

**LAX TO PALMDALE**  
**ADVANCED TECHNOLOGY DEMONSTRATION PROJECT**  
**ENVIRONMENTAL INFORMATION ANALYSIS**

**DECEMBER 1991**

**Prepared for**  
**THE LOS ANGELES COUNTY TRANSPORTATION COMMISSION**

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## MAP SET 1 - SOILS, GEOLOGY AND BIOLOGICAL RESOURCES

### Soils and Geology: Methodology

In order to provide information on key geologic and pedologic constraints for the proposed project, several sources of information were consulted:

- o Technical Appendix to the Safety Element of the Los Angeles County General Plan: Hazard Reduction in Los Angeles County, Volume 2, Plates 1-8.
- o Planning Scenario for a Major Earthquake on the Newport-Inglewood Fault Zone, Special Publication 99.
- o Earthquake Planning Scenario for a Magnitude 8.3 Earthquake on the San Andreas Fault in Southern California, Special Publication 60.
- o Fault Rupture Hazard Zones in California: Alquist-Priolo Special Studies Zone Act of 1972 (revised 1988), Special Publication 42.
- o Geology of the Los Angeles Basin California -- An Introduction: Geologic Survey Professional Paper 420-A.
- o California Department of Conservation, Division of Mines and Geology: Geologic Map of California.
- o California Department of Conservation, Division of Mines and Geology: Fault Map of California.
- o California Department of Conservation, Division of Mines and Geology: Geologic Map of California, Los Angeles Sheet.

These sources are fully referenced in the bibliography.

Boundaries identified indicate the general location but not the absolute boundaries of the constraint identified. Boundaries should be independently confirmed through field studies.

## Geology and Soils: Results

### o Faults

A total of ten faults were identified within the project area. Earthquake faults are generally classified as active, potentially active, and conditionally active. Active faults are those which have exhibited signs of activity within the Holocene epoch (i.e. within the last 11,000 years). Potentially active faults are those which have exhibited signs of movement between 11,000 and 750,000 years. Conditionally active faults are those which have not exhibited signs of activity within the last 750,000 years before present. The identified faults, their classifications, and the sheet number upon which they are mapped are presented in the table below.

**TABLE 1 - FAULTS ALONG PROPOSED CORRIDOR**

<b>FAULT</b>	<b>CLASSIFICATION</b>	<b>SHEET NO.</b>
Charnock Fault	Potentially Active	Sheet 4
Santa Monica Fault	Potentially Active	Sheet 4
Hollywood Fault	Conditionally Active at this location.	Sheet 5
Benedict Canyon Fault	Conditionally Active	Sheet 5
Northridge Fault	Active	Sheet 10
Mission Hills Fault	Active	Sheet 11
San Fernando Fault	Active - Within an Alquist-Priolo Special Studies Zone throughout the study area.	Sheet 11, 12, and 13
Whitney Fault	Conditionally Active	Sheet 15
San Gabriel Fault	Active - Not within and Alquist-Priolo Special Studies Zone at this location.	Sheet 15
San Andreas Fault	Active - Within an Alquist-Priolo Special Studies Zone at this location.	Sheet 27

Two proposed station locations appear to be within Alquist-Priolo Special Studies Zones. These stations are the Roscoe Station within the San Fernando Fault Special Studies Zone, and the Avenue S Station within the San Andreas Special Studies Zone. The Alquist-Priolo Special Studies Zones Act of 1972 (revised 1988) prohibits the construction of structures for human occupancy within 50 feet of an active fault trace. Structures for human occupancy are defined by the act as "...any structure used or intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year." Within the Alquist-Priolo Zone boundary, structures for human occupancy can only be constructed following a special geologic study.

**o Soils**

Soils identified for proposed station locations are general soil types. A more specific soil analysis would be required prior to project development. Five general soil types were identified at proposed station locations. The station name and sheet number and soil type and general characteristics are presented in the table on the following page.

These general soil types represent the soil found at the location prior to development. If the site has undergone development soils found at the location may include engineered fill. Soil investigation must be conducted prior to development.

**o Landslide Areas**

The areas mapped indicate previously documented landslide areas. The map symbol used indicates the location and not the areal extent of the slide area. Locations shown are approximate and are meant to give a general indication of landslide potential. Further investigation and field verification should be conducted prior to project development.

**TABLE 2 - GENERAL SOIL TYPES NEAR PROPOSED STATION LOCATIONS**

<b>STATION NAME AND SHEET NUMBER</b>	<b>SOIL TYPE</b>	<b>GENERAL SOIL CHARACTERISTICS</b>
LAX Station - Sheet 1	Pfm	Moderately to well-consolidated and locally cemented, sands and minor gravels, and finer deposits of silt and clay. Includes older alluvium, flood plain, and Late Pleistocene marine and nonmarine terrace deposits.
Centinela Station - Sheet 2	HS	Unconsolidated, predominantly silty, clayey, fine to medium, coarse sands, and moderately coarse sands, Late Holocene (1,000 to 10,000 yrs.) sediments deposited in stream channel, alluvial fan, flood plain, and near-shore environments.
Venice Station - Sheet 3	HS	See Centinela Station
Pico Station - Sheet 4	HS	See Centinela Station
Wilshire Station - Sheet 4	HS	See Centinela Station
Ventura Station - Sheet 8	HS	See Centinela Station
Victory Station - Sheet 8	HS	See Centinela Station
Roscoe Station - Sheet 9	HS	See Centinela Station
Chatsworth Station - Sheet 11	HS	See Centinela Station
Roxford Station - Sheet 12	HS & PQ	(HS) See Centinela Station. (PQ) Transitional material, uplifted, faulted, prepleistocene marine deposits.
San Fernando Station - Sheet 14	QS	Unconsolidated to poorly consolidated, fine to coarse-grained, alluvial fan, stream channel and flood plain deposits.
Holt Canyon Station - Sheet 16	Tsh & QS	(Tsh) Tertiary shale. (QS) See San Fernando Station.
Avenue S Station - Sheet 27	QS	See San Fernando Station
Palmdale Airport Station - Sheet 30	QS	See San Fernando Station

## BIOLOGICAL RESOURCES

### Natural Resources: Methodology

In order to provide information on key natural resources constraints for the project, several sources of information were reviewed including the California Department of Fish and Game Natural Diversity Data Base (NDDDB), the Los Angeles County Significant Ecological Areas 1976 report and mapping, maps of National Wildlife Refuges, National Parks, and Wilderness Areas, the Angeles National Forest Land and Resources Management Plan, the Santa Monica Mountains National Recreation Area map, and local knowledge. Boundaries should be independently confirmed via property maps or other official means, but the constraints indicated are representative.

### Natural Resources: Results

Key constraints noted from the various information sources are listed below.

#### o Significant Ecological Areas (SEAs)

Significant Ecological Areas are areas identified by Los Angeles County as having high biological resource value. Of the 64 SEAs noted by the County in their 1976 report, two (the Santa Susana Mountains and Kentucky Springs) are located near the project but only a third (the Santa Clara River) is close enough to be mapped in the corridor defined on the plan sheets. The Santa Clara River crosses SR 14 near the proposed Holt Canyon Station (Sheet 16). The boundaries of the Santa Clara River SEA are shown but may have changed slightly since the 1976 mapping. This river, with a watershed of 1,616 square miles, possesses several populations of the unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*), a state and federally endangered species. The broadwash association and native vegetation found around the river, and the river's unchannelized state, provide necessary habitat for this fish. Development of the watershed as well as channelization of the river itself could be detrimental to the population.

#### o Natural Diversity Data Base (NDDDB)

The NDDDB identified several occurrences of rare, threatened, or endangered plants, animals, or habitats, in or near the study area. More specific information can be found in the NDDDB and through field surveys. In many instances the NDDDB mapping is only specific to within a mile. The project corridor may therefore fall within the area noted without the habitat being specifically on site. In addition, on occasion, the NDDDB information notes that the occurrence has been extirpated. Because there may be remnant populations, however, all project corridor occurrences are noted here to provide an indication of possible constraints and potential mitigation requirements.

A California Gnatcatcher (*Poliioptila californica*) was noted in Baldwin Hills and the non-specific reference encompasses the area near the proposed Centinela Station. This bird inhabits sage scrub habitat.



The San Diego Horned Lizard (Phrynosoma coronatum blainvillii) was noted within a mile of the alignment near Roscoe Boulevard in the San Fernando Valley.

Southern Riparian Scrub was identified in the Santa Clara River and Escondido Canyon in several places. Some locations have been extirpated by agriculture or suburban development in recent years but much is assumed to be extant.

Le Contes Thrasher (Toxostoma lecontei) was identified near Soledad Pass south of Palmdale. This bird inhabits open desert wash, desert scrub, alkali desert scrub, and desert succulent scrub habitats, nesting in dense sping shrubs or cactus.

The Mohave Ground Squirrel (Spermophilus mohavensis), San Diego Horned Lizard, Le Contes Thrasher, and San Joaquin Pocket Mouse (Perognathus inornatus inornatus) have all been noted near Avenue P in Palmdale. These live in open desert scrub, alkali scrub, Joshua Tree woodland, and sage scrub habitats. The Mohave Ground Squirrel was also noted south of the airport.

#### Areas of Interest Mapped Elsewhere

##### **o Santa Monica Mountains Recreation Area (SMMNRA)**

The SMMNRA crosses I-405 near Mullholland Drive (Sheet 7) although no public recreation lands lie adjacent to the freeway.

##### **o Angeles National Forest**

The Angeles National Forest lies primarily in two large portions to the north and south of SR 14, divided by the valley. Neither of the wilderness areas (Sheep Mountain and San Gabriel) nor the San Dimas Experimental Forest within the National Forest lie near the project corridor. A small area of Forest Service land near Escondido Canyon straddles SR 14, however. In addition, the Pacific Crest Trail, which extends from Mexico to Canada, crosses the valley between the two portions of the National Forest. The trail currently crosses under SR 14 just north of Vasquez Rocks County Park (see below). Other trails in the National Forest may also cross or provide views of the highway and project corridor.

##### **o Other Resources**

Vasquez Rocks County Park lies primarily to the north/west of SR 14 (see Sheet 20) but may also control land to the south of the highway. The park boundary appears to touch the highway in some places and much of the remainder of the park is visible from the project corridor. The park is often used for filming by the entertainment industry.

#### Other Resources

The California Desert Conservation Area encompasses the northern end of the project. plans.

The Balboa Sports Complex / Sepulveda Basin abuts the corridor to the west of I-405 in the San Fernando Valley (see Sheet 8). This area is leased by the City of Los Angeles from the U.S. Army Corps of Engineers and totals approximately 2,031 acres. While much of the park is a significant recreation and open space resource, as well as a habitat revegetation area, the dam itself is adjacent to I-405 and provides a buffer to the rest of the park. The area immediately west of the dam is designated as a wildlife area.





There are no National Parks, Wildlife Refuges, Wilderness Areas, State Parks or Forests, Wild and Scenic Rivers, State Reserves, or Wildlife/Wildland areas that cross or abut the corridor. None of the public recreation lands in the SMMNRA or the Santa Susana Mountains Rim of the Valley Corridor would likely be affected although the area boundaries and some trails may cross the corridor.

### SUMMARY


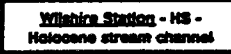
The Santa Clara River is a key area of sensitivity for the rail corridor. The Pacific Crest Trail crossing should also be treated with sensitivity as should Vasquez Rocks County Park. Possible habitats present near the corridor include chaparral, sage scrub, desert shrub, coniferous woodland, and riverlands. Many of these may be considered sensitive by the California Department of Fish and Game or other resource agencies. The desert habitats near and in Palmdale, including the Joshua Trees, may also be protected by the city. Proposers should anticipate conducting field surveys, particularly of sensitive areas, and anticipate mitigation needs for any wetlands or sensitive species/habitats disturbed.

**LEGEND FOR SOILS, GEOLOGY AND BIOLOGICAL RESOURCES**




**FAULTS**

	Active (Holocene)
	Potentially Active (Pre-Holocene)
	Conditionally Active (750,000 BP)
	Alquist Priolo Special Studies Zones

**SOILS AND GEOLOGY**

	Landslide Location (This symbol indicates the general location of and not the areal extent of landslide activity. Field verification will be required prior to development.)
	Soil Type at Station Location

**BIOLOGICAL RESOURCES**

	Significant Ecological Areas
	Natural Diversity Data Base - Non-Specific (within 1 mile)
	Natural Diversity Data Base - Specific (Southern Riparian Scrub in all cases.)

## **MAP SET 2 - WATER RESOURCES AND LIQUEFACTION AREAS**

### **Water Resources: Methodology**

In order to provide information on key water resources constraints for the project, the following sources of information were reviewed: the Federal Emergency Management Program Flood Insurance Rate Maps, the USGS topographic quadrangles, and the Technical Appendix to the Safety Element of the Los Angeles County General Plan. Information from these sources was mapped onto the project plans as accurately as possible, although in some cases the margin for error was large due to the differing scales of the source maps. In addition, some of the panels showing the 100 year floodplain boundaries are not printed if the floodplain is completely contained within a channel. Also, the US Air Force Plant in Palmdale is not included in the floodplain mapping. All boundaries should be independently confirmed but the constraints indicated are representative.

## **LIQUEFACTION AREAS**

### **Liquefaction Areas: Methodology**

#### **o Liquefaction**

The areas mapped indicate those portions of the proposed project corridor known to be located in high liquefaction potential areas. The map symbol indicates the general location and not the complete areal extent of the potential liquefaction area.

**LEGEND FOR LIQUEFACTION POTENTIAL AND WATER RESOURCES**

**WATER RESOURCES**



**Blue Line Streams**



**100 Year Floodplain Boundary**

**LIQUEFACTION AREAS**



**Areas Susceptible to Liquefaction** (The areas mapped indicate those portions of the proposed corridor known to be located in high liquefaction potential areas. The map symbol indicates the general location and not the complete areal extent of the potential liquefaction area.)

## **MAPS SET 3 - CULTURAL VISUAL RESOURCES**

### **Areas of Archaeological Sensitivity: Methodology**

An archaeological records search of the project area was completed on November 14, 1991 by the local California Archaeological Inventory Regional Information Center at the UCLA Institute of Archaeology. The nature of the documentation search was intended to provide general information for this environmental overview and, therefore, the results were mapped to indicate only broad areas of known archaeological sensitivity. These results are not intended to take the place of a formal record search which would also include a site list and information about previous archaeological work in each of these areas. Due to the sensitive nature of cultural resources, the precise location of archaeological sites is not released by UCLA. Therefore, "areas of sensitivity" were intentionally mapped in a much broader configuration than their actual known site limits. These areas of sensitivity were represented on the project map by large oval-shaped demarcations.

### **Areas of Archaeologic Sensitivity: Results**

Approximately 58 prehistoric sites and thirteen historic-archaeological sites were identified along the project route. Some of the sites were located immediately adjacent to the route and may have components within the right-of-way, while others actually cross the route and may have components beneath the roadway itself.

### **Areas of Archaeologic Sensitivity: Recommendations**

An archaeological survey of most, if not all of the route should be conducted by a professional archaeologist prior to final approval of project plans. An archaeologist should be consulted before development at the following stations: Venice, Centinela, Chatsworth, Roxford, San Fernando, and Avenue S.

### **Historic Resources and Sites: Methodology**

A records search of pertinent national, state, county, and city lists of designated historic and/or cultural resources located along the project corridor was conducted in November 1991. Consulted resource lists included: the National Register of Historic Places, National Historic Landmarks, California Historical Landmarks, State Historic Parks, Los Angeles County Points of Historical Interest, and City of Los Angeles list of Historic-Cultural Monuments. Additional background information about the region north of the limits of the City of Los Angeles was obtained from a 1990 book by local historian Meryl Adams entitled "Heritage Happenings: Our Pioneers in Acton, Agua Dulce, Antelope Valley and Elsewhere, U. S. A."

The results of this records search were further investigated during the course of a field analysis conducted on December 5-6, 1991. This field study was conducted in order to verify the condition of the identified resources/sites and their proximity to the project corridor. The resources and/or property boundary were then located and identified on the project aerial maps.

### **Historic Resources and Sites: Results**

A total of 17 historic resources and sites were verified to be in close proximity to the proposed project corridor. One resource, the Van Norman Reservoir archaeological site, which has been determined eligible for inclusion in the National Register, is located at the proposed site of a maintenance facility. The property boundary of several other resources appear to be immediately adjacent to the existing roadway right-of-way, including the Centinela Adobe, the Catholic-Protestant Chapel and Trolley Station on the Veteran's Administration property, the Cascades, and the Vasquez Rocks. Several resources are visible from the proposed alignment, including the Catholic-Protestant Chapel, Tower of Wooden Pallets, Mission San Fernando Property, Cascades, Beale's Cut, Angeles National Forest, Lang, and Vasquez Rocks. Several non-designated resources in close proximity to the proposed project were noticed during the field survey, particularly along Soledad Canyon Road, Escondido Canyon Road, Agua Dulce Road, Red Rover Mine Road, and in Acton.

### **Historic Resources and Sites: Recommendations**

A complete architectural/historical field survey should be conducted by a professional architectural/historian for all properties adjacent to the project right-of-way, stations, parking lots, and maintenance facilities prior to completion of final engineering drawings. Particular attention should be paid in areas near Westwood, the San Fernando Mission, Soledad Canyon Road, Escondido Canyon Road, Agua Dulce Road, Red Rover Mine Road, and Acton.

## **VISUAL RESOURCES**

### **Scenic Resources: Methodology**

The Scenic Resources constraints analysis identified existing scenic parkways and freeways, desirable open space areas, scenic corridors, vista points, major scenic control areas, and scenic view sites located within 1,500 feet of either side of the alignment. Sources used to identify these resources included a visual survey of the alignment, local community plans, local and state scenic highway elements, and contacts with city, county and state.

### **Scenic Resources: Results**

#### **o Existing Scenic Highways**

No area along the alignment has been designated a California State or County Scenic Highway. Several parkways and freeways located in the study area have been designated as scenic highways by the City of Los Angeles in the City of Los Angeles Scenic Highways Plan because they provide important and continuous views of the terrain. These parkways and freeways are listed below. The proposed stations located on or within close proximity to the scenic highways are also listed in the following table.

**TABLE 3: SCENIC RESOURCES NEAR THE PROPOSED  
LAX TO PALMDALE ADVANCED TECHNOLOGY DEMONSTRATION PROJECT**

SCENIC RESOURCE	LOCATION	REASON FOR DESIGNATION	ADJACENT STATION
Scenic Highway	Venice Blvd.: Pacific Ave. to Sepulveda Blvd.	NA	Venice
	Santa Monica Blvd.: Sepulveda Blvd. to Beverly Hills City limit	NA	NA
	Wilshire Blvd.: San Vicente Blvd. to Veteran Ave.	NA	Wilshire
	San Diego Freeway: Wilshire Blvd. to Sepulveda Blvd.	NA	Wilshire
	San Diego Freeway: Wilshire Blvd. to Ventura Freeway	Provides dramatic link over Santa Monica Mountains from West Los Angeles to San Fernando Valley.	Sepulveda and Ventura
	Sepulveda Blvd.: Sunset Blvd. to Ventura Freeway	Offers views of mountains and valleys.	NA
	Sunset Blvd.: Beverly Hills City boundary to Pacific Coast Highway	Provides views of mountains, estates and University of California at Los Angeles.	NA
	Mountaingate Dr.: Mulholland Dr. to Sepulveda Blvd.	NA	NA
	Mulholland Dr.: Valley Circle Boulevard to Hollywood Freeway	Offers panoramic views of urban areas, mountains and oceans.	NA
	Burbank Blvd.: Balboa Blvd. to San Diego Freeway	NA	NA
	Simi Valley Freeway: City boundary to Balboa Blvd.	NA	Chatsworth
	San Diego Freeway: Simi Valley Freeway Interchange to Golden State Freeway Interchange	Provides long distance views from freeways.	NA
	Rinaldi St.: San Diego Freeway to Canoga Ave.	Provides mountain and valley views.	NA
	Golden State Freeway: City boundary to Hollywood Freeway Interchange	NA	Roxford
	Foothill Freeway: Golden State Freeway to City boundary	NA	NA
Balboa Blvd.: Victory Blvd. to Burbank Blvd.	NA	NA	
Desirable Open Space	East of San Diego Freeway between Getty Center Dr. and Rimerton Rd.	NA	NA
	West of San Diego Freeway from Mulholland Dr. to approximately 2,000 feet north of Mulholland Dr.	NA	NA
Scenic Corridor	East of San Diego Freeway from Sunset Blvd. to north of Getty Center Dr.	NA	NA
	East and west of San Diego Freeway from south of Rimerton Rd. to north of Mulholland Dr.	NA	NA
	Antelope Valley Freeway and Ana Verde Hills between Lamont Odett Vista Point and Avenue S	Scenic Ana Verde Hills and Antelope Valley Freeway provide expansive views of Lake Palmdale and valley floor. Hills are visible from the lake and valley. Palmdale Planning Commission has substantial concern about protecting viewshed.	Avenue S
Major Scenic Control	Sepulveda Blvd. between Mulholland Dr. and San Diego Freeway	Offers outstanding views of mountains and valley.	NA
Scenic View Area	Approximately 1,200 feet west of San Diego Freeway at Walt Disney Dr. north of Mulholland Dr.	NA	NA
	Vasquez Rocks County Park	NA	NA
	Lamont Odett Vista Point: Southeast shoulder of Antelope Valley Freeway	Provides views of Lake Palmdale, mountains and valley.	NA



**o Desirable Open Space Areas:**

There are two areas of desirable open space which afford views of the surrounding mountains: 1) east side of San Diego Freeway between Getty Center Drive and Rimerton Road, and 2) west side of San Diego Freeway from Mulholland Drive to Alana Drive approximately 2,000 feet north of Mulholland Drive.

**o Scenic Corridors:**

There are two scenic corridors near the San Diego Freeway: 1) East of the San Diego Freeway between Sunset Boulevard and area north of Getty Center Drive; and 2) East and west of San Diego Freeway between the area south of Rimerton Road to the area north of Mulholland Drive.

The City of Palmdale has designated the Antelope Valley Freeway and Ana Verde Hills between Lamont Odett Vista Point and Avenue S to constitute a significant view corridor because of the expansive views of Lake Palmdale and the valley floor provided from the freeway and hills. The scenic Ana Verde Hills northwest of the freeway are also visible from the lake and valley. The Palmdale Planning Commission has expressed concern about protecting this viewshed.

**o Scenic View Sites:**

There are two vista points within the study area: 1) the area approximately 1,200 feet west of San Diego Freeway north of Mulholland Drive at Walt Disney Drive; and 2) Lamont Odett Vista Point located along the southeast shoulder of Antelope Valley Freeway and overlooking Lake Palmdale, the mountains and valley. The expansive Vasquez Rocks County Park located north of the Agua Dulce Canyon Road also is also a unique visual resource and view site which can be seen from the Antelope Valley Freeway.

**o Major Scenic Control Areas:**

Sepulveda Boulevard between Mulholland Drive and San Diego Freeway is designated a major scenic control area. This segment of Sepulveda Boulevard offers outstanding views of the mountains and valley.

**LEGEND FOR CULTURAL AND VISUAL RESOURCES**

**CULTURAL RESOURCES**



**Historic Resource**



**Historic Property Boundary**



**Area of Archaeological Sensitivity** (Due to the sensitive nature of cultural resources, the precise location of archaeological sites is not released under UCLA policy.)

**VISUAL/AESTHETIC RESOURCES**



**Scenic parkway, Scenic Freeway**



**Desirable Open Space**



**Scenic Corridor**



**Lamont Odett Vista Point**



**Major Scenic Control**



**Scenic View Site**



**Continuation of Scenic Resource**

## **MAP SET 4 - SENSITIVE LAND USES AND RELATED PROJECTS**

### **Sensitive Land Uses: Methodology**

The land use analysis identifies existing and future sensitive land uses within 1,500 feet of either side of the project alignment; large-scale developments and clusters of small-scale developments proposed to be built within 1.5 miles of the alignment and proposed transit stations and lines near the alignment. These resources, except the proposed transit stations, are shown on the accompanying land use map. Local jurisdiction boundaries also appear on the map.

#### **o Sensitive Land Uses**

The identified sensitive land uses are single-family and multi-family residential units, mobile home communities, schools, universities or colleges, institutions, group care facilities, hospitals or sanitariums, libraries, hotels, houses of worship, open space, parks, recreation areas, golf courses, air fields, and cemeteries. These land uses are considered sensitive because they are either noise sensitive under FHWA Guidelines or constitute a unique land use in terms of military, aviation or religious purposes. All of these land uses are noise sensitive, except for the landing fields, and cemeteries which fall into the unique land use category. Existing and future sensitive land uses are plotted on the land use map. Future uses that are different from existing are so indicated, otherwise the future use is considered to be the same as the existing. The accompanying legend identifies the symbols used to represent these land uses on the map.

Sources used to compile the sensitive land uses include aerial photographs, the 1992 Thomas Brothers Guide for Los Angeles County, United States Geological Survey Maps, local general plans, community plans, local land use maps, and interviews with city and county staff. These sources are fully referenced in the bibliography.

#### **o Related Projects**

Related projects consist of either approved or unapproved proposed developments located within 1.5 miles of the either side of the alignment. These projects are large size residential or hotel developments of more than 500 units; shopping centers of more than 500,000 square feet; commercial/office buildings of more than 250,000 square feet; and/or industrial/manufacturing parks of more than 40 acres or more than 650,000 square feet. Table 4 lists each related project in geographical order and includes the project local jurisdiction case number, size, and location. The related projects are shown on the land use map as circles with numbers which correspond to the number assigned to the project in the table.

Sources used to compile the list of related projects included the Los Angeles Department of Transportation; Los Angeles City Planning Department, Environmental Review Unit; Brewster maps and file cards; Los Angeles County Regional Planning Department Development Requests; Santa Clarita Planning Department; Palmdale Planning Department Residential Development Summary and Commercial Industrial Development Summary; Culver City Community Development Department, Cumulative Development List; Santa Monica Planning Division, Cumulative Development Projects List; San Fernando Community Development Department; and

Inglewood Planning Department Development and Permits list. These sources are fully referenced in the bibliography.

- o Transit Stations

The land use analysis identifies five proposed transit stations (excluding the LAX\Palmdale stations) located near the alignment: 1) Moorpark Commuter Line - Van Nuys Station, east and west of Van Nuys Boulevard and south of the railroad tracks; 2) Santa Clarita Commuter Line - Sylmar/San Fernando Station, north of Hubbard Avenue, west of Ralston Avenue, east of railroad tracks; and 3) West Extension of Metro Orange Line - Westwood Station, on Wilshire near the 405 Fwy; 4) West Extension of Metro Blue Line - Exposition Park, south of Pico Boulevard; 5) Metro Green Line - Westchester Station, Westchester Parkway and Sepulveda Boulevard.

**Sensitive Land Uses: Results**

- o Sensitive Land Uses

The following sensitive land uses were mapped within the alignment corridor: Residential uses, schools, universities and colleges, medical facilities, correctional\group care facilities, medical facilities, libraries, hotels, houses of worship, parks and recreational facilities, open space areas, airport\heliport facilities, and cemeteries.

- o Related Projects

There are 44 proposed related projects located within the 1.5 miles of either side of the alignment. These related projects are listed on Table 4. The related projects are predominantly office, retail and hotel development south of the I-5 and 14 Fwy interchange. North of this location the related projects are predominantly single-family and multi-family residential. Most of these residential developments are located adjacent to or within close proximity of Hwy 14. Approximately 2,300 acres of land surrounding the Palmdale Airport and adjacent to the alignment are designated for light industrial or commercial use.

- o Transit Stations

In most cases, the five proposed transit stations (excluding the LAX\Palmdale stations) are located less than one mile from the alignment. The proposed Metro and commuter lines serving the transit stations cross the project alignment at several locations.

**LAND USE RELATED PROJECTS - PROPOSED MAJOR DEVELOPMENTS**

PROJECT SITE NUMBER	PROPOSED PROJECT	LOCAL JURISDICTION &/OR I.D. NUMBER	DESCRIPTION	LOCATION	STATUS
1	LAX Northside	City of Los Angeles	4.5 million s.f. of office, hotel, retail, research park space	Manchester Blvd. to North Runways, Sepulveda West Way to Pershing Dr.	Submitted for review
2	Continental City	City of Los Angeles 407-82	100,000 s.f. retail, 2-3 million s.f. office, 1200 hotel rooms	Aviation Blvd. at Imperial Hwy.	Under construction
3	Aviation/Cal Trans	City of Los Angeles 89-0836	230,000 s.f. retail, 270,000 s.f. warehouse, light rail station/park & ride; total 26.56 acres	6 blcks bounded by Imperial Hwy, Aviation Blvd., 116th and La Cienega Blvd.	Under environmental review
4	Loyola Marymount Univ. Expansion	City of Los Angeles 112-84	Expansion of 30,000 s.f. admin. bldg., 30,000 s.f. other, 68 townhouses, 200 apts, 300-bed dorm on existing 25.5 acre campus.	80th and Loyola Blvd.	Submitted for review
5	Howard Hughes Center	City of Los Angeles EIR 282-83	2.7 million s.f. office and 600-room hotel or 2.2 million s.f. office and 1500-room hotels (plans not final)	Sepulveda Blvd. and Centinela Ave.	1 bldg. constructed
6	Airport Marina Center	City of Los Angeles 91-579	Redevelopment into more intensive office/research; use of 1,200,000 s.f.	Jefferson Blvd. at Coral Tree Pl.	Submitted for review
7	Channel Gateway	City of Los Angeles 88-0898	300,000 s.f. office, 800 and 512 residential units, 14,000 s.f. retail	Lincoln Blvd. at Maxella Ave.	No construction started
8	Corporate Pointe	Culver City	Office/ancillary/retail 1,550,000 s.f. total	Bounded by Slauson Ave., Hannum Ave. and Buckingham Pkwy.	Approved
9	Marina Place	Culver City	Retail center/food court of 1,058,000 s.f.	Washington Blvd. and Glencoe Ave.	Approved 3/90
10	Culver Center Expansion	Culver City	Expansion of existing commercial shopping center of 203,674 s.f. to 3-story, 500,221 s.f.	Whole block bounded by Venice Blvd. and Washington Blvds., Overland Ave. and Midway St.	Submitted for review
11	Sony Studios	Culver City	1,849,950 s.f. in multi-phase buildout.	10202 Washington Blvd.	Submitted for review
12	Water Garden/ Office Development	City of Santa Monica #19 on Cumul. Projects List	Phase I & II: 1,259,578 total s.f. of combined office, retail, restaurant, health club, bank, child care facility	2425 Olympic Blvd; N. of Olympic Blvd. bounded by Colorado, Cloverfield and 26th Sts.	Approved
13	Fox Studios	City of Los Angeles 90-0771	Addition of 771,000 s.f. to studio	10201 W. Pico Blvd.; btwn. West Hills and Ave. of the Stars	Under environmental review

LAND USE RELATED PROJECTS - PROPOSED MAJOR DEVELOPMENTS (continued)

PROJECT SITE NUMBER	PROPOSED PROJECT	LOCAL JURISDICTION &/OR I.D. NUMBER	DESCRIPTION	LOCATION	STATUS
14	Century City North	City of Los Angeles 91-0148	874,000 s.f. office	1950 Ave. of the Stars; S. of Santa Monica Blvd	Under environmental review
15	Westwood Hotel/Nansay	City of Los Angeles 89-0825	484,587 s.f. mixed use project: 350-room hotel, 42,000 s.f. retail, 27,925 s.f. office, 21 condos, 652-seat cinema & 14,800 s.f. restaurant.	1001-29 Tiverton Ave.; 1015-91-06 Glendon Ave.; 10860-80 Weyburn Pl.	Awaiting FEIR 11/26/91
16	Office building	City of Los Angeles 88BS391	Clear existing office/commercial bldg. containing net floor area of 20,000 s.f.; construct 85,000 s.f. office bldg. w/parking structures	5919-61 Sepulveda Blvd., S.W. corner of Sepulveda and Oxnard St.	Submitted for review
17	Office building	City of Los Angeles 89BS432	144,000 s.f. office bldg.	5960 Sepulveda Blvd.; S.E. corner of Sepulveda and Oxnard St.	Submitted for review
18	Office building	City of Los Angeles 87BS070	84,500 s.f. office bldg.	6060 Sepulveda Blvd.; N.E. corner of Sepulveda and Oxnard St.	Submitted for review
19	Office park	City of Los Angeles 90BS666	750,000 s.f. office park	S.W. corner of Sepulveda Ave. and Erwin St.	Submitted for review
20	Retail store	City of Los Angeles 87BS091	126,000 s.f. retail space	6120 Sepulveda Blvd. at Erwin St.	Submitted for review
21	Condominium complex	City of Los Angeles 87-817	159-unit condo complex on 2.39 acres	14830 Sherman Way; S.W. corner of Sherman Way and Kester Ave.	Submitted for review
22	Condominium complex	City of Los Angeles 87-818	388-unit condo and 11 2-story dwelling units on 5.82 acres	48000 Sherman Way	Submitted for review
23	Barrington Plaza	City of Los Angeles 89-0103	262-room hotel, 209,895 s.f. office, retail and restaurant for total 402,000 s.f.	14640-14650 Vincennes St. W. of Van Nuys Blvd.	Awaiting second FEIR
24	Residential development	City of Los Angeles 85-096	Multi-use containing 60 s.f. residential units, 300 apts, 300 condos, 500,000 s.f. of commercial or manufacturing on 136 acres	11800 Laurel Canyon Rd.	Submitted for review

**LAND USE RELATED PROJECTS - PROPOSED MAJOR DEVELOPMENTS (continued)**

<b>PROJECT SITE NUMBER</b>	<b>PROPOSED PROJECT</b>	<b>LOCAL JURISDICTION &amp;/OR I.D. NUMBER</b>	<b>DESCRIPTION</b>	<b>LOCATION</b>	<b>STATUS</b>
25	Office/industrial development	City of Los Angeles 86-0206	13 lot office/industrial subdivision; 230,900 s.f. office plus 699,566 s.f., develop. over 5 years on 74.4 acres.	15801 Roxford St.	Submitted for review
26	Industrial/office park	City of Los Angeles 85-606	1,895,000 s.f. light industrial park, 105,000 s.f. office space, 34 s.f. dwelling units on 262.5 acres and 120 RV spaces	Foothill Fwy. btwn I-5 Fwy. and I-210 Fwy.	Submitted for review
27	Mobile Home Community	City of Los Angeles 91-0170	Council initiated zone change from A1-1 to A2-1 to RMP-1 on 238 acres, to the new mobile Home Park Zone.	N. of I-210 around Glenoaks Blvd.	Submitted for review
28	Porta Bella Specific Plan	City of Santa Clarita	Approx. 3,000 residential units plus commercial, industrial and school space; s.f. not yet determined.	Saugus, S. of Soledad Canyon Rd.	Specific plan submitted
29	Residential development	City of Santa Clarita	5 tract maps w/total 580 residential units	Both sides of Golden Valley Rd., btwn. Hwy. 14 and Sierra Hwy.	Tentative but not final approval
30	Santa Fe	City of Santa Clarita	1880 residential units plus 2.4 million s.f. commercial, high school, jr. high, golf course.	N. of Placerita Canyon Rd., S.E. of and bordering Hwy. 14, across from Golden Valley Rd. No east-west boundaries yet.	Application filed; planning commission advised to reduce size.
31	Price Club	City of Santa Clarita	426,000 s.f. commercial	N.E. and S.E. comers of Via Princessa and Sierra Hwy.	Approved
32	Condominium complex	Los Angeles County 287 (since annexed to City of Santa Clarita)	776 condos on 6 lots on 38.9 acres	Sierra Hwy., S. of Santa Clara River	Approval withdrawn 8/85
33	Residential development	Los Angeles County 87053 (since annexed to City of Santa Clarita)	1 multi-family lot with 552 units	S. side of Santa Clara River, E. of Sierra Hwy. and N. of Hwy. 14.	Approval renewal 4/91
34	Residential development	Los Angeles County 87259 (since annexed to City of Santa Clarita)	4 multi-family lots with 646 units, 4 open space lots	S. of Santa Clara River, E. of Sierra Hwy., N. of Hwy. 14.	Submitted for review
















LAND USE RELATED PROJECTS - PROPOSED MAJOR DEVELOPMENTS (continued)

PROJECT SITE NUMBER	PROPOSED PROJECT	LOCAL JURISDICTION &/OR I.D. NUMBER	DESCRIPTION	LOCATION	STATUS
35	Residential development	Los Angeles County 85187 (since annexed to City of Santa Clarita)	4 multi-family lots with 544 condos and 1 public facility lot on 31.5 acres	S. of Santa Clara River, W. of Hwy. 14	Approved 7/86
36	Residential development	Los Angeles County 86522	8 multi-family lots with 800 units on 46.2 acres	E. of Hwy. 14, W. of Woodfall Rd. and S. of Santa Clara River	Submitted for review
37	Residential development	Los Angeles County 348	565 single-family lots, 9 multi-family lots with 335 condos on 257 acres.	E. side of Oak Springs Rd. and 500' S. of Antelope Valley Fwy.	Approved 7/83
38	Residential development	Los Angeles County 357	565 single-family, 9 open space and 1 commercial lot on 424.5 acres	400' E. of Shadow Pines Blvd. and N. side of Soledad Canyon Rd.	Approved 8/87
39	Residential development	Los Angeles County 89107	800 single-family lots on 400 acres.	N. of Shadow Pines Blvd. btwn Jasmine Valley Dr. and Hwy. 14.	Submitted for review
40	Residential development	Los Angeles County 87470	612 single-family, 1 multi-family, 4 commercial, 1 recreation, 4 public facility lots on 320 acres	North of Valley Canyon Rd. and Hwy. 14	Submitted for review
41	Forest City Development	City of Palmdale CUP 88-7	Expansion of mall 1.44 million s.f. from 750,000 s.f.	N.W. corner of Ave. and 10th St.W	Approved; no construction started
42	Airport Gateway Specific Plan	City of Palmdale	258 acres mixed use development: 52 acres high-density residential, 28 acres financial/corporate use, 12 acres office/commercial, 17 acres residential/commercial, plus 350-room hotel	Between Ave. P, 50th St.E., Palmdale Blvd. and approx. 42nd St.E.	Submitted for review
43	Lockheed Specific Plan	City of Palmdale	Specific plan for Lockheed Palmdale Plant; additional 1.3 million s.f. of aircraft manufacturing and related uses to existing 1.769 million s.f. of plant. Total site approx. 700 acres.	N.E. corner of Lockheed Way and Sierra Hwy.	Submitted for review
44	Airport Corridor Specific Plan	City of Palmdale	Specific plan for P-8 and surrounding area of approx. 2500 acres; most likely light industrial and commercial uses.	Btwn. Ave. P & Ave. Q, btwn. Division St. and 35th St. E., and additional +/- 200 acres N. of Ave. P, btwn 2nd St.E. and 10th St.E.	Being reviewed; no specific development yet planned







**LEGEND FOR SENSITIVE LAND USES AND RELATED PROJECTS**

**SENSITIVE LAND USES**

	<b>Existing Residential Uses:</b>
	Single family
	Multi-family
<b>FUTURE MULTI-FAMILY HOUSING</b>	<b>Future Residential Uses (label used where future use differs from existing use)</b>
	Mobile Home Community
	School (elementary, junior high, or high school or military academy)
	University or College
	Institution, Group Care Facility, or Correctional Facility
	Hospital or Convalescent Facility
	Library
	Hotel
	House of Worship
	Neighborhood or Community Park, Recreation Center or Senior Center
	Open Space, Regional Park, Recreation Area or Golf Course
	Airport, Heliport or Landing Field
	Cemetery

**RELATED PROJECTS**

	Related Projects
	Local Jurisdiction Boundary
	Indicates land use continues beyond the study area
	Indicates related project is located off the map

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