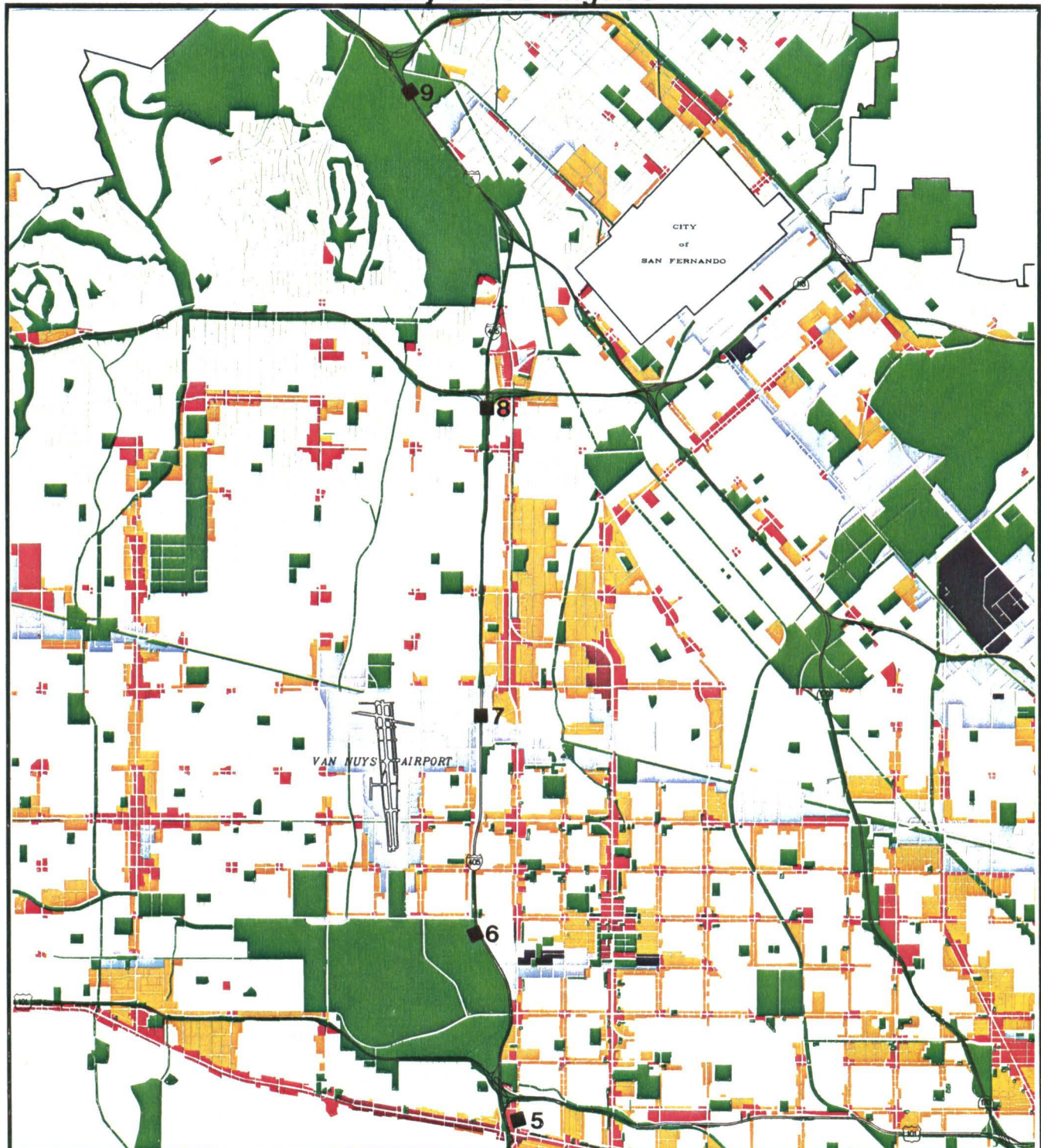
**VENTURA TO VICTORY  
(Station 6 to Station 7)**

The Ventura Station is located adjacent to the Sherman Oaks Galleria, a regional shopping center. (See Figures 1 and 3.) The center, and the area around it, are designated as Regional and Neighborhood Commercial on the Los Angeles General Plan.

North of the Ventura Station, the freeway corridor skirts the Sepulveda Dam, a major open space and recreational area. The area behind the dam includes significant natural habitat. East of the freeway lie a mix of Medium-Density Residential, Neighborhood Commercial, and Light Industrial designations.

# GENERALIZED LAND USE PLAN City of Los Angeles

Figure 3



## Legend

- |   |                               |   |  |   |                  |
|---|-------------------------------|---|--|---|------------------|
|  | Low Density Housing           |  | Regional Commerce/Parking              |  | Station Location |
|  | Medium Density Housing        |  | Light Industry/Parking                 |  | Freeways         |
|  | High Density Housing          |  | Heavy Industry/Parking                 |   |                  |
|  | Neighborhood Commerce/Parking |  | Open Space/Public & Quasi-Public Lands |   |                  |

0 1 2 3 4 5 Miles

PREPARED BY THE DEPARTMENT OF CITY PLANNING AUGUST 1990

**VICTORY TO ROSCOE  
(Station 7 to Station 8)**

The Victory Station is located at the northeast corner of the Sepulveda Dam open space area. (See Figure 3.) North and east of the station are Medium- and Low-Density Residentially designated lands. The segment between the Victory and Roscoe Stations is within the City of Los Angeles.

This pattern of Medium- and Low-Density Residential designation is typical of the entire segment between the Victory and Roscoe Stations, with the exception of the area near the Roscoe Station, which is designated as Light Industrial in the Los Angeles General Plan. Very small areas of Neighborhood Commercial occur at major intersections.

**ROSCOE TO CHATSWORTH  
(Station 8 to Station 9)**

The Roscoe Station is located in an industrial area east of the Van Nuys Airport. (See Figure 3.) This Light Industrial designation continues approximately one-half mile north of the station itself. The segment between the Roscoe and Chatsworth Stations is within the City of Los Angeles.

The pattern of Low-Density and Medium-Density Residential designations predominates the segment between the Roscoe and Chatsworth Stations. In this area, the entire west side of the freeway corridor (with minimal localized exceptions) is Low-Density Residential. For approximately the first mile along the east side of the freeway (north of the Light Industrial area), the designated land use is Medium-Density Residential. The remainder of the east side is Low-Density Residential.



**CHATSWORTH TO ROXFORD**  
**(Station 9 to Station 10)**

The segment between the Chatsworth and Roxford Stations is within the City of Los Angeles. (See Figure 3.)

The Chatsworth Station is located at the interchange between I-405 and SR-118. All of the land adjacent to this interchange is Low-Density Residential, but farther north on the east side is a mix of Residential and Commercial designations. There are also two large cemeteries on the east side of I-405. West of the freeway, the land use is primarily Low-Density Residential. North of the I-405/I-5 freeway interchange, the predominant designation is Open Space, occurring along the entire remainder of the segment's west side and in large portions of the east side as well. Also on the east side of the freeway, Low-Density Residential, Light Industrial, and Neighborhood Commercial designations occur as well.

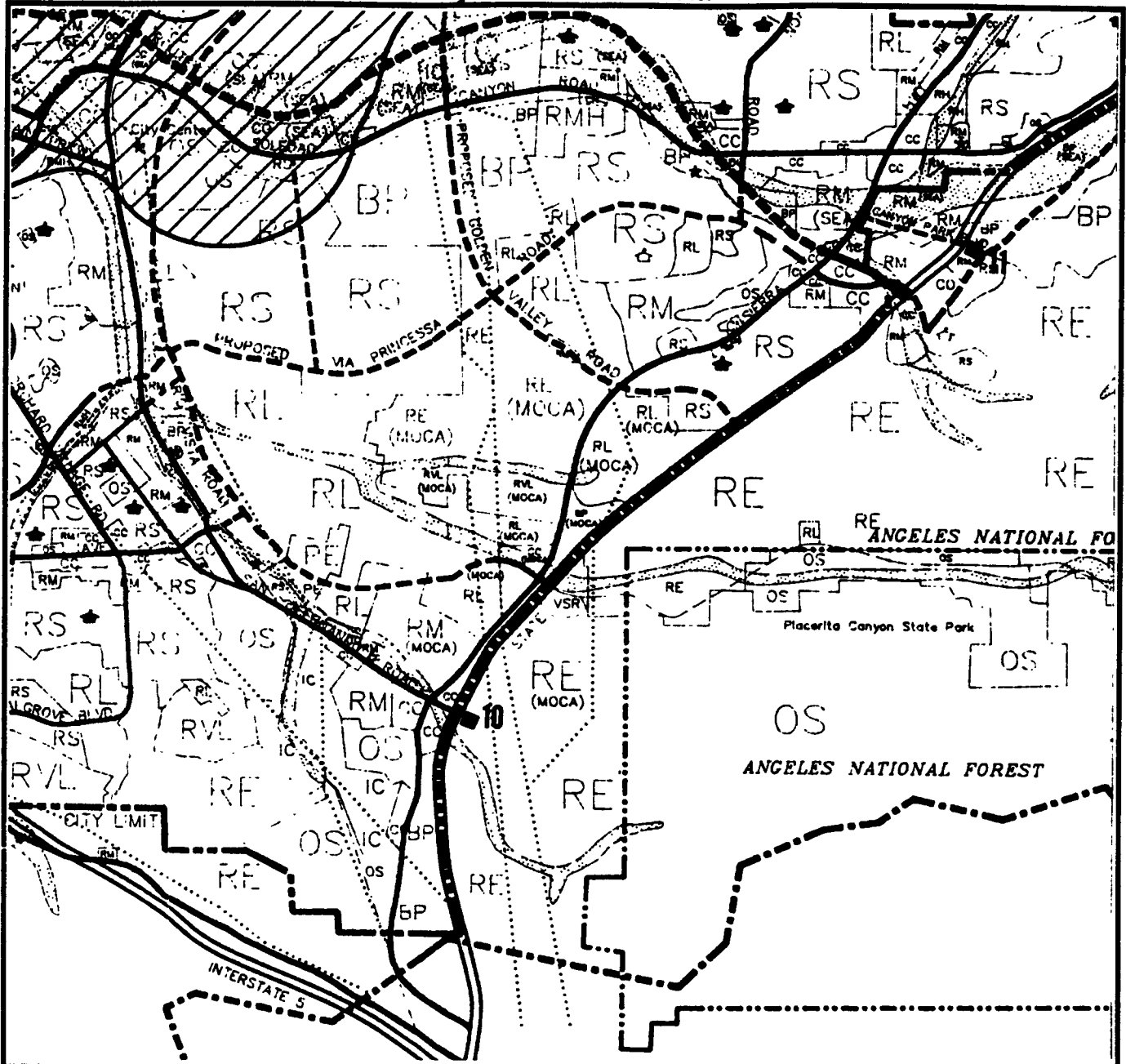
**ROXFORD TO SAN FERNANDO  
(Station 10 to Station 11)**

The Roxford Station is located midway between the I-405/I-5 interchange and the I-5/I-210 freeway interchange. (See Figures 3 and 4.) West of the freeway lies the Los Angeles Reservoir and the Lower San Fernando storm water detention basin, both designated as Open Space by the Los Angeles General Plan.

Low-Density Residential and Open Space designations make up the remainder of the segment.

# GENERALIZED LAND USE PLAN City of Santa Clarita

Figure 4



### Legend

<table border="0"> <tr><td style="border: 1px solid black; padding: 2px;">RE</td><td>Residential Estate</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">RVL</td><td>Residential Very Low</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">RL</td><td>Residential Low</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">RS</td><td>Residential Suburban</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">RM</td><td>Residential Moderate</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">RMH</td><td>Residential Medium High</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">RH</td><td>Residential High</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">CC</td><td>Community Commercial</td></tr> </table>	RE	Residential Estate	RVL	Residential Very Low	RL	Residential Low	RS	Residential Suburban	RM	Residential Moderate	RMH	Residential Medium High	RH	Residential High	CC	Community Commercial	<table border="0"> <tr><td style="border: 1px solid black; padding: 2px;">CTC</td><td>Commercial Town Center</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">CO</td><td>Commercial Office</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">CN</td><td>Commercial Neighborhood</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">VSR</td><td>Visitor Serving/Resort</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">BP</td><td>Business Park</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">IC</td><td>Industrial Commercial</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">I</td><td>Industrial</td></tr> <tr><td style="border: 1px solid black; padding: 2px;">OS</td><td>Open Space</td></tr> </table>	CTC	Commercial Town Center	CO	Commercial Office	CN	Commercial Neighborhood	VSR	Visitor Serving/Resort	BP	Business Park	IC	Industrial Commercial	I	Industrial	OS	Open Space
RE	Residential Estate																																
RVL	Residential Very Low																																
RL	Residential Low																																
RS	Residential Suburban																																
RM	Residential Moderate																																
RMH	Residential Medium High																																
RH	Residential High																																
CC	Community Commercial																																
CTC	Commercial Town Center																																
CO	Commercial Office																																
CN	Commercial Neighborhood																																
VSR	Visitor Serving/Resort																																
BP	Business Park																																
IC	Industrial Commercial																																
I	Industrial																																
OS	Open Space																																

**SAN FERNANDO TO HOLT  
(Station 11 to Station 12)**

The San Fernando Station is located at the interchange between I-5 and I-210. (See Figure 4.) The land adjacent to this interchange is designated as Open Space. The remainder of the City of Los Angeles jurisdiction is designated either as Open Space or Low-Density Residential.

Upon turning north from the interchange of I-5 and SR-14, the route enters the City of Santa Clarita. (SR-14 is presently the corporate boundary of Santa Clarita. West of the freeway is the City itself and east of the freeway is the City's sphere of influence.) Within Santa Clarita, the segment adjoins a number of different land use designations. Predominating the east side of the freeway is the "Residential Estate" designation, which permits a maximum density of one dwelling unit for each two acres of land. The west side of the route is variously designated as Residential Estate, Residential Low, Residential Suburban, Residential Moderate, Community Commercial, and Business Park (a light industrial land use). Some of these areas include Mineral/Oil Conservation Area overlays associated with existing oil fields and/or with sand and gravel resources from the Santa Clara River.

**HOLT TO AVENUE "S"  
(Station 12 to Station 13)**

The Avenue "S" Station is located at Via Princesa. (See Figure 4.) This location is within a flood plain. At this location, Residential Moderate, Community Commercial and Commercial Office land use designations exist. The route continues 6.4 miles north through Santa Clarita, adjoining a similar pattern of Residential Estate, Residential Low, Residential Suburban, Residential Moderate, Community Commercial, and Business Park designations. The route parallels the Santa Clara River, an area which has significant mineral resources for which it is designated. The Santa Clara River bed is also designated as a Significant Ecological Area, a county designation carried over into the City's General Plan.

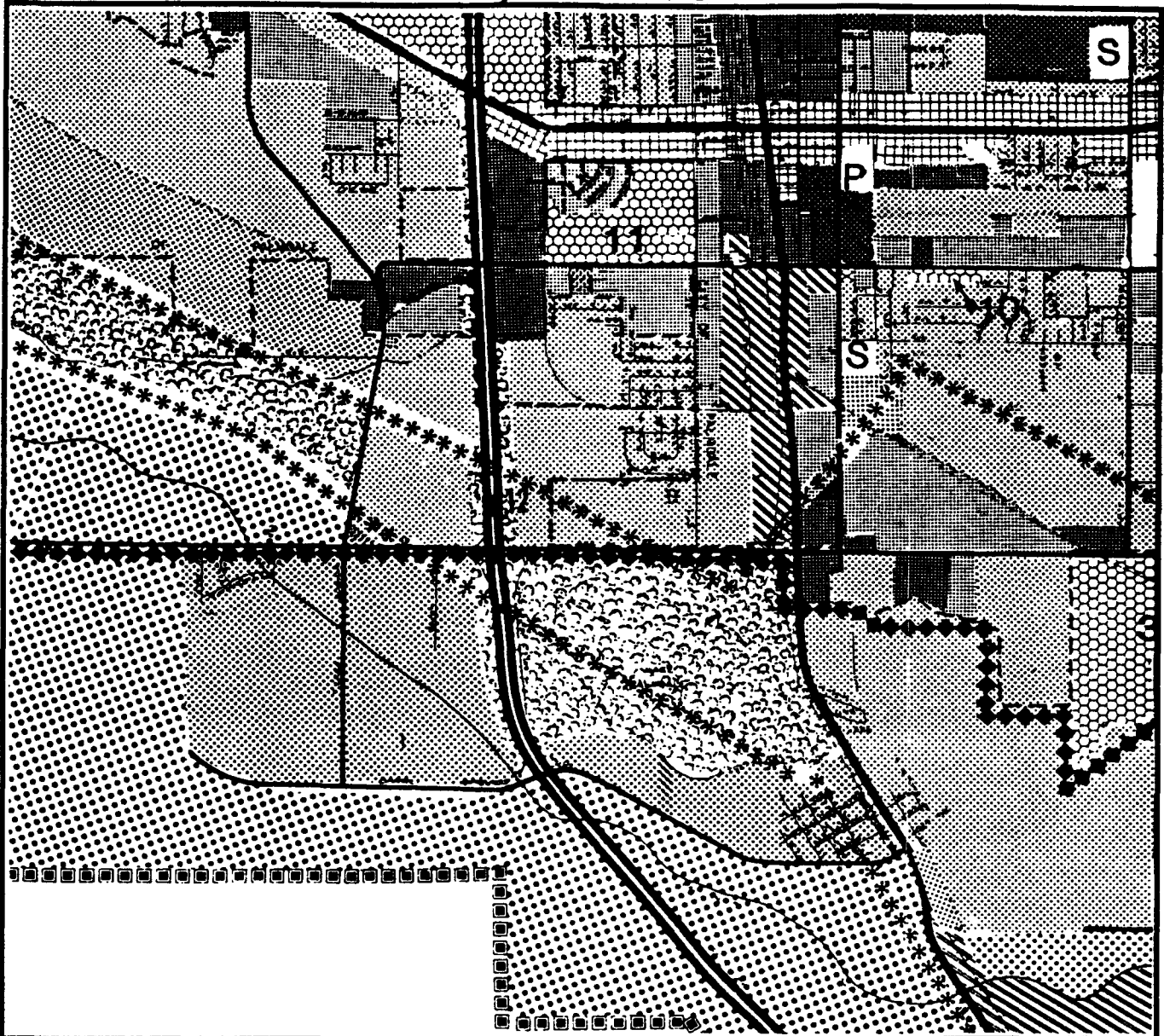
After leaving the City of Santa Clarita, the route traverses unincorporated County area nearly to the Avenue "S" Station. (See Figure 5.) Throughout this segment, the predominant land use is vacant, with scattered Very Low Density Residential land uses. The county General Plan designation for this area is either Open Space or Very Low Density Residential.

The significant exception to this is the unincorporated community of Acton. In this area, residential densities range up to one-half acre per unit and a small commercial area lies north of the freeway.

Palmdale's sphere of influence extends south as far as Vincent, approximately where the Pearblossom Highway exit occurs. This most southerly area is designated as Non-Urban (one dwelling unit per 10 acres), a designation which continues as far north as Barrel Springs Road. North of Barrel Springs and west of the freeway, the land is designated Urban Residential (3.1 to 6.1 dwelling units per acre). East of the freeway, the designation is primarily Open Space as the route skirts Lake Palmdale and approaches the San Andreas Fault rift zone.

# GENERALIZED LAND USE PLAN City of Palmdale

Figure 5



## Legend

	Urban(3.3 du/ac)		Urban Medium High Residential(10.1-18 du/ac)
	Urban Low Residential(0-3 du/ac)		Urban High Residential(18.1-26 du/ac)
	Non-Urban(.5 du/ac)		Palmdale Blvd. Commercial
	Non-Urban(1.0 du/ac)		Neighborhood Commercial
	Non-Urban(1 du/10ac)		Community Commercial
	Rural(1 du/5 ac)		Regional Commercial
	Rural Urban(1 du/2.5 ac)		Airport Commercial/Industrial
	Suburban Residential(1-2 du/ac)		Light Industrial
	Urban Residential(3.1-4.1 du/ac)		Medium Industrial
	Urban Medium Residential(6.2-10 du/ac)		Open Space

**AVENUE "S" TO PALMDALE AIRPORT  
(Station 13 to Station 14)**

The Avenue "S" Station is located at the intersection of SR-14 and Avenue "S". (See Figure 5.) This location is at the southerly corporate boundary of the City of Palmdale although the City's planning sphere of influence extends some 3.5 miles further south. The Avenue "S" Station is situated astride the San Andreas Fault.

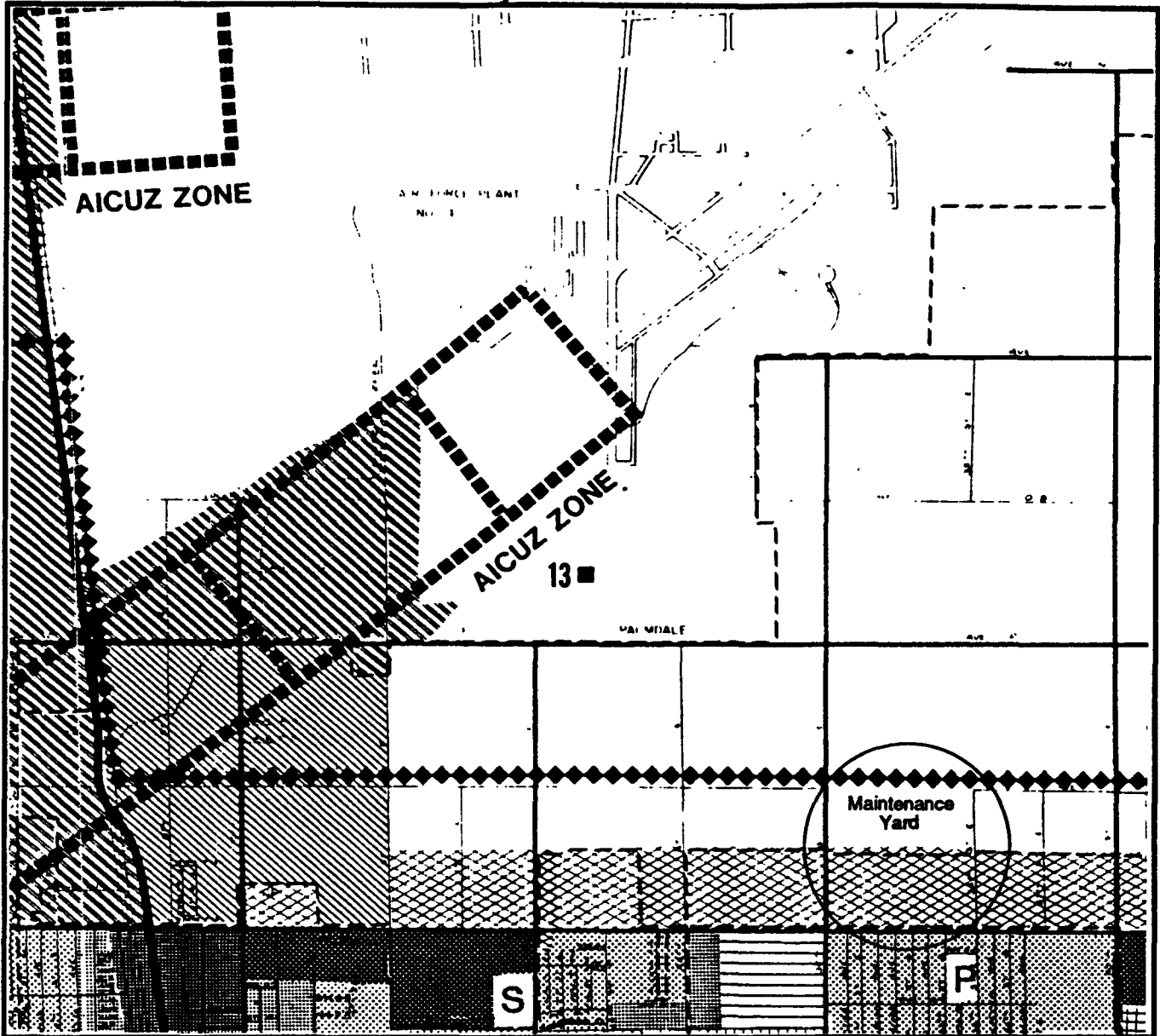
The City of Palmdale is presently updating its General Plan, a process which is expected to continue through mid-1992. Drafts of the proposed land use plan which are presently available indicate that few changes significant to the transit project would occur in the SR-14 corridor, but that major land use changes can be expected in other areas traversed by the rail project.

Predominant land use designations along the freeway include Urban Residential (3.1 to 6.1 dwelling units per acre), Community Commercial and Regional Commercial. Palmdale Boulevard, the City's major commercial street, intersects the freeway in this segment. A Specific Plan area, including a multi-dealer auto mall, is situated west of the freeway. A flood control channel lies east of the freeway in the area from Palmdale Boulevard to approximately Avenue "P-12". Also existing is an extensive airport impact zone (ACUZ) area associated with Air Force Plant 42. This ACUZ extends as far southwest as Avenue "P-8" and SR-14.

Turning east away from SR-14, the route crosses a mixture of Industrial, Commercial, and Business designations. (See Figures 5 and 6.) New to the proposed Palmdale General Plan are several minor changes in area designations and the designation of a 400 foot wide east-west transportation corridor at the location of Avenue "P-8". The exact routing for the SR-138 Metropolitan By-Pass has not been selected at this time, however, this transportation corridor is proposed to facilitate the development of the By-Pass.

# GENERALIZED LAND USE PLAN City of Palmdale

Figure 6



## Legend

<table border="0"> <tr><td></td><td>Urban(3.3 du/ac)</td></tr> <tr><td></td><td>Urban Low Residential(0-3 du/ac)</td></tr> <tr><td></td><td>Non-Urban(.5 du/ac)</td></tr> <tr><td></td><td>Non-Urban(1.0 du/ac)</td></tr> <tr><td></td><td>Non-Urban(1 du/10ac)</td></tr> <tr><td></td><td>Rural(1 du/5 ac)</td></tr> <tr><td></td><td>Rural Urban(1 du/2.5 ac)</td></tr> <tr><td></td><td>Suburban Residential(1-2 du/ac)</td></tr> <tr><td></td><td>Urban Residential(3.1-4.1 du/ac)</td></tr> <tr><td></td><td>Urban Medium Residential(6.2-10 du/ac)</td></tr> </table>		Urban(3.3 du/ac)		Urban Low Residential(0-3 du/ac)		Non-Urban(.5 du/ac)		Non-Urban(1.0 du/ac)		Non-Urban(1 du/10ac)		Rural(1 du/5 ac)		Rural Urban(1 du/2.5 ac)		Suburban Residential(1-2 du/ac)		Urban Residential(3.1-4.1 du/ac)		Urban Medium Residential(6.2-10 du/ac)	<table border="0"> <tr><td></td><td>Urban Medium High Residential(10.1-18 du/ac)</td></tr> <tr><td></td><td>Urban High Residential(18.1-26 du/ac)</td></tr> <tr><td></td><td>Palmdale Blvd. Commercial</td></tr> <tr><td></td><td>Neighborhood Commercial</td></tr> <tr><td></td><td>Community Commercial</td></tr> <tr><td></td><td>Regional Commercial</td></tr> <tr><td></td><td>Airport Commercial/Industrial</td></tr> <tr><td></td><td>Light Industrial</td></tr> <tr><td></td><td>Medium Industrial</td></tr> <tr><td></td><td>Open Space</td></tr> </table>		Urban Medium High Residential(10.1-18 du/ac)		Urban High Residential(18.1-26 du/ac)		Palmdale Blvd. Commercial		Neighborhood Commercial		Community Commercial		Regional Commercial		Airport Commercial/Industrial		Light Industrial		Medium Industrial		Open Space
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