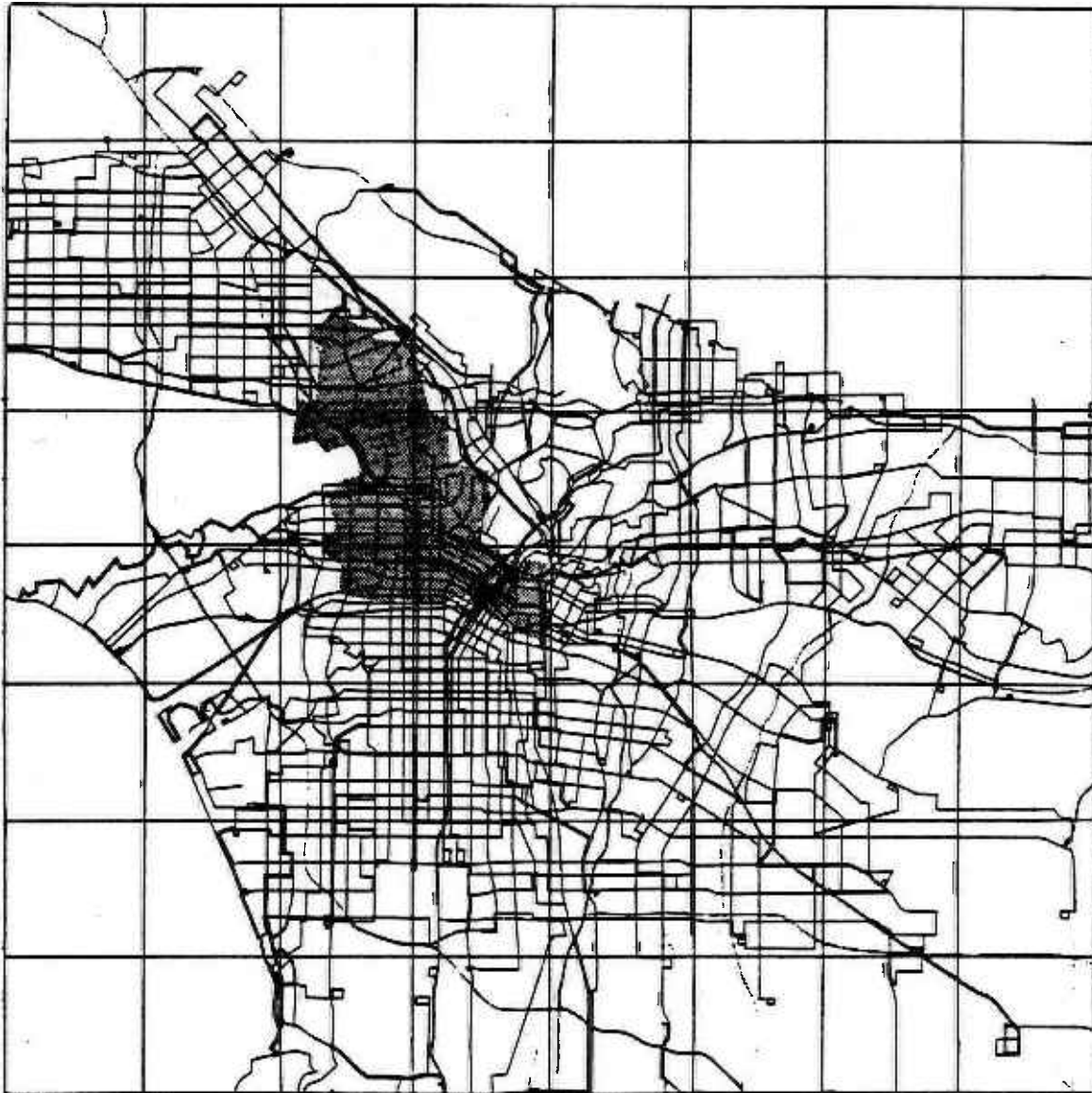


**APPENDIX TO:
DRAFT**

**SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT/
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**



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**U.S. DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION**

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

NOVEMBER, 1987



APPENDIX

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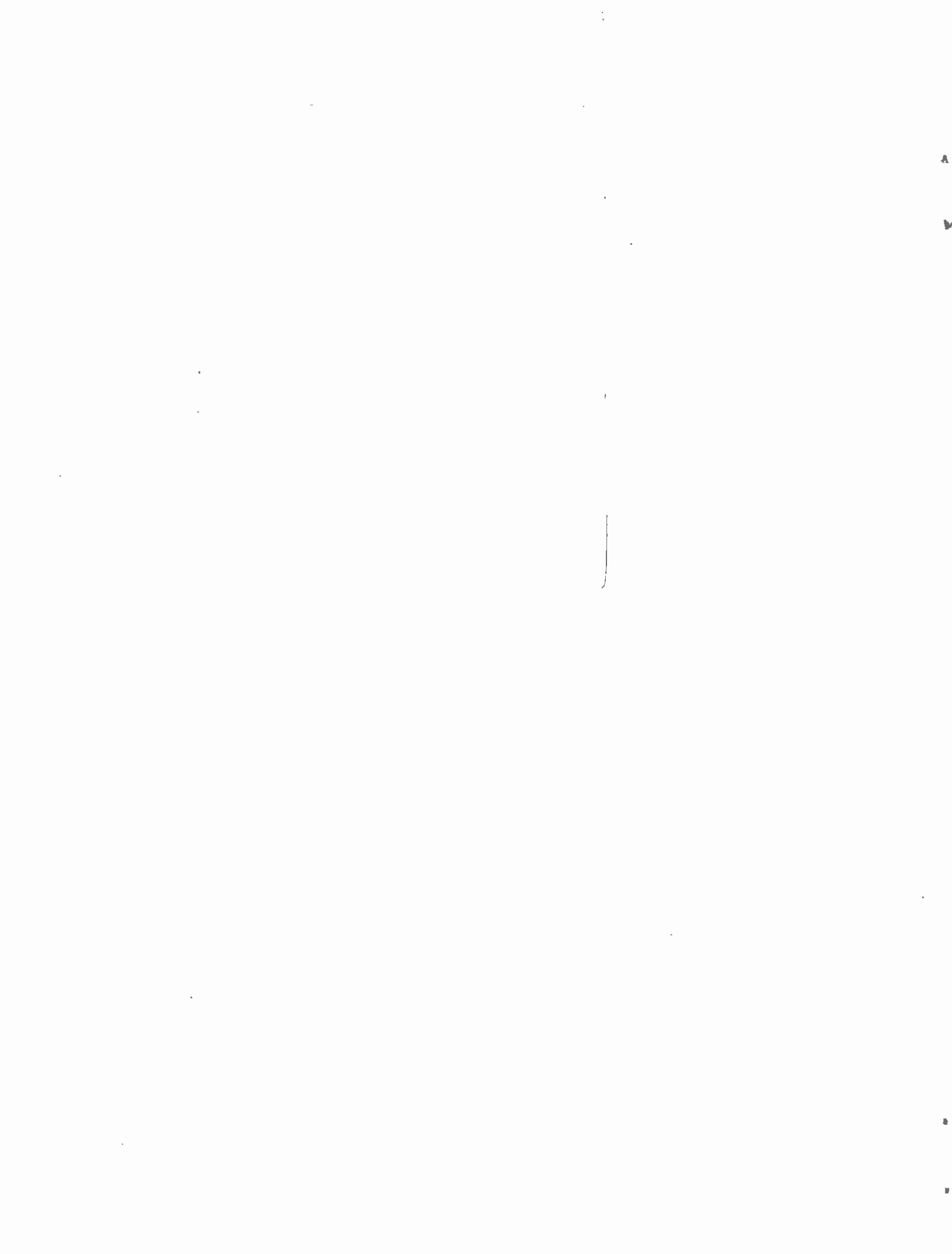
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APPENDIX A

APPENDIX TO CHAPTER 1: DEVELOPMENT OF CORE STUDY
CANDIDATE ALIGNMENTS



APPENDIX A: APPENDIX TO CHAPTER 1

1. DEVELOPMENT OF CORE STUDY CANDIDATE ALIGNMENTS

As a result of the Congressional mandate described in Chapter 1, the Original Locally Preferred Alternative (LPA) adopted in 1983 and evaluated in the FEIS no longer could be constructed. The Congressionally Ordered Re-Engineering (CORE) Study was formally initiated in January 1986 to review, identify, and adopt, through an extensive technical and public involvement process, modification/re-alignment of the LPA to meet Congressional requirements. The public involvement process is described in detail in Chapter 6.

To promote discussion of modification/re-alignment of the Original LPA with the community, the SCRTD developed an initial set of six candidate alignments (Figure A-1, maps 1 through 6). These six initial candidates were presented in the "Milestone 1 Report: Public Consultation Plan," which was the topic of discussion at a series of eight public meetings held in various parts of the Regional Core in late January and early February of 1986 (see Chapter 6). Each of the six initial alignments was designed to provide rail transit service to the Regional Core and was configured to avoid the methane risk areas by either routing the system around the risk area or by using an aerial (above-ground) profile through the risk area.

Based on comments received at the first series of public meetings, the six initial alignments were revised and expanded to include twelve alignments (Figure A-1, maps 7 through 14) for a coarse, first-level technical analysis. As before, the twelve alignments were designed to serve both the Wilshire Corridor and the San Fernando Valley; and they were configured to avoid the defined methane risk area or use an aerial profile through this risk area.

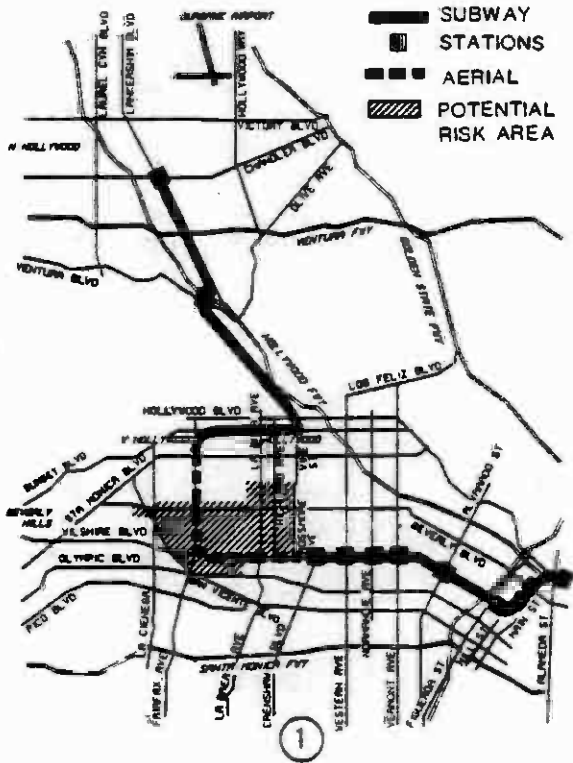
The first-level screening of the candidate alignments included consideration of fifteen evaluation criteria grouped into four categories (Table A-1). Results of the first-level screening were documented in the "Milestone 3 Draft Report: Candidate Alignments and Stations for Further Study," dated March 1986, which was presented and discussed at community meetings held in March 1986.

In response to comments received at the March community meetings, to advice provided by the Interagency Management Committee, and to review of the first-level analysis data for these twelve candidate alignments, the Los Angeles City Council and the SCRTD Board of Directors adopted a set of four candidate alignments for a second-level, more detailed analysis (Figure A-1, maps 15 through 18). The four alignments selected for the second-level screening were considered the most feasible and effective for providing rail transit service to the areas that would have been served by the Original LPA, including service to the Wilshire Corridor and San Fernando Valley. Selection of the alignments enabled a more detailed comparison of these options in the second-level screening.

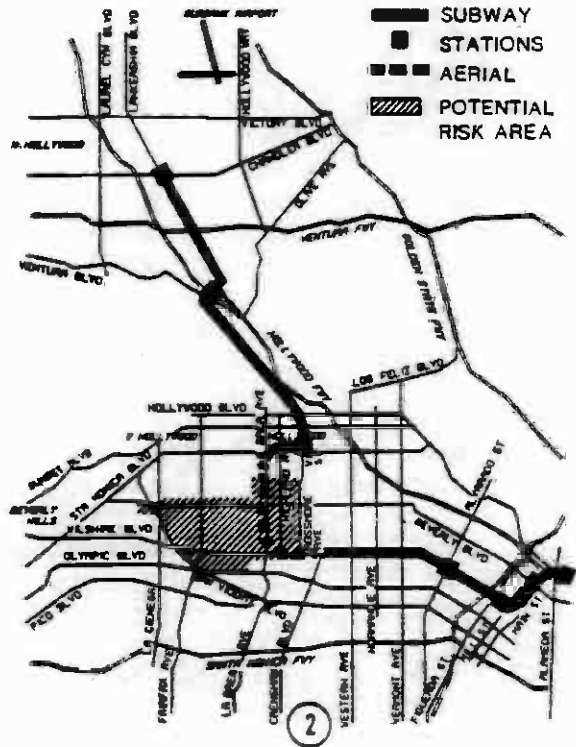
FIGURE A-1

SUMMARY OF CANDIDATE ALIGNMENTS

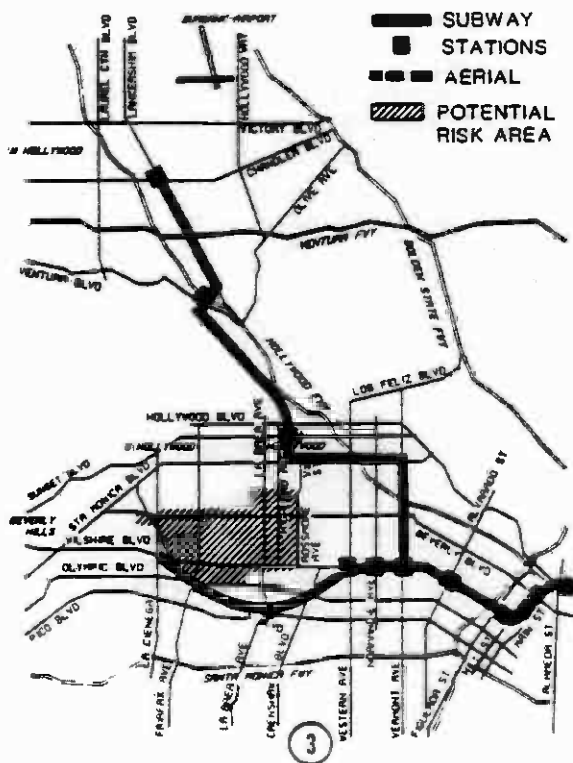
FAIRFAX AERIAL



LA BREA AERIAL



VERMONT-PICO



WESTERN-PICO

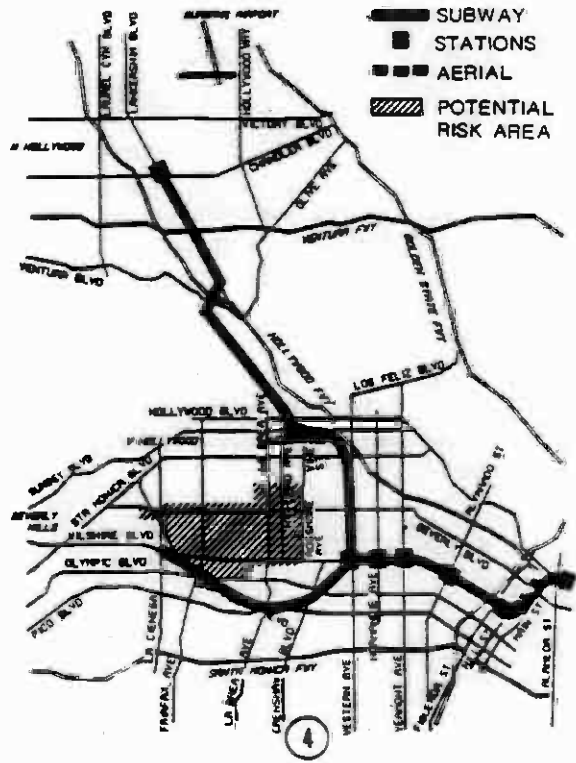
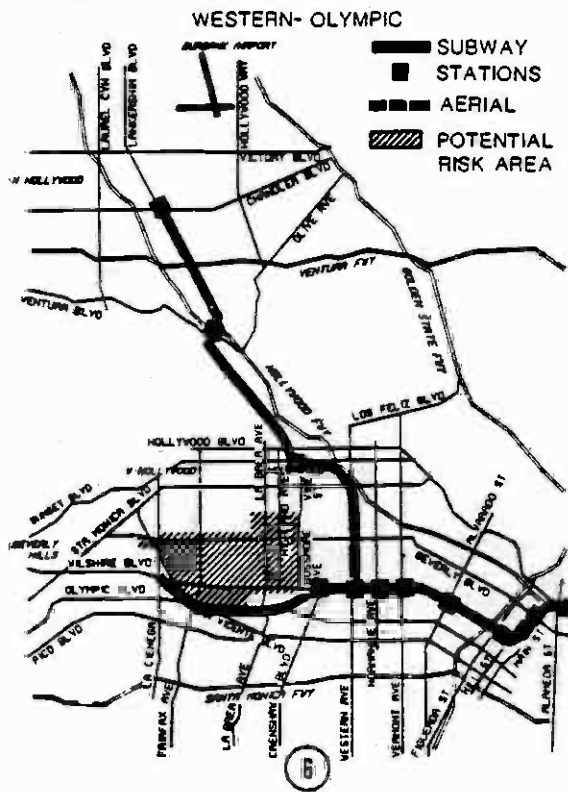
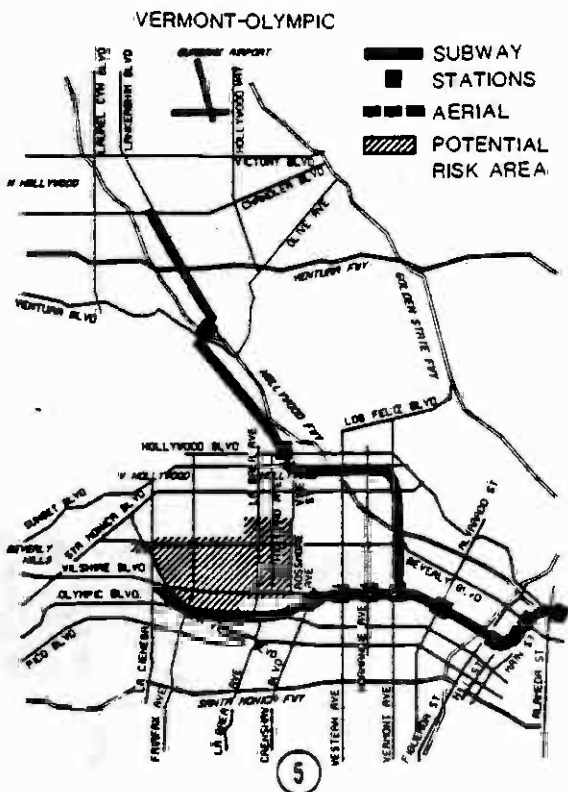


FIGURE A-1 (Cont.)

SUMMARY OF CANDIDATE ALIGNMENTS



A-1, A-2, A-3

ALIGNMENT B

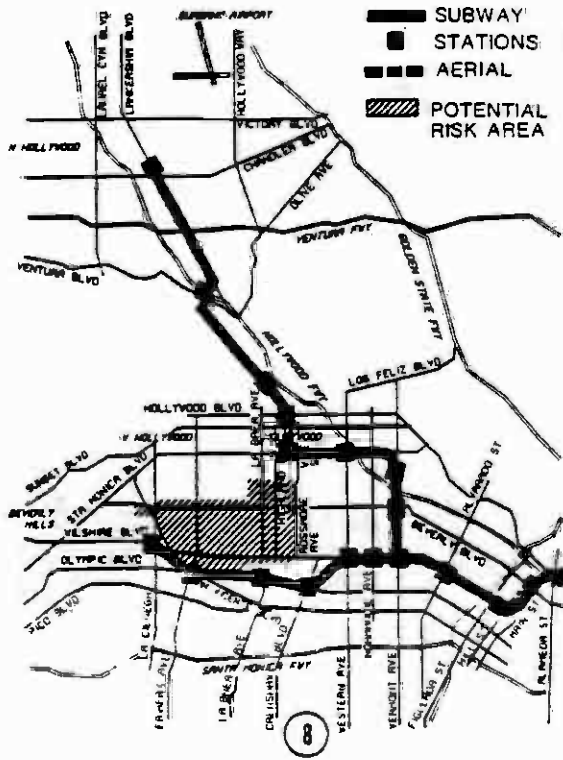
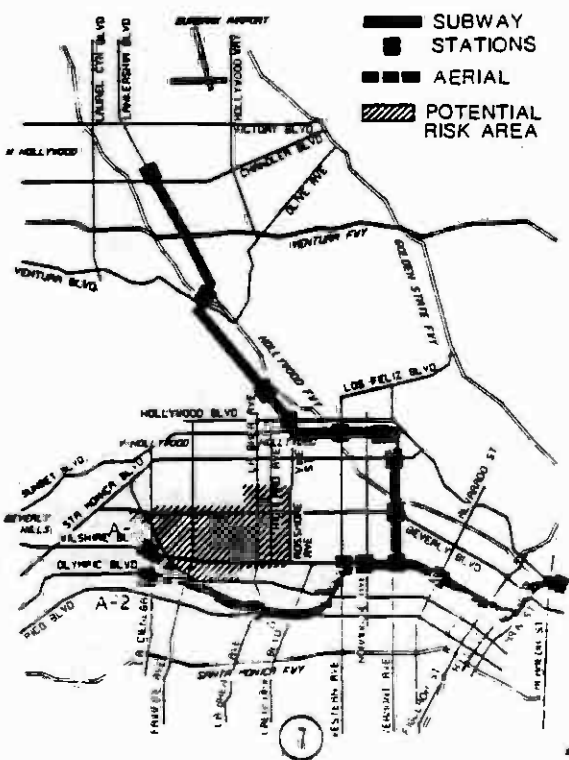


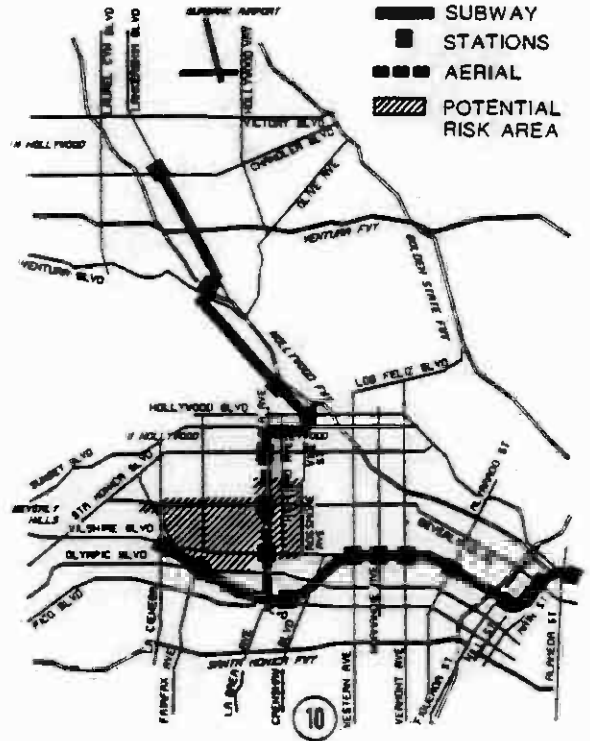
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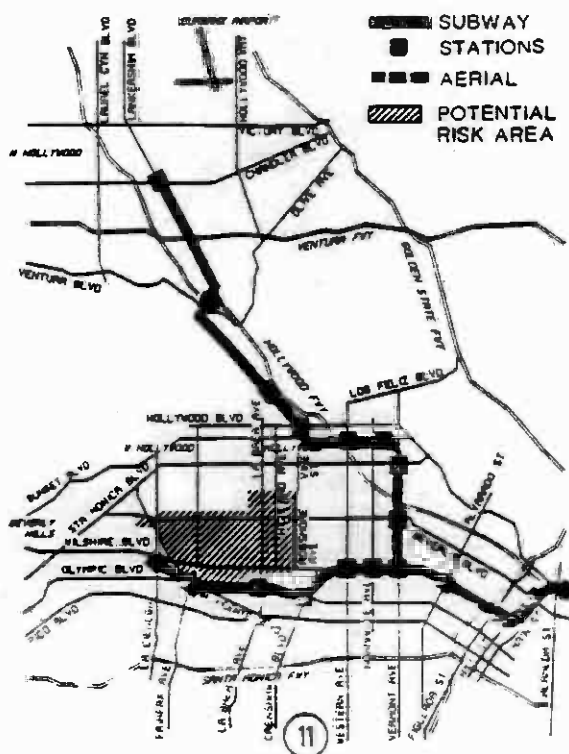
ALIGNMENTS C-1, C-2, C-3



ALIGNMENT D



ALIGNMENT E



ALIGNMENT F

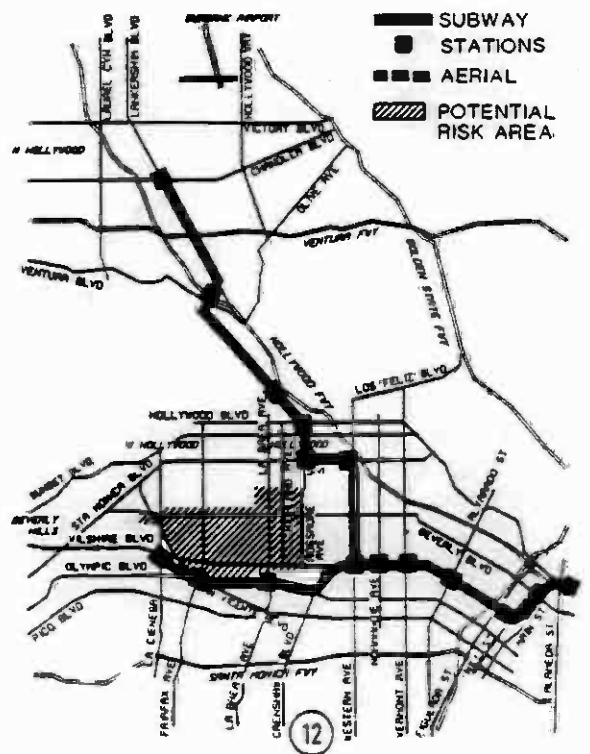
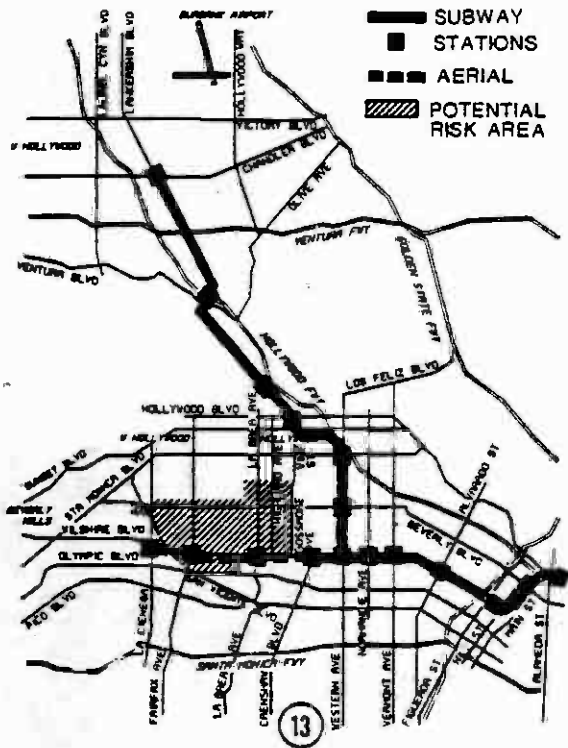


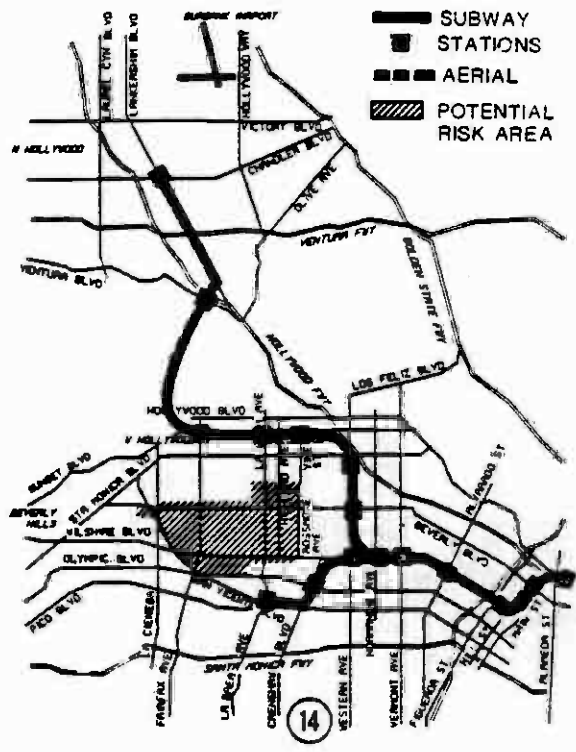
FIGURE A-1 (Cont.)

SUMMARY OF CANDIDATE ALIGNMENTS

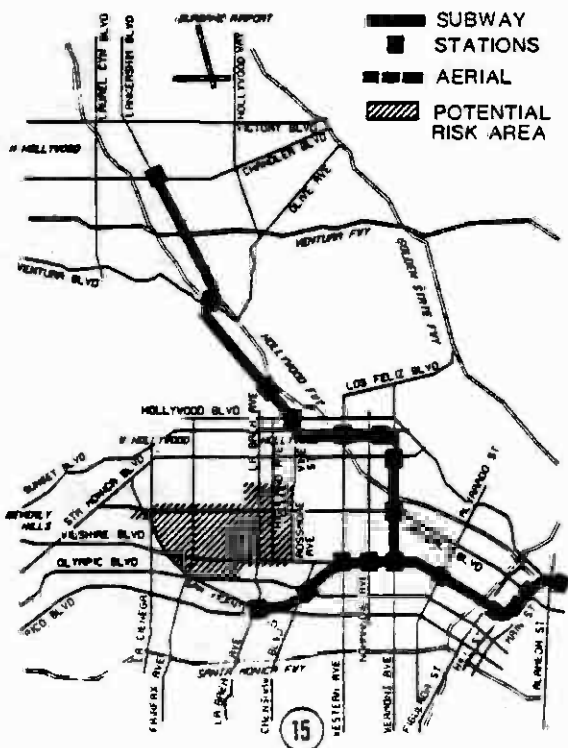
ALIGNMENT G



ALIGNMENT H



ALIGNMENT A-3



ALIGNMENT C-1

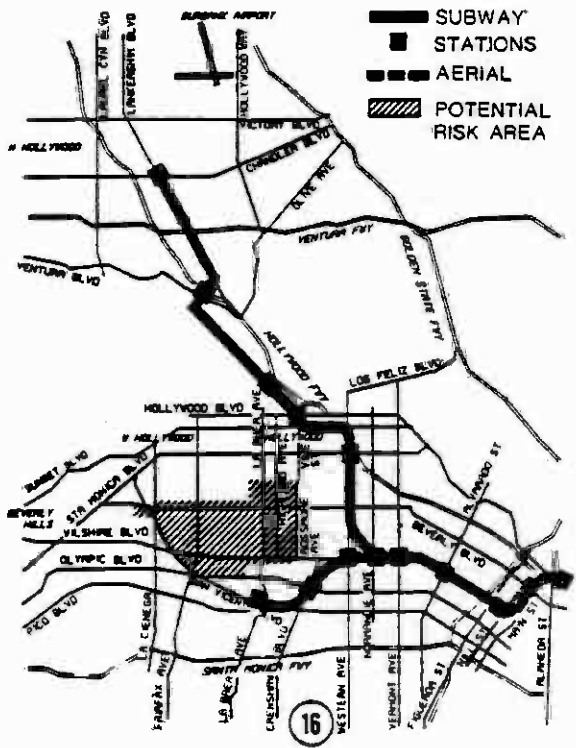
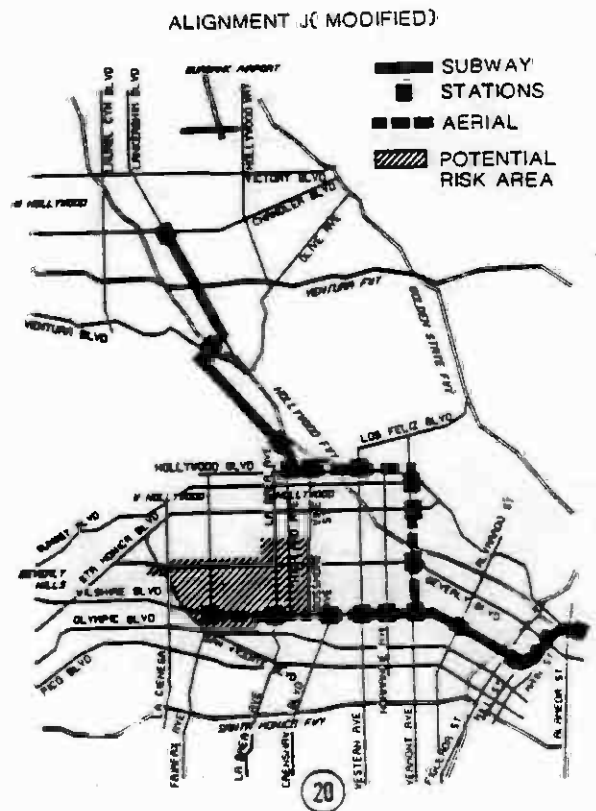
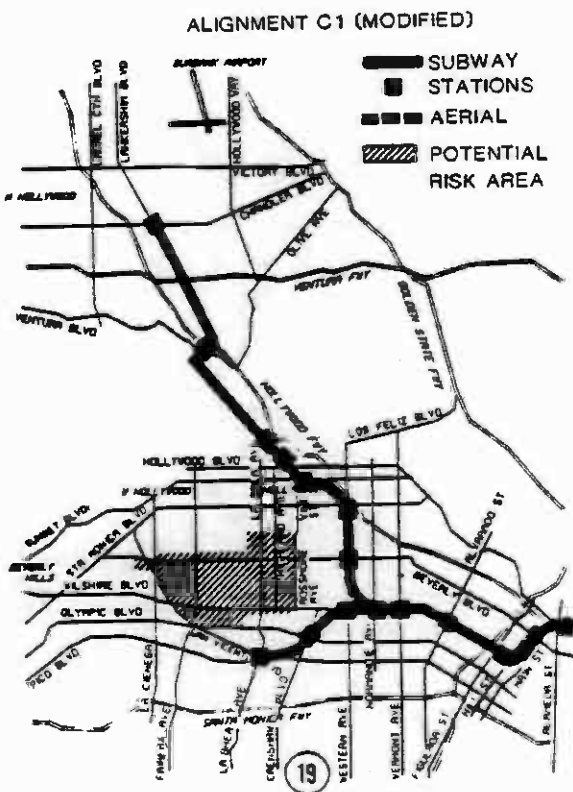
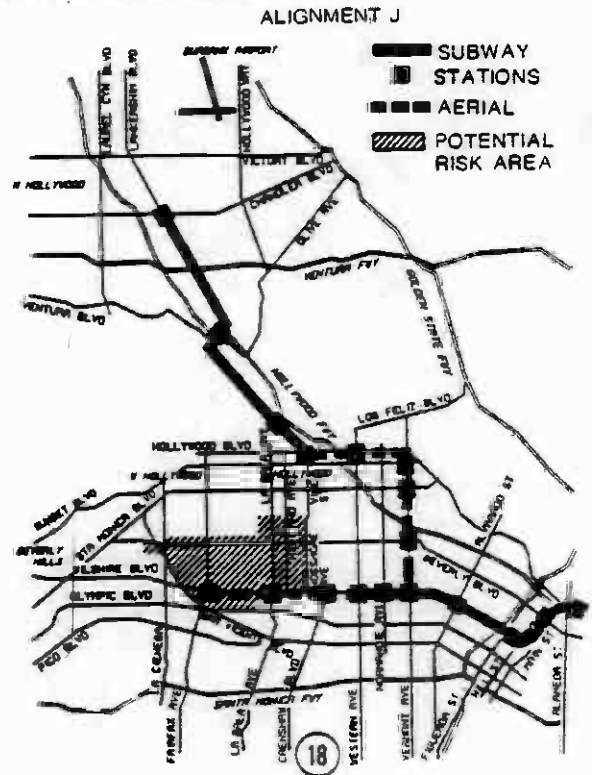
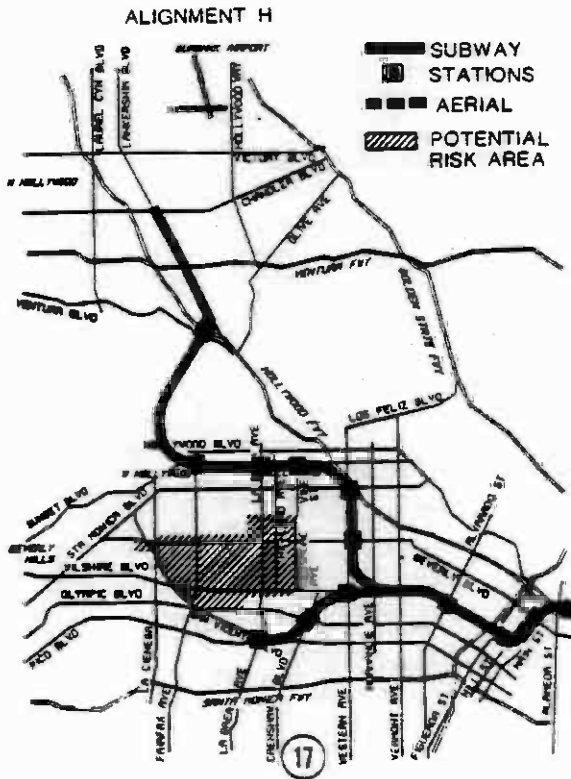
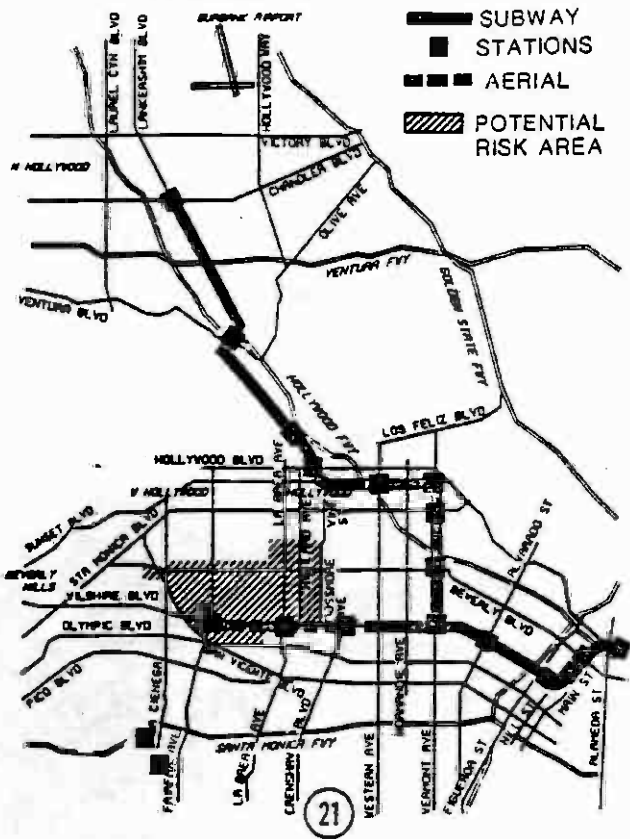


FIGURE A-1 (Cont.)
SUMMARY OF CANDIDATE ALIGNMENTS



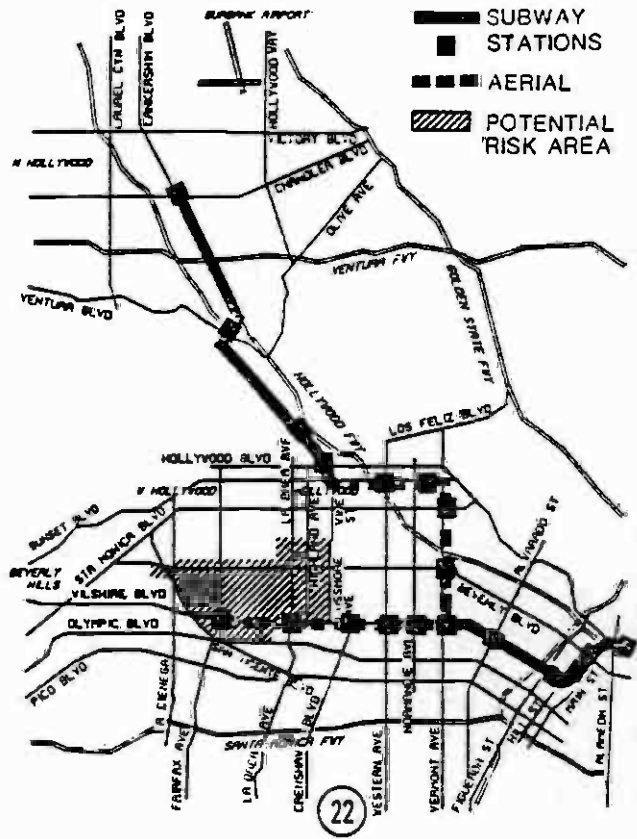
SUMMARY OF CANDIDATE ALIGNMENTS

ALIGNMENT MM 1



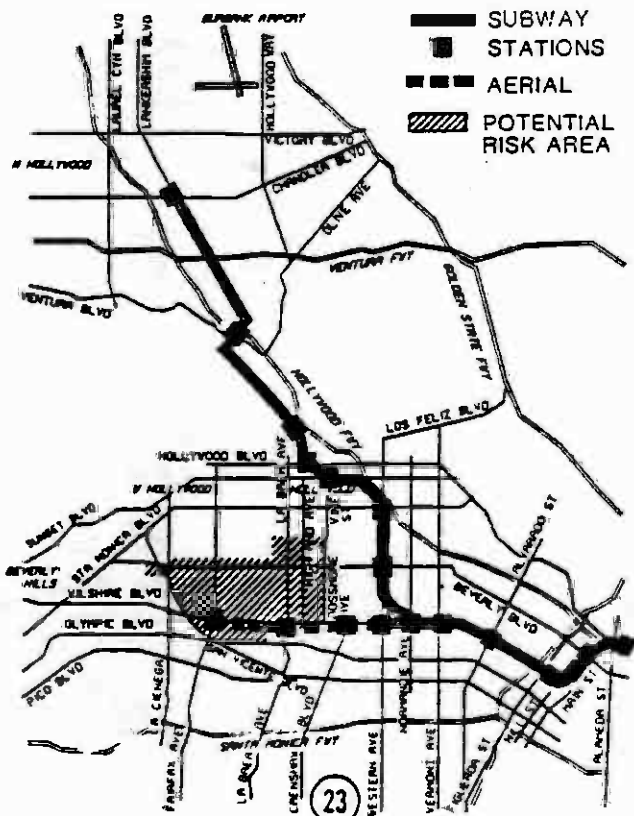
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ALIGNMENT MM 2



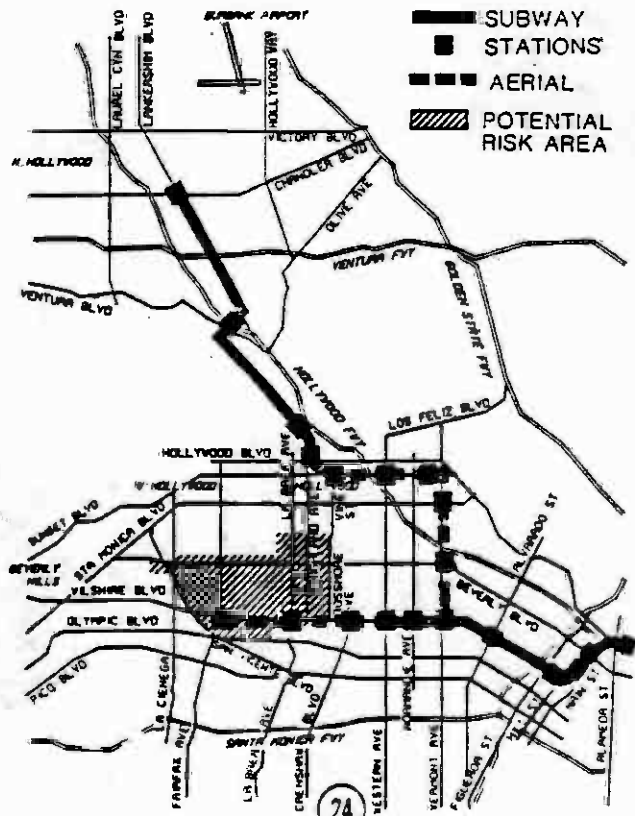
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ALIGNMENT MM 3



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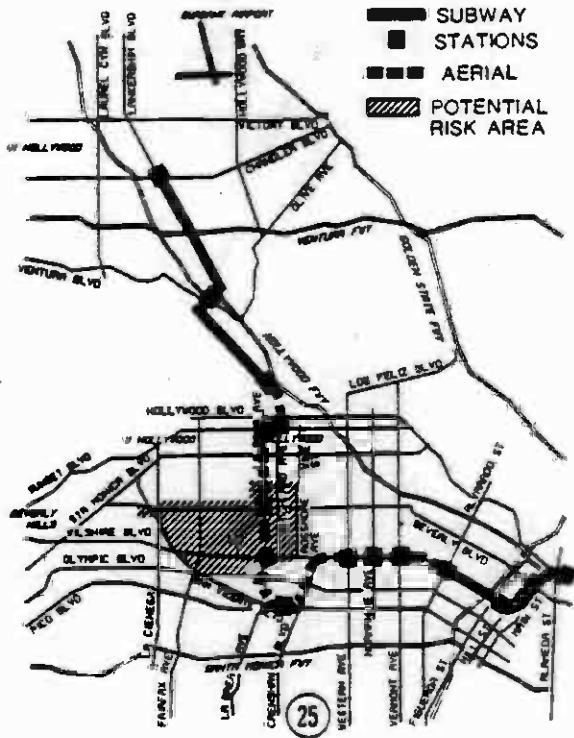
ALIGNMENT MM 4



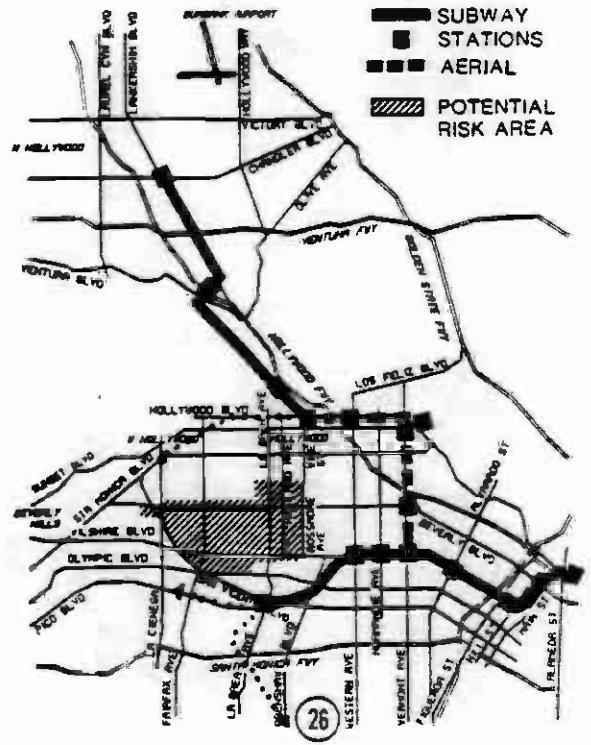
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FIGURE A-1 (Cont.)
SUMMARY OF CANDIDATE ALIGNMENTS

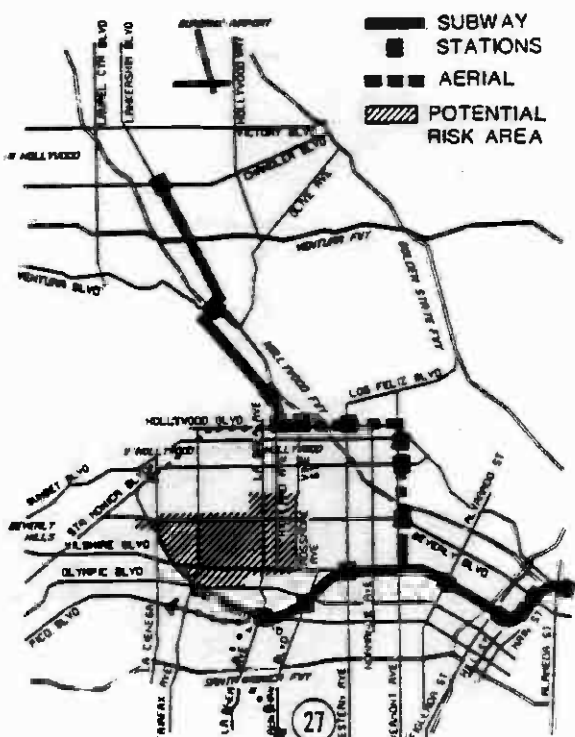
ALIGNMENT MM 5



ALIGNMENT MM6



ALIGNMENT MM6(MODIFIED)



ALIGNMENT MM7

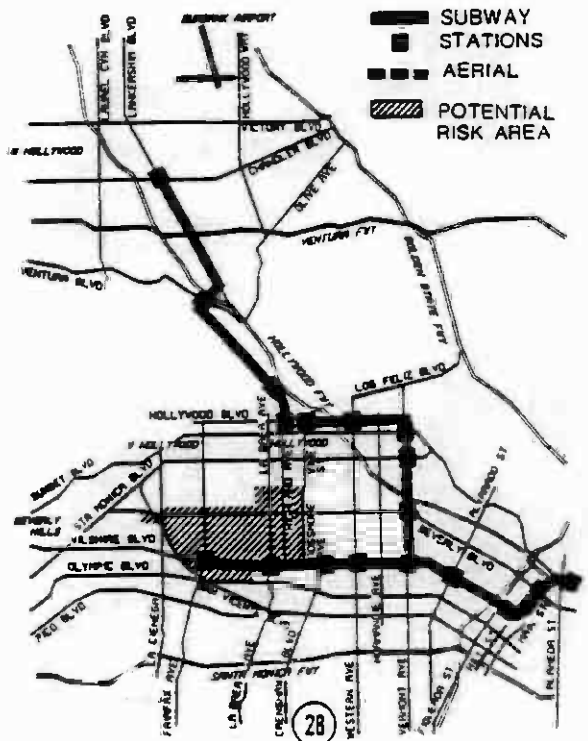


TABLE A-1
 CORE STUDY
 EVALUATION CATEGORIES AND CRITERIA
 FIRST-LEVEL SCREENING

<u>Evaluation Categories</u>	<u>Evaluation Criteria</u>
Land Use/Development	Community Consultation Land Use/Local Plans Land Acquisition/Displacements Parking
Service	Patronage Accessibility
Cost	Capital Cost Operating Cost Cost Effectiveness
Environment	Traffic Cultural Resources Aesthetics/Visual Noise Air Quality Energy

Source: SCRTD.

In April 1986, the results of the subsurface testing program undertaken by the SCRTD for analysis of candidate alignments were summarized in "Milestone 2: Subsurface Conditions Study." (A detailed discussion of the results of the subsurface testing program is provided in Chapter 3, Section 11). The more detailed, second-level analysis data regarding the impacts of the four candidate alignments under consideration were summarized in the April 1986 "Milestone 3 Draft Summary Report: Second-Level Evaluation of Candidate Alignments and Stations." Both of these documents were presented and discussed at public meetings held in April 1986 (see Chapter 6).

In May 1986, the Interagency Management Committee performed a technical ranking of the four candidate alignments, which was summarized in the "Milestone 3 Draft Interim Report Number 2: Initial Ranking of Candidate Alignments." This ranking was reviewed and discussed with the community at a series of public meetings in May 1986. Characteristics and impacts of possible operable segments for the four candidate alignments were summarized in the June 1986 "Milestone 4 Draft Interim Report Number 1: Operable Segments Analysis;" and these data were presented and discussed at public meetings held in June 1986.

Following the June 1986 meetings, the focus of the CORE Study shifted to specific segments of the four candidate alignments under review, e.g., use of Vermont Avenue versus Western Avenue for the north segment of the New LPA, use of a subway to Pico/San Vicente versus an aerial alignment to Wilshire/Fairfax for the west segment, use of Hollywood Boulevard versus Sunset Boulevard, etc. In November 1986, the SCRTD broadened its community outreach program by establishing the 120-member CORE Forum, a group of community leaders with direct interest in the Metro Rail system. This group was convened to provide additional advice to the SCRTD on modification/realignment options.

Through discussions with the CORE Forum and with the Interagency Management Committee, several additional candidate alignments were introduced during this time period. These alignments were called "mix-and-match" alignments, because they typically consisted of combinations of segments of the four alignments. In addition, the Interagency Management Committee made recommendations regarding the location of candidate stations in the Hollywood area. Figure A-1, maps 19 through 28, show the ten alignments that, in addition to the four prior alignments, were discussed and reviewed by the CORE Forum and the Interagency Management Committee during the months of November and December 1986.

Following the December 1986 meetings of the CORE Forum and the Interagency Management Committee, five candidate alignments were selected to be addressed in the Draft Subsequent Environmental Impact Report (SEIR) required by the State of California. The following major concerns are reflected in the five candidate alignments.

1. Each of the alignments would provide rail transit service to the Wilshire Corridor and the San Fernando Valley, consistent with the CORE Study objectives.
2. Each of the alignments would reconnect the areas that would have been served by the Original LPA, consistent with the CORE Study objectives.
3. Each of the alignments would avoid tunneling in the methane gas risk area, either by following a route around the risk area or by using an elevated rail system through the risk area.
4. The recommendations made by the Interagency Management Committee regarding the location of stations in the Hollywood area have been incorporated into the set of candidate alignments.
5. The five alignments represent a broad set of options in terms of system length, number of stations, system profile (aerial and subway), station locations and specific areas served, allowing for a comprehensive, technical analysis of the varying aspects of the alignments and their associated impacts, thus enabling a clear review by decision-makers of the advantages and disadvantages of each aspect and impact of the five candidate alignments.

In preparing the Draft Subsequent Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA), the goal was to identify and evaluate extensions of the committed 4.4-mile line which serve the same areas

as the originally proposed 18.6-mile project while avoiding tunneling in the risk zones. The Draft SEIR, which was released February 13, 1987, narrowed the range of alternatives to five.

A public hearing on the Draft SEIR was held on March 14, 1987. Following the public hearing, the Rapid Transit Committee (RTC) of the Los Angeles County Transportation Commission (LACTC) considered the Draft SEIR and the five candidate alignments. Although no preference was expressed for any of the candidate alignments, concerns were raised by the Committee relative to Candidate Alignments 1 and 3. Alignment 1 was determined to be substantially more costly than the Original (In the Draft SEIR, Alignment 1 continued west on Wilshire Boulevard using a cut-and-cover subway construction approach from the Wilshire/Western Station to a Wilshire/Fairfax Station. For this Draft SEIS/SEIR this alignment is now truncated west of the Wilshire/Western Station.) LPA, while Candidate Alignment 3 was judged inferior to all other options, which provide service on Wilshire Boulevard. On March 25, 1987, the full LACTC Commission approved the RTC recommendation and further stated that Candidate Alignment 2, 4 and 5 best conform to the LACTC evaluation criteria, which are restated as follows:

Guideline #1: Service--Alternatives must substantially conform to service provided by the Original Locally-Preferred Alternative (LPA) to major activity centers in Wilshire Corridor, Hollywood and San Fernando Valley.

Guideline #2: Budget--Budget for above (CORE Alternatives) not greater than that for Original LPA (18.6 miles of subway).

Guideline #3: Implementation Feasibility--Alternatives must provide operable segments which are productive (attractive to users) and have interim terminals with impacts acceptable to the surrounding community.

On March 19, the City of Los Angeles Planning Commission conducted a workshop regarding the Draft SEIR with members of the Los Angeles City Council Traffic and Transportation (T&T) and Planning and Environment (P&E) committees. At a joint session of the T&T and P&E committees on April 3, 1987, the committees adopted a recommendation to the full Los Angeles City Council in support of Candidate Alignment 4, along with related recommendations. On April 15, 1987, the Los Angeles City Council adopted the joint committees' recommendation with amendments.

On May 1, 1987, the SCRTD Board of Directors adopted the following Resolution:

RESOLVED, that the Congressionally Ordered Re-Engineering (CORE) Study Candidate Alignment 4, as depicted on Figure 1-10 on page 1-43 of the Draft Subsequent Environmental Impact report published on February 13, 1987, shall be the alignment identified in the Final Subsequent Environmental Impact Report as the New Locally Preferred Alternative (LPA) for the Metro Rail Project;

RESOLVED FURTHER, that the designation optional for Station 15 on Figure 1-10 on page 1-43 of the Draft Subsequent Environmental Impact Report shall be removed and Station 15 shall be identified without the designation in the Final Subsequent Environmental Impact Report;

RESOLVED FURTHER, that the alignment segment west of Wilshire Boulevard and Western Avenue shall be studied with a decision to be made no later than December 1, 1988, which shall not be in conflict with federal law, following Southern California Rapid Transit District and City of Los Angeles additional ridership and traffic study and consultation with the public on that segment;

RESOLVED FURTHER, that the recommendation of the Los Angeles City Council is hereby accepted regarding MacArthur Park and regional transportation needs.

As explained above and in Chapter 6, this adopted resolution was preceded by an extensive public outreach effort. The resolution directs the preparation of a Final SEIR with a modified Candidate Alignment 4 as the preferred alignment. On July 14, 1987, the Urban Mass Transportation Administration (UMTA) issued a Notice of Intent to prepare a Supplemental Environmental Impact Statement (SEIS), consistent with the directives in Public Law 100-17 (April 2, 1987). Federal and state regulations encourage preparation of combined federal and state environmental documents. Therefore, this document has been prepared to comply fully with the requirements of CEQA and NEPA. This Draft SEIS/SEIR supersedes the prior Draft SEIR published in February 1987.

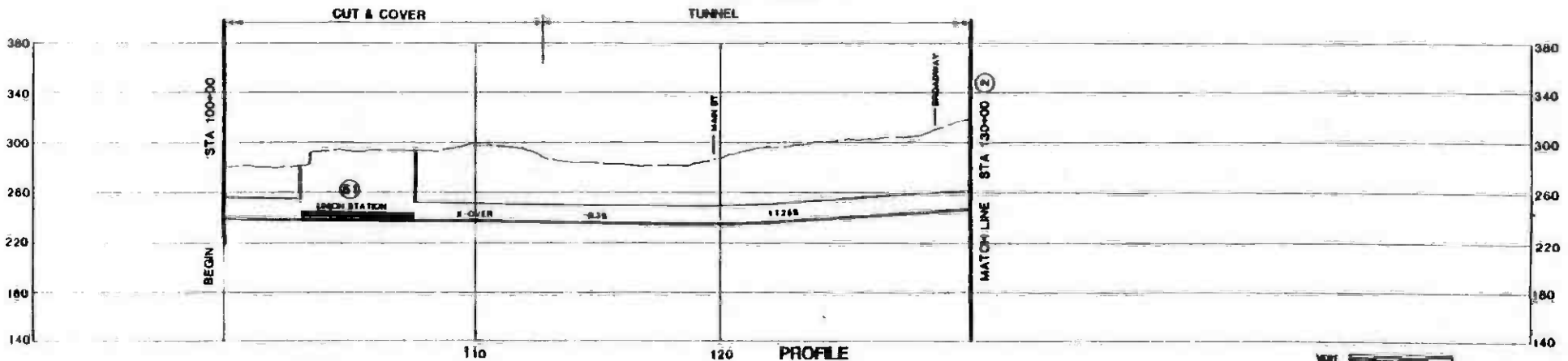
The SCRTD Board will hold an additional public hearing on this Draft SEIS/SEIR. In addition to the extensive public input that has been received thus far, all comments to the Notice of Intent to prepare this SEIS/SEIR and all new information and public comments will be taken into consideration by the SCRTD Board. The Board also will carefully review the additional analyses and the impacts of options (which are different in some cases than those described in the February 1987 Draft SEIR) contained herein prior to directing the preparation of a Final SEIS/SEIR and selecting an LPA.

APPENDIX B

ALIGNMENT PLANS AND PROFILES



PLAN



PROFILE



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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT



CORE STUDY
CANDIDATE ALIGNMENTS
1, 2, 3, 4 & 5
PLAN AND PROFILE

STATION 100+00 TO STATION 130+00

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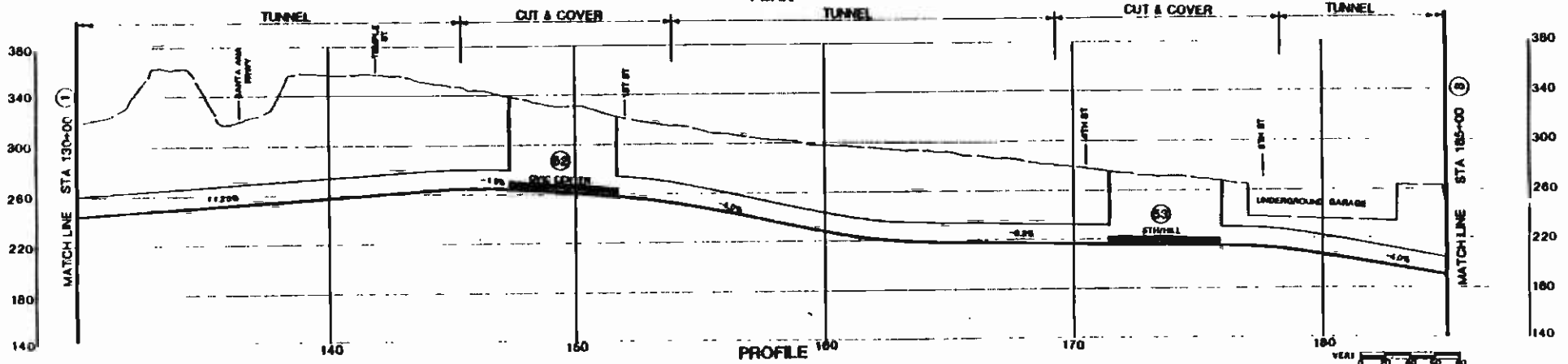
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DRUM/PROD/SE/ARWA
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

NO.	DATE	BY	APP.	DESCRIPTION



PLAN



PROFILE

NO.	DATE	BY	DATE	BY	DESCRIPTION

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DESIGNED BY	
CHECKED BY	
DATE	9 JAN 87

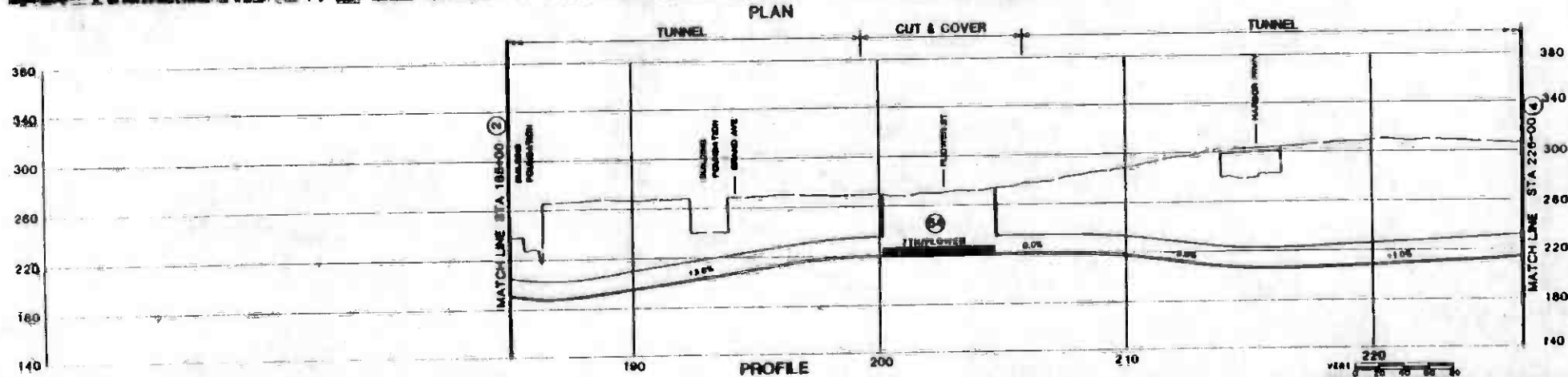
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT



PREPARED BY: **PAUL W. WOOD / SE / HWA**
 CIVIL ENGINEER

CORE STUDY
CANDIDATE ALIGNMENTS
 1, 2, 3, 4 & 5
PLAN AND PROFILE
 STATION 120+00 TO STATION 185+00

CONTRACT NO. _____
 SHEET NO. _____
 AS SHOWN
 SHEET OF 2 (2)



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**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT**



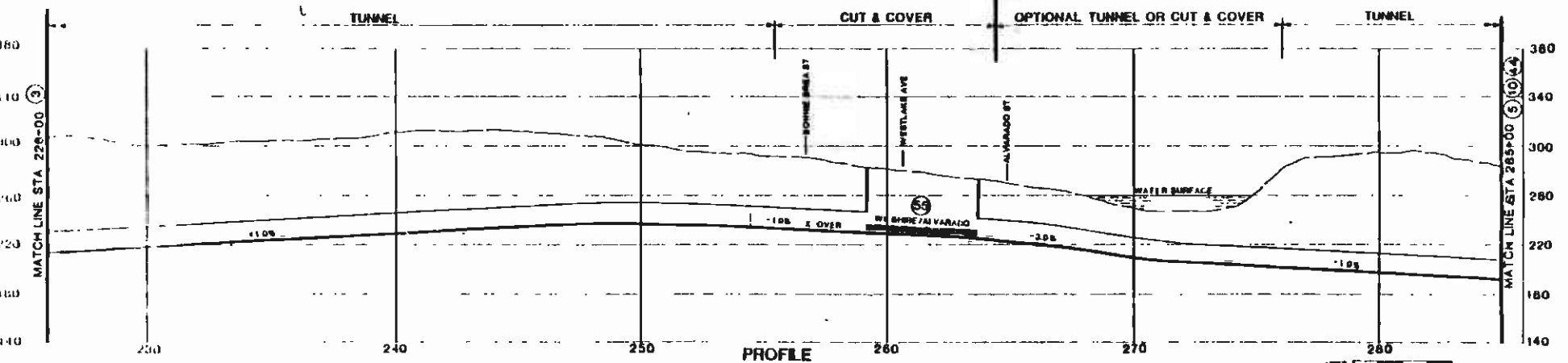
**CORE STUDY
CANDIDATE ALIGNMENTS
1, 2, 3, 4 & 5
PLAN AND PROFILE
STATION 185+00 TO STATION 225+00**

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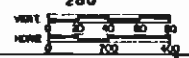
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PLAN MOS-1 ↔ OS-A

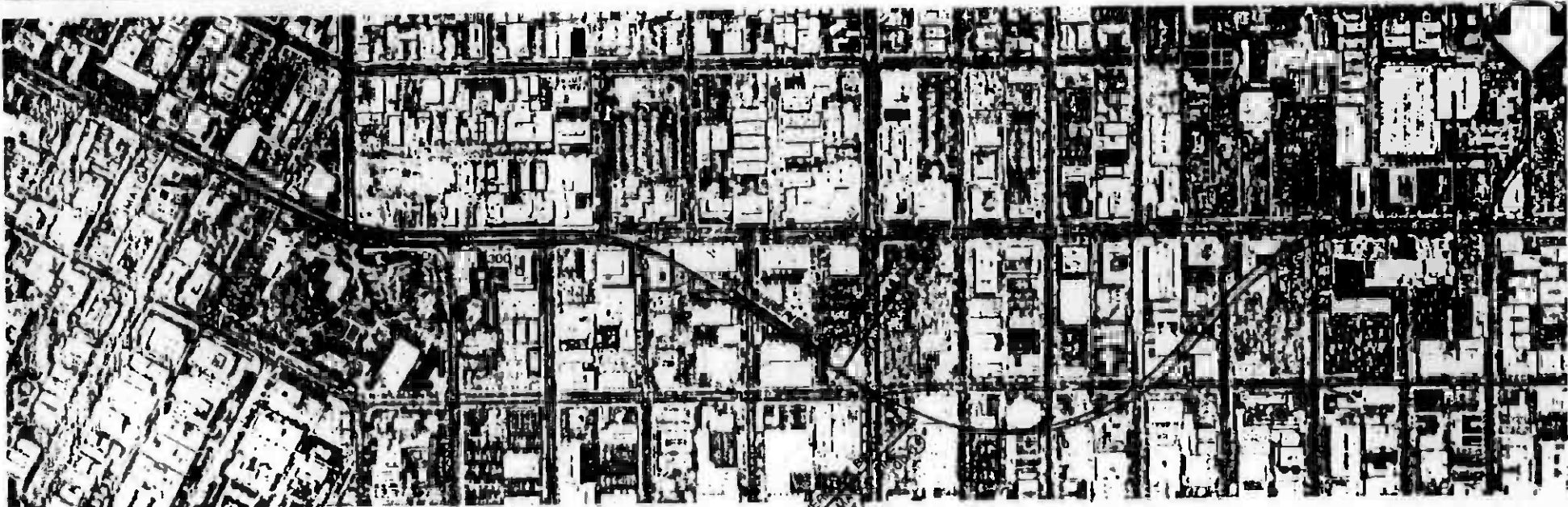


PROFILE

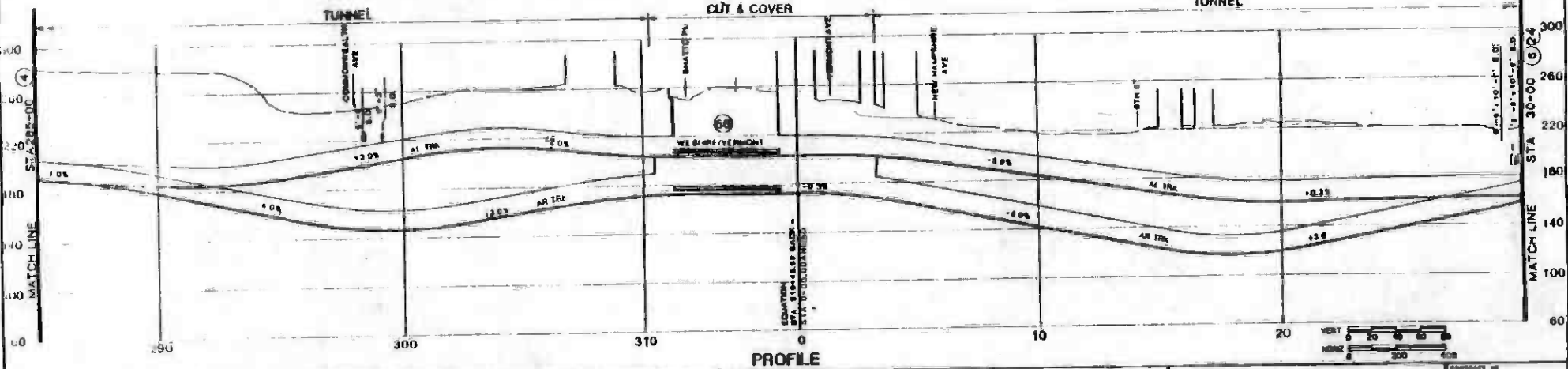


<p>The preparation of this drawing has been authorized in that through a contract with the U.S. Department of Transportation, Southern California Transportation Administration under the Urban Mass Transportation Act of 1964 as amended, and in part by the State of California of Los Angeles County and of the State of California.</p>					<p>DESIGNED BY DRAWN BY CHECKED BY DATE 9 JAN 87</p>		<p>SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT</p>				<p>CONTRACT NO. DRAWING NO. SCALE AS SHOWN SHEET NO. 4 (4)</p>	
<p>DATE: 9 JAN 87</p>					<p>APPROVED</p>		<p>DATE: 9 JAN 87</p>		<p>DESIGNED BY</p>		<p>CONTRACT NO.</p>	
<p>DATE: 9 JAN 87</p>					<p>APPROVED</p>		<p>DATE: 9 JAN 87</p>		<p>DESIGNED BY</p>		<p>CONTRACT NO.</p>	
<p>DATE: 9 JAN 87</p>					<p>APPROVED</p>		<p>DATE: 9 JAN 87</p>		<p>DESIGNED BY</p>		<p>CONTRACT NO.</p>	

CORE STUDY
CANDIDATE ALIGNMENTS
1, 2, 3, 4 & 5
PLAN AND PROFILE
STATION 226+00 TO STATION 285+00



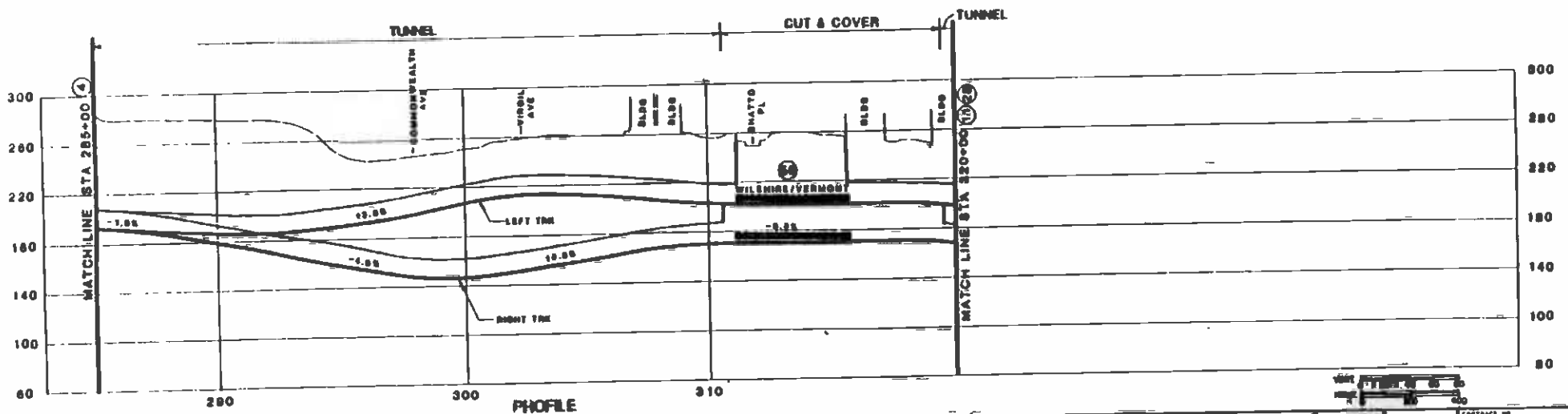
PLAN



PROFILE

<p>THE PREPARATION OF THIS DRAWING HAS BEEN FINISHED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONTRACT AND THE DESIGN OF THE PROJECT HAS BEEN COMPLETED.</p>		<p>DESIGNED BY CHECKED BY IN CHARGE DATE 9 JAN 87</p>		<p>SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT</p>		<p>DATE BY FOR</p>		<p>PROJECT NO. SHEET NO. 6A DATE AS SHOWN SHEET NO. 5</p>	
----------------------------------------------------------------------------------------------------------------------------------------------------------------	--	-----------------------------------------------------------------------	--	--------------------------------------------------------------------------	--	----------------------------	--	---------------------------------------------------------------------------	--

SEE PLAN ON ⑤



NO.	DATE	BY	CHKD	APP	DESCRIPTION

DESIGNED BY	
CHECKED BY	
DATE	9 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT


 PREPARED BY: JWA
 DATE: 1/8/87
 PROJECT: VERMONT BRANCH

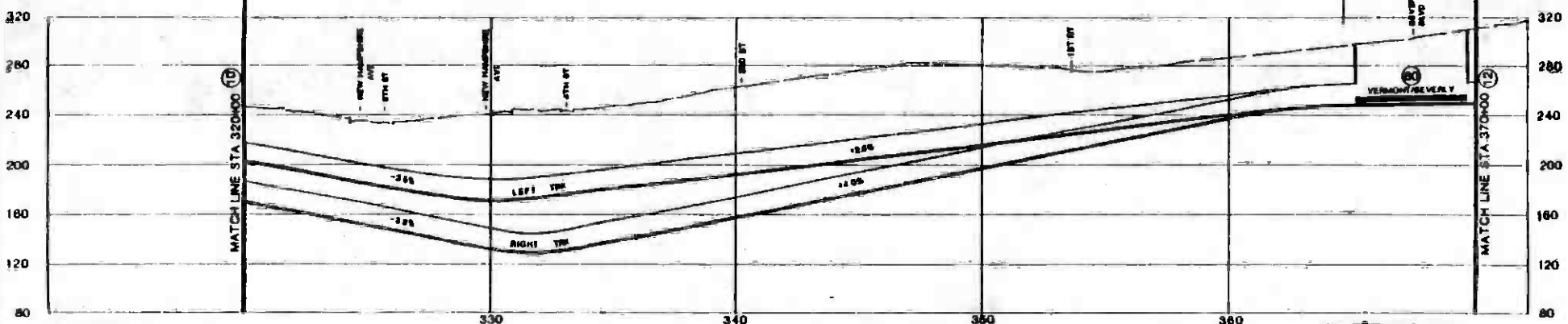
CORE STUDY
CANDIDATE ALIGNMENTS
1, 2, 3 & 4
VERMONT BRANCH PROFILE
STATION 285+00 TO STATION 320+00

CONTRACT NO.
 SHEET NO. 6A 10
 SCALE AS SHOWN
 SHEET NO. 6A 10



PLAN TUNNEL

CUT & COVER



LE
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT



DESIGNED BY: [unreadable]
CHECKED BY: [unreadable]
DATE: [unreadable]

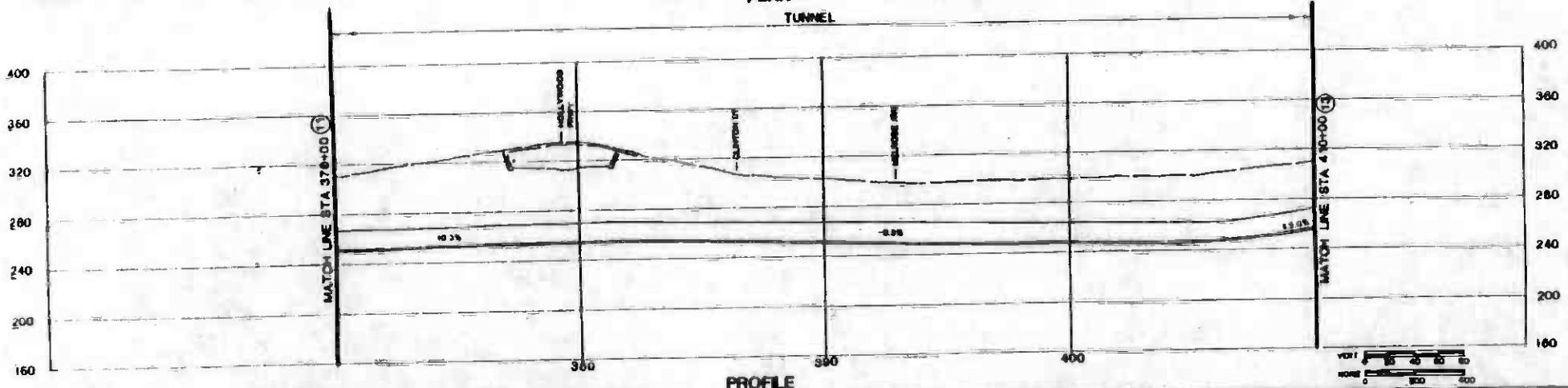
**CORE STUDY
CANDIDATE ALIGNMENT**
PLAN AND PROFILE
STATION 320+00 TO STATION 370+00

CONTRACT NO.	
DRAWING NO.	11A
SCALE	AS SHOWN
SHEET NO.	11 (11)

THE INFORMATION ON THIS DRAWING HAS BEEN OBTAINED FROM THE BEST AVAILABLE SOURCES AND IS NOT GUARANTEED TO BE ACCURATE. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE INFORMATION AND FOR OBTAINING NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE STATE OF CALIFORNIA SHALL NOT BE LIABLE FOR ANY DAMAGES, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS DRAWING.



PLAN



PROFILE

NO.	DATE	BY	CHKD	APP	DESCRIPTION

DESIGNED BY	
CHECKED BY	
IN CHARGE	
DATE	0 JAN 87

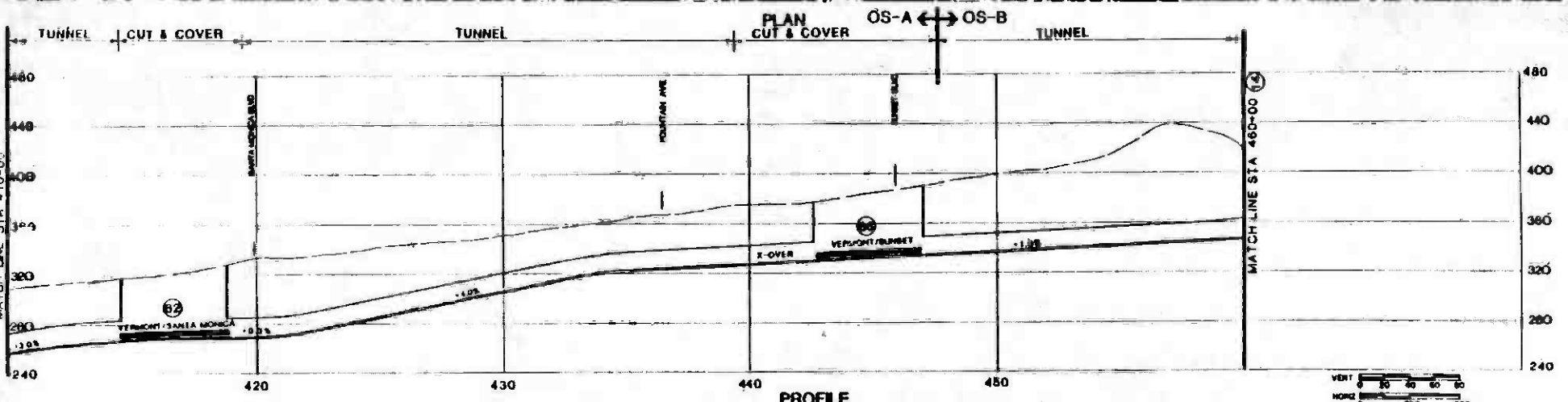
**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT**

RTD

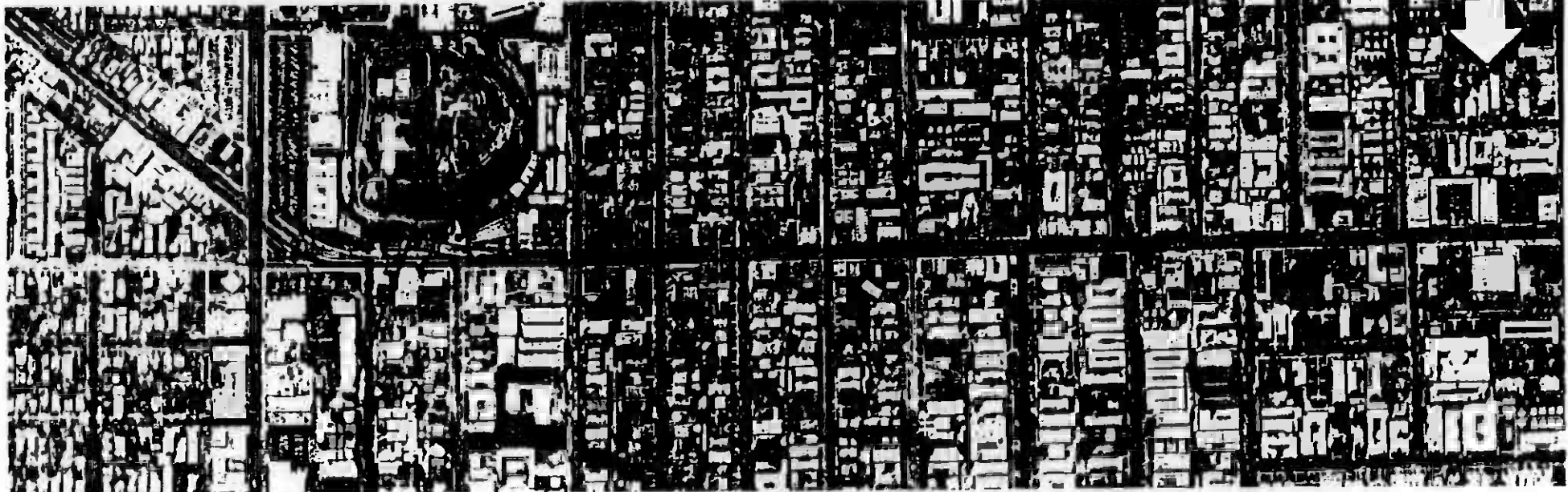
DESIGN PROJ. NO. 7004
DATE: 1/1/87
DRAWN: E. BROWN

**CORE STUDY
CANDIDATE ALIGNMENT
1
PLAN AND PROFILE
STATION 370+00 TO STATION 410+00**

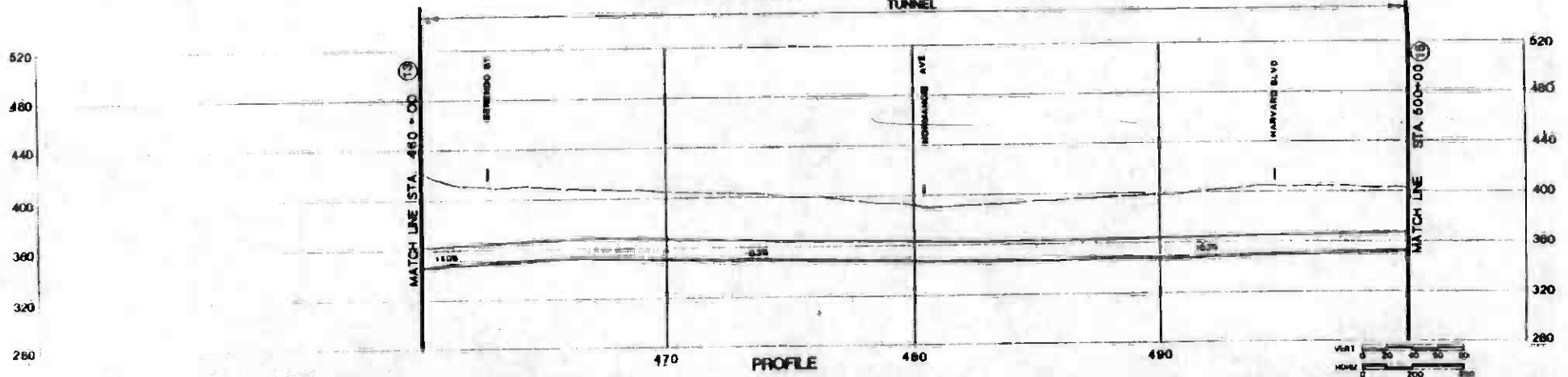
CONTRACT NO.	
DRAWING NO.	31A
SCALE	AS SHOWN
SHEET NO.	12 (12)



<p>The preparation of this plan and profile was financed in part through a grant from the U.S. Department of Transportation, which made the information furnished hereunder available to the public. The information hereon is not to be construed as an endorsement or approval by the U.S. Department of Transportation of any product or manufacturer named herein, nor does it constitute an official statement of the U.S. Department of Transportation.</p>		<p>DESIGNED BY DRAWN BY CHECKED BY DATE</p>		<p>APPROVED BY DATE</p>		<p>DATE</p>	
<p>SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT</p>						<p>CORE STUDY CANDIDATE ALIGNMENT PLAN AND PROFILE STATION 410+00 TO STATION 460+00</p>	
<p>CONTRACT NO. 32J SCALE AS SHOWN SHEET NO. 73</p>				<p>DESIGN PROJECT NO. 1000 REVISION: 01/11/87</p>		<p>APPROVED</p>	



PLAN TUNNEL



PROFILE

DATE	BY	CHKD	APPD	DESCRIPTION

DESIGNED BY	
DRAWN BY	
CHECKED BY	
IN CHARGE	
DATE	9 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

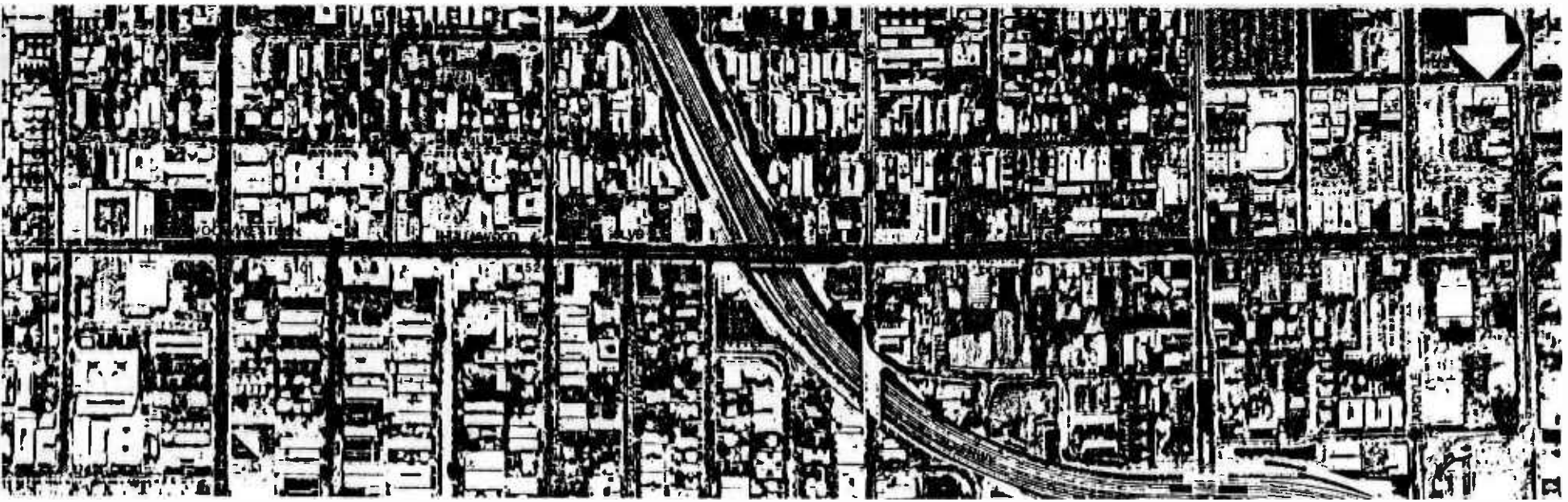
PTD

DESIGN PROVIDED BY
MERRILL LINDENBERG

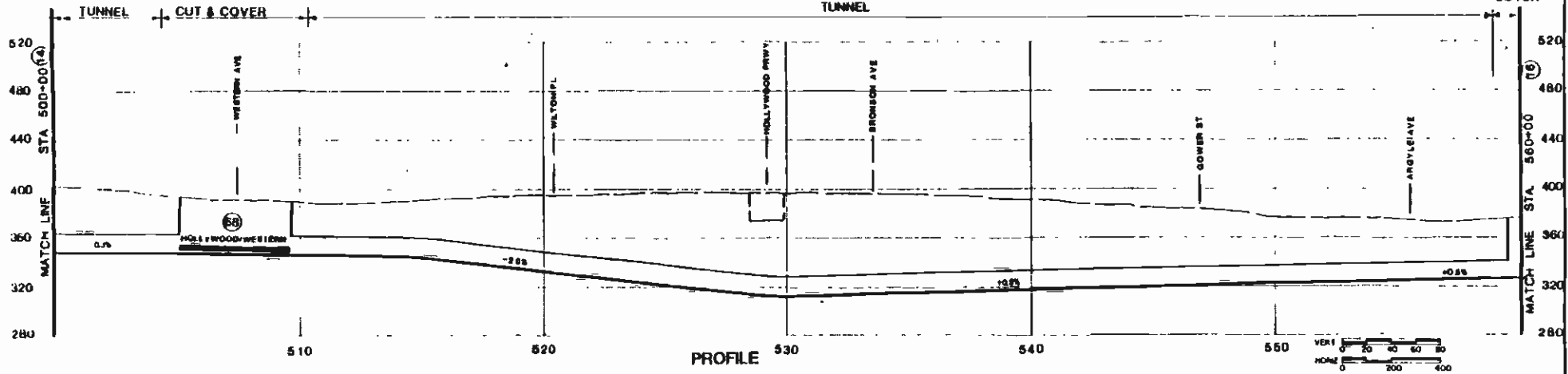
CORE STUDY
CANDIDATE ALIGNMENT

1
PLAN AND PROFILE
STATION 460+00 TO STATION 500+00

PROJECT NO.	33J
SCALE	AS SHOWN
SHEET NO.	74



PLAN

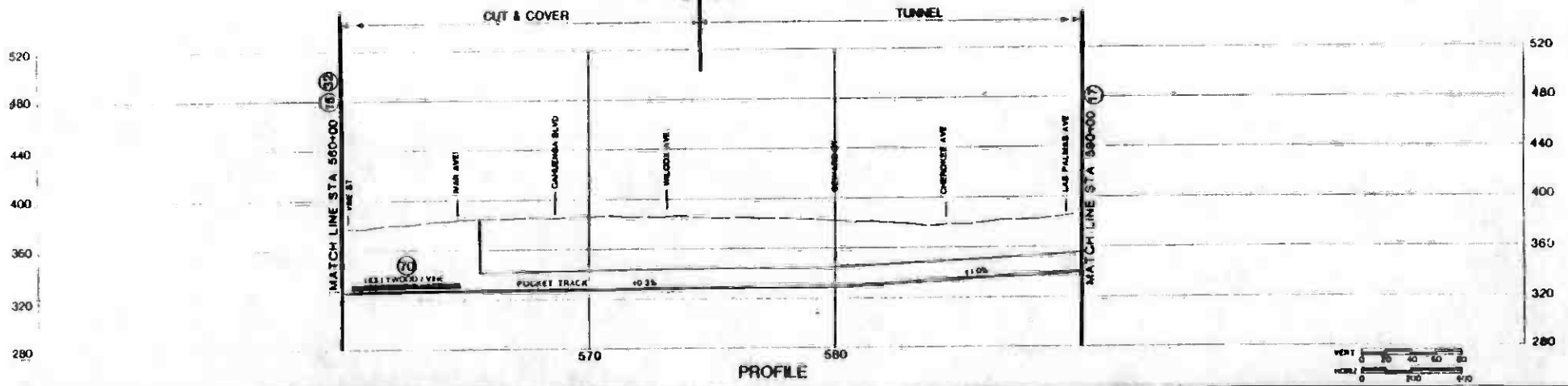


PROFILE

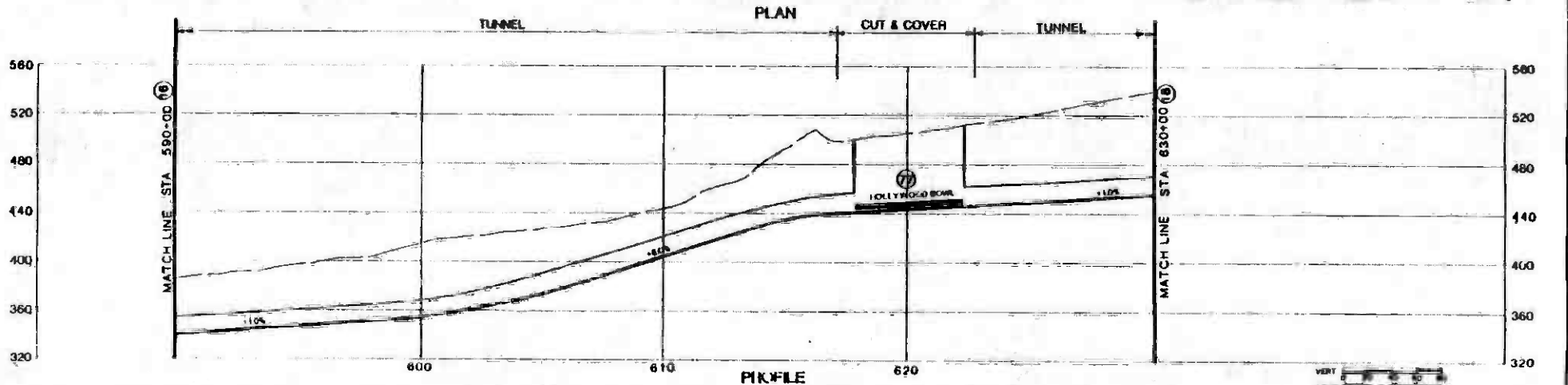
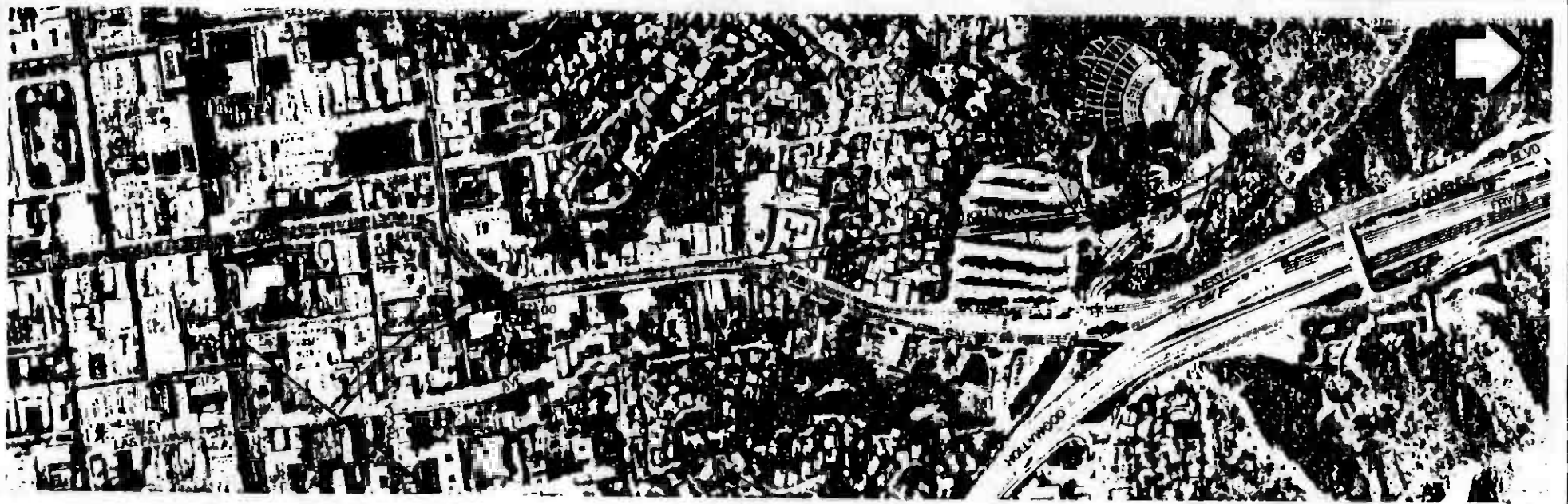
<p>THE PREPARATION OF THIS DRAWING HAS BEEN FINISHED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION UNDER THE INTERSTATE COMMERCE ACT OF 1956, AS AMENDED, AND IN PART BY THE SALES OF THE CITIES OF LOS ANGELES, COUNTY AND OF THE STATE OF CALIFORNIA.</p>										<p>DESIGNED BY</p>		<p>SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT</p>				<p>CONTRACT NO.</p>	
<p>DATE: 0 JAN 87</p>										<p>CHIEF ENGINEER</p>		<p>OFFICE NO. 34J</p>					
<p>SCALE: AS SHOWN</p>										<p>GENERAL CONTRACTOR</p>		<p>PROJECT NO. 75 (15)</p>					



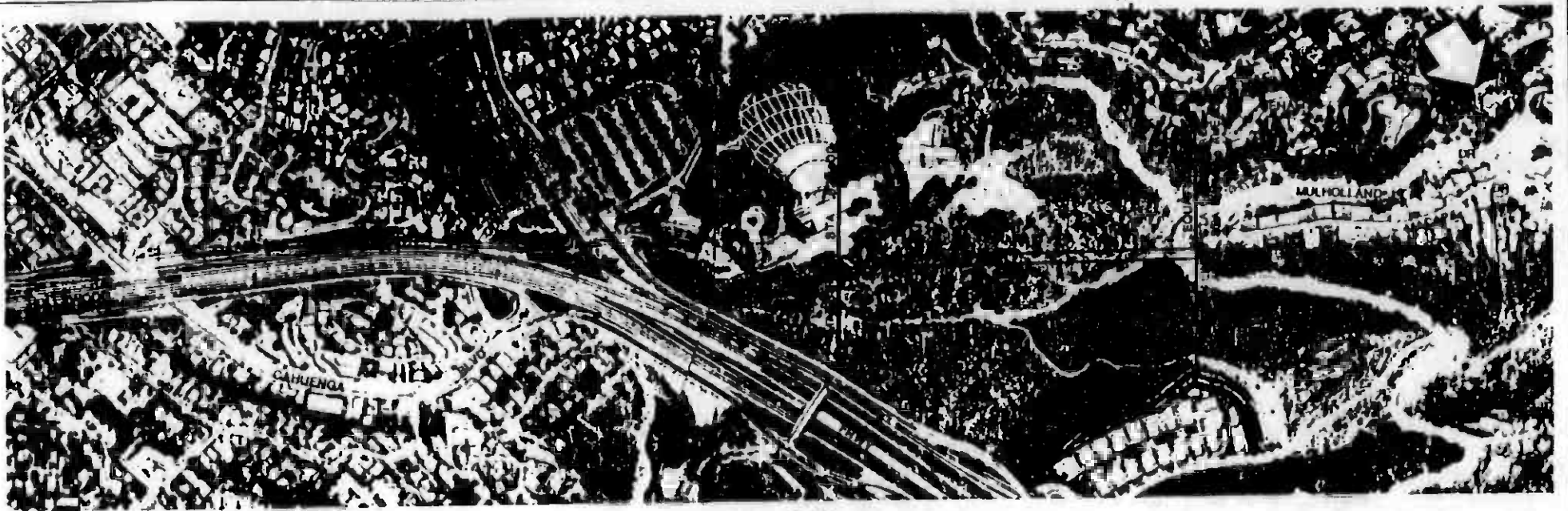
OS-A ↔ OS-B (ALIGNMENT 2 ONLY)



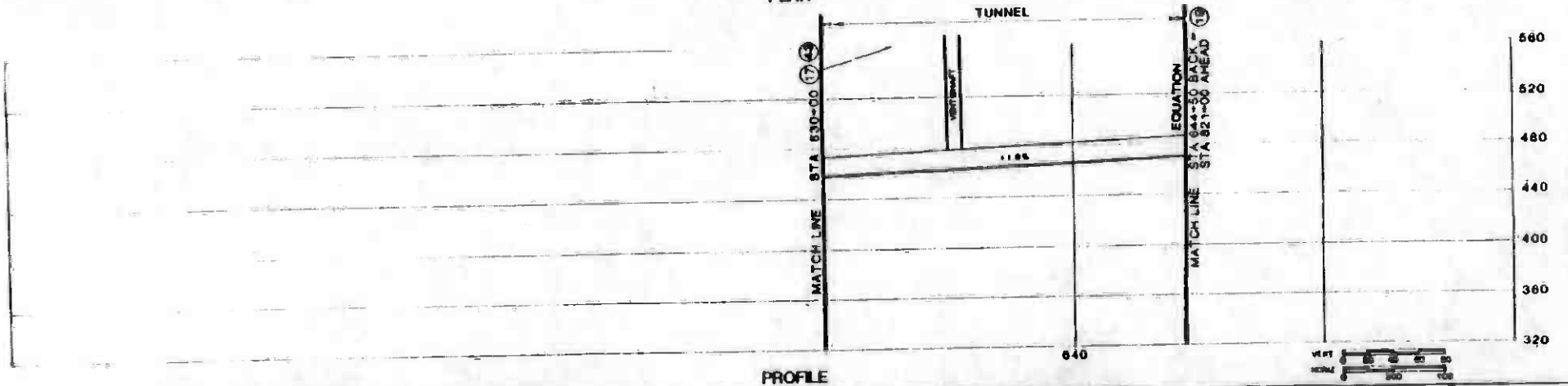
THE PREPARATION OF THIS DRAWING AND THE DATA THEREON IS THE SOLE RESPONSIBILITY OF THE ENGINEER OR ARCHITECT. THE DISTRICT AND THE STATE OF CALIFORNIA SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL DATA AND FIELD CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND THE PUBLIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND THE PUBLIC.		DESIGNED BY DRAWN BY CHECKED BY DATE: 8 JAN 87	SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT 	CORE STUDY CANDIDATE ALIGNMENTS 1 & 2 PLAN AND PROFILE STATION 560+00 TO STATION 590+00	SHEET NO. 35J AS SHOWN SHEET NO. 76
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THE PREPARATION OF THE DRAWINGS HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, UNDER HOME DEPARTMENTARY ADMINISTRATION UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964 AS AMENDED AND IN PART BY THE TREASURY OF THE CITIES AND COUNTIES OF THE STATE OF CALIFORNIA.		DESIGNED BY DRAWN BY CHECKED BY DATE 9 JAN 87	SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT	RTD DALLAS / FORD / KE / HWA GENERAL CONSULTANTS	CORE STUDY CANDIDATE ALIGNMENTS 1 & 2 PLAN AND PROFILE STATION 590+00 TO STATION 630+00	CONTRACT NO. DRAWING NO. 36J SCALE AS SHOWN SHEET NO. 77 (7)
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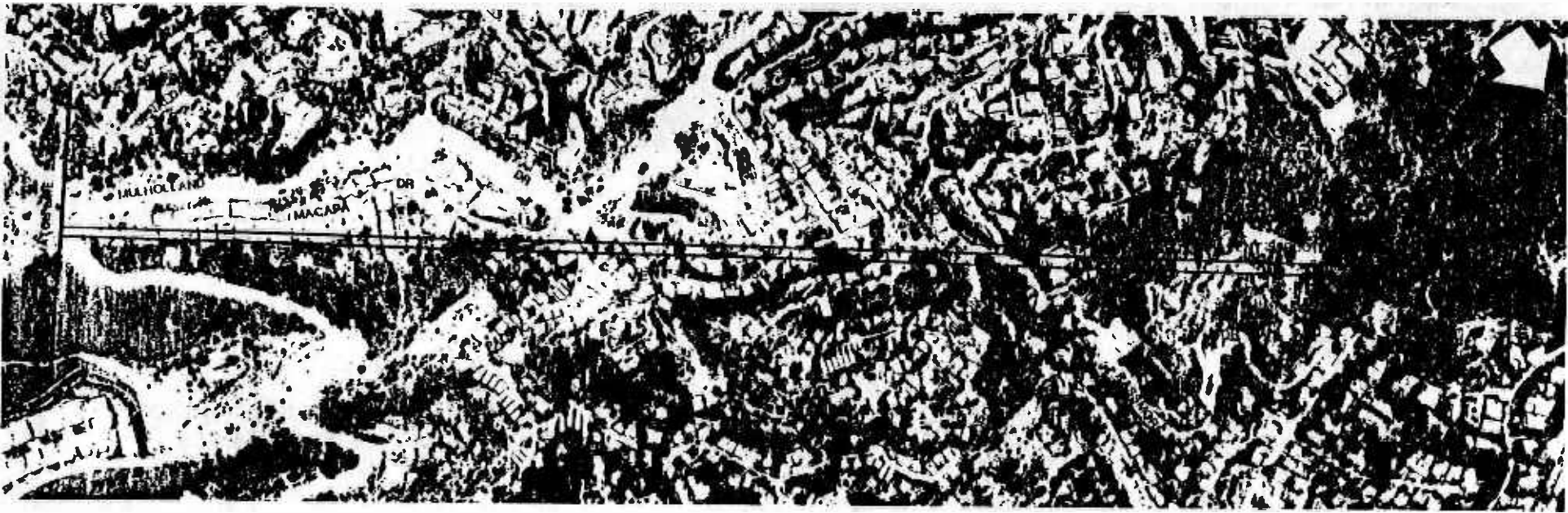


PLAN

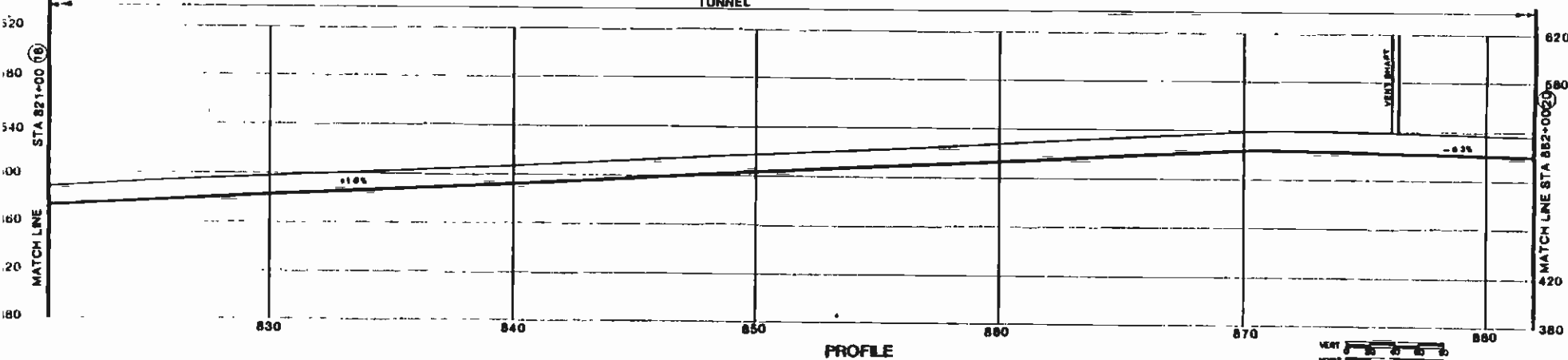


PROFILE

DATE		BY	CHK	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
<p>The preparation of this drawing has been financed in part through a grant from the U.S. Department of Transportation, under the Urban Mass Transportation Act of 1964 as amended, and in part of the funds of the District of Columbia.</p>										
<p>SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT</p>								<p>CONTRACT NO.</p>		
<p>DATE/PROJECT/ISSUE</p>						<p>SCALE</p>		<p>NO. 18J</p>		
<p>APPROVED</p>						<p>1" = 40'</p>		<p>AS SHOWN</p>		
<p>8 JAN 67</p>						<p>STATION 630+00 TO STATION 650+00</p>		<p>78</p>		



TUNNEL PLAN



PROFILE



DESCRIPTION	REV	DATE	BY	APP	DATE

DESIGNED BY	
CHECKED BY	
DATE	01 JAN 87

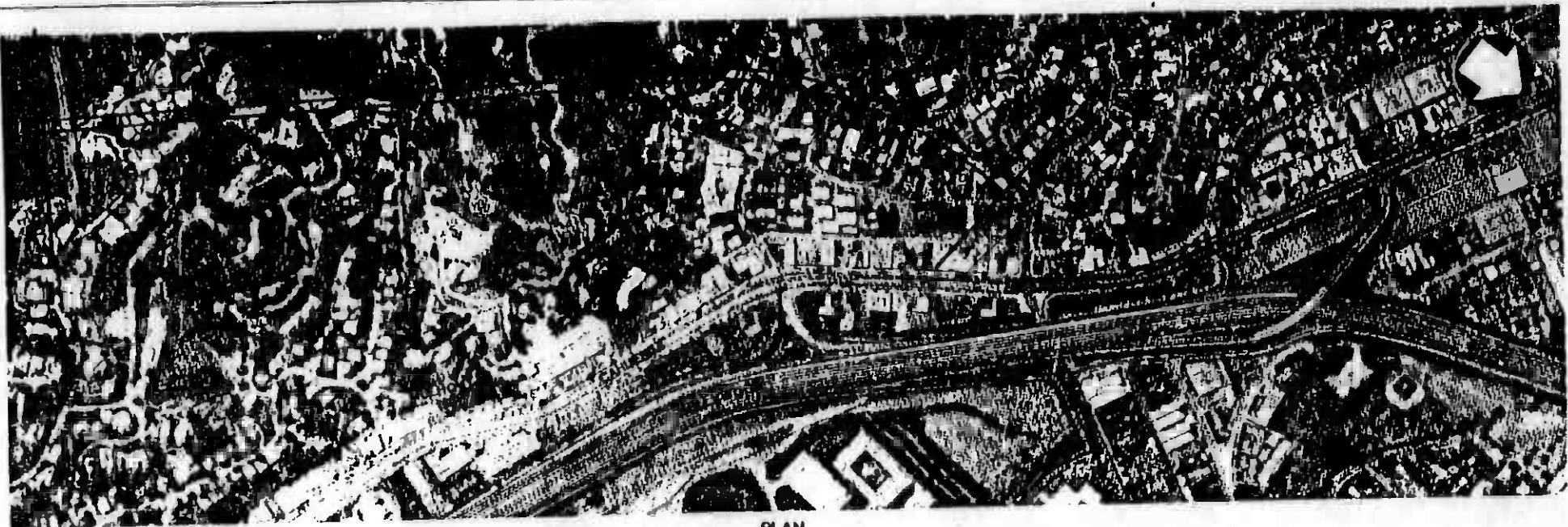
**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT**



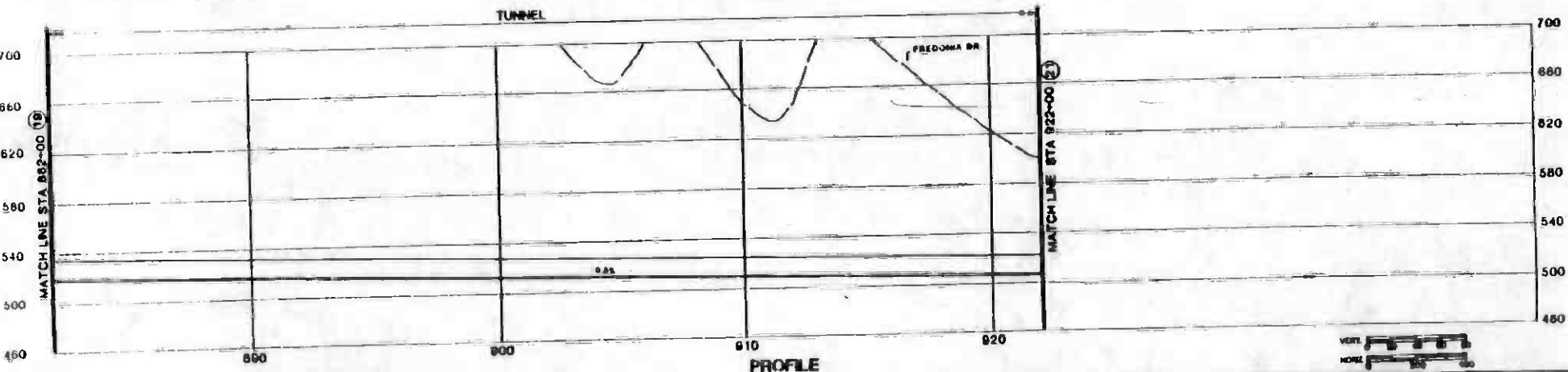
DATE: 01/01/87
BY: [Signature]
APPROVED: [Signature]

**CORE STUDY
CANDIDATE ALIGNMENTS
1, 2, 4 & 5
PLAN AND PROFILE
STATION 821+00 TO STATION 882+00**

CONTRACT NO.	
DRAWING NO.	17A
SCALE	AS SHOWN
SHEET NO.	18



PLAN



PROFILE

NO.	DATE	BY	CHKD	APP	DESCRIPTION

DESIGNED BY	
CHECKED BY	
DATE	0 JAN 07

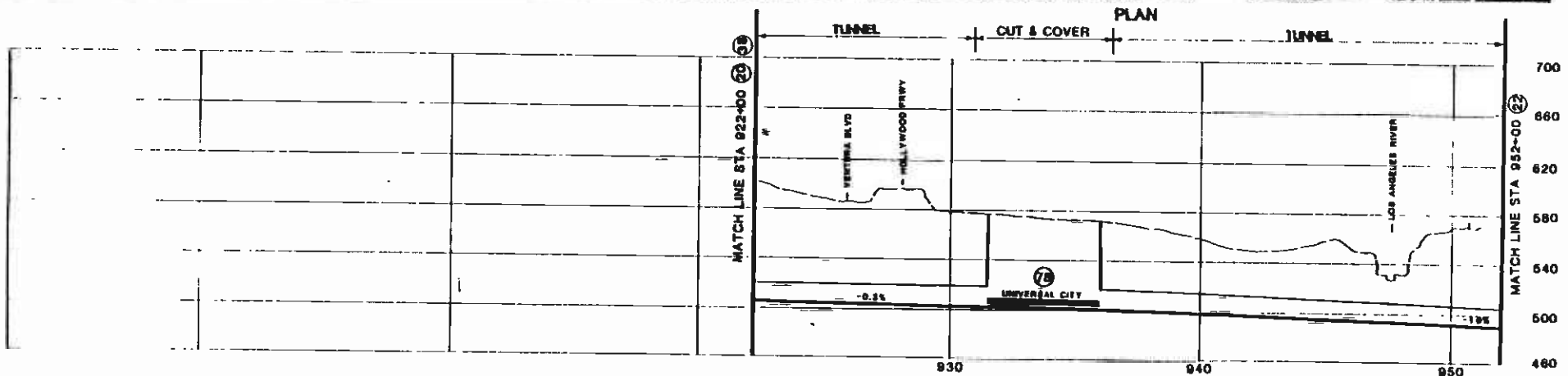
**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT**

 **SCTD**

DESIGNED BY: CALLEN/P/BOG/TEE/ANNA
CHECKED BY: CORINA/TALE
DATE:

**CORE STUDY
CANDIDATE ALIGNMENTS
1, 2, 4 & 6
PLAN AND PROFILE
STATION 882+00 TO STATION 922+00**

CONTRACT NO.	
DESIGN NO.	18A
SCALE	AS SHOWN
SHEET NO.	19



NO.	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY	
DRAWN BY	
CHECKED BY	
IN CHARGE	
DATE	9 JAN 87

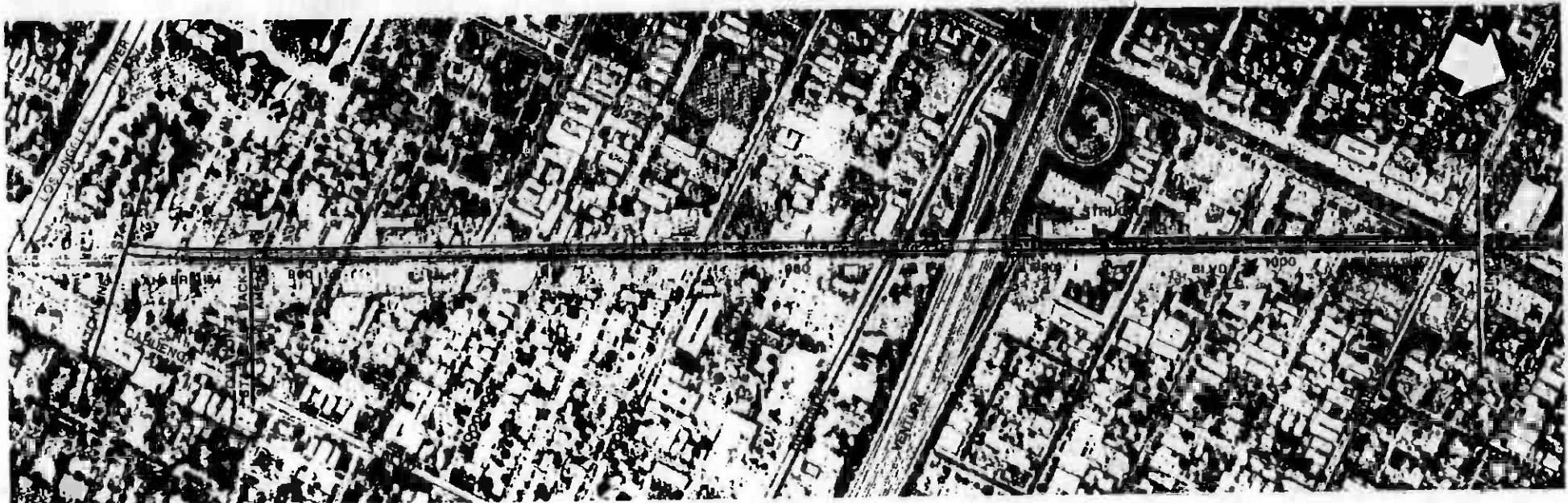
**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT**

PW/PLJ

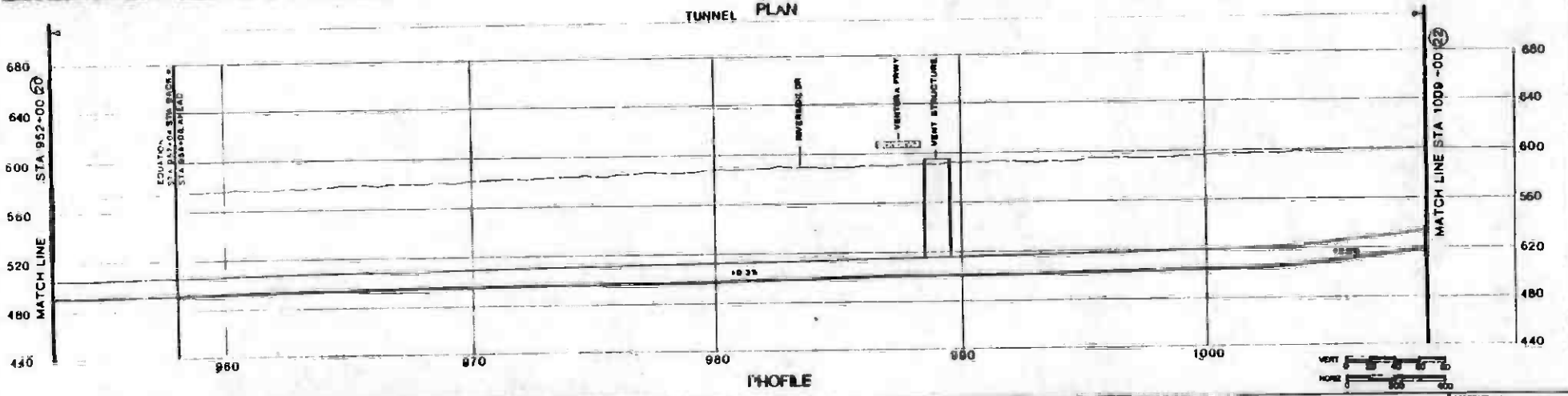

 MTRD
 METRO TRANSIT RAIL DISTRICT

**CORE STUDY
CANDIDATE ALIGNMENTS
1, 2, 3, 4 & 5
PLAN AND PROFILE
STATION 922+00 TO STATION 952+00**

CONTRACT NO. _____
 DRAWING NO. 28A REV _____
 SCALE AS SHOWN
 SHEET NO. 20 (2)



TUNNEL PLAN



PROFILE

NO.	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY	
CHECKED BY	
DATE	9 JAN 87

**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT**



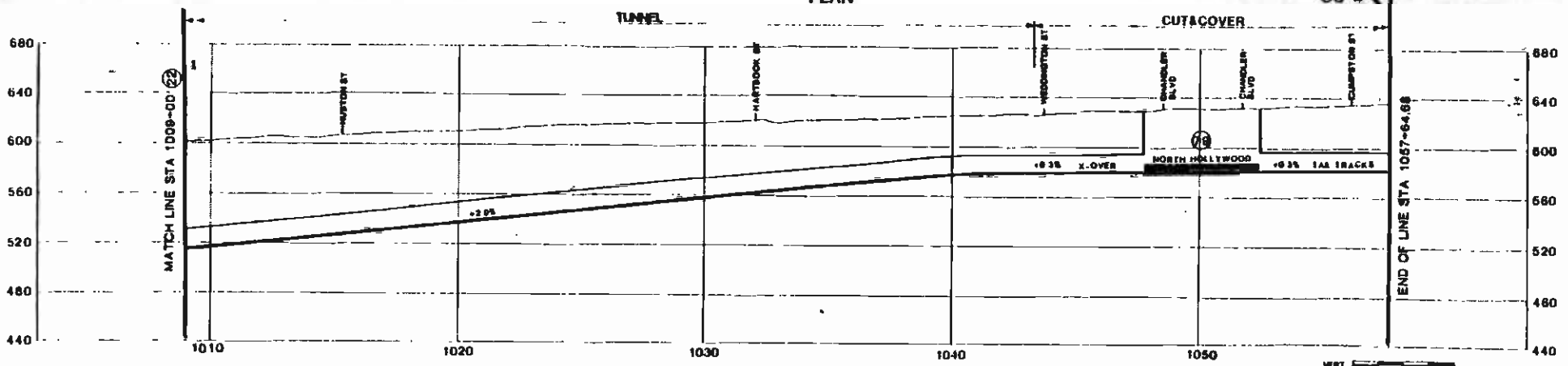
DATE PLOTTED: 12/15/86
BY: J. W. H. / J. W. H.
SCALE: 1" = 40'

**CORE STUDY
CANDIDATE ALIGNMENTS
1, 2, 3, 4 & 5
PLAN AND PROFILE
STATION 952+00 TO STATION 1009+00**

SHEET NO. 18A
SCALE AS SHOWN
DATE 21



PLAN



PROFILE

DATE	BY	CHKD	APP	DESCRIPTION

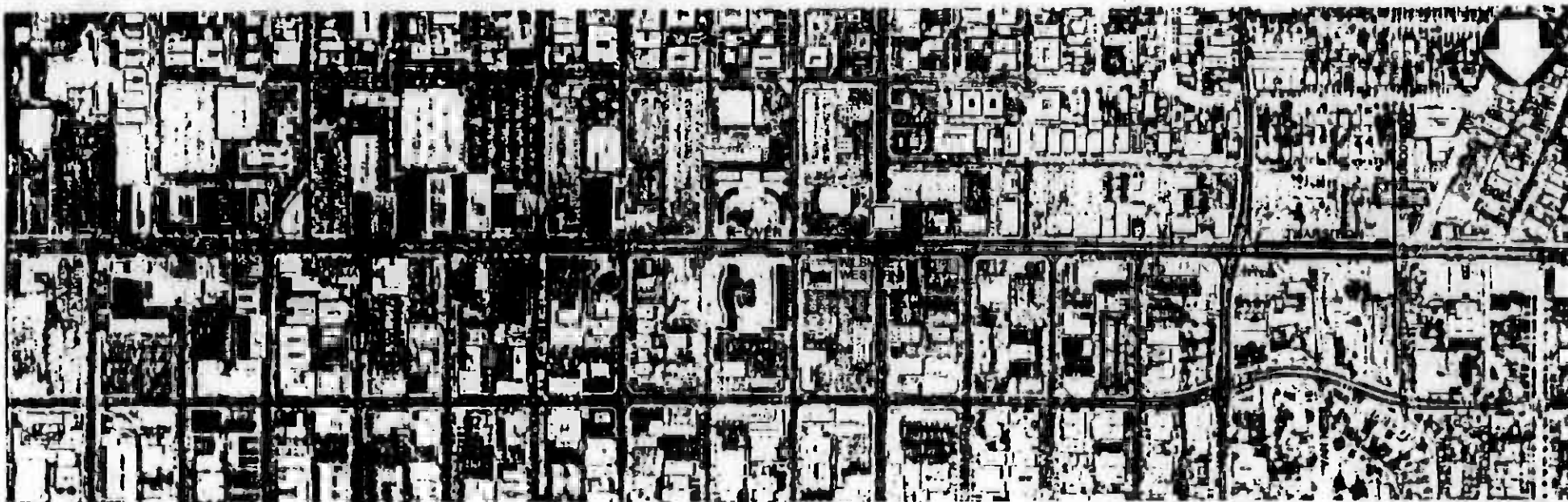
DESIGNED BY	
CHECKED BY	
DATE	9 JAN 67

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

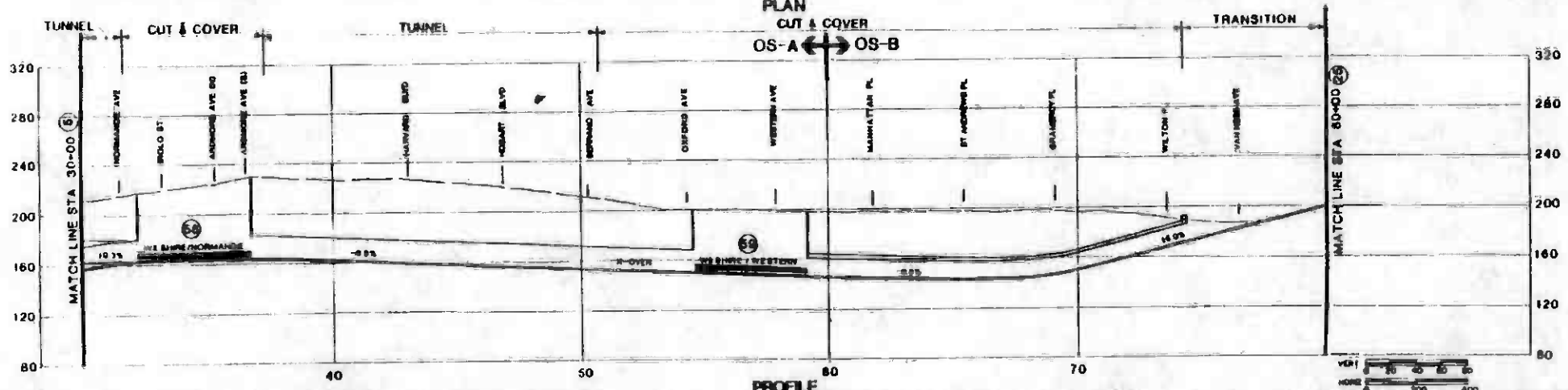
DULIN, PROD. BY AUSA
SANTA ANITA, CALIF.

CORE STUDY
CANDIDATE ALIGNMENTS
1, 2, 3, 4 & 5
PLAN AND PROFILE
STATION 1009+00 TO STATION 1057+64.68

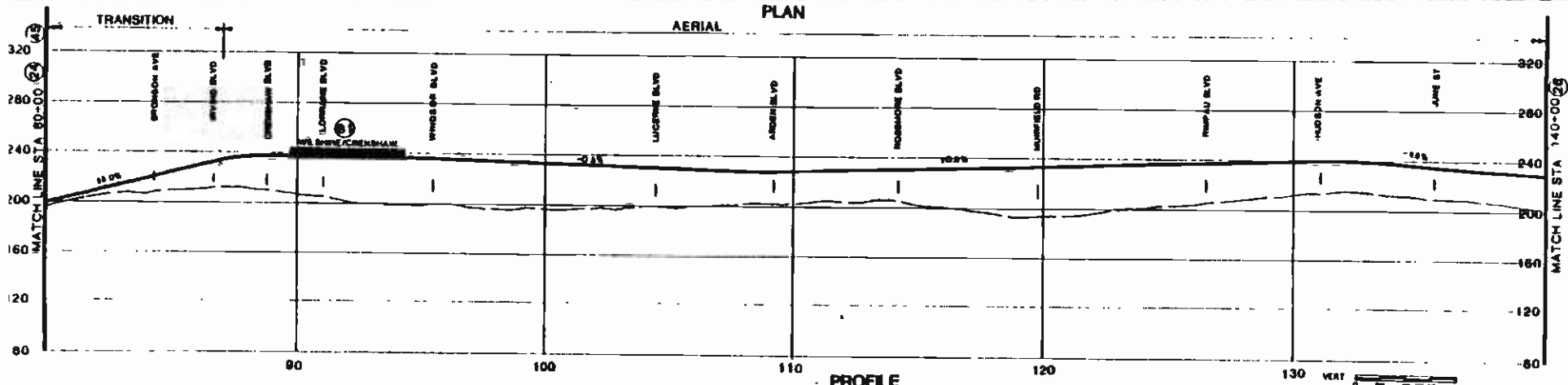
CONTRACT NO.	
REVISION NO.	20A
SCALE	AS SHOWN
SHEET NO.	22



PLAN
CUT & COVER
OS-A ↔ OS-B



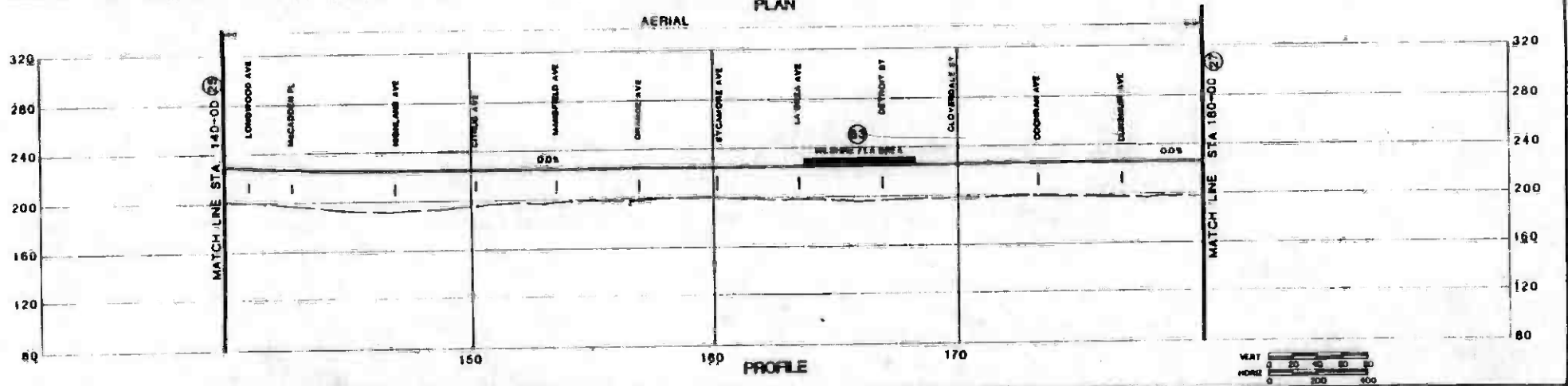
	THE INFORMATION ON THIS DRAWING HAS BEEN PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IT COMPLY WITH ALL REQUIREMENTS OF THE PROFESSIONAL SEAL AND I AM A duly Licensed Professional Engineer in the State of California.	DESIGNED BY DRAWN BY CHECKED BY DATE: 9 JAN 87	SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT 	DESIGN: P.O. BOX 165 / WEA GENERAL CONTRACTOR CONTRACT NO.	CORE STUDY CANDIDATE ALIGNMENTS 2 & 4 PLAN AND PROFILE STATION 30+00 TO STATION 80+00	SHEET NO. 67
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THE INFORMATION ON THIS DRAWING WAS OBTAINED FROM THE RECORD DRAWINGS AND FIELD SURVEY DATA OF THE PROJECT. THE ENGINEER HAS CONDUCTED A VISUAL CHECK OF THE DRAWING FOR CONFORMANCE WITH THE REQUIREMENTS OF THE CALIFORNIA ENGINEERING ACT OF 1967 AND HAS FOUND IT TO BE IN ACCORDANCE WITH THE ACT.		DATE OF DRAWING BY PROJECT NO. SHEET NO.		SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT				CONTRACT NO. DRAWING NO. 37J SCALE AS SHOWN SHEET NO. 68 (28)	
DATE 0 JAN 87	DRAWING BY PROJECT NO. SHEET NO.	PROJECT NO. SHEET NO.		PROJECT NO. SHEET NO.		PROJECT NO. SHEET NO.		PROJECT NO. SHEET NO.	



AERIAL PLAN



PROFILE



DATE	BY	CHK	APP	REVISION

THE REPRODUCTION OF THIS DRAWING AND ANY INFORMATION CONTAINED THEREIN IS STRICTLY FOR THE USE OF THE CLIENT AND IS NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER. THE ENGINEER ASSUMES NO LIABILITY FOR ANY DAMAGE OR INJURY TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS DRAWING OR ANY INFORMATION CONTAINED THEREIN.

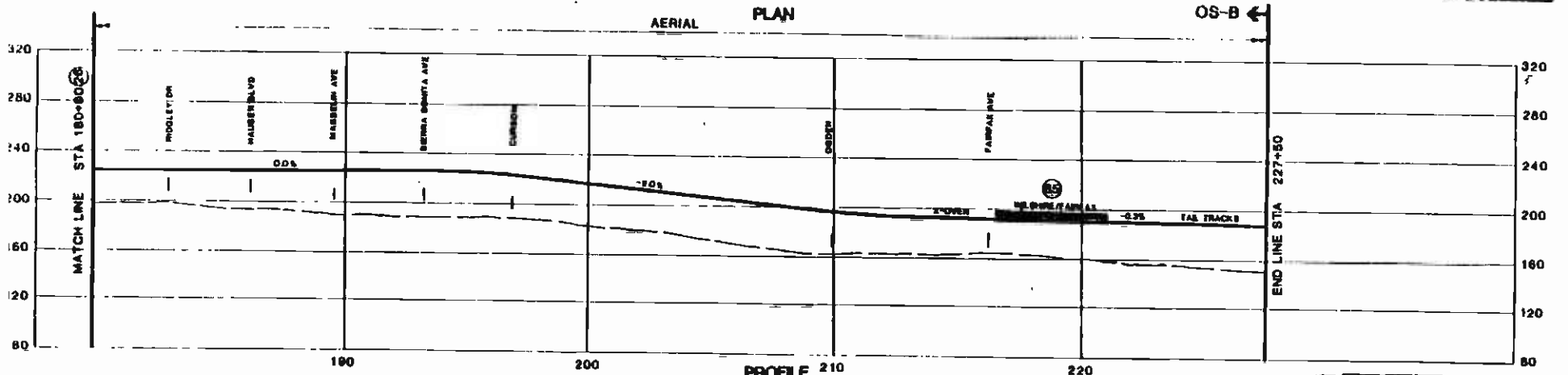
DESIGNED BY	
CHECKED BY	
DATE	8 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

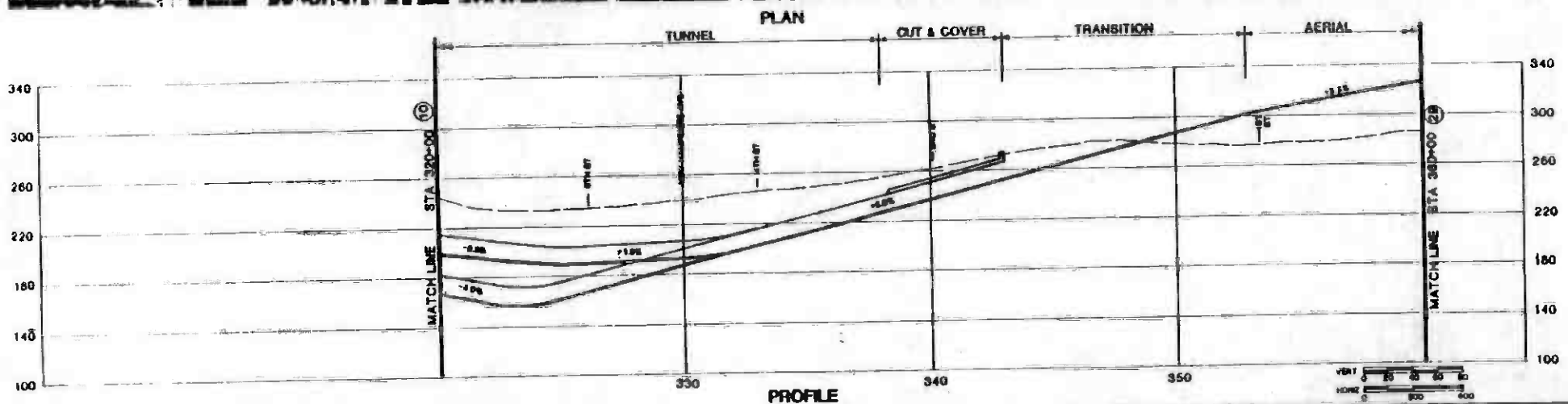
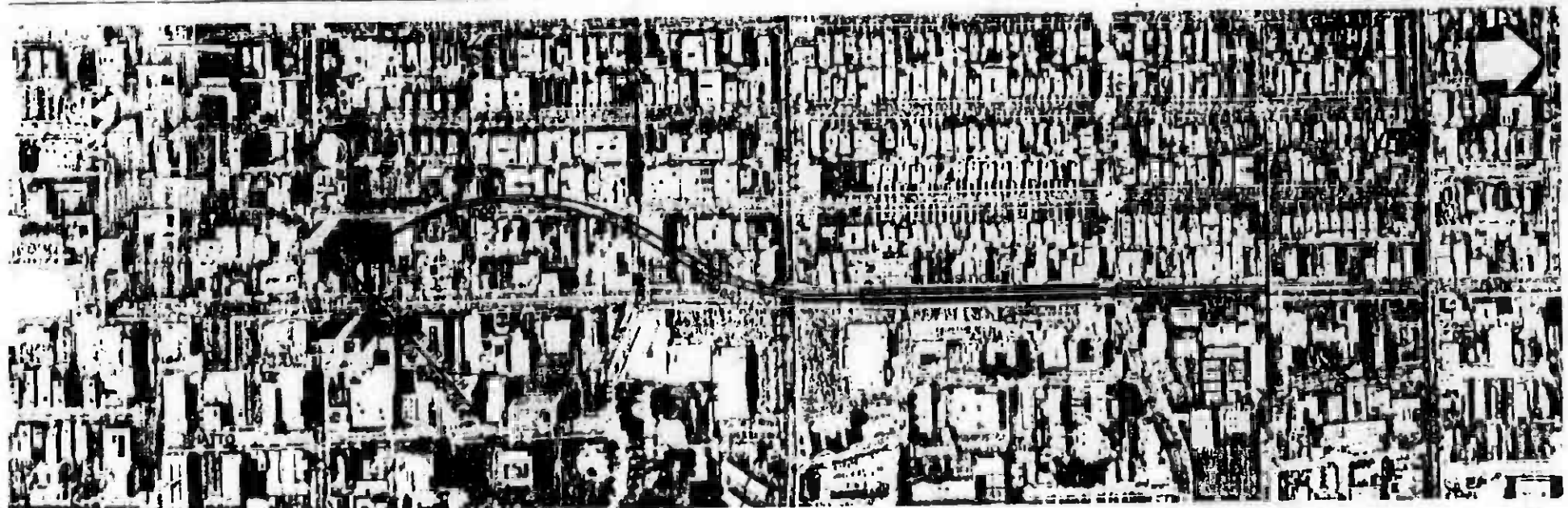
ENGINEER: JAMES W. HARRIS
 CONSULTANT: HARRIS CONSULTANTS

CORE STUDY
CANDIDATE ALIGNMENTS
 2, 4 & 6
 PLAN AND PROFILE
 STATION 140+00 TO STATION 180+00

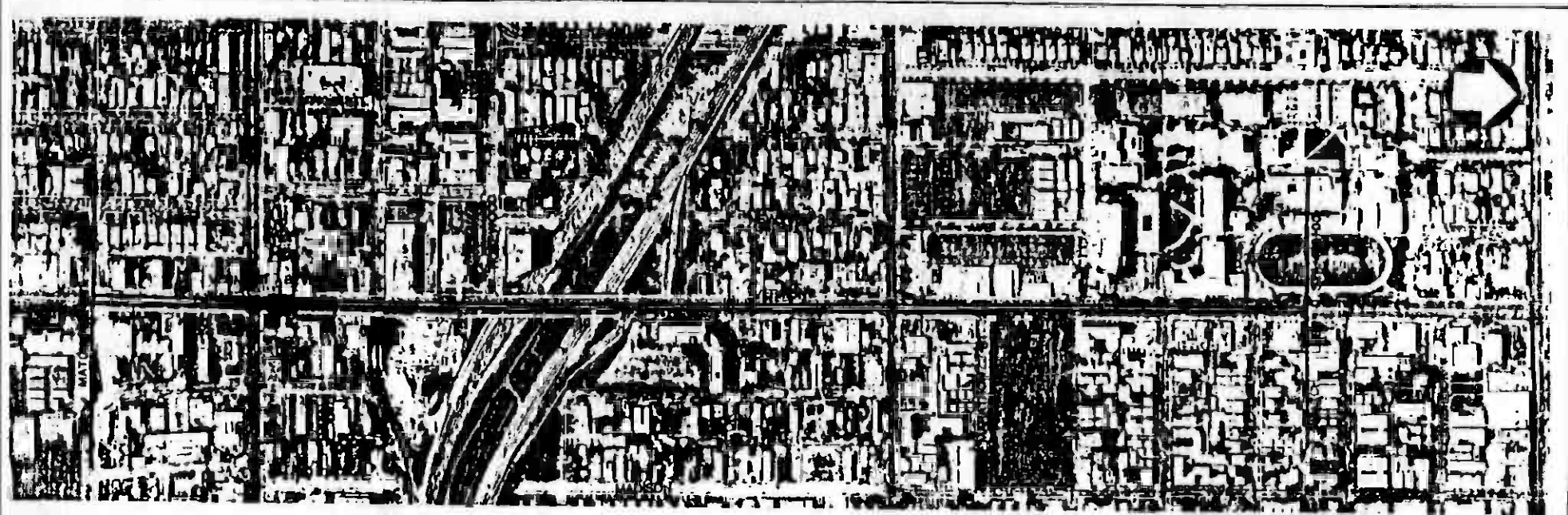
CONTRACT NO.	
DRAWING NO.	38J
SCALE	AS SHOWN
SHEET NO.	69



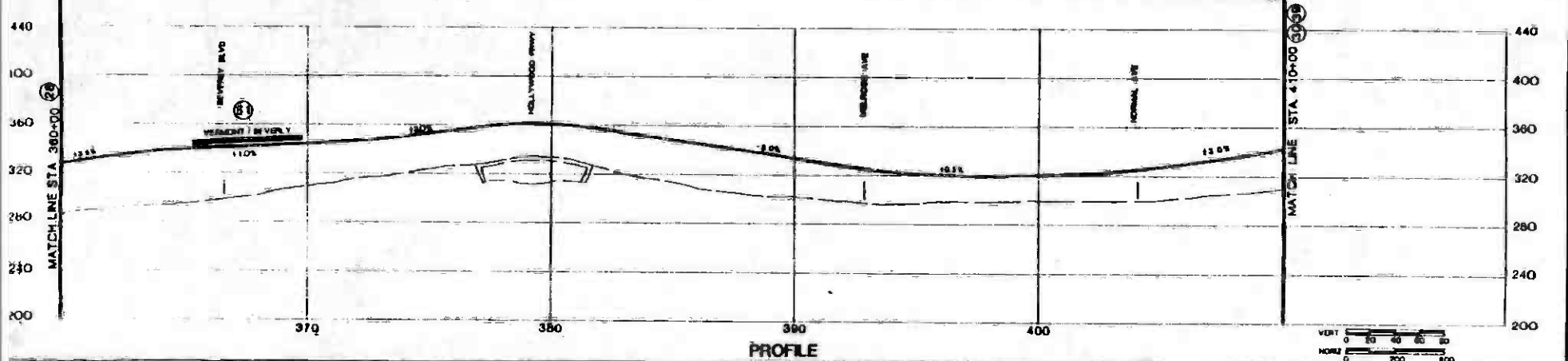
	THE PREPARATION OF THIS DRAWING HAS BEEN PROVIDED BY THE DISTRICT AND THE DISTRICT ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS. THE DISTRICT IS NOT RESPONSIBLE FOR ANY DAMAGE TO PERSONS OR PROPERTY CAUSED BY THE USE OF THIS DRAWING.	DRAWN BY CHECKED BY DATE 9 JAN 87	SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAK PROJECT 	CONTRACT NO. DRAWING NO. 39J SCALE AS SHOWN SHEET NO. 70	CORE STUDY CANDIDATE ALIGNMENTS 2.4 & 5 PLAN AND PROFILE STATION 180+00 TO STATION 227+50
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<p>THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN WHOLE OR IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, UNDER 90% CONTRIBUTION ADMINISTRATION UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED, AND IN PART BY THE STATE OF CALIFORNIA THROUGH THE CALIFORNIA RAILROAD COMMISSION AND THE STATE OF CALIFORNIA THROUGH THE CALIFORNIA RAILROAD COMMISSION.</p>		<p>DESIGNED BY DRAWN BY CHECKED BY IN CHARGE DATE 8 JAN 87</p>	<p>SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT</p> <p>DATE: 1/8/87 BY: [Signature] CHECKED: [Signature] IN CHARGE: [Signature]</p>	<p>CORE STUDY CANDIDATE ALIGNMENTS 2, 3 & 4 PLAN AND PROFILE STATION 320+00 TO STATION 360+00</p>	<p>PROJECT NO. 113 SHEET NO. 71</p>
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AERIAL PLAN



PROFILE



NO.	DATE	BY	APP.	DESCRIPTION

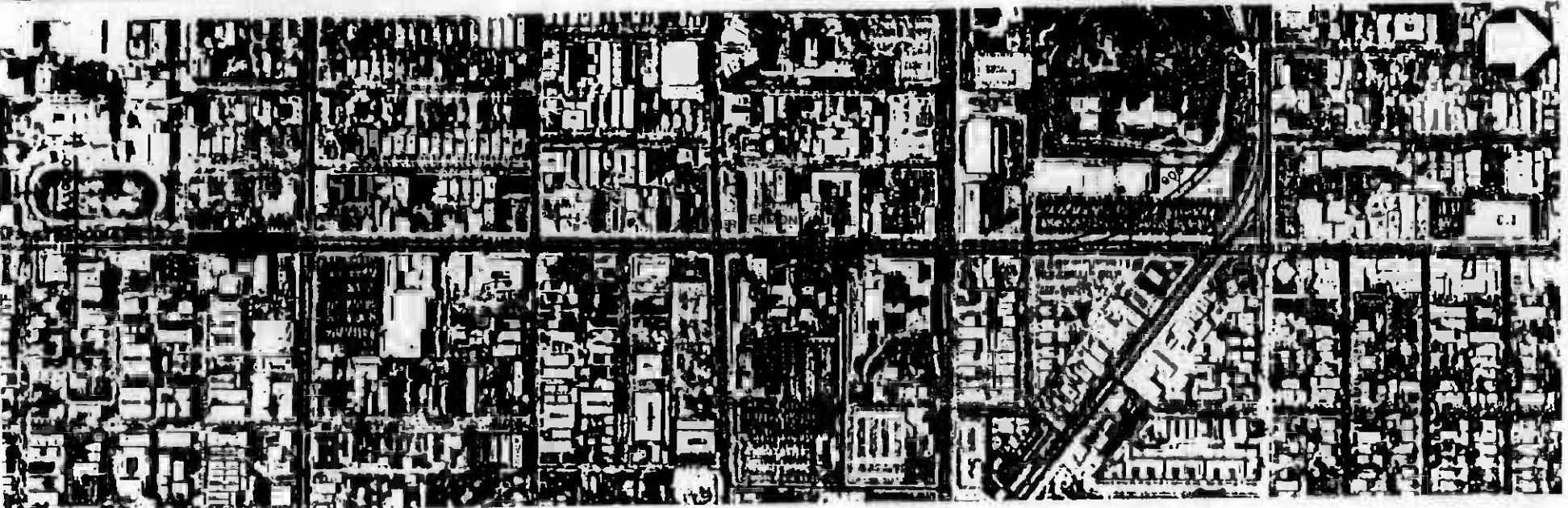
DESIGNED BY	
CHECKED BY	
DATE	8 JAN 87

**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT**

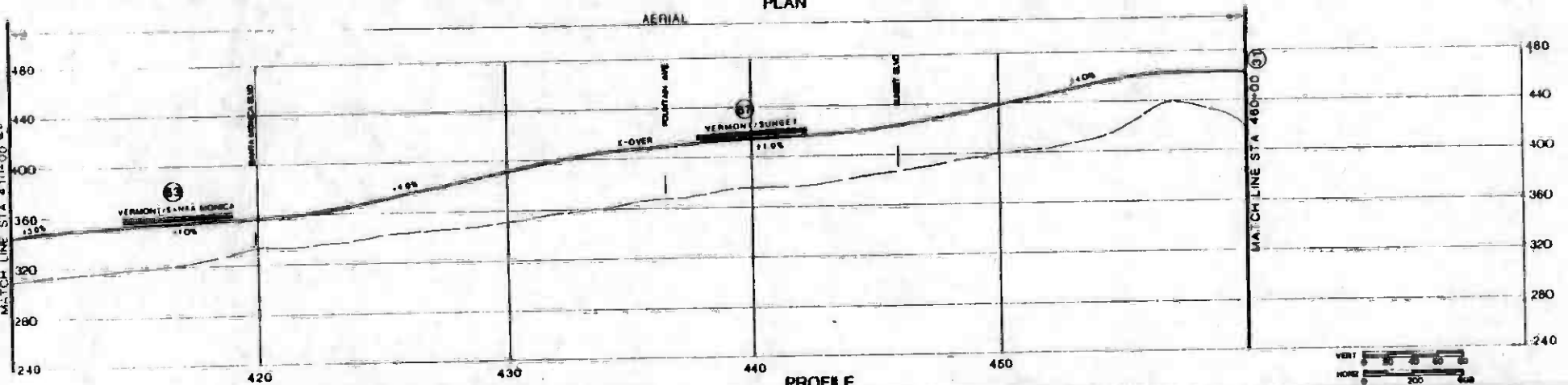

 DALM P800, KE, HWA
 SAN DIEGO COUNTY TRANSIT

**CORE STUDY
CANDIDATE ALIGNMENTS
2, 3 & 4
PLAN AND PROFILE
STATION 380+00 TO STATION 410+00**

CONTRACT NO.	
NO. LONG	31J
SCALE	AS SHOWN
SHEET NO.	72



AERIAL PLAN



PROFILE

NO.	DATE	BY	APP.	DESCRIPTION

DESIGNED BY	
CHECKED BY	
DATE	9 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

METRO RAIL PROJECT

DESIGN / PROJECT / REVIEW / APPROVAL

GENERAL CONTRACTOR

APPROVED

CORE STUDY

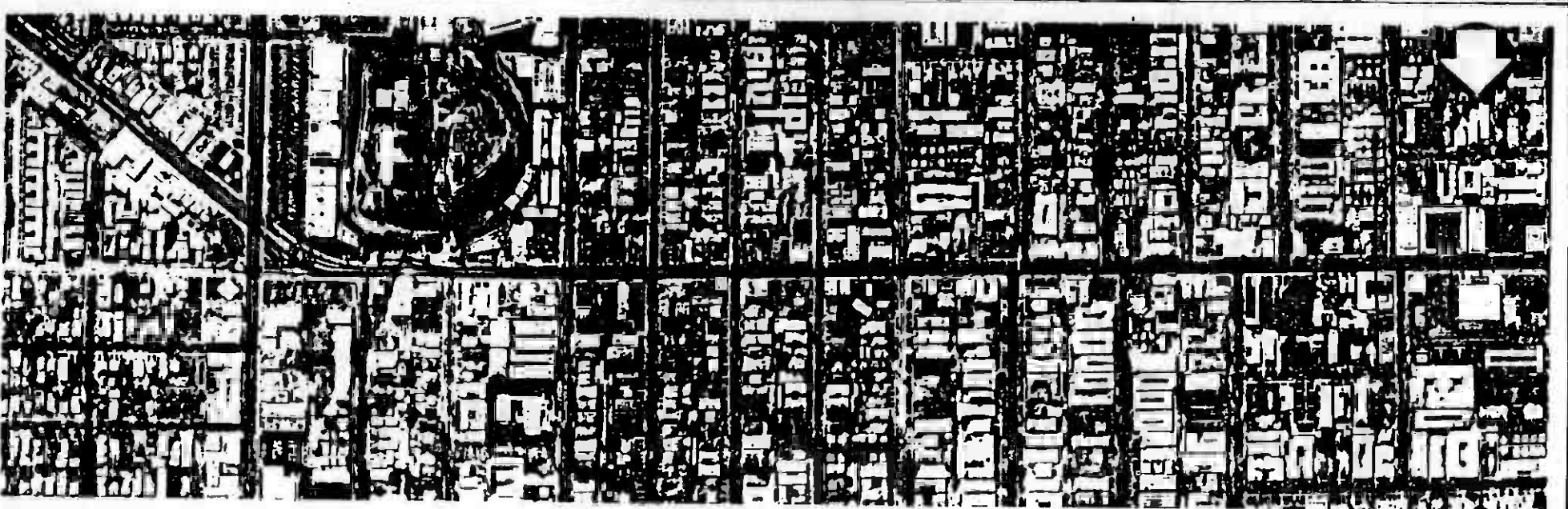
CANDIDATE ALIGNMENTS

2 & 3

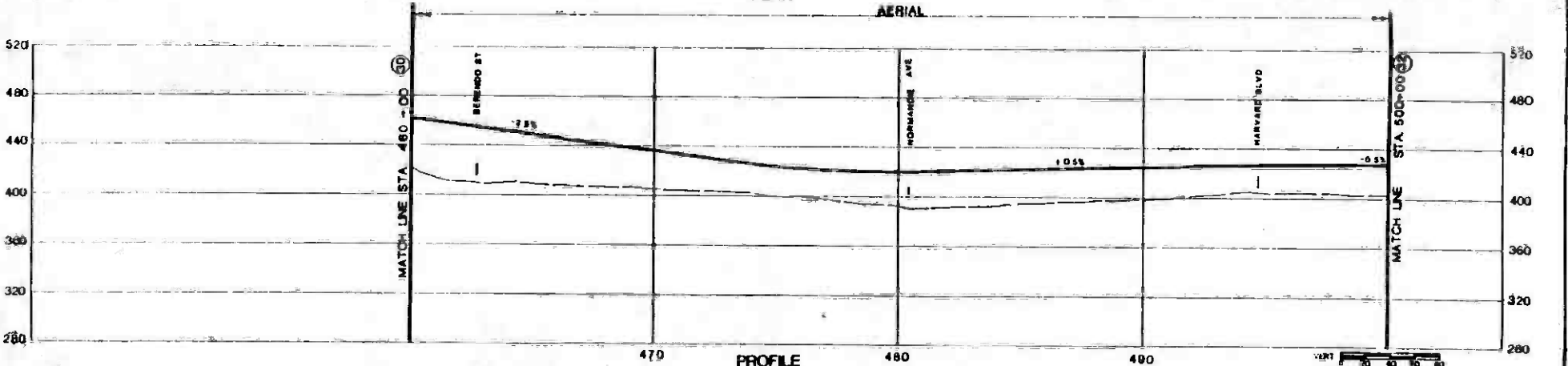
PLAN AND PROFILE

STATION 410+00 TO STATION 460+00

PROJECT NO.	32J
SCALE	AS SHOWN
SHEET NO.	73



PLAN AERIAL



PROFILE



THE PREPARATION OF THIS DRAWING HAS BEEN ENTRUSTED TO ME BY THE DISTRICT AND I HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF CALIFORNIA AND THAT I AM NOT PROVIDING ENGINEERING SERVICES TO ANY OTHER PARTY FOR THIS PROJECT.

DATE: 9 JAN 87

DESIGNED BY	
CHECKED BY	
DATE	9 JAN 87
DESCRIPTION	

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

FTD

DATE PRODUCED/ISSUED:

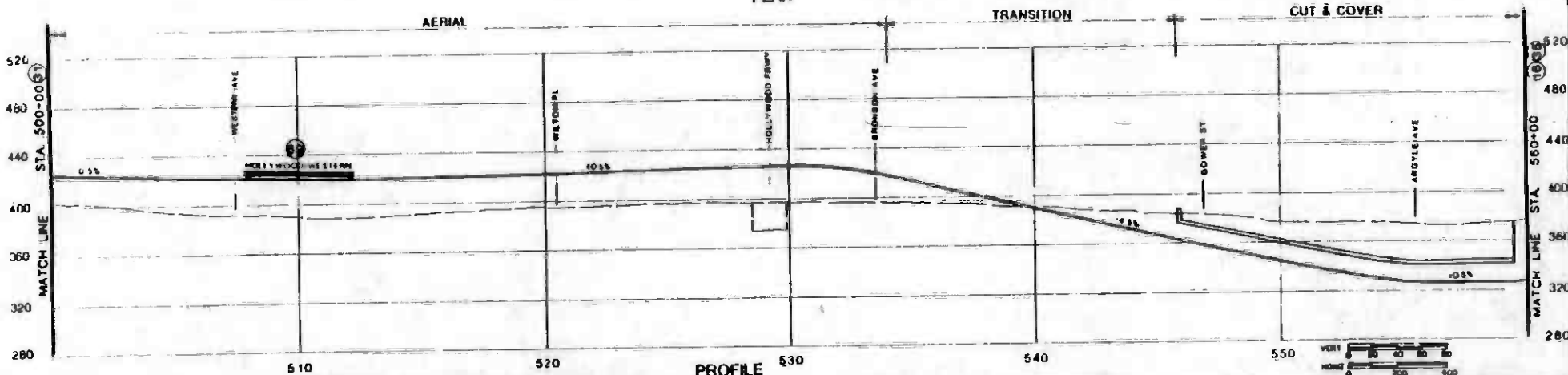
APPROVED:

CORE STUDY
CANDIDATE ALIGNMENTS
2 & 3
PLAN AND PROFILE
STATION 460+00 TO STATION 500+00

CONTRACT NO.	
DRAWING NO.	33J
SCALE	AS SHOWN
SHEET NO.	74



PLAN



PROFILE

NO.	DATE	BY	CHKD	APPD	DESCRIPTION

DESIGNED BY	
CHECKED BY	
DATE	8 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

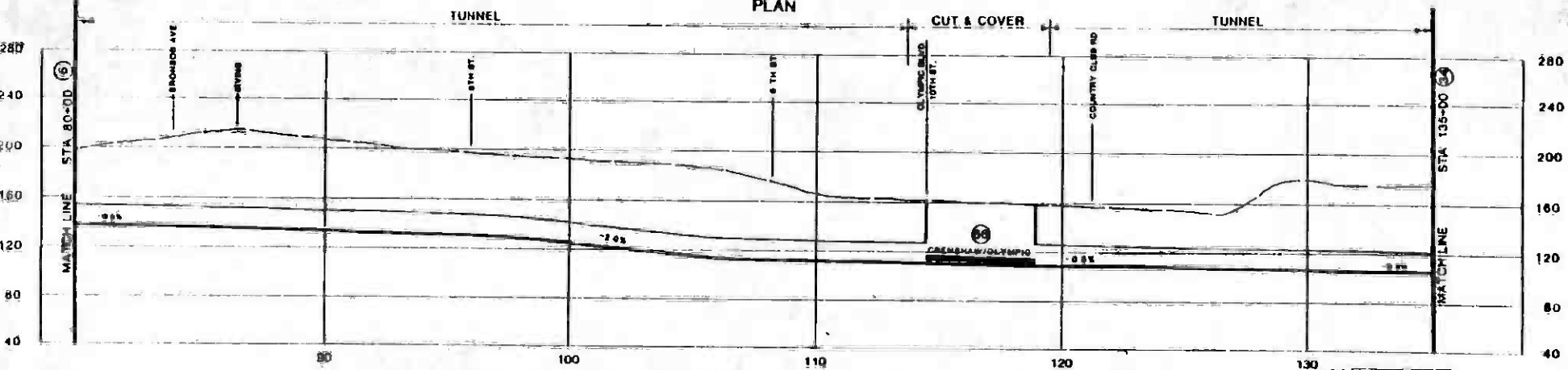
DMLB/PQD/EE/HWA
 METRO TRANSPORTATION
 1100 N. GARDEN ST. SUITE 1000
 ANAHEIM, CALIF. 92815

CORE STUDY
CANDIDATE ALIGNMENTS
 2 & 3
PLAN AND PROFILE
 STATION 500+00 TO STATION 560+00

SHEET NO. 76

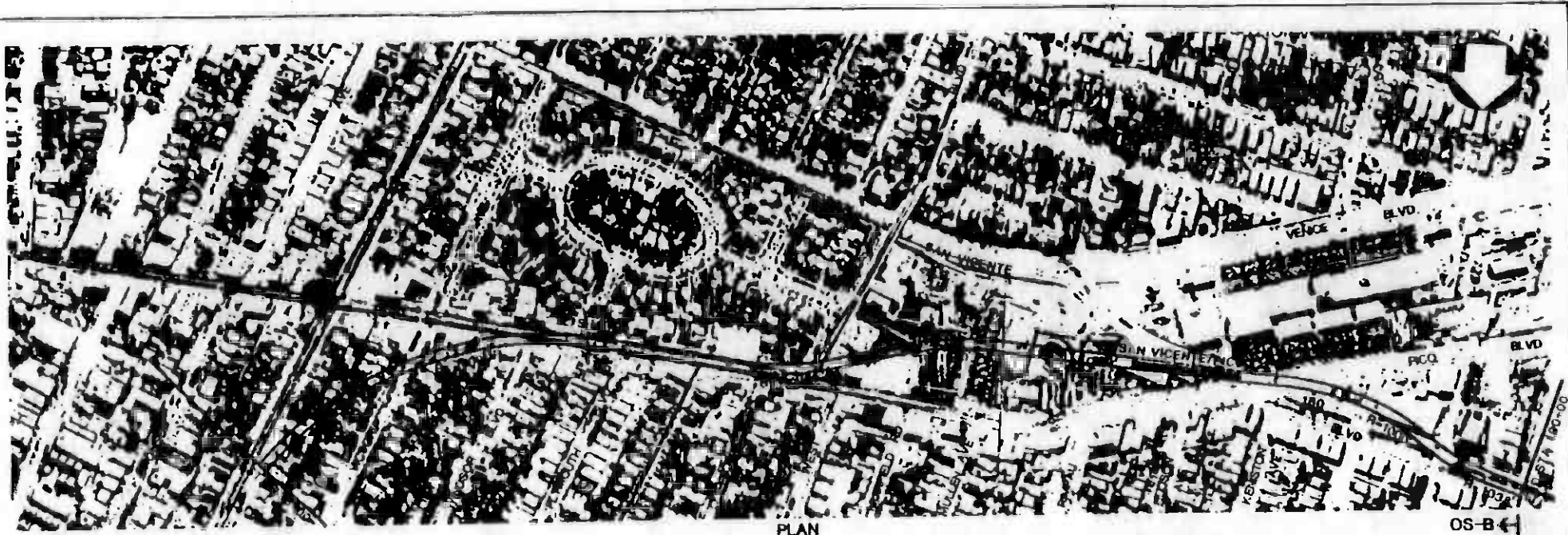


PLAN



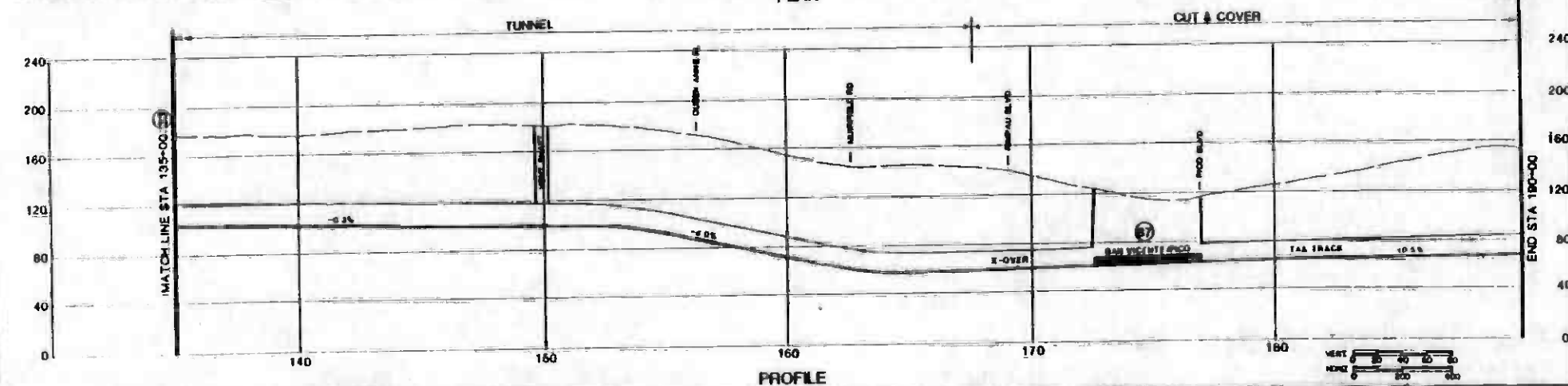
PROFILE

<p>THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN FULL THROUGH THE CREDIT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, UNDER THE TRANSFERRED FROM THE UNITED STATES UNDER THE INTER-STATE TRANSPORTATION ACT OF 1956 AS AMENDED AND IS NOT TO BE TAKEN BY THE RESIDERS OF THE SINGLE COUNTY AND OF THE STATE OF CALIFORNIA</p>				<p>DESIGNED BY DRAWN BY CHECKED BY DATE 9 JAN 87</p>		<p>SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT</p> <p>DATE/PROJECT NO. / PWA DOWNEY, CALIFORNIA</p>		<p>CORE STUDY CANDIDATE ALIGNMENT</p> <p>PLAN AND PROFILE STATION 80+00 TO STATION 135+00</p>		<p>CONTRACT NO. DRAWING NO. 7A SCALE AS SHOWN SHEET NO.</p>	
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PLAN

OS-B ←



PROFILE

NO.	DATE	BY	APP.	DESCRIPTION

DESIGNED BY	
DRAWN BY	
CHECKED BY	
IN CHARGE	
DATE	9 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT



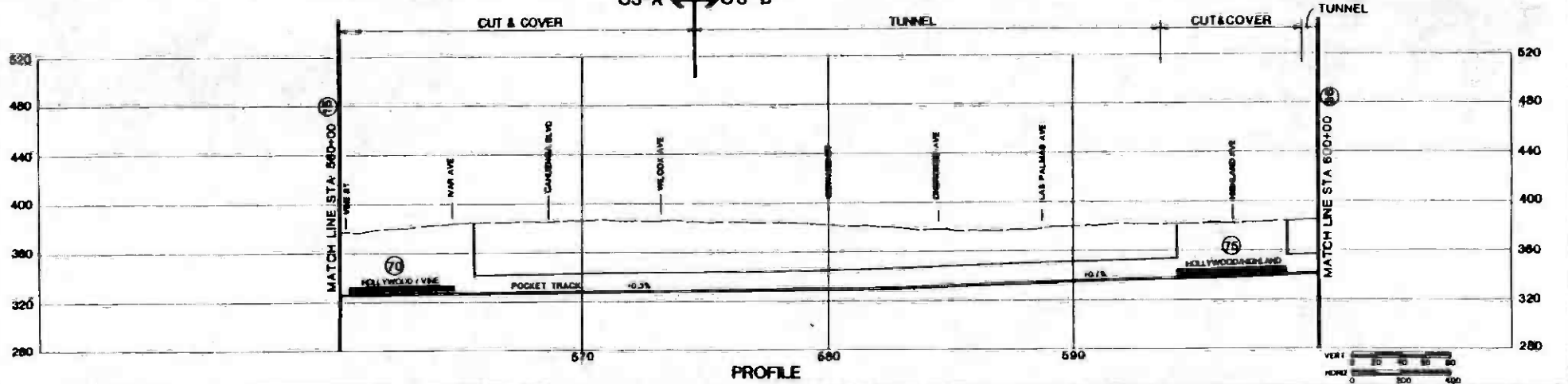
DATE: 10/26/86
SCALE: 1"=40' (VERT.)
APPROVED: _____

**CORE STUDY
CANDIDATE ALIGNMENT**
3
PLAN AND PROFILE
STATION 135+00 TO STATION 190+00

LOG SHEET NO.	
DRAWING NO.	BC
SCALE	AS SHOWN
SHEET NO.	8



OS-A ← OS-B



PROFILE

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, UNDER BASIC TRANSPORTATION ADMINISTRATION UNDER A FEDERAL AID TRANSFERRED AS PART OF STATE, AS AUTHORIZED AND IN ACCORD WITH THE TERMS OF THE AGREEMENT OF AID, AND IS MADE BY THE BOARD OF THE CITY OF LOS ANGELES COUNTY AND IS THE PROPERTY OF THE DISTRICT.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT



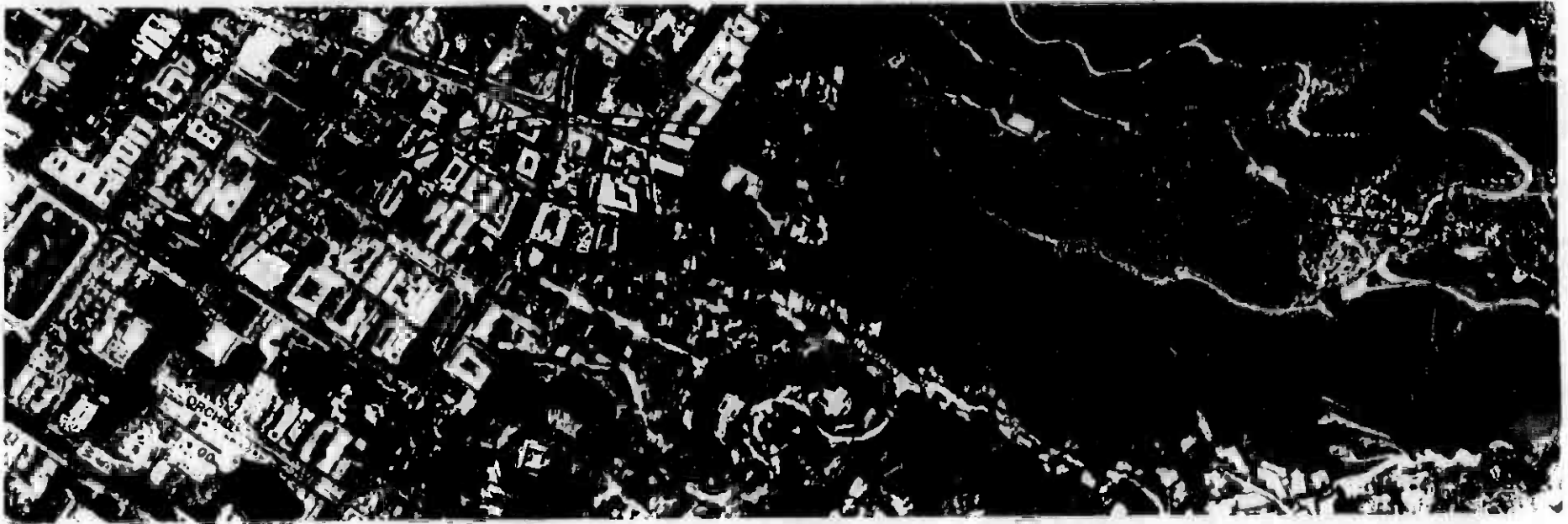
CORE STUDY
CANDIDATE ALIGNMENT
 3
 PLAN AND PROFILE
 STATION 580+00 TO STATION 600+00

CONTRACT NO.	
DRAWING NO.	36J
SCALE	AS SHOWN
SHEET NO.	76

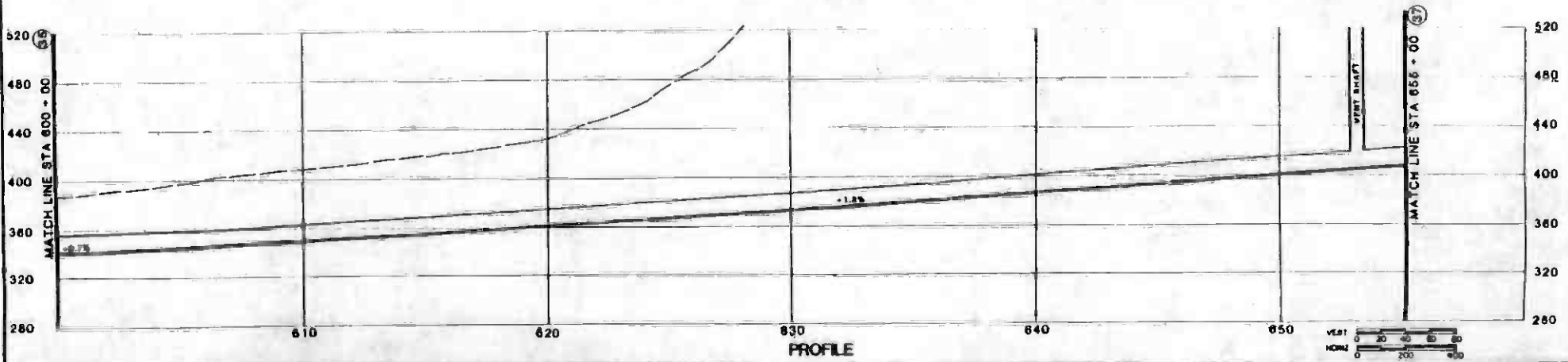
NO.	DATE	BY	CHKD.	APP.

DESIGN: PROD. KE. HWA
 CHECKED: J. J. JONES
 DRAWN: J. J. JONES

DATE: 11/15/78



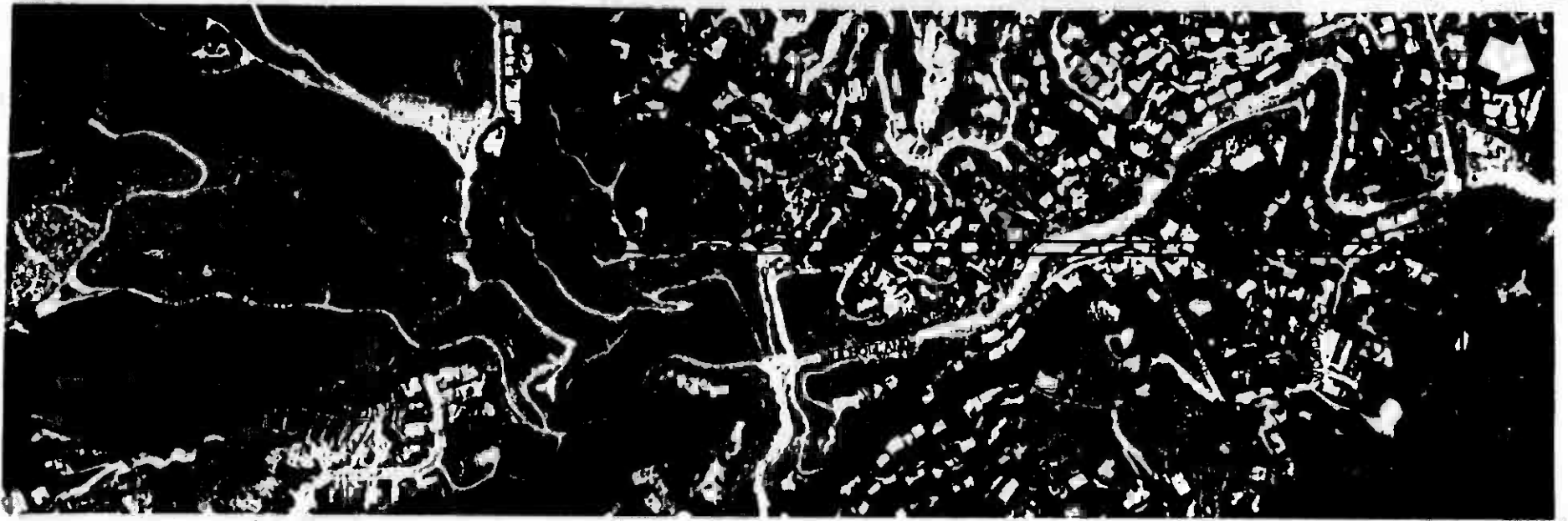
PLAN



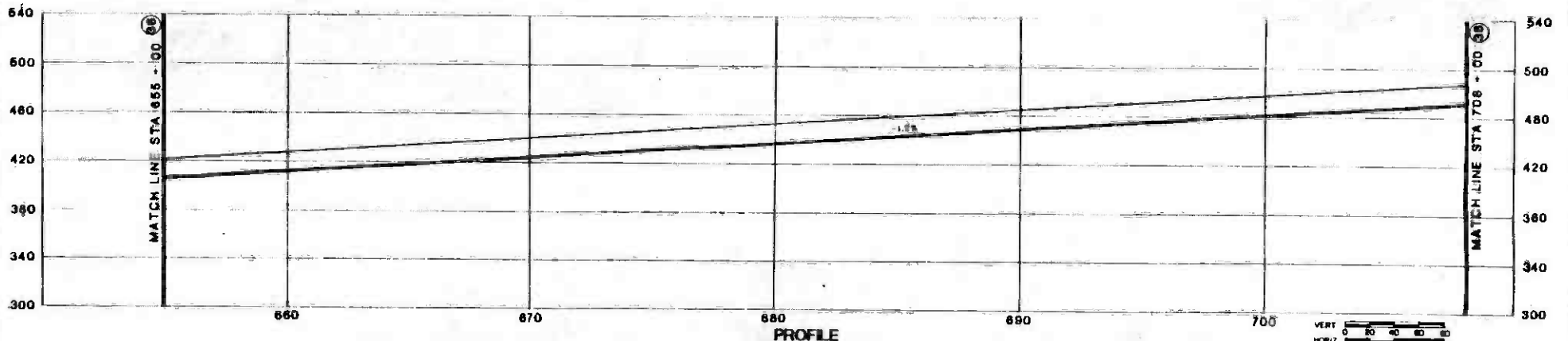
PROFILE

THE PROPOSITION OF THIS PROJECT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. FEDERAL BUREAU OF TRANSPORTATION UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED, AND IN PART BY THE REVENUE OF THE CITIES OF LOS ANGELES COUNTY AND THE STATE OF CALIFORNIA.		DESIGNED BY DRAWN BY CHECKED BY DATE 8 JAN 67	SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT		CONTRACT NO. 36P
REV. DATE BY APP. DESCRIPTION		DATE	APPROVED	SCALE AS SHOWN	SHEET NO. 36

CORE STUDY
CANDIDATE ALIGNMENT
3
PLAN AND PROFILE
STATION 600 + 00 TO STATION 655 + 00



PLAN

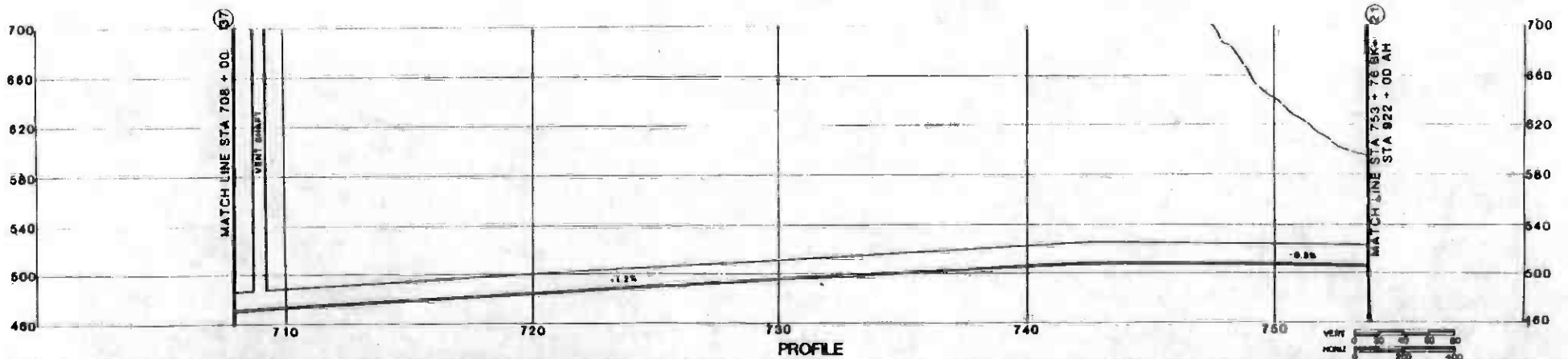


PROFILE

<p>The information on this drawing was prepared by the Southern California Rapid Transit District (SCRTD) and is for informational purposes only. It is not intended to be used for any other purpose without the express written consent of SCRTD.</p>		<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>CHKD</th> <th>APPD</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	BY	CHKD	APPD	DESCRIPTION							<p>SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT</p>	<p>CORE STUDY CANDIDATE ALIGNMENT</p> <p>3 PLAN AND PROFILE STATION 655 - 00 TO STATION 708 - 00</p>	<p>CONTRACT NO.</p> <p>DRAWING NO. 37P</p> <p>SCALE AS SHOWN</p> <p>SHEET NO. (37)</p>
NO.	DATE	BY	CHKD	APPD	DESCRIPTION												



PLAN

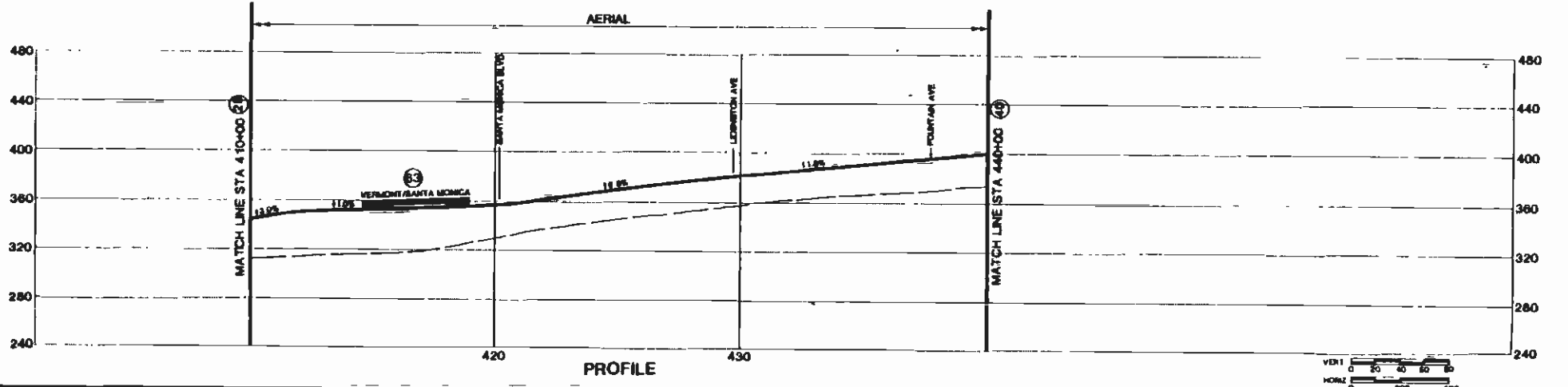


PROFILE

<p>THE PREPARATION OF THIS RECORD HAS BEEN FINISHED IN FULL THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, UNDER A RAIL TRANSPORTATION ADMINISTRATION UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED, AND IN PART BY THE FUNDS OF THE DISTRICT OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.</p>				<p>DESIGNED BY CHECKED BY DRAWN BY DATE 9 JAN 87</p>		<p>SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT</p> 		<p>CORE STUDY CANDIDATE ALIGNMENT 3 PLAN AND PROFILE STATION 708+00 TO STATION 753+76</p>		<p>CONTRACT NO. SHEET NO. 38P SCALE AS SHOWN DATE 1 87</p>	
REV	DATE	BY	APP	REV	DATE	BY	APP	REV	DATE	BY	APP



PLAN



PROFILE

NO.	DATE	BY	CHKD	APP	DESCRIPTION

The preparation of this drawing has been financed in part by State of California Department of Transportation under State Transportation Administration under the Urban Mass Transportation Act of 1964, as amended, and in part on the funds of the Division of Land and Water Resources of the State of California.

DESIGNED BY	
DRAWN BY	
CHECKED BY	
DATE	8 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

FTD

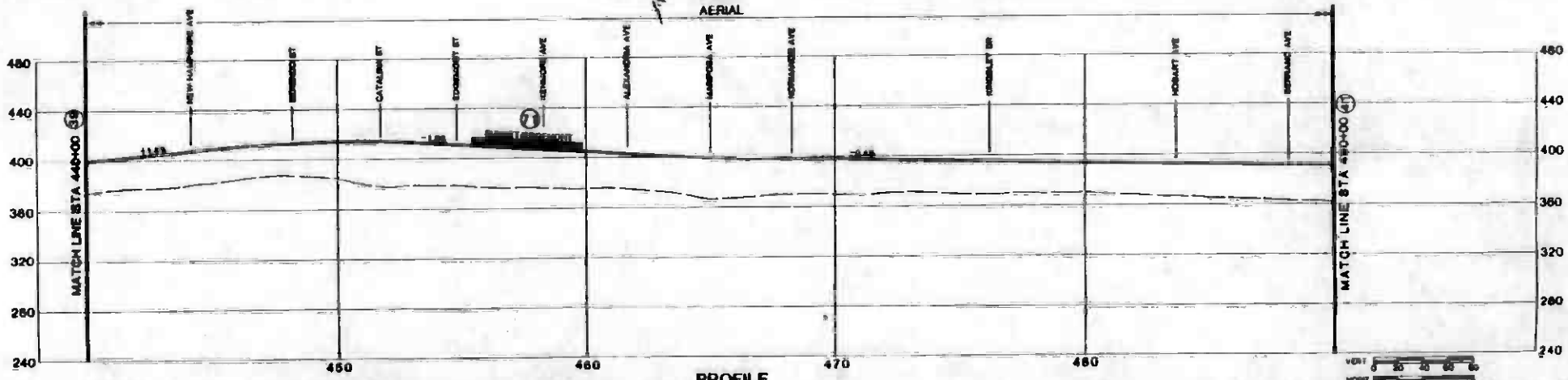
DESIGN/PROG. BY: NWA
DATE: 12/86
SHEET NO. 70

CORE STUDY
CANDIDATE ALIGNMENT
4
PLAN AND PROFILE
STATION 410+00 TO STATION 440+00

CONTRACT NO.	
DESIGNED BY	12J/A3
SCALE	AS SHOWN
SHEET NO.	70



PLAN
AERIAL



PROFILE



NO.	DATE	BY	CHK	APP	REVISION

THE PREPARATION OF THIS DRAWING HAS BEEN FINISHED IN FULL ACCORDANCE WITH THE PROVISIONS OF THE METRO RAIL ACT OF 1965, AS AMENDED, AND IN PART BY THE TERMS OF THE CONTRACT OF AND SCHEDULE COUNTY JOB OF THE STATE OF CALIFORNIA.

DESIGNED BY
CHECKED BY
DATE 9 JAN 67

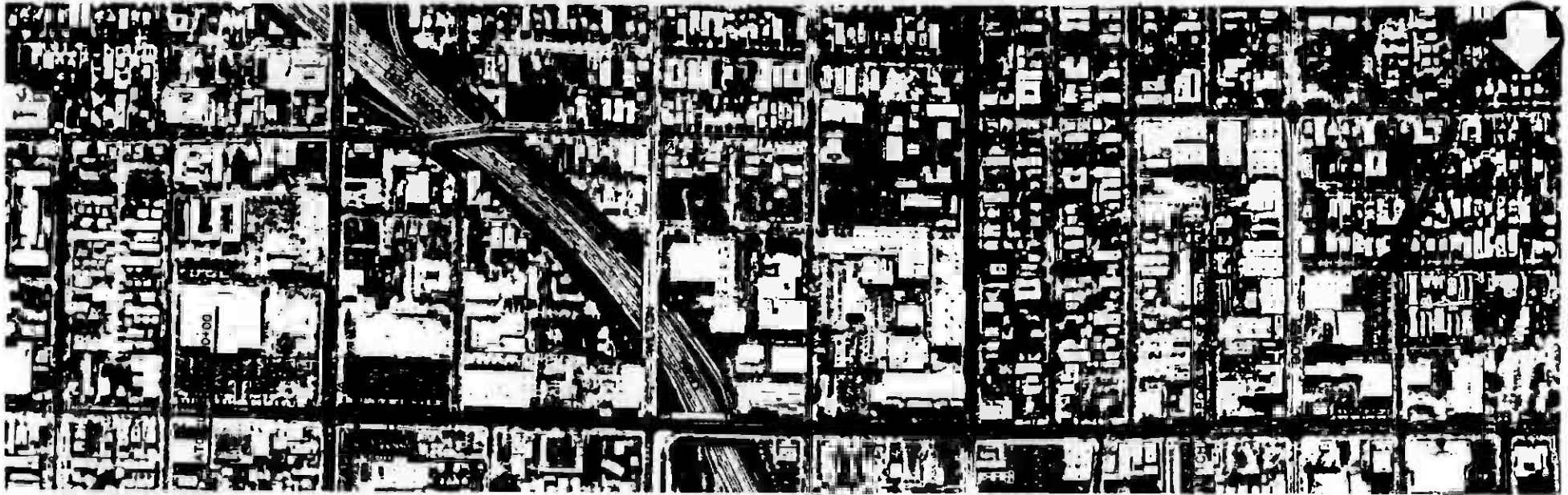
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

DATE: 9 JAN 67

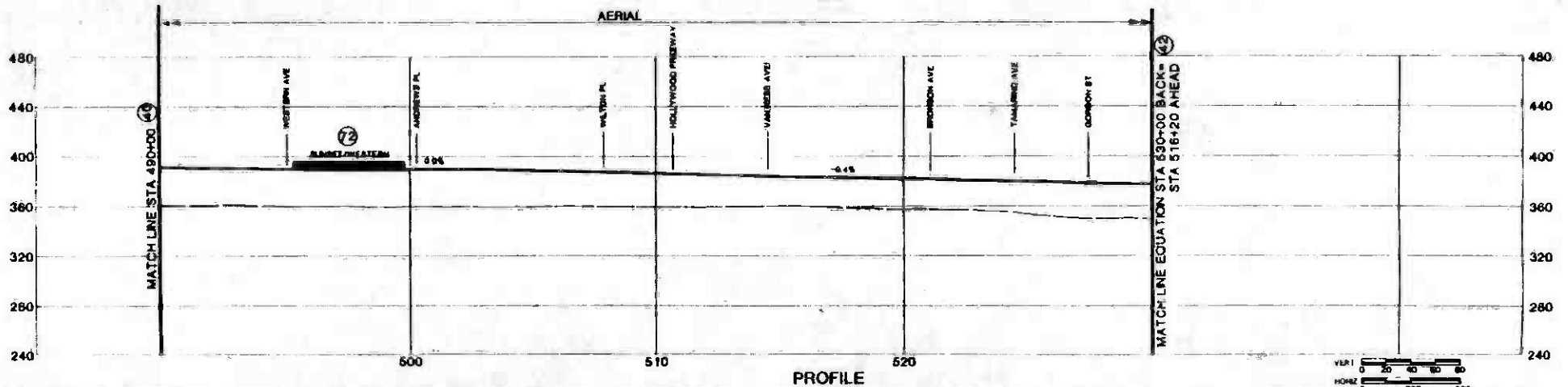
CORE STUDY
CANDIDATE ALIGNMENT

PLAN AND PROFILE
STATION 440+00 TO STATION 480+00

CONTRACT NO.
SHEET NO. 80



PLAN



PROFILE

REV	DATE	BY	APP	DESCRIPTION

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, URBAN MASS TRANSPORTATION ADMINISTRATION UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED AND IN PART BY THE GRANTS OF THE CITIES OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

DESIGNED BY
 DRAWN BY
 CHECKED BY
 IN CHARGE
 DATE
8 JAN 87

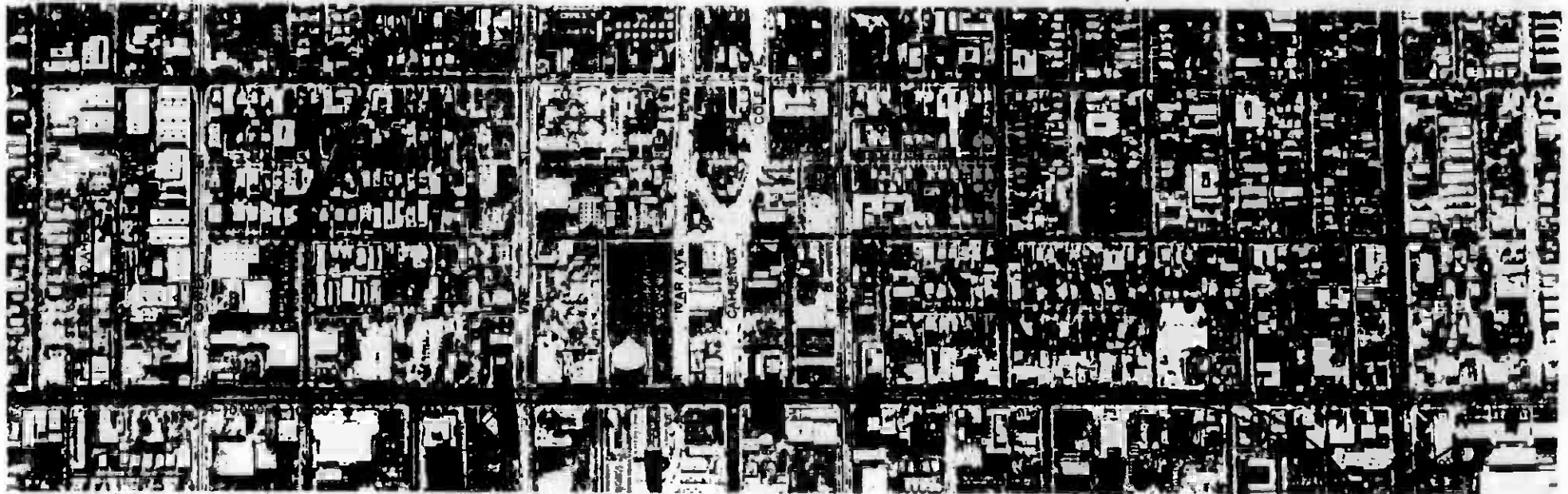
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

DULM, P.ROD. K.E./NWA
 GENERAL CONTRACTOR

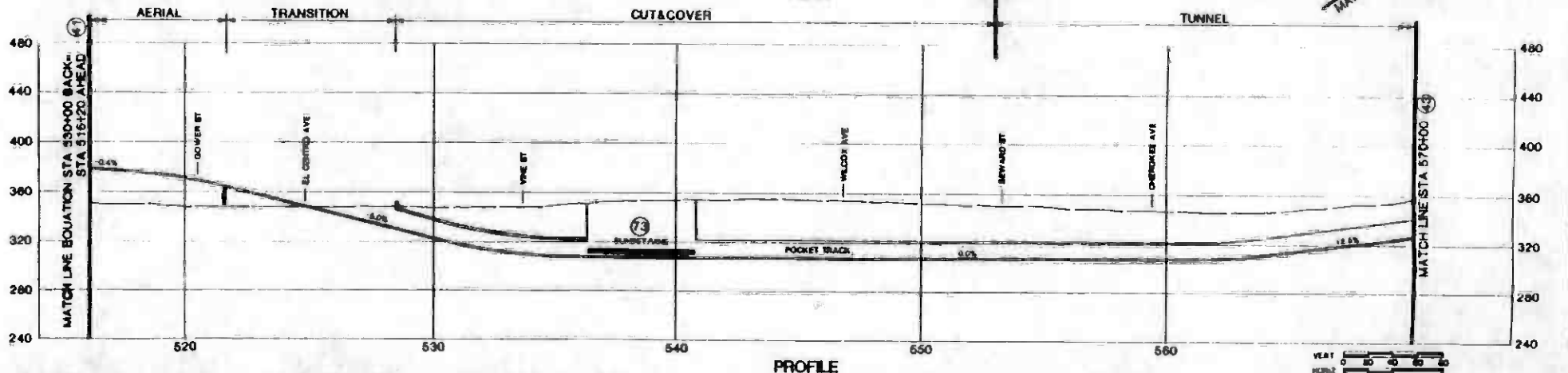
CORE STUDY
CANDIDATE ALIGNMENT

PLAN AND PROFILE
 STATION 490+00 TO STATION 530+00 BK-
 STATION 516+20 AHEAD

CONTRACT NO.
 14JA3
 SCALE
 AS SHOWN
 SHEET NO.
81



PLAN OS-A ↔ OS-B



PROFILE



REV	DATE	BY	APP	DESCRIPTION

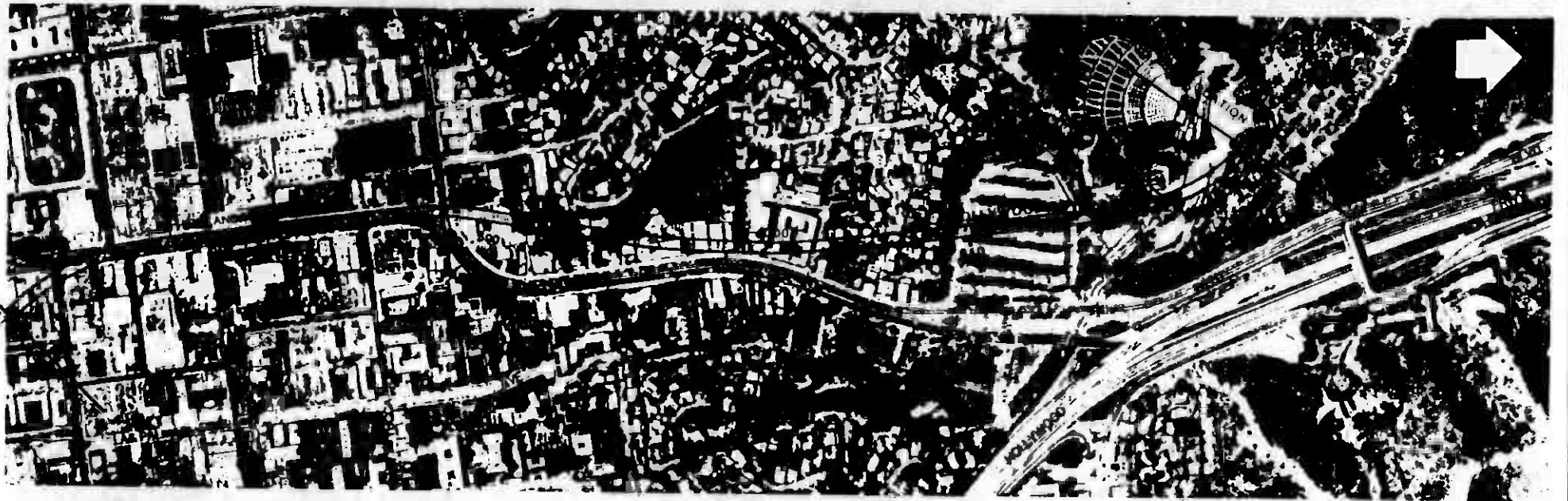
THE PREPARATION OF THIS DRAWING HAS BEEN APPROVED AS BEING TRUE AND CORRECT TO THE BEST OF THE ENGINEER'S KNOWLEDGE AND BELIEF AND TO THE BEST OF HIS INFORMATION AND BELIEF. THE ENGINEER'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT DESCRIBED HEREIN AND TO THE EXTENT OF HIS PROFESSIONAL OBLIGATION UNDER THE ENGINEERING PROFESSIONAL ACT OF 1967, AS AMENDED AND AS PART OF THE LAWS OF THE STATE OF CALIFORNIA AND UNDER THE LAWS OF THE COUNTY AND OF THE STATE OF CALIFORNIA.

DESIGNED BY
 DRAWN BY
 CHECKED BY
 DATE 9 JAN 87

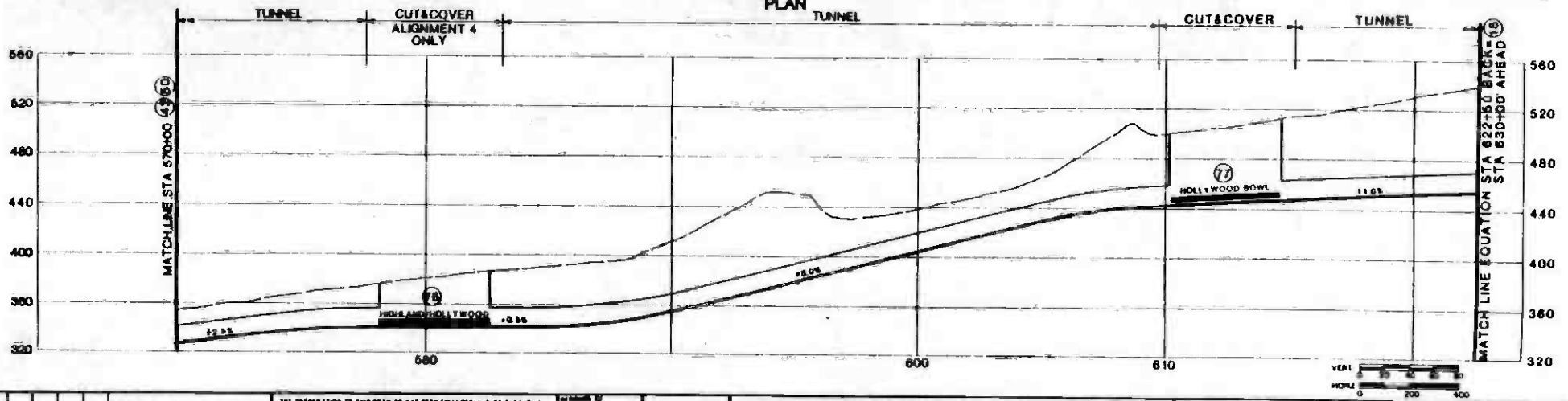
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 METRO RAIL PROJECT

CORE STUDY
 CANDIDATE ALIGNMENT
 PLAN AND PROFILE
 STATION 516+20 TO STATION 570+00

CUSTOMER NO.
 PROJECT NO. 23
 SCALE AS SHOWN
 SHEET NO. 42



PLAN



DESIGNED BY		CHECKED BY		DATE	
DRAWN BY		APPROVED BY		DATE	
PROJECT NO.		SHEET NO.		DATE	
DESCRIPTION		DATE		DATE	

**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT**


 DALLIN FRODO DE HWA
 GENERAL CONSULTANTS
 APPROVED

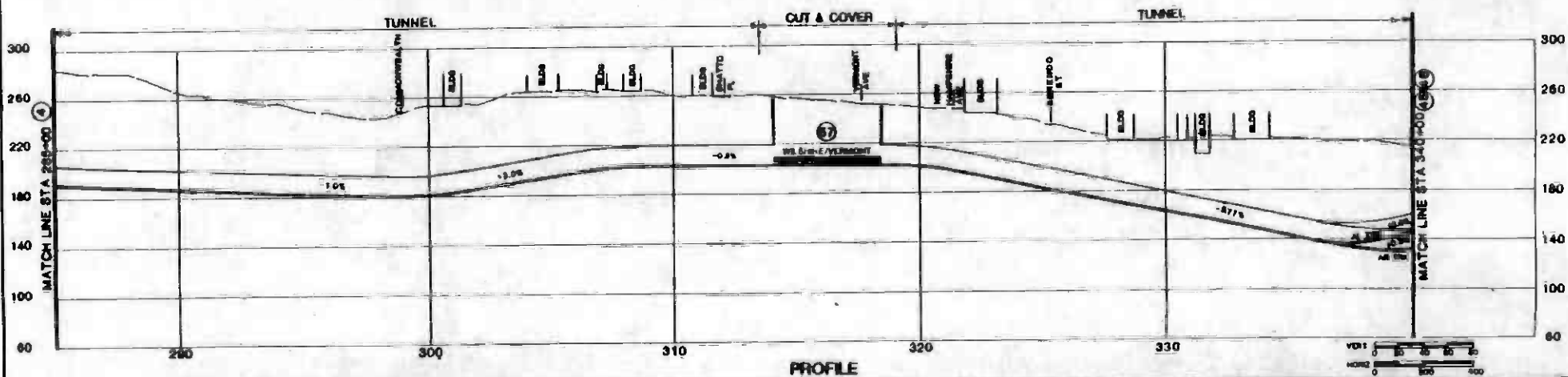
**CORE STUDY
CANDIDATE ALIGNMENTS
4 & 5**

STATION 570+00 TO
 STATION 622+50 BACK-
 STATION 630+00 AHEAD

CONTRACT NO.
 MM-3/4 38
 SCALE
 SHEET NO. **43**



PLAN



PROFILE

REV	DATE	BY	CHK	APP	DESCRIPTION

THE INFORMATION ON THIS DRAWING HAS BEEN PREPARED IN PART BASED ON A REPORT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, BUREAU OF TRANSPORTATION ADMINISTRATION, UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED, AND IS NOT BY THE TERMS OF THE AGREEMENT OF LOS ANGELES COUNTY AND THE STATE OF CALIFORNIA.

DESIGNED BY
 DRAWN BY
 CHECKED BY
 DATE
8 JAN 67

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

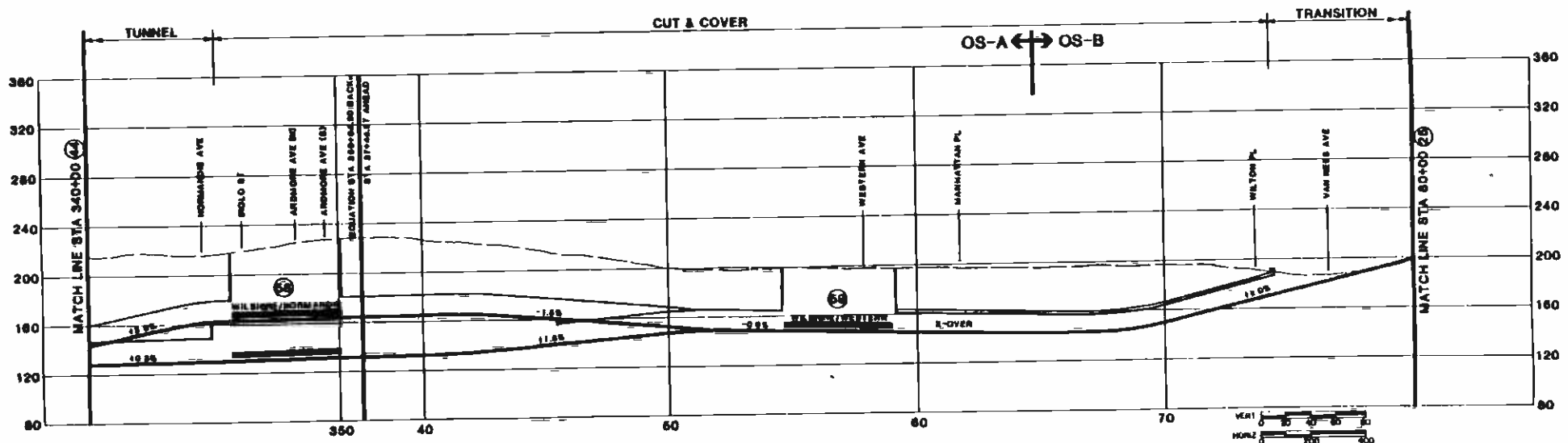


DRAWN BY: J.E. WEA
 DATE: 1/1/67
 CHECKED BY: G.A. HARTY

**CORE STUDY
 CANDIDATE ALIGNMENT**
 PLAN AND PROFILE
 STATION 285+00 TO STATION 340+00

CONTRACT NO.
 DRAWING NO. **6C**
 SCALE **AS SHOWN**
 SHEET NO. **27** (44)

PLAN SIMILAR TO 46



NO.	DATE	BY	CHK.	APP.	DESCRIPTION

The specifications of this contract and any amendments thereto shall be a part hereof and shall govern the construction of the work hereunder. The contractor shall be responsible for obtaining all necessary permits and for the safety of the work.

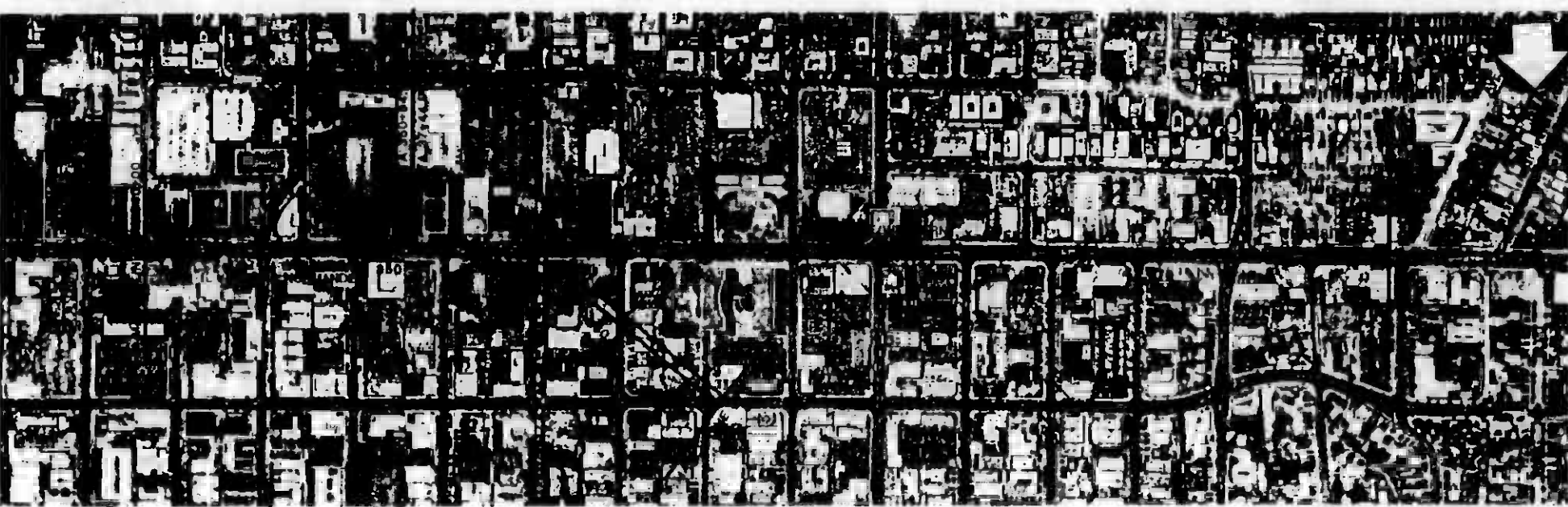
DESIGNED BY
 CHECKED BY
 IN CHARGE
 DATE: 8 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

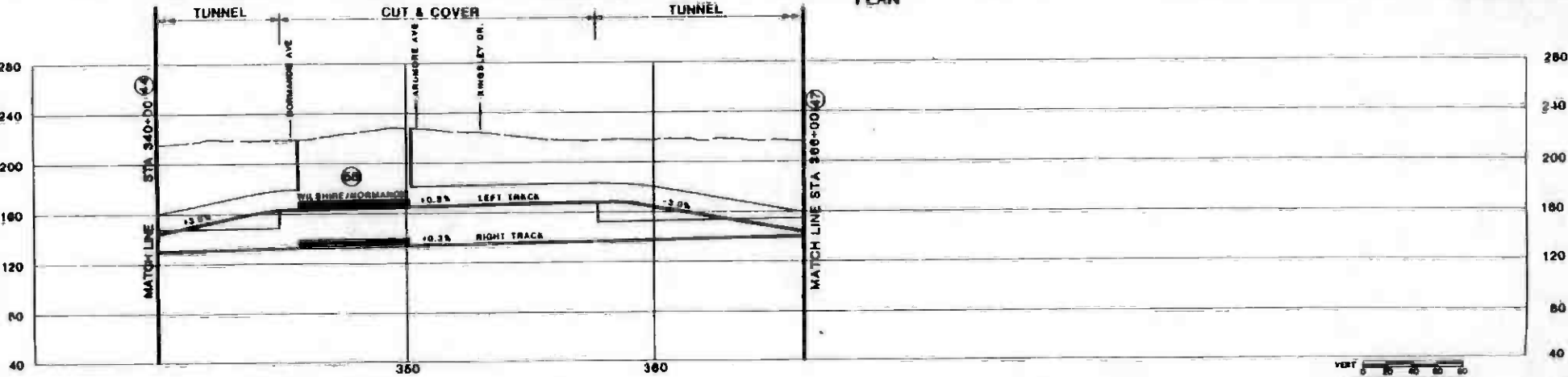

 STTD
 1200 N. GARDEN
 ANAHEIM, CALIFORNIA 92815
 (714) 771-1000

CORE STUDY
CANDIDATE ALIGNMENT
 5
PROFILE
 STA 340+00 TO STA 360+84.00-
 STA 37+44.97 TO STA 80+00

CONTRACT NO. _____
 SHEET NO. 201/2
 SCALE AS SHOWN
 DATE: 12 28 86



PLAN



REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY	
CHECKED BY	
DATE	9 JAN 67

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

PREPARED BY: SCA
 SERIAL: 66-06-1007

CORE STUDY
CANDIDATE ALIGNMENT
PLAN AND PROFILE
STATION 340+00 TO STATION 368+00

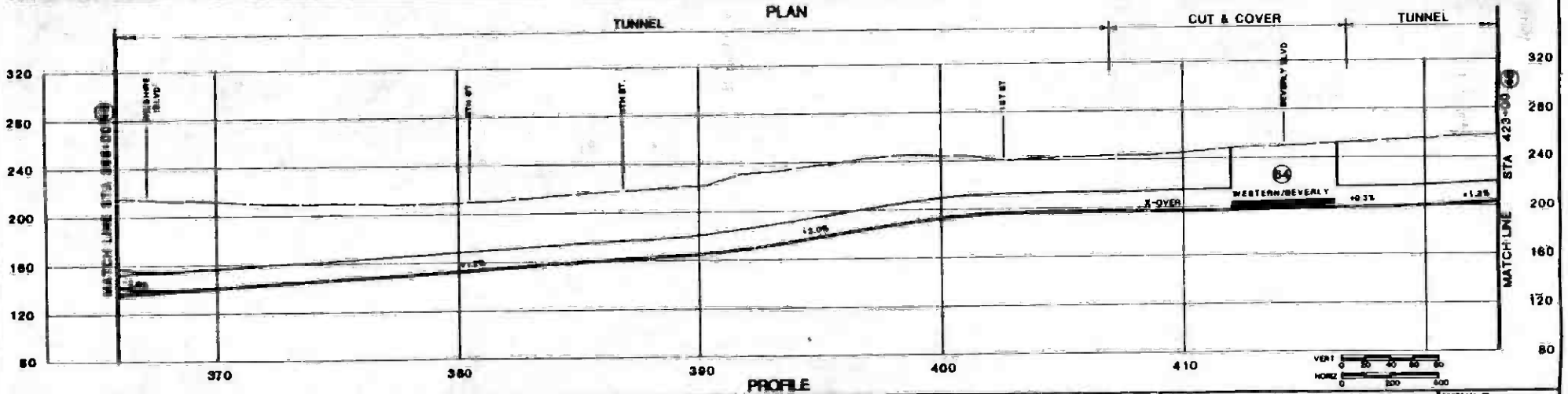
CONTRACT NO.	
DATE	80
AS SHOWN	
SHEET NO.	28



TUNNEL PLAN

CUT & COVER

TUNNEL



PROFILE

REV	DATE	BY	CHK	APP	DESCRIPTION

THE INFORMATION ON THIS DRAWING HAS BEEN PREPARED BY THE ENGINEER AND IS SUBJECT TO THE GENERAL CONDITIONS OF CONTRACT AND THE SPECIFICATIONS OF THE DISTRICT OF SOUTHERN CALIFORNIA RAILROAD COMPANY. THE ENGINEER HAS NOT CONDUCTED A VISUAL SURVEY OF THE SITE, AS REQUIRED BY THE DISTRICT OF SOUTHERN CALIFORNIA RAILROAD COMPANY. THE ENGINEER HAS NOT CONDUCTED A VISUAL SURVEY OF THE SITE, AS REQUIRED BY THE DISTRICT OF SOUTHERN CALIFORNIA RAILROAD COMPANY.

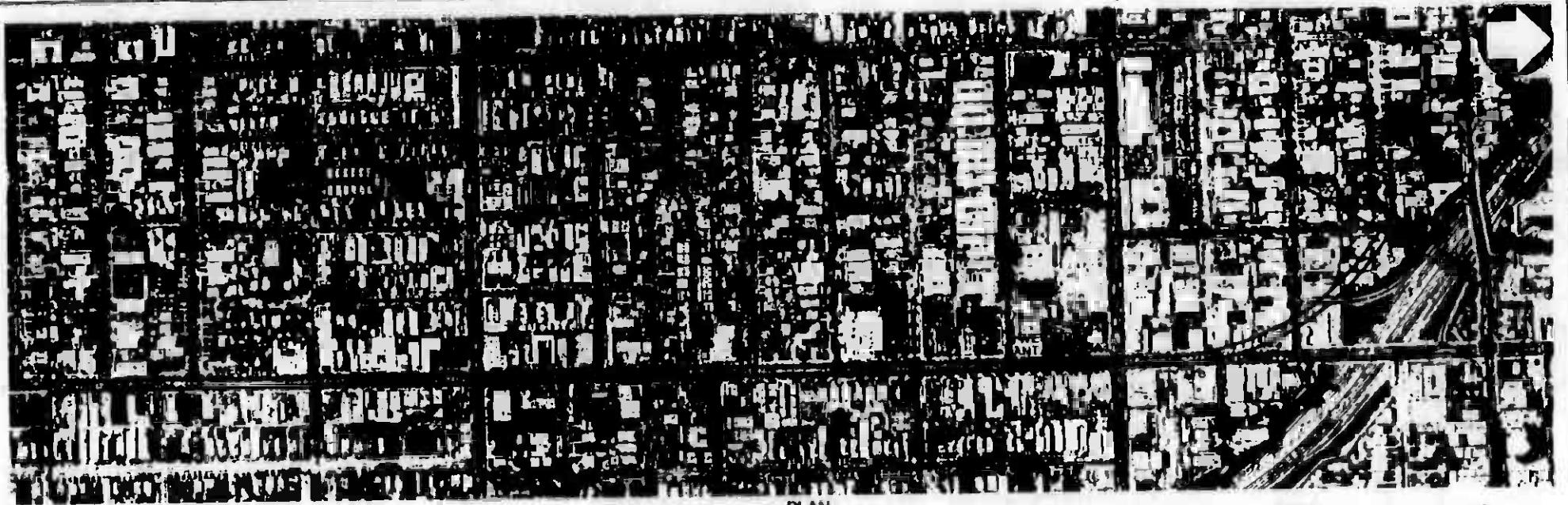
DESIGNED BY
 DRAWN BY
 CHECKED BY
 DATE
6 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

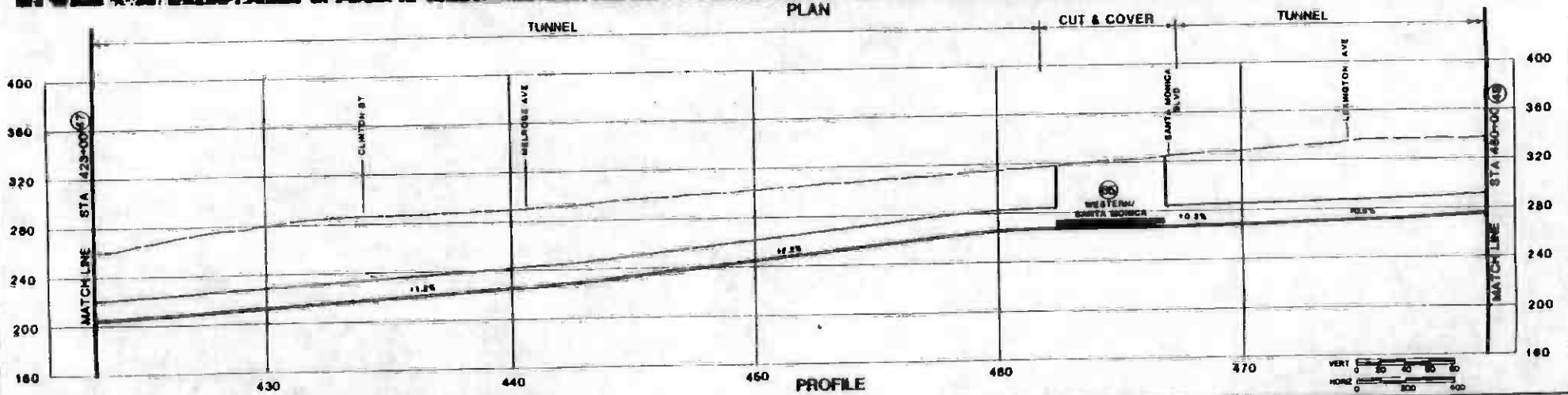
DELM/PBO/KE/HWA
 GENERAL CONSULTANTS

CORE STUDY
CANDIDATE ALIGNMENT
 PLAN AND PROFILE
 STATION 366+00 TO STATION 423+00

CONTACT NO.
 SHEET NO. **21C**
 AS SHOWN
 SHEET NO. **31**



PLAN



PROFILE

NO.	DATE	BY	CHK	APP	DESCRIPTION

THE PREPARATION OF THIS PLAN AND PROFILE WAS MADE IN ACCORDANCE WITH THE PROVISIONS OF THE METRO RAIL ACT OF 1965, AS AMENDED, AND IN ACCORDANCE WITH THE GENERAL ORDINANCE NO. 100,000, AS AMENDED, OF THE CITY OF LOS ANGELES, CALIFORNIA.

DESIGNED BY
 DRAWN BY
 CHECKED BY
 IN CHARGE
 DATE: 0 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

METRO RAIL PROJECT



 PUBLIC TRANSPORTATION DISTRICT

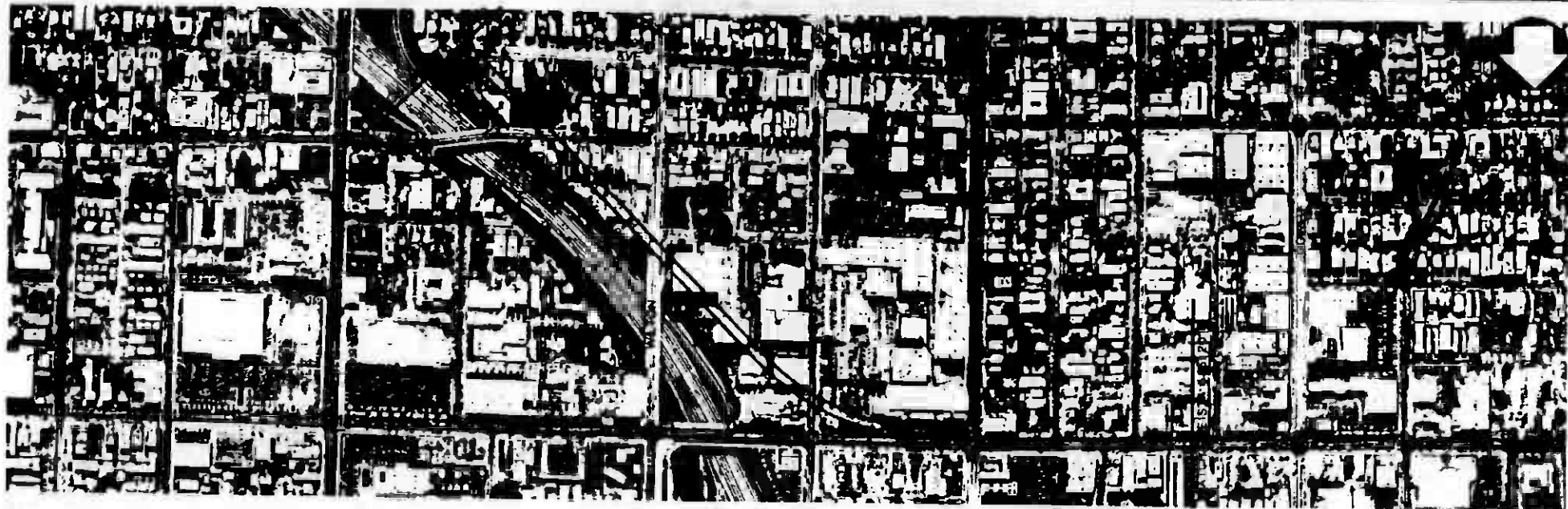
DESIGNER: _____
 DATE: _____
 APPROVED: _____

CORE STUDY

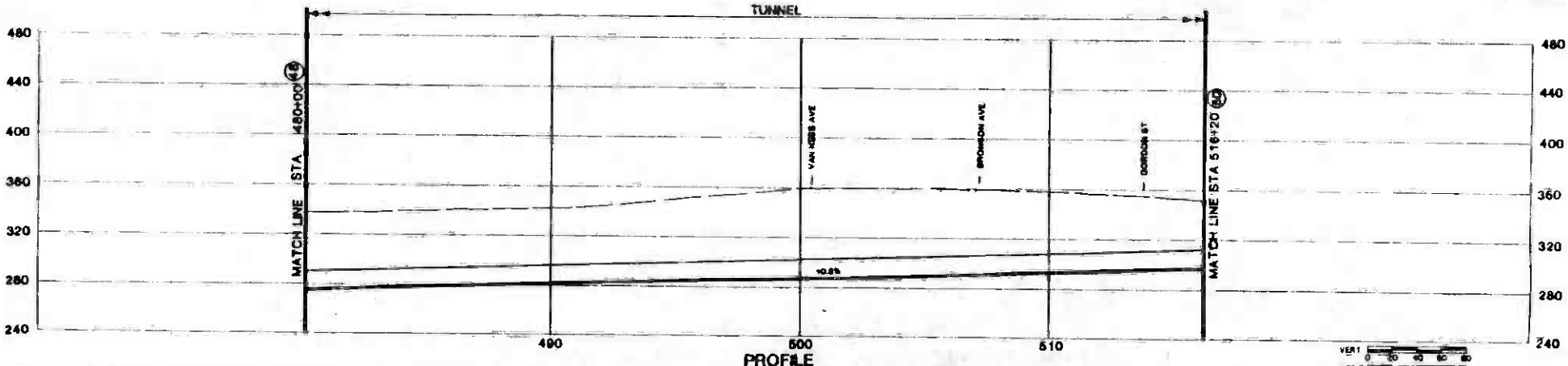
CANDIDATE ALIGNMENT

PLAN AND PROFILE
STATION 423+00 TO STATION 480+00

CONTRACT NO. _____
 DRAWING NO. **22C**
 SCALE: **AS SHOWN**
 SHEET NO. **32**



PLAN



REV	DATE	BY	CHK	APP	DESCRIPTION

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION UNDER THE INTERMODAL COMPLEMENTATION UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964 AS AMENDED, AND IN PART BY THE GRANTS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA

DESIGNED BY
 DRAWN BY
 CHECKED BY
 IN CHARGE
 DATE 8 JAN 87

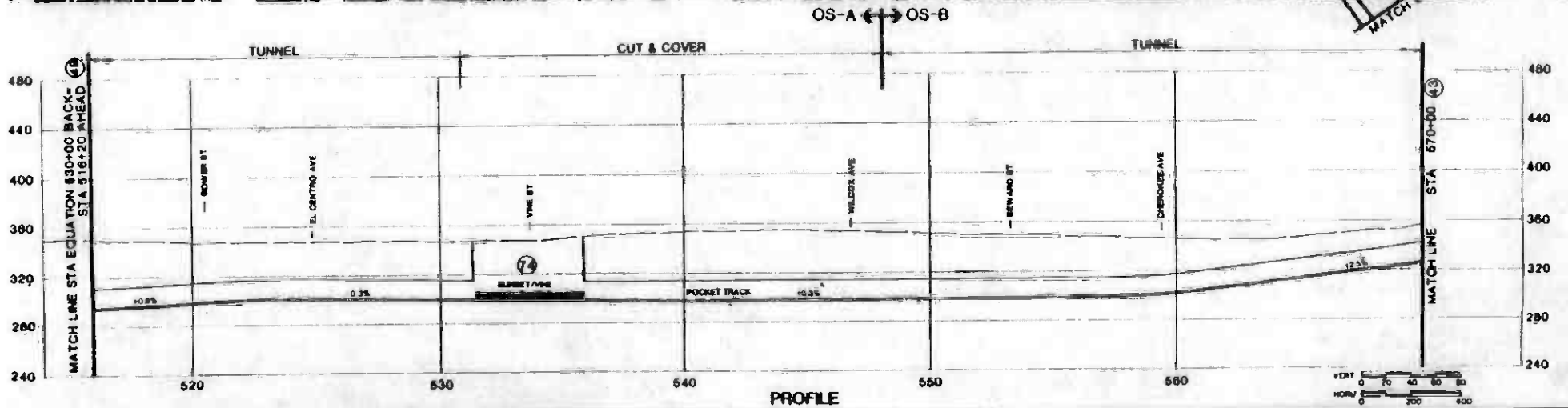
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

RTC

DALUM PROO KE HNER
 000000 200000 200000

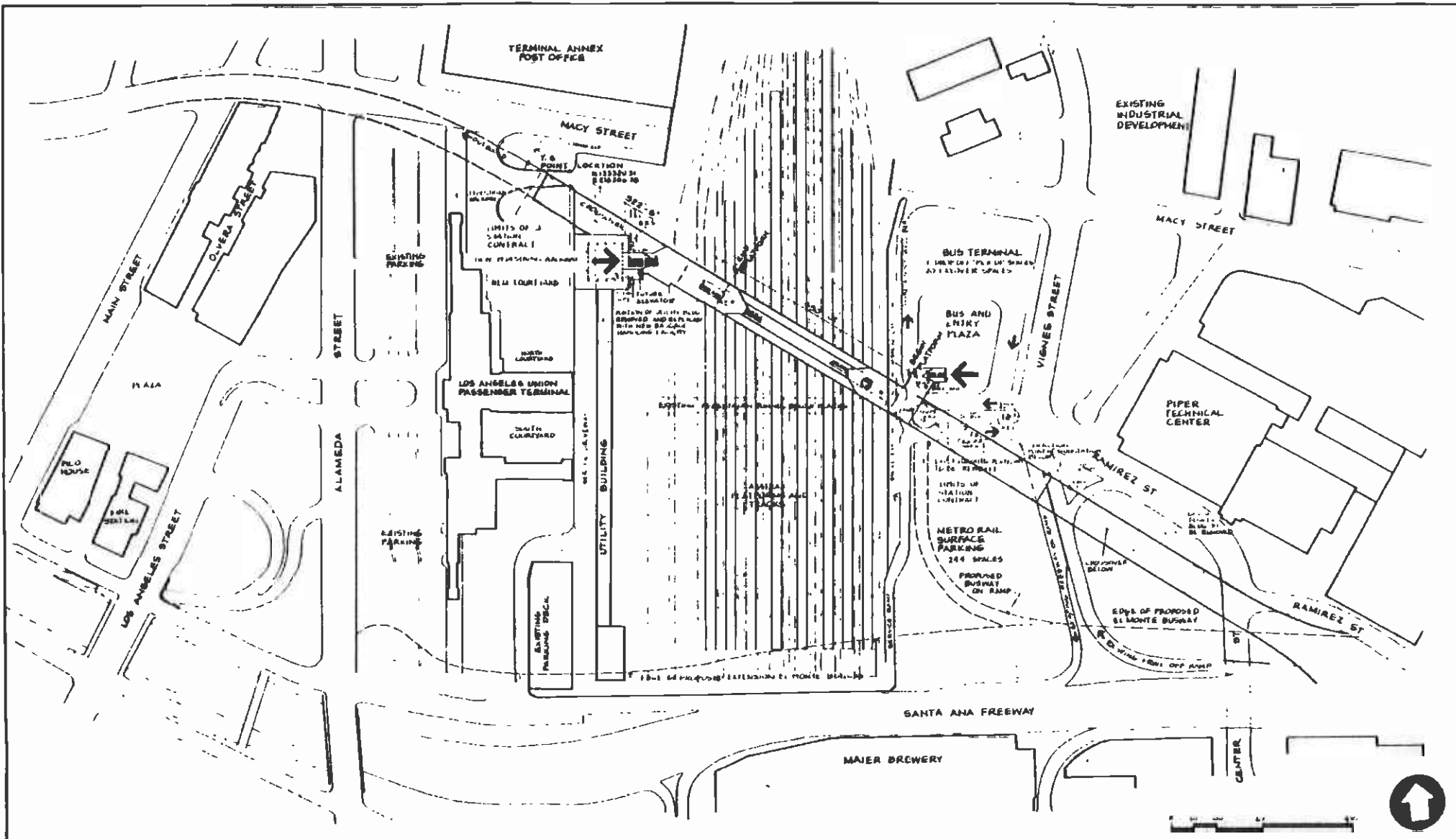
CORE STUDY
CANDIDATE ALIGNMENT
 PLAN AND PROFILE
 STATION 480+00 TO STATION 516+20

CONTRACT NO.
 DRAWING NO. 14H
 SCALE AS SHOWN
 SHEET NO. 51



THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN WHOLE OR IN PART THROUGH A LOAN FROM THE U.S. DEPARTMENT OF TRANSPORTATION, UNDER TITLE I TRANSPORTATION ASSISTANCE ACT, UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED, AND IN PART BY THE GRANT OF THE DIVISION OF LAND ACQUISITION AND THE STATE OF CALIFORNIA.		DESIGNED BY CHECKED BY DATE 9 JAN 87	SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT		CORE STUDY CANDIDATE ALIGNMENT 5 PLAN AND PROFILE STATION 516+20 TO STATION 570+00	CONTRACT NO. DRAWING NO. 23 SCALE AS SHOWN SHEET NO. 50			
REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION

APPENDIX C
STATION LOCATION PLANS



REV	DATE	BY	CHKD	APPD	DESCRIPTION

THE PREPARATION OF THIS PLAN AND THE INFORMATION HEREON IS THE SOLE RESPONSIBILITY OF THE ENGINEER AND ARCHITECT AND NOT THE DISTRICT. THE DISTRICT DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION HEREON. THE DISTRICT IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THIS PLAN OR FOR ANY DAMAGE TO PERSONS OR PROPERTY CAUSED BY THE USE OF THIS PLAN. THE DISTRICT IS NOT RESPONSIBLE FOR ANY VIOLATIONS OF ANY FEDERAL, STATE, OR LOCAL LAWS OR REGULATIONS.

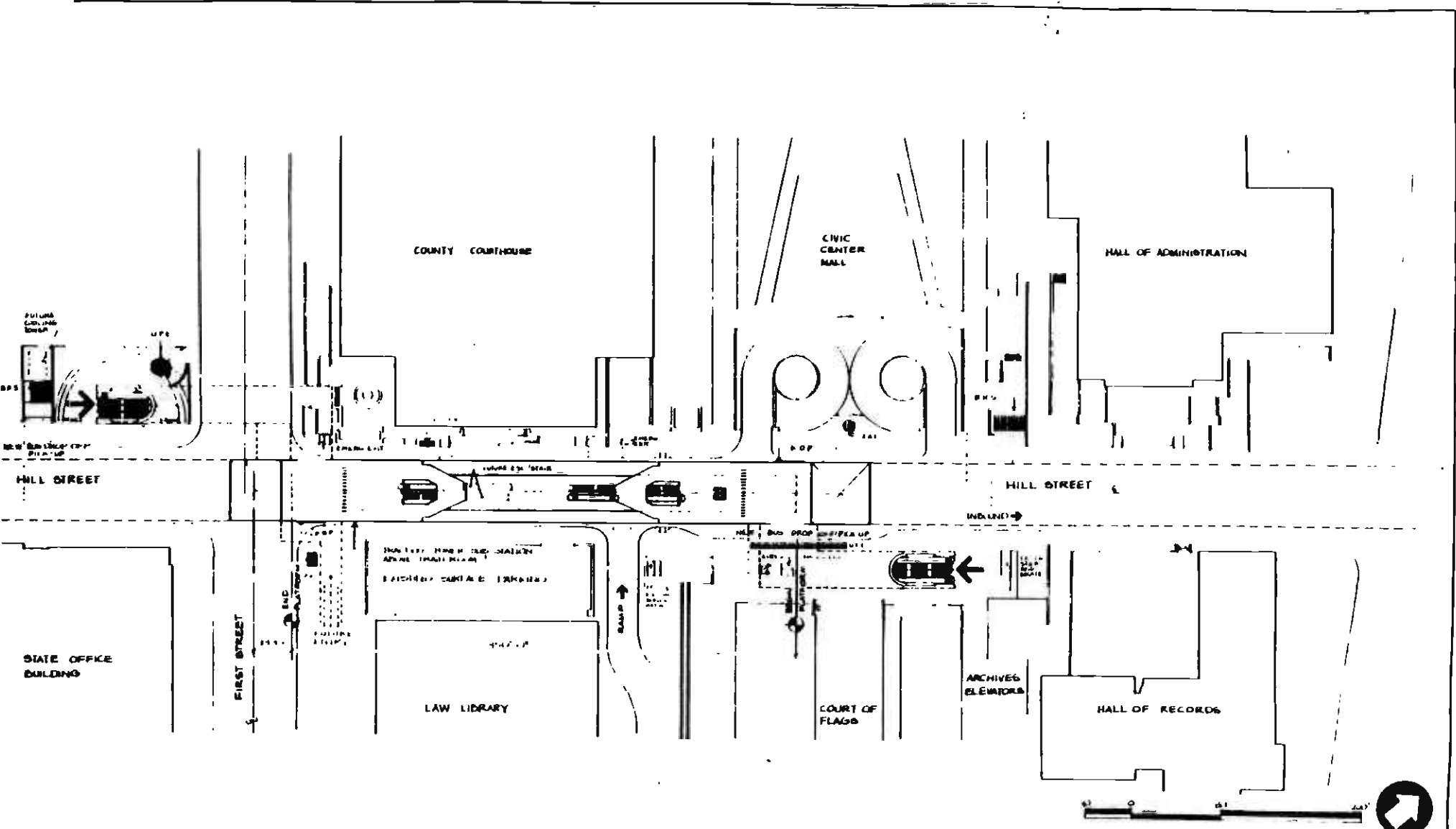
DESIGNED BY DRAWN BY CHECKED BY DATE	APPROVED BY DATE
© JAN 67	1

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

DESIGN/PROG BY: HW
 DATE: 1/11/67
 SHEET NO.: 51

CORE STUDY
UNION STATION LOCATION PLAN
 CANDIDATE ALIGNMENTS 1, 2, 3, 4, 5
SUBWAY STATION

CONTRACT NO. A36
AS NOTED
SHEET NO. 51



THE PREPARATION OF THIS DOCUMENT AND THE INFORMATION CONTAINED HEREIN IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR AND DOES NOT CONSTITUTE AN ENDORSEMENT OR A GUARANTEE OF THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN AND SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

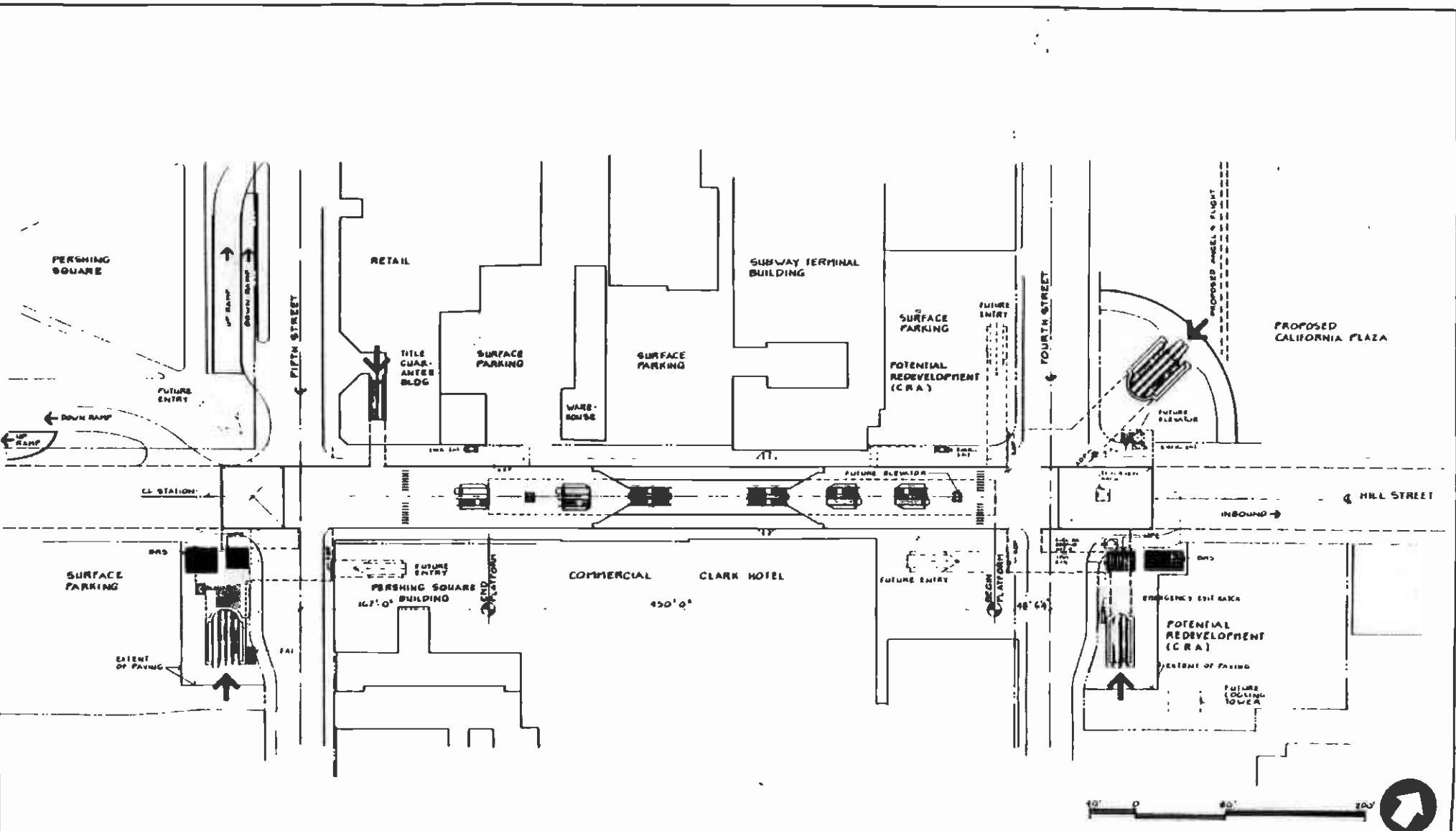
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT



DATE: 10/11/88
 DRAWN BY: J. J. JONES
 CHECKED BY: J. J. JONES

CORE STUDY
CIVIC
STATION LOCATION PLAN
 CANDIDATE ALIGNMENTS 1, 2, 3, 4, 5
SUBWAY STATION

CONTRACT NO.
 SHEET NO. **A37**
 AS NOTED
 SHEET NO. **52**



NO.	REV.	BY	DATE	DESCRIPTION

THE REPRESENTATION ON THIS DRAWING AND ANY INCREASES IN SIZE SHALL BE A CONDITION OF THE CONTRACT AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF LOS ANGELES AND THE STATE OF CALIFORNIA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF LOS ANGELES AND THE STATE OF CALIFORNIA.

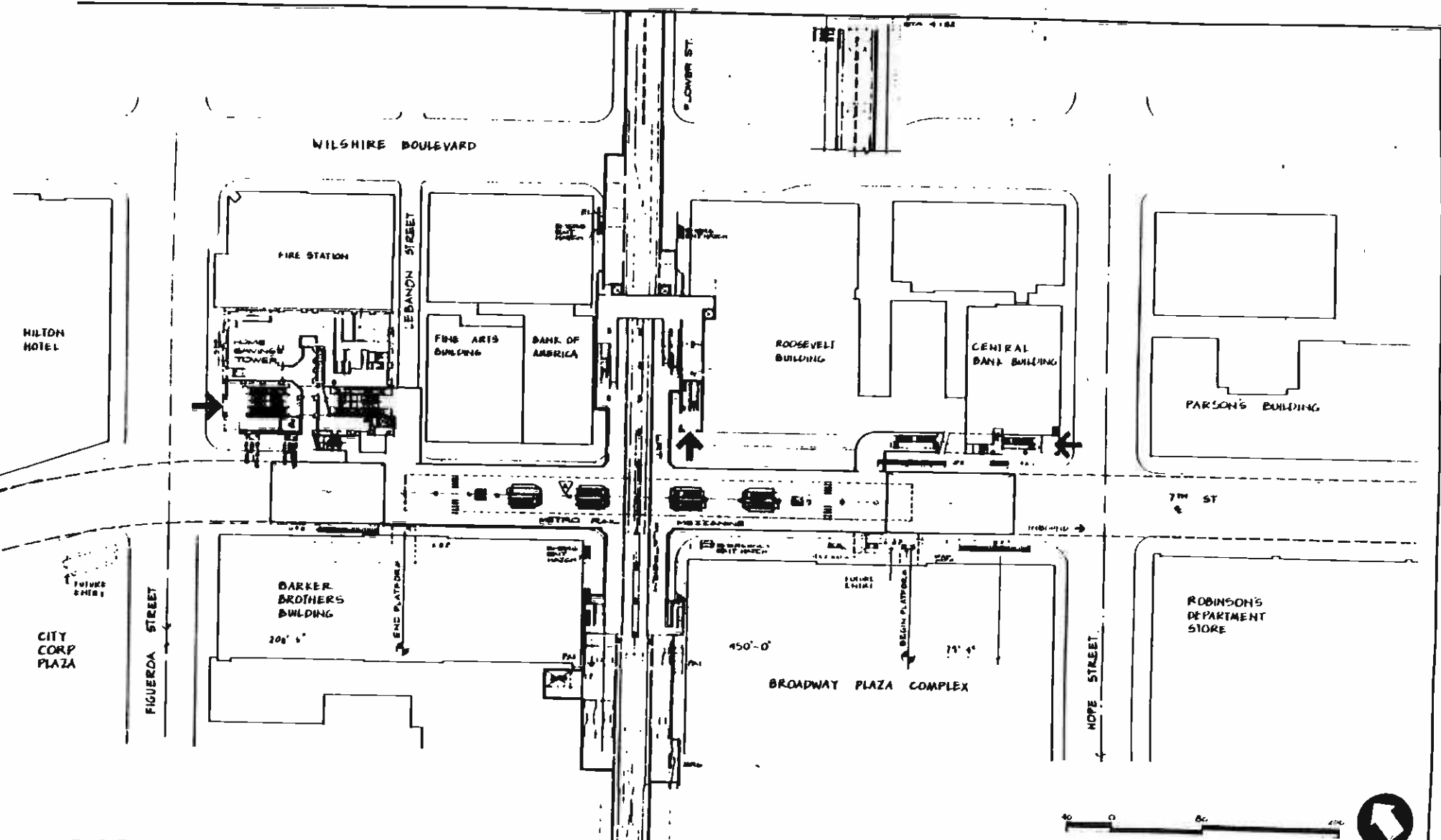
DESIGNED BY
 DRAWN BY
 CHECKED BY
 DATE: 9 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

DESIGNED BY: [Signature]
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 DATE: 9 JAN 87

CORE STUDY
 5th / HILL
STATION LOCATION PLAN
 CANDIDATE ALIGNMENTS 1, 2, 3, 4, 5
 SUBWAY STATION

CONTRACT NO.
 A38
 AS NOTED
 SHEET NO. 53



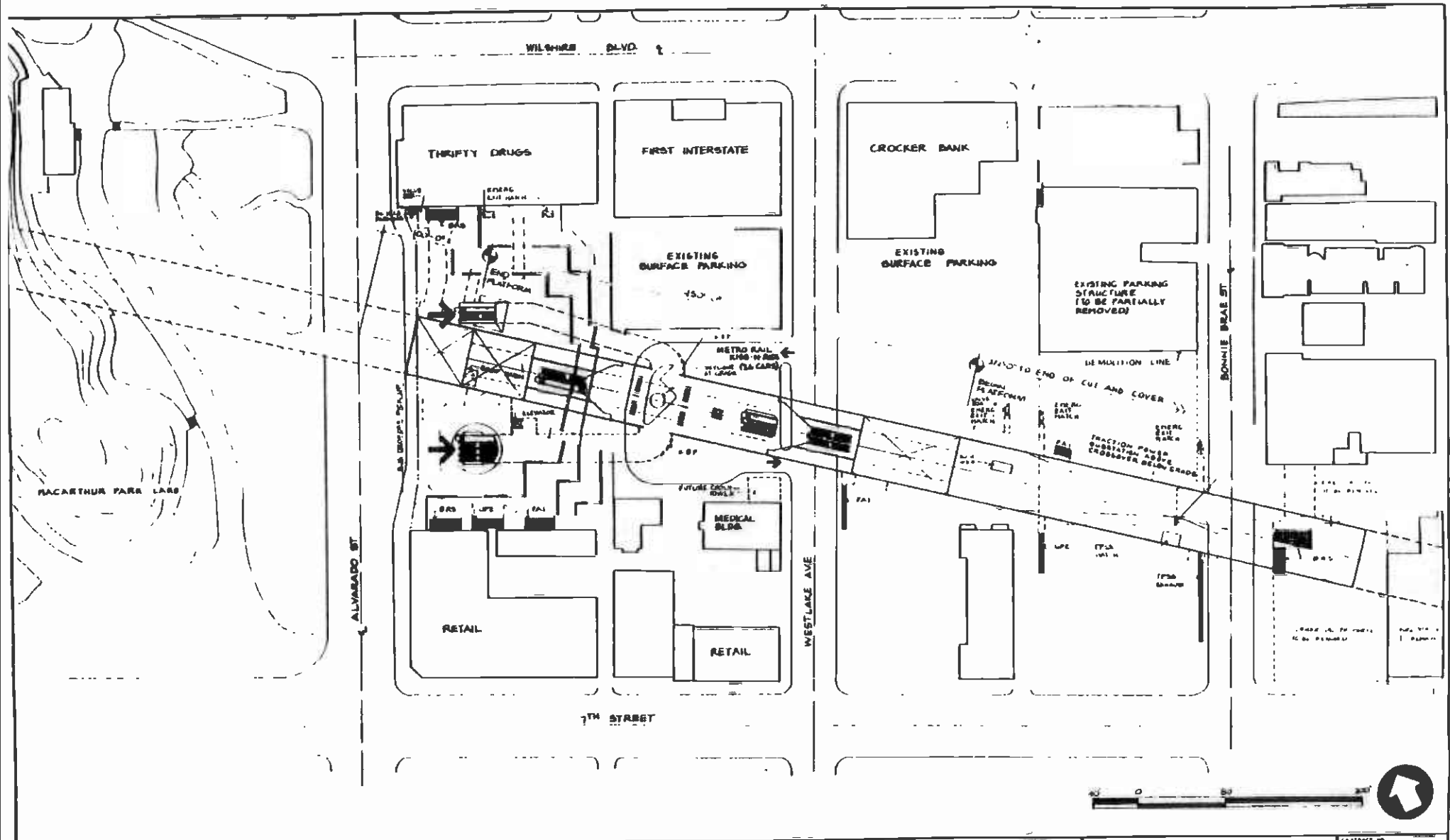
THE INFORMATION ON THIS DRAWING WAS OBTAINED FROM THE RECORDS OF THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT AND IS NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN CONSENT OF THE DISTRICT. THE DISTRICT ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS ON THIS DRAWING.

DRAWN BY: A.C.L.
 CHECKED BY:
 DATE: 8 JAN 67

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT
 PLANNING DIVISION
 PROJECT NO. 1000-1000-1000

CORE STUDY
7th / FLOWER
STATION LOCATION PLAN
 CANDIDATE ALIGNMENTS 1, 2, 3, 4, 5
 SUBWAY STATION

SHEET NO. A39
 AS NOTED
 54



NO.	DATE	BY	APP.	DESCRIPTION

THE PREPARATION OF THIS PLAN AND THE INFORMATION HEREON IS THE RESPONSIBILITY OF THE ENGINEER AND ARCHITECT. THE DISTRICT DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION HEREON. THE DISTRICT DOES NOT ASSUME ANY LIABILITY FOR THE CONSTRUCTION OF THE PROJECT OR FOR THE PERFORMANCE OF THE CONTRACTOR.

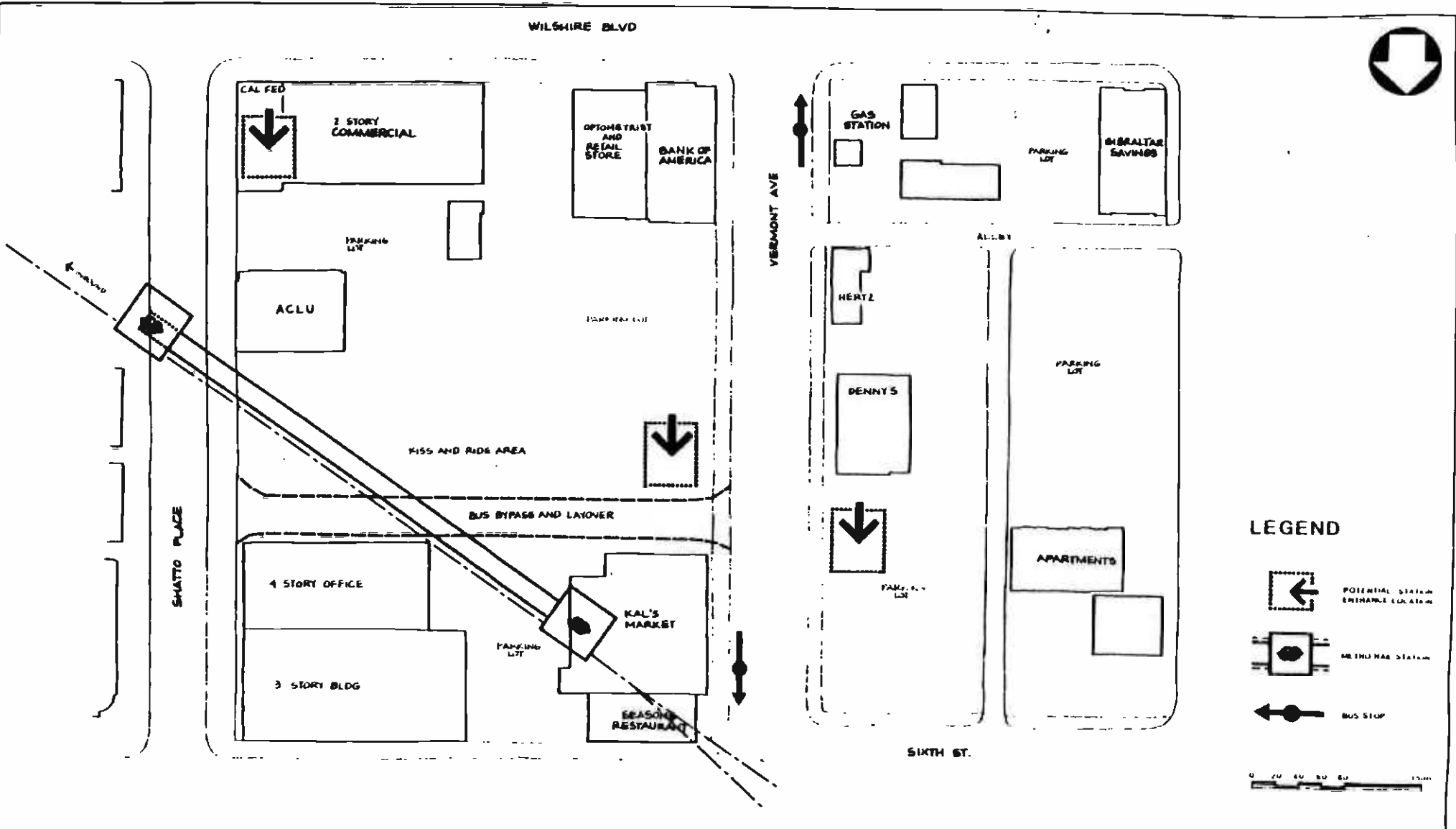
DATE: 9 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT




DATE: 1986-08-28 / NWA
 SCALE: AS NOTED
 SHEET NO. 55

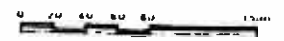
CORE STUDY
ALVARADO
STATION LOCATION PLAN
 CANDIDATE ALIGNMENTS 1, 2, 3, 4, 6
 SUBWAY STATION


CONTRACT NO. A40
 SCALE AS NOTED
 SHEET NO. 55

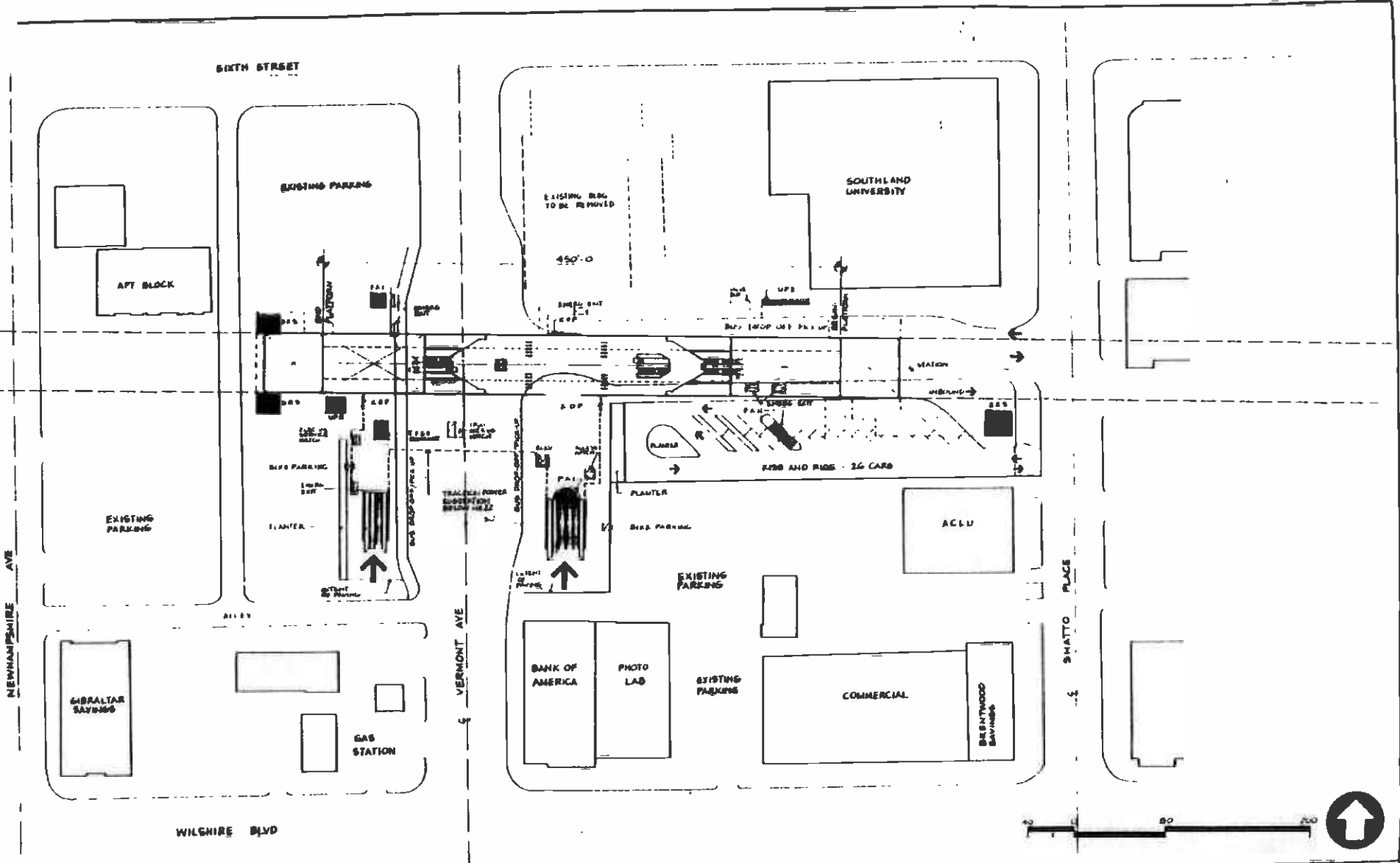


LEGEND

-  POTENTIAL STATION ENTRANCE LOCATION
-  METRO RAIL STATION
-  BUS STOP



THE PROJECT USE OF TRANSPORTATION FACILITIES IS NOT INTENDED TO BE A SUBSTITUTE FOR THE DEVELOPMENT OF TRANSPORTATION. APPROXIMATE COST ESTIMATES AND SCHEDULES ARE FOR INFORMATION ONLY AND ARE SUBJECT TO CHANGE WITHOUT NOTICE. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE DATA AND INFORMATION PROVIDED HEREON.		DESIGNED BY DRAWN BY CHECKED BY IN CHARGE DATE: 8 JAN 87	SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT 	CORE STUDY WILSHIRE / VERMONT STATION LOCATION PLAN CANDIDATE ALIGNMENTS 1, 2, 3 & SUBWAY STATION	SHEET NO. 56 SCALE: AS NOTED
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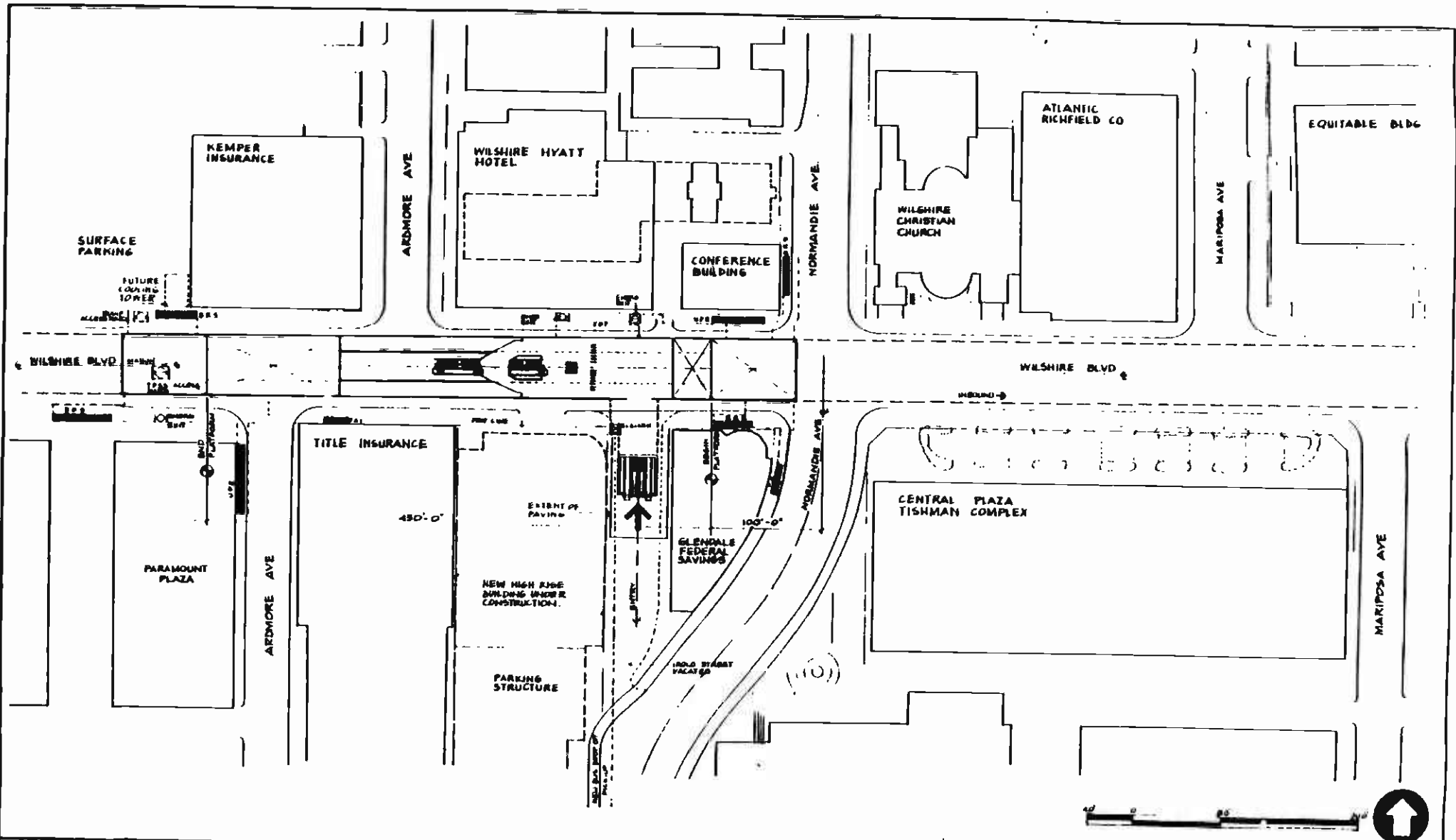
THIS PLAN SHOWS THE "C" ALIGNMENT AND STATION LOCATIONS AS OF 1977. PROPERTY IS SHOWN FROM THE "C" ALIGNMENT OF TRANSPORTATION, UNDER THE PROVISIONS OF THE METRO RAIL ACT OF 1967, AS AMENDED, AND IS SHOWN ON THE MAPS OF THE DIVISION OF LAND OF CALIFORNIA.

0 1 AM 87

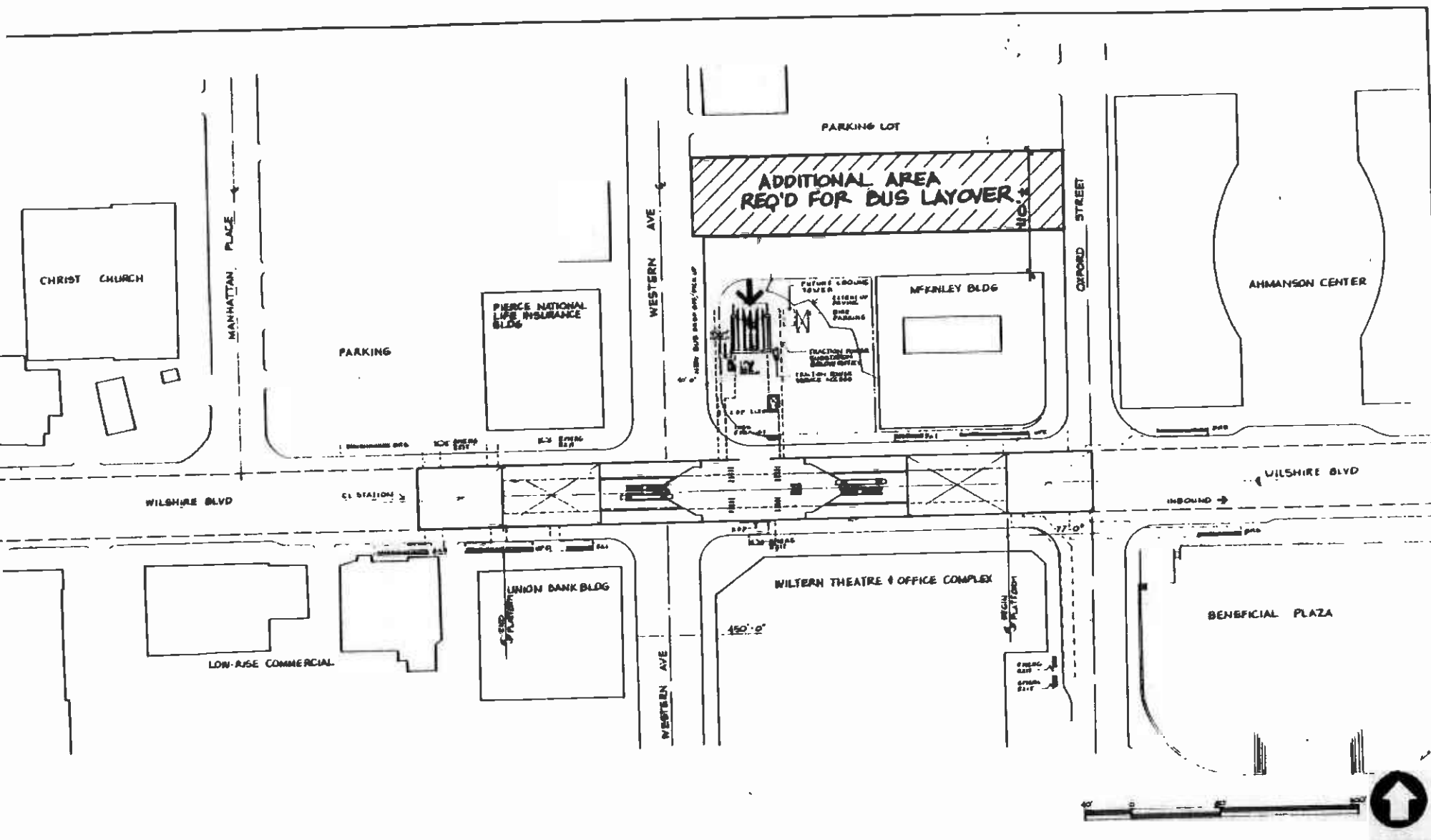
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT		
METRO RAIL PROJECT		
DESIGN/PROJ/RE/WWA	DATE: 1/20/87	PROJECT NO. 441
SCALE: 1/8" = 1'-0"	DATE: 1/20/87	AS NOTED
NO. 100	441-100	SHEET NO. 57

CORE STUDY WILSHIRE/VERMONT STATION LOCATION PLAN CANDIDATE ALIGNMENT & SUBWAY STATION		SHEET NO. 57
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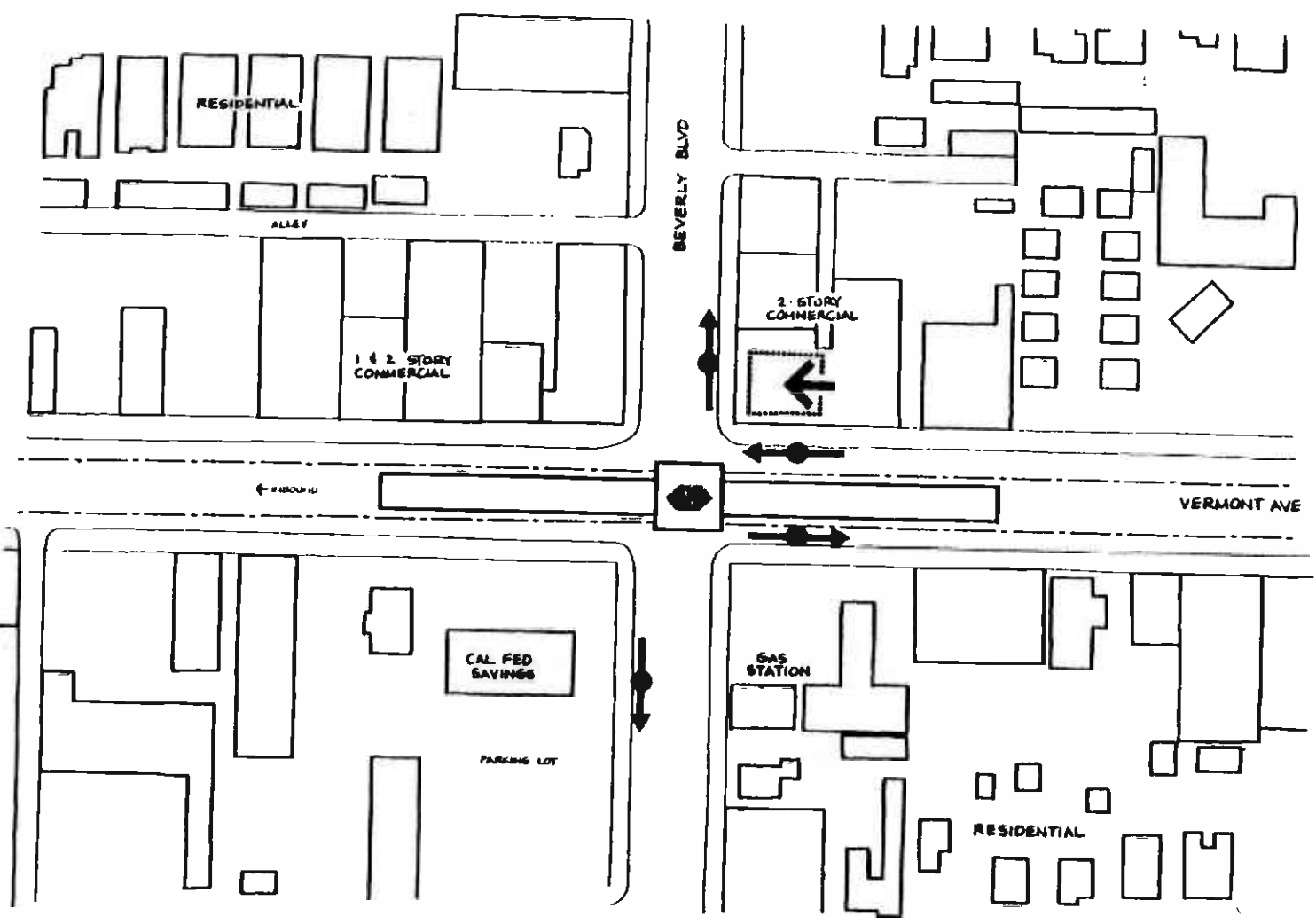







THE INFORMATION ON THIS DRAWING WAS OBTAINED FROM THE RECORDS OF THE DISTRICT AND IS SUBJECT TO THE SAME AS THE RECORDS. IT IS THE RESPONSIBILITY OF THE USER TO VERIFY THE ACCURACY OF THE INFORMATION.		METRO COUNTY OF LOS ANGELES 8 JAN 87	SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT 	CORE STUDY WILSHIRE/NORMANDIE STATION STATION LOCATION PLAN CANDIDATE ALIGNMENTS 1, 2, 3, 4, 5 SUBWAY STATION	PROJECT NO. SHEET NO. A42 AS NOTED 58
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THE INFORMATION ON THIS DRAWING HAS BEEN PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND I AM A REGISTERED PROFESSIONAL ENGINEER, LICENSE NO. 10000, STATE OF CALIFORNIA. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION ON THIS DRAWING.		DRAWN BY CHECKED BY DATE 8 JAN 87	SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT		CORE STUDY WILSHIRE/WESTERN STATION LOCATION PLAN CANDIDATE ALIGNMENTS 2, 3, 4, 5 SUBWAY STATION	CONTRACT NO. DRAWING NO. A35 MADE AS NOTED SHEET NO. 59
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LEGEND

-  POTENTIAL STATION ENTRANCE LOCATION
-  METRO RAIL STATION
-  BUS STOP



DATE	BY	APP	REVISION

The preparation of this plan and the data shown on it are the responsibility of the person or persons who prepared it. The Southern California Rapid Transit District is not responsible for the accuracy of the data shown on this plan.

DESIGNED BY	
DRAWN BY	
CHECKED BY	
IN CHARGE	
DATE	9 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

METRO RAIL PROJECT

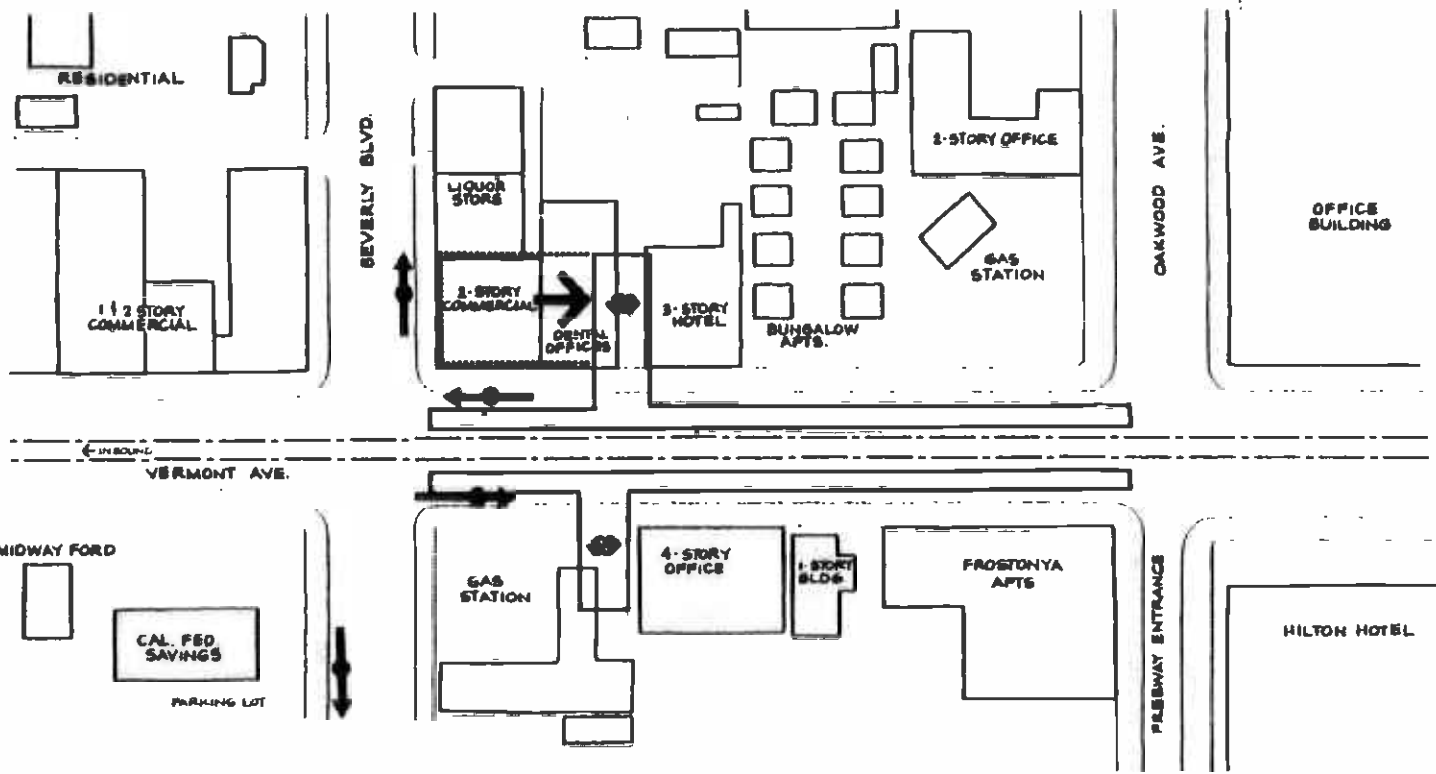


DATE PLOD 66-1100A
PROJECT NO. 1000000000

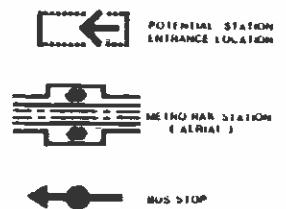
APPROVED

CORE STUDY
VERMONT / BEVERLY
STATION LOCATION PLAN
CANDIDATE ALIGNMENT 1
SUBWAY STATION

CONTRACT NO.	
ISSUE NO.	A4
DATE AS NOTED	
PAGE NO.	60



LEGEND



NO.	DATE	BY	CHKD	APP	DESCRIPTION

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

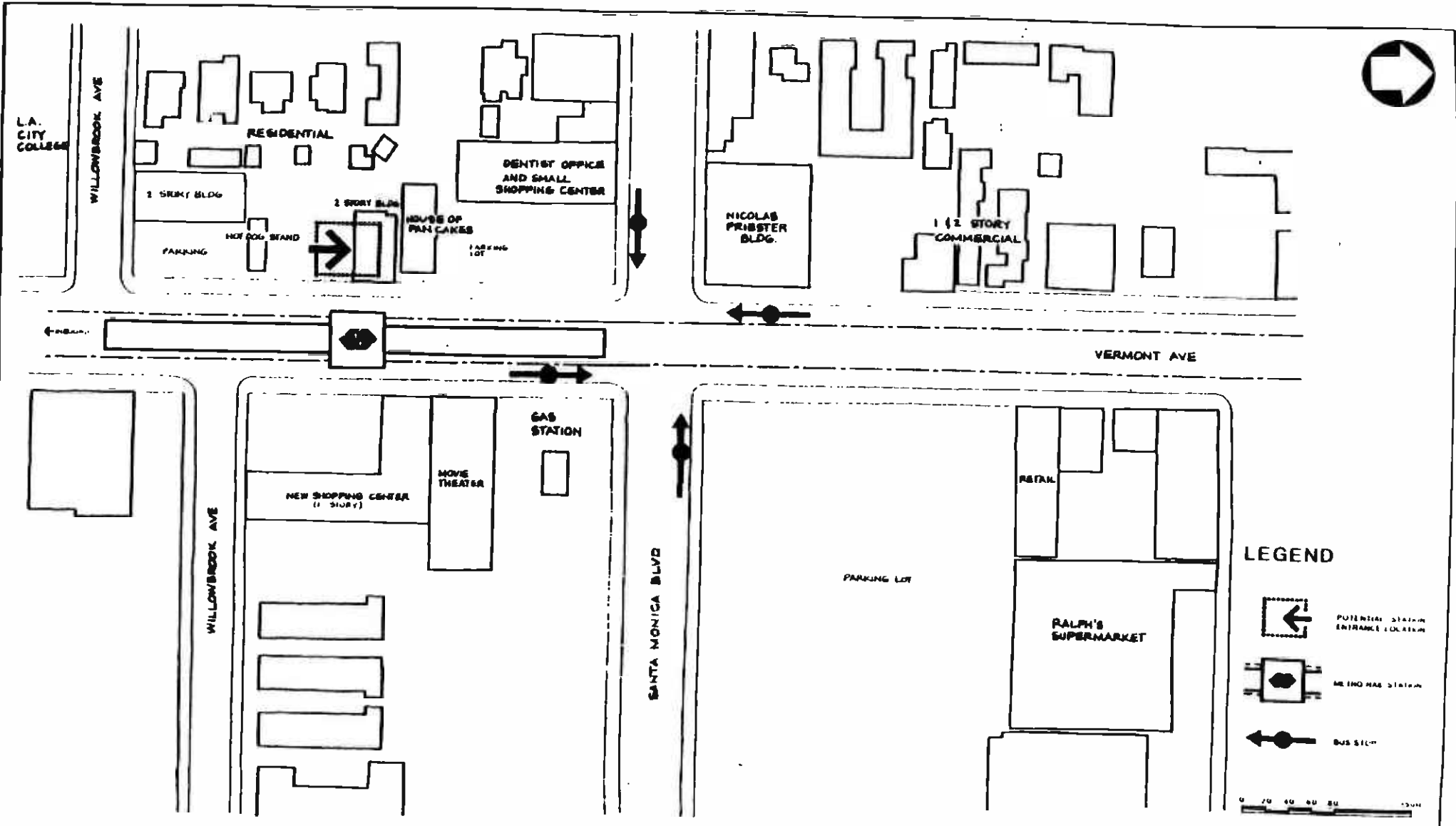
DESIGN PROJECT NO. 1000
REVISED: OCTOBER 1975

CORE STUDY
VERMONT / BEVERLY
STATION LOCATION PLAN
CANDIDATE ALIGNMENTS 2, 3 & 4
AERIAL STATION

CONTRACT NO.	
ISSUED BY	A15
DATE	
NOTED BY	
DATE	

DESIGNED BY
DRAWN BY
CHECKED BY
DATE
8 JAN 87

PROJECT NO.
SHEET NO.
DATE



LEGEND

- POTENTIAL STATION ENTRANCE LOCATION
- METRO HAS STATION
- BUS STOP

0 20 40 60 80 100

NO.	DATE	BY	REV.	DESCRIPTION

THE PREPARATION OF THIS DRAWING HAS BEEN FINISHED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION UNDER THE TRANSPORTATION ADMINISTRATION UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964 AS AMENDED AND IN PART BY THE TITLES OF THE SANTA MONICA AND OF THE STATE OF CALIFORNIA.

DESIGNED BY: _____
 CHECKED BY: _____
 DATE: 9 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

METRO RAIL PROJECT

DESIGN PROVIDED BY: MWA
 (MARTIN WATSON ARCHITECTS)

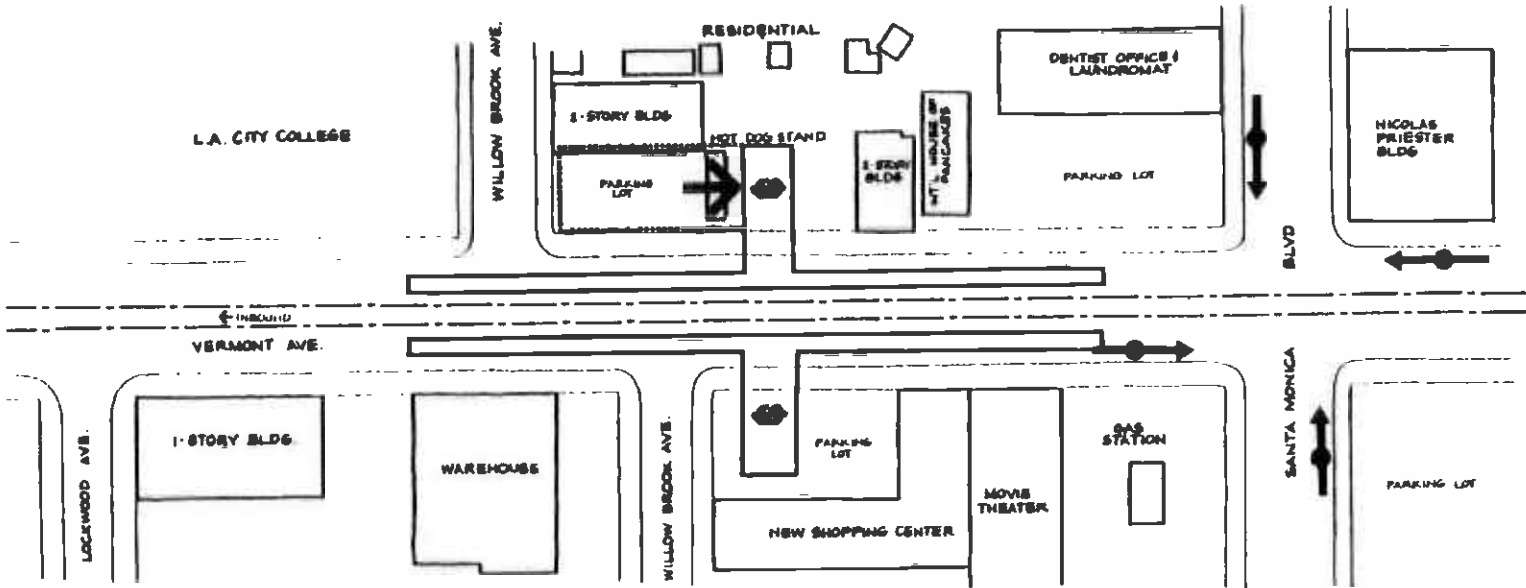
DATE: 9 JAN 87

CORE STUDY

VERMONT/SANTA MONICA STATION LOCATION PLAN

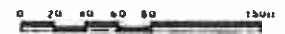
CANDIDATE ALIGNMENT 1
 SUBWAY STATION

DATE: 87
 AS NOTED
 82



LEGEND

- POTENTIAL STATION ENTRANCE LOCATION
- METRO RAIL STATION (AERIAL)
- BUS STOP



NO.	DATE	BY	CHKD	APP	DESCRIPTION

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DESIGNED BY
 DRAWN BY
 CHECKED BY
 IN CHARGE
 DATE 9 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

METRO RAIL PROJECT

DATE PLOTTED BY MTRD
 1/9/87

CORE STUDY

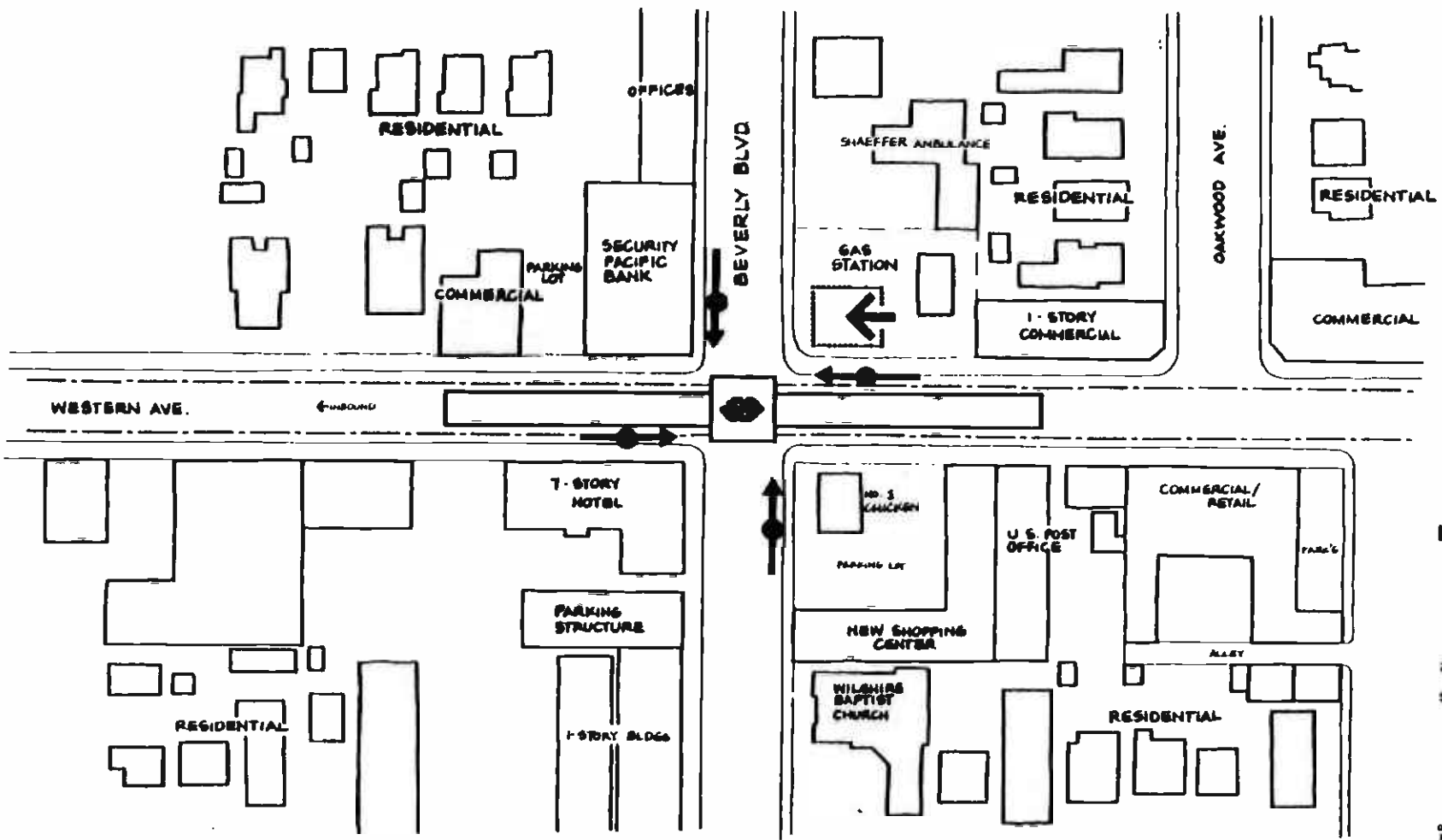
VERMONT / SANTA MONICA

STATION LOCATION PLAN




CANDIDATE ALIGNMENTS 2, 3, 4

AERIAL STATION

10/10/81 MS
 SHEET NO. A16
 AS NOTED
 63



LEGEND

-  POTENTIAL STATION ENTRANCE LOCATION
-  METRO RAIL STATION
-  BUS STOP



DATE	BY	APP	REVISION

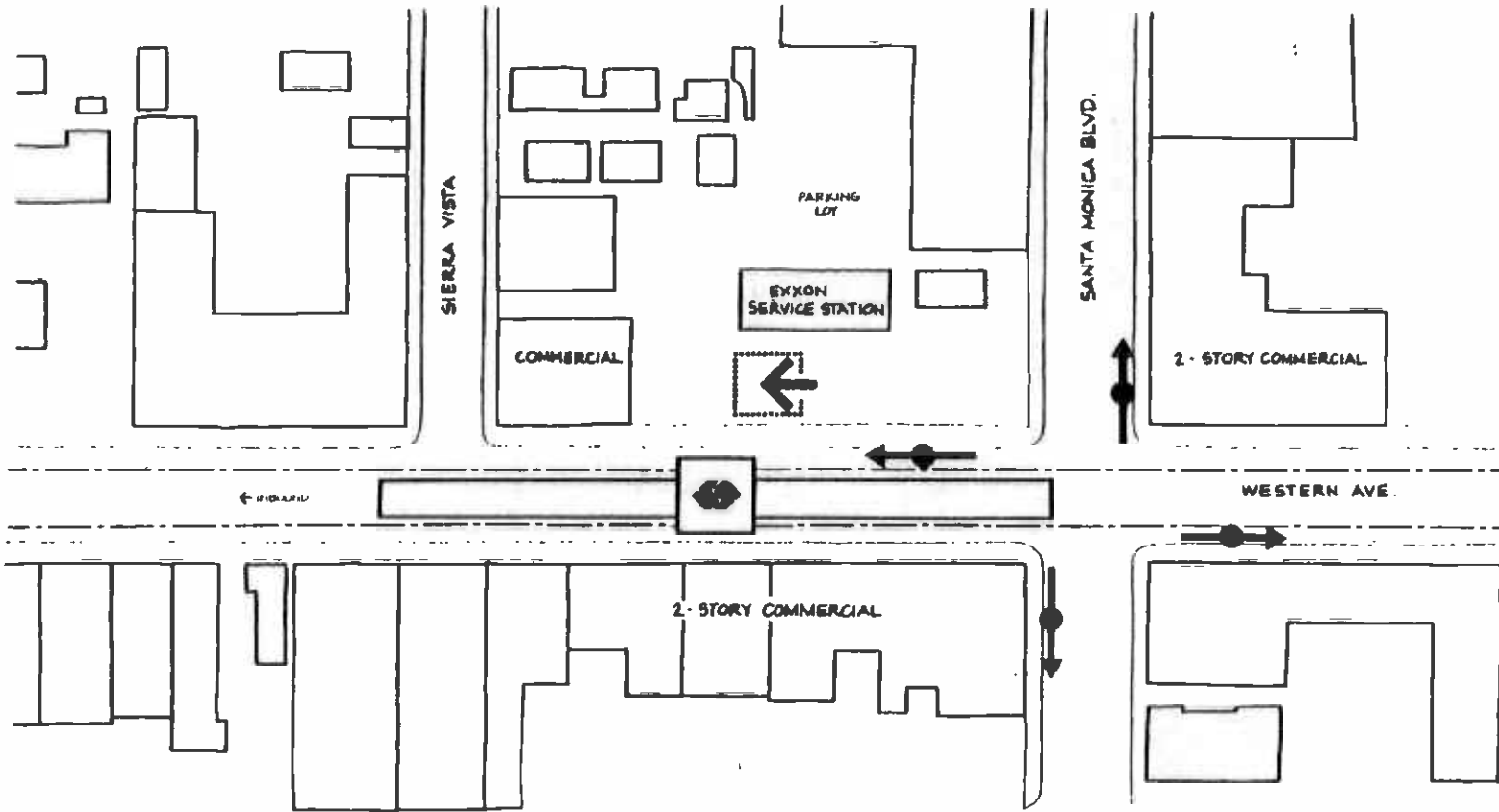
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT






DATE: 6 JAN 87

CORE STUDY
WESTERN / BEVERLY
STATION LOCATION PLAN
CANDIDATE ALIGNMENT 5
SUBWAY STATION

PROJECT NO. 48
SCALE: AS NOTED
DATE: 64



LEGEND

-  POTENTIAL STATION ENTRANCE LOCATION
-  METRO RAIL STATION
-  BUS STOP



REV	DATE	BY	CHK	APP	DESCRIPTION

THE PRESENTATION OF THIS PROJECT IS SUBJECT TO THE APPROVAL OF THE LOCAL AGENCIES AND THE STATE OF CALIFORNIA. THE LOCAL AGENCIES AND THE STATE OF CALIFORNIA SHALL BE RESPONSIBLE FOR THE REVIEW AND APPROVAL OF THIS PROJECT. THE LOCAL AGENCIES AND THE STATE OF CALIFORNIA SHALL BE RESPONSIBLE FOR THE REVIEW AND APPROVAL OF THIS PROJECT.

DESIGNED BY
 DRAWN BY
 CHECKED BY
 DATE 9 JAN 07

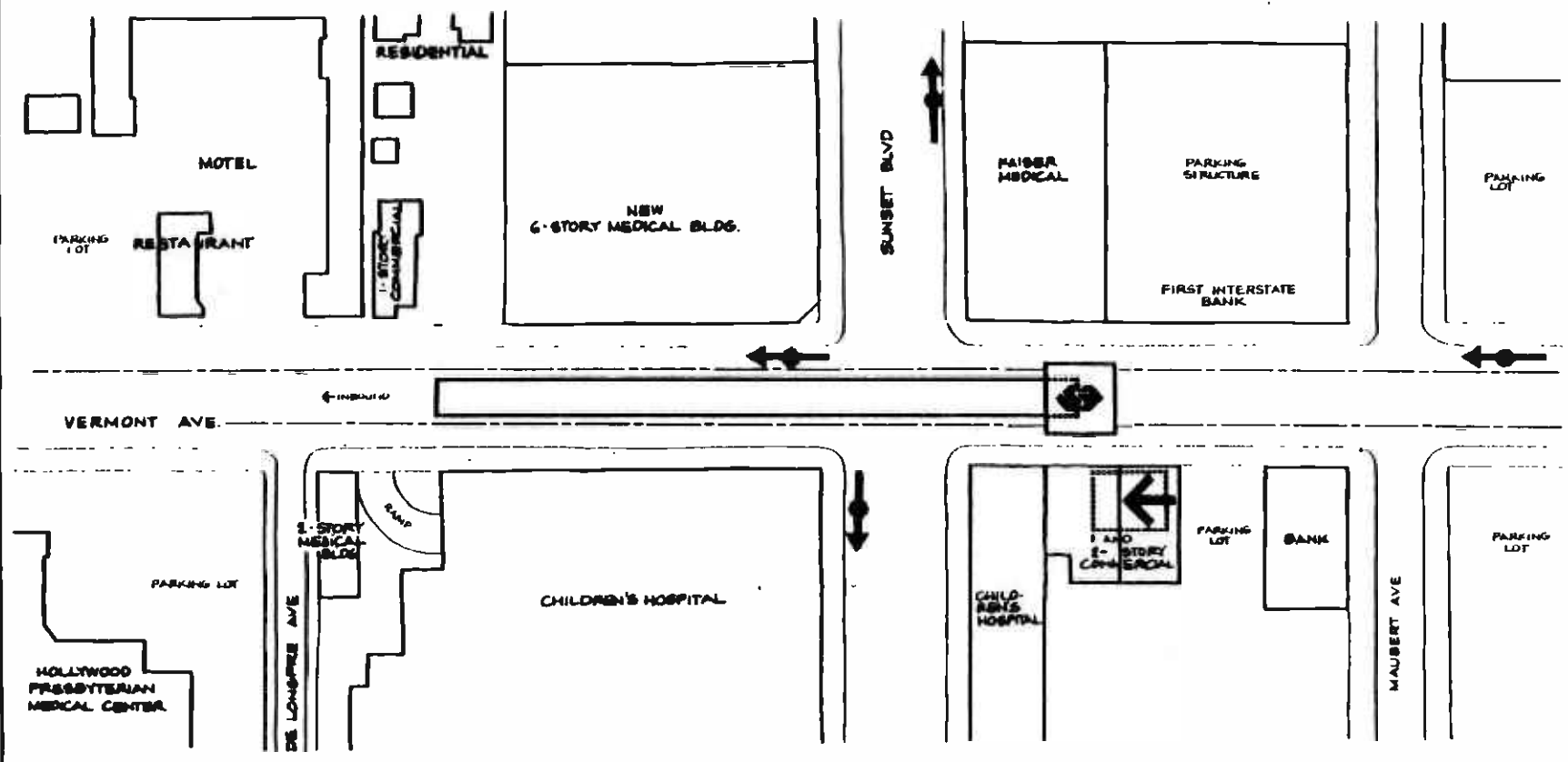
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT






DATE: 9 JAN 07

CORE STUDY
WESTERN / SANTA MONICA
STATION LOCATION PLAN
 CANDIDATE ALIGNMENT 5
SUBWAY STATION

PROJECT NO. 65



LEGEND

-  POTENTIAL STATION ENTRANCE LOCATION
-  METRO RAIL STATION
-  BUS STOP



NO.	DATE	BY	CHK	APP	DESCRIPTION

NO.	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY	
CHECKED BY	
DATE	8 JAN 87

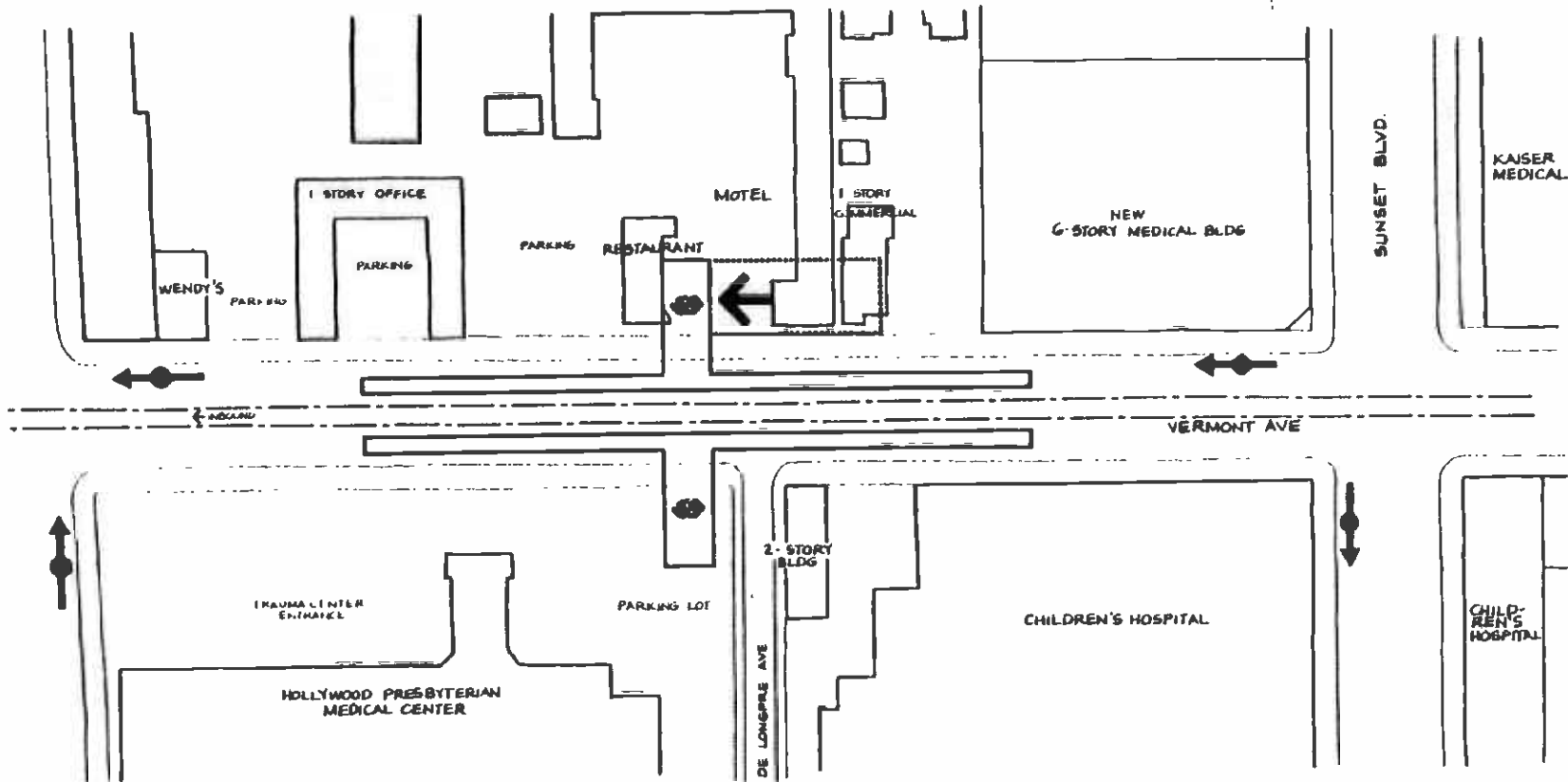
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT






DESIGN PROVIDED BY
LAWSON, CORP. 1987

CORE STUDY
VERMONT / SUNSET
STATION LOCATION PLAN
CANDIDATE ALIGNMENT 1
SUBWAY STATION

DATE: 87
PROJECT NO: AJ1
SCALE: AS NOTED
SHEET NO: 66



LEGEND

-  POTENTIAL STATION ENTRANCE LOCATION
-  METRO RAIL STATION (AERIAL)
-  BUS STOP




NO.	DATE	BY	APP.	DESCRIPTION

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DATE: 8 JAN 87

DESIGNED BY
 DRAWN BY
 CHECKED BY
 IN CHARGE

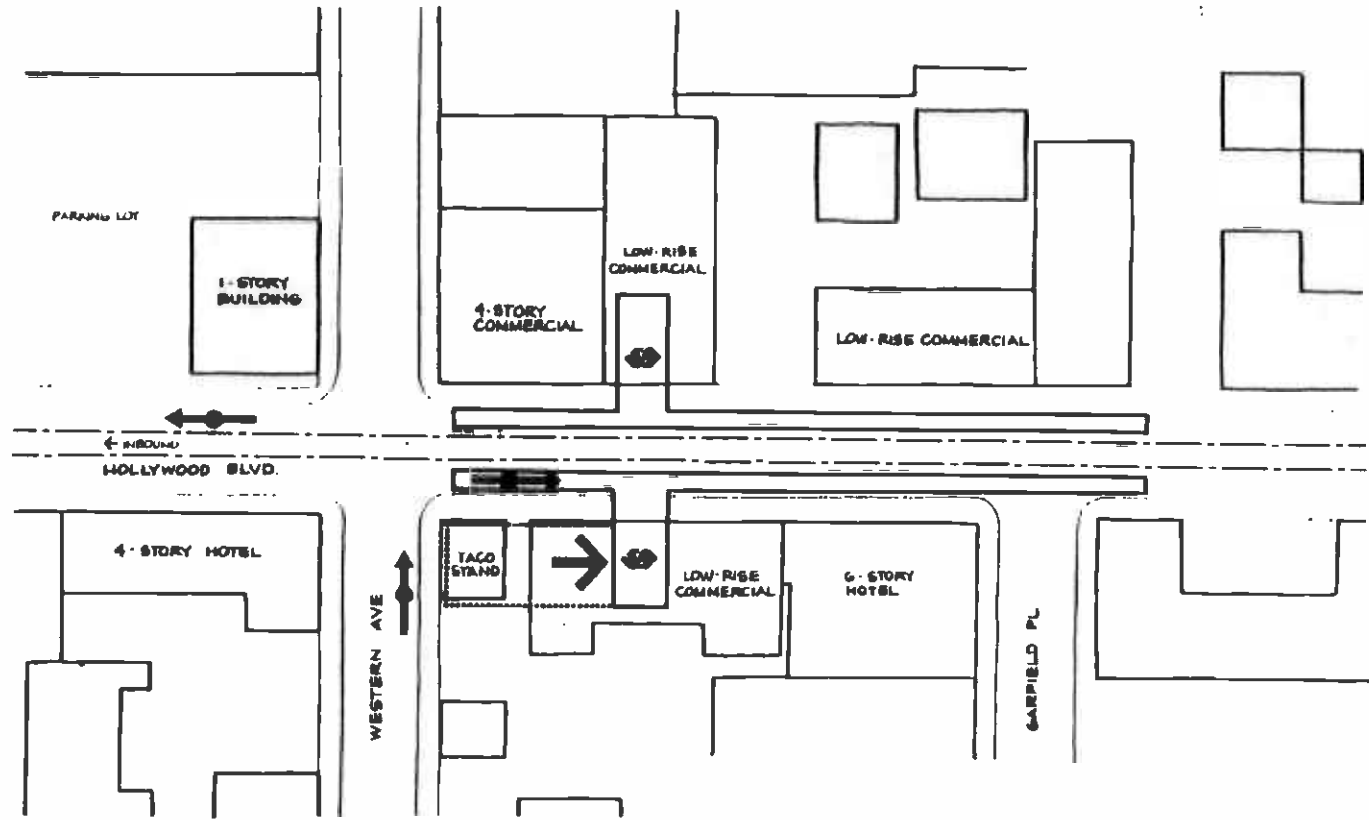
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT



DATE: 8 JAN 87

CORE STUDY
VERMONT / SUNSET
STATION LOCATION PLAN
 CANDIDATE ALIGNMENTS 2 & 3
 AERIAL STATION

CONTRACT NO.
 SHEET NO. A17
 DATE AS NOTED
 67

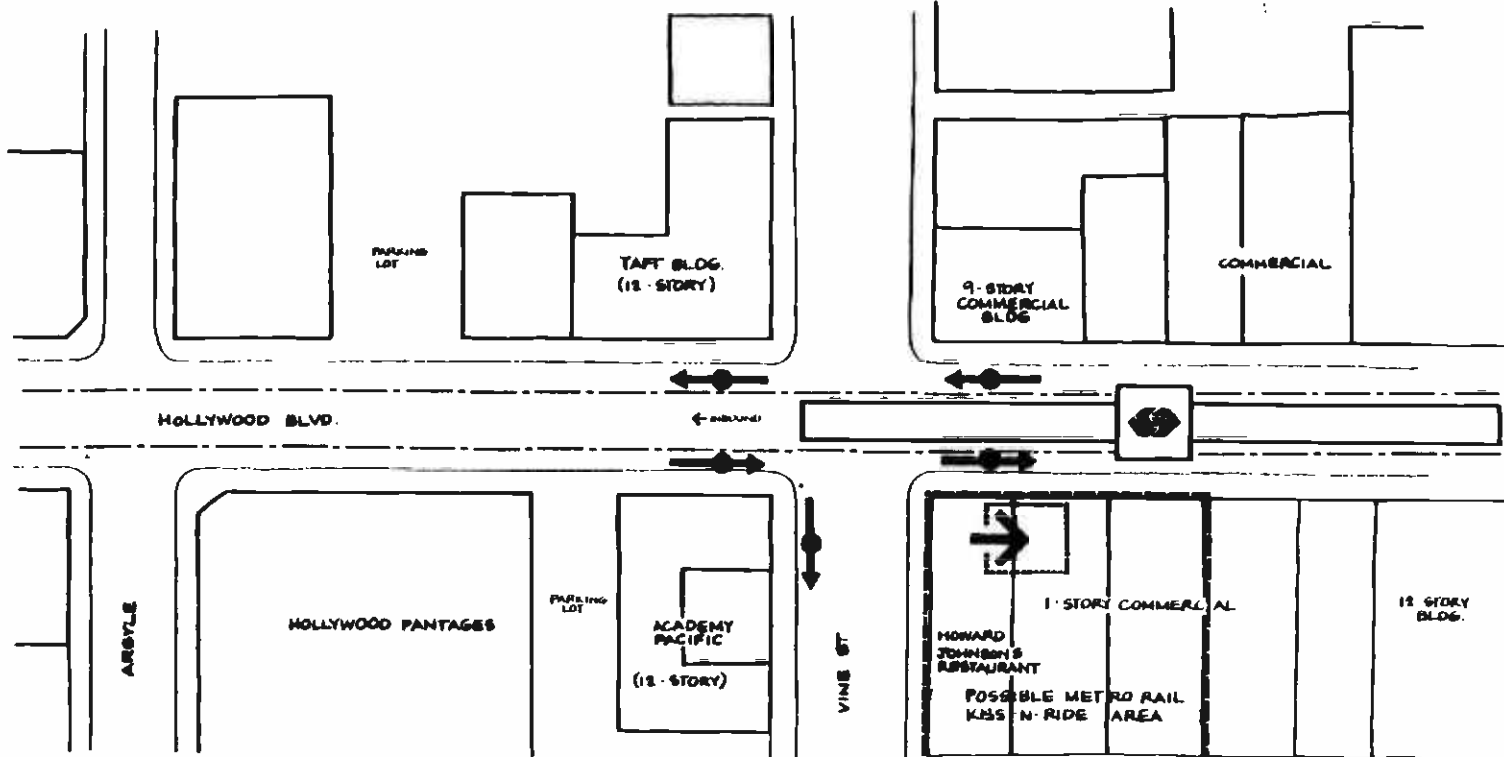


LEGEND




- POTENTIAL STATION ENTRANCE LOCATION
- METRO RAIL STATION (AERIAL)
- BUS STOP

0 20 40 60 80 100 120 FT

REVISIONS NO. DATE BY SUE APP _____ _____ _____		THE DESIGN OF THIS STATION AND ITS STRUCTURE IS THE RESPONSIBILITY OF THE ARCHITECT AND ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF THE STATION AND ITS STRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE STATION AND ITS STRUCTURE.		DESIGNED BY DRAWN BY CHECKED BY DATE 8 JAN 67		SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT		CORE STUDY HOLLYWOOD / WESTERN STATION LOCATION PLAN CANDIDATE ALTERNATES 2, 3 AERIAL STATION		SHEET NO. SECTION A18 AB NUL1 D PAGE NO. 69	
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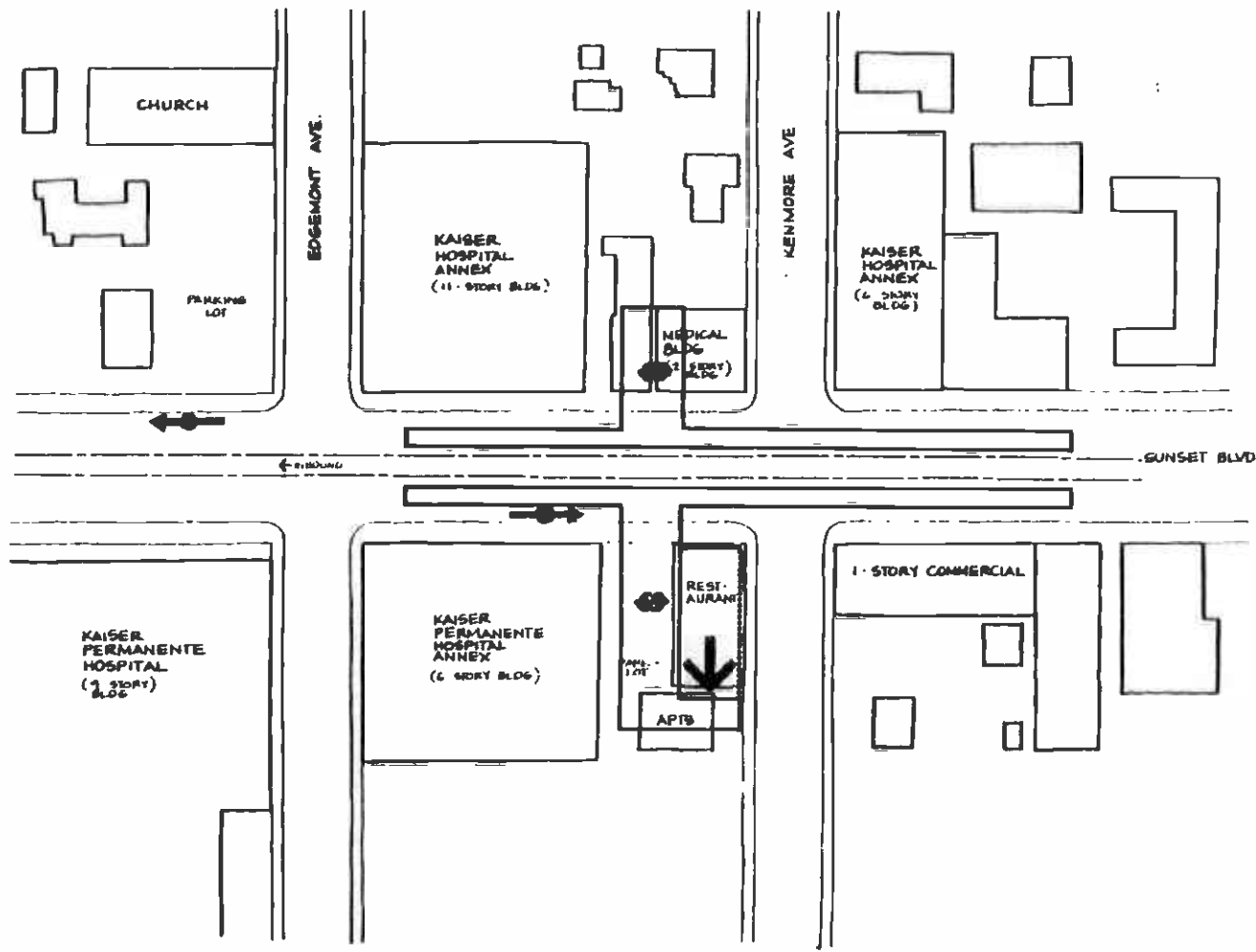


LEGEND

-  POTENTIAL STATION ENTRANCE LOCATION
-  METRO RAIL STATION
-  BUS STOP



<p>THE INFORMATION ON THIS DRAWING IS THE PROPERTY OF THE DISTRICT AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE DISTRICT.</p>										<p>DESIGNED BY DRAWN BY CHECKED BY DATE 8 JAN 87</p>		<p>SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT</p>					<p>CORE STUDY HOLLYWOOD - VINE STATION LOCATION PLAN CANDIDATE ALIGNMENTS 1, 2, 3 SUBWAY STATION</p>			<p>PROJECT NO. SHEET NO. 19 AS NOTED SHEET NO. 70</p>	
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LEGEND

POTENTIAL STATION ENTRANCE LOCATION

METRO RAIL STATION (AERIAL)

BUS STOP

0 20 40 60 80 100 FT

DATE	BY	APP	DESCRIPTION

<p>THE DISTRICT OF THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT HAS REVIEWED THIS PLAN AND HAS APPROVED IT FOR THE PURPOSES OF THE DISTRICT'S GENERAL PLAN AND THE DISTRICT'S LOCAL ORDINANCES. THIS APPROVAL IS LIMITED TO THE DISTRICT'S REVIEW AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.</p> <p>DATE: 9 JAN 87</p>	<p>DESIGNED BY</p> <p>ENGINEER</p> <p>CHECKED BY</p> <p>DATE</p>
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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

METRO RAIL PROJECT



DESIGNED BY: []

ENGINEER: []

CHECKED BY: []

DATE: 9 JAN 87

CORE STUDY

SUNSET / EDMONT

STATION LOCATION PLAN

CANDIDATE ALIGNMENT 4

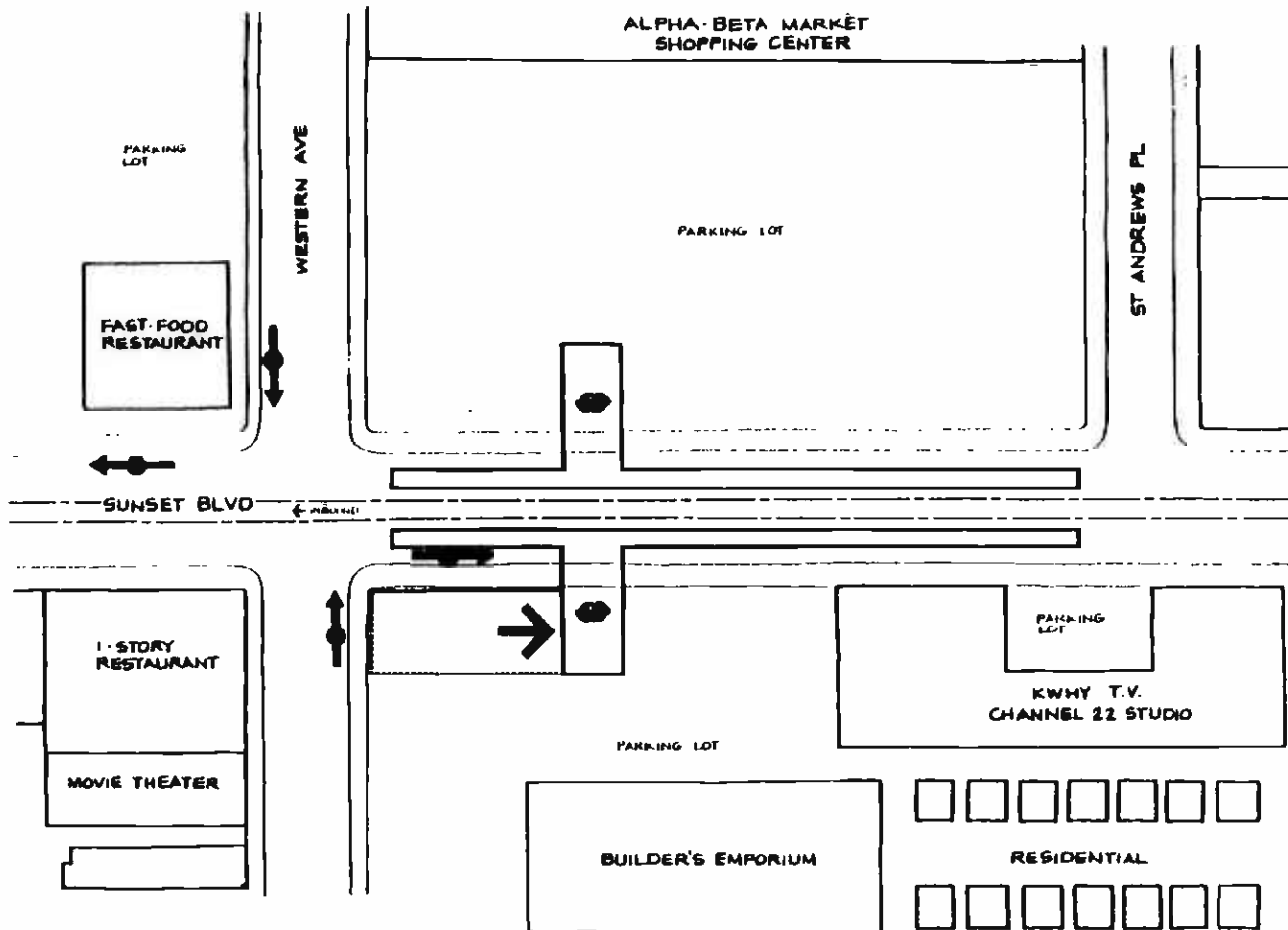
AERIAL STATION

DATE: 1/87

BY: A26

APP: AS NOTED

REV: 1



LEGEND



POTENTIAL STATION ENTRANCE LOCATION



POTENTIAL STATION AERIAL



BUS STOP



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DATE: 11/15/88
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 TITLE: STATION LOCATION PLAN

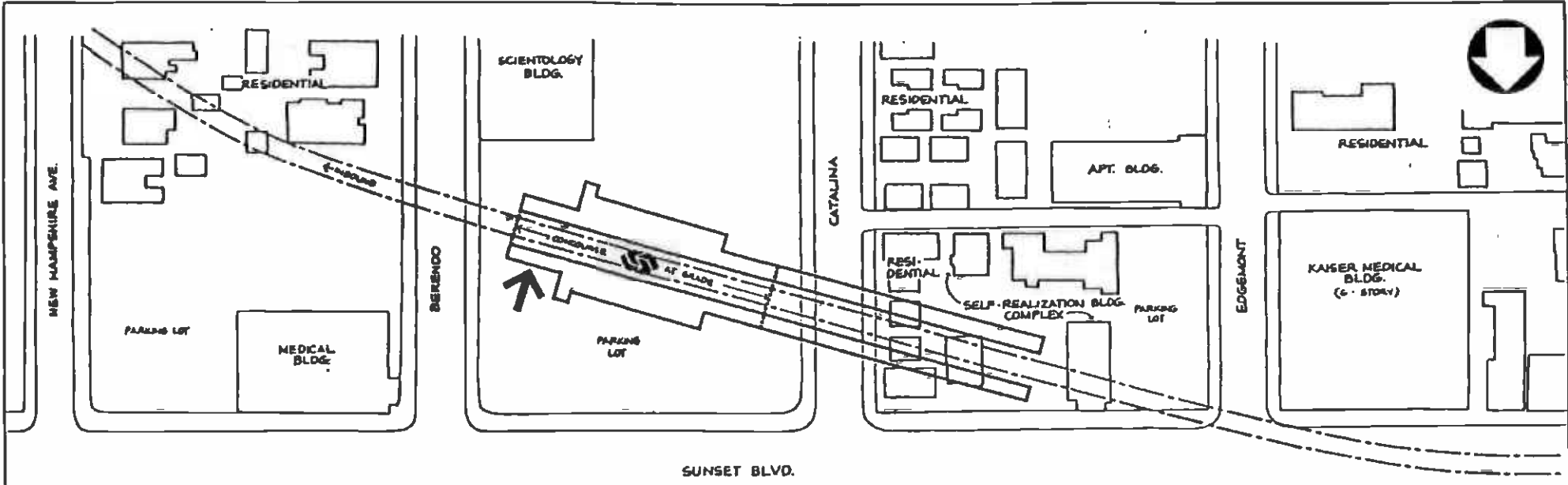
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT



STATION NUMBER: 42
 STATION NAME: SUNSET / WESTERN

CORE STUDY
SUNSET / WESTERN
STATION LOCATION PLAN
 CANDIDATE ALIGNMENT 4
 AERIAL STATION

DATE: 11/15/88
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 TITLE: STATION LOCATION PLAN



KAISER PERMANENTE HOSPITAL

LEGEND



POTENTIAL STATION ENTRANCE LOCATION



METRO RAIL STATION (AERIAL)



BUS STOP



DATE	BY	CHKD	APP'D

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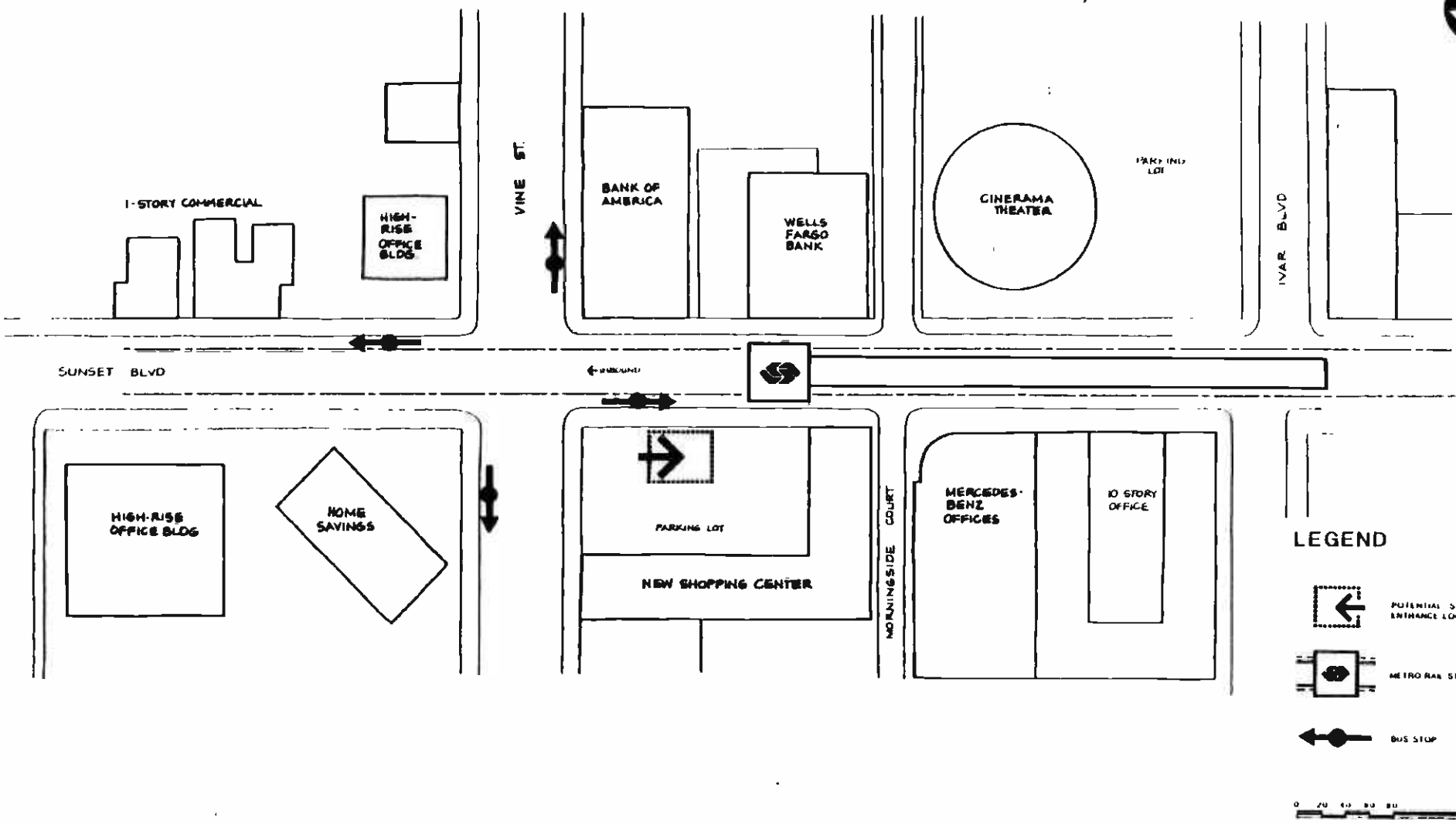
DRAWN BY: [Name] CHECKED BY: [Name] DATE: 11/14/07

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

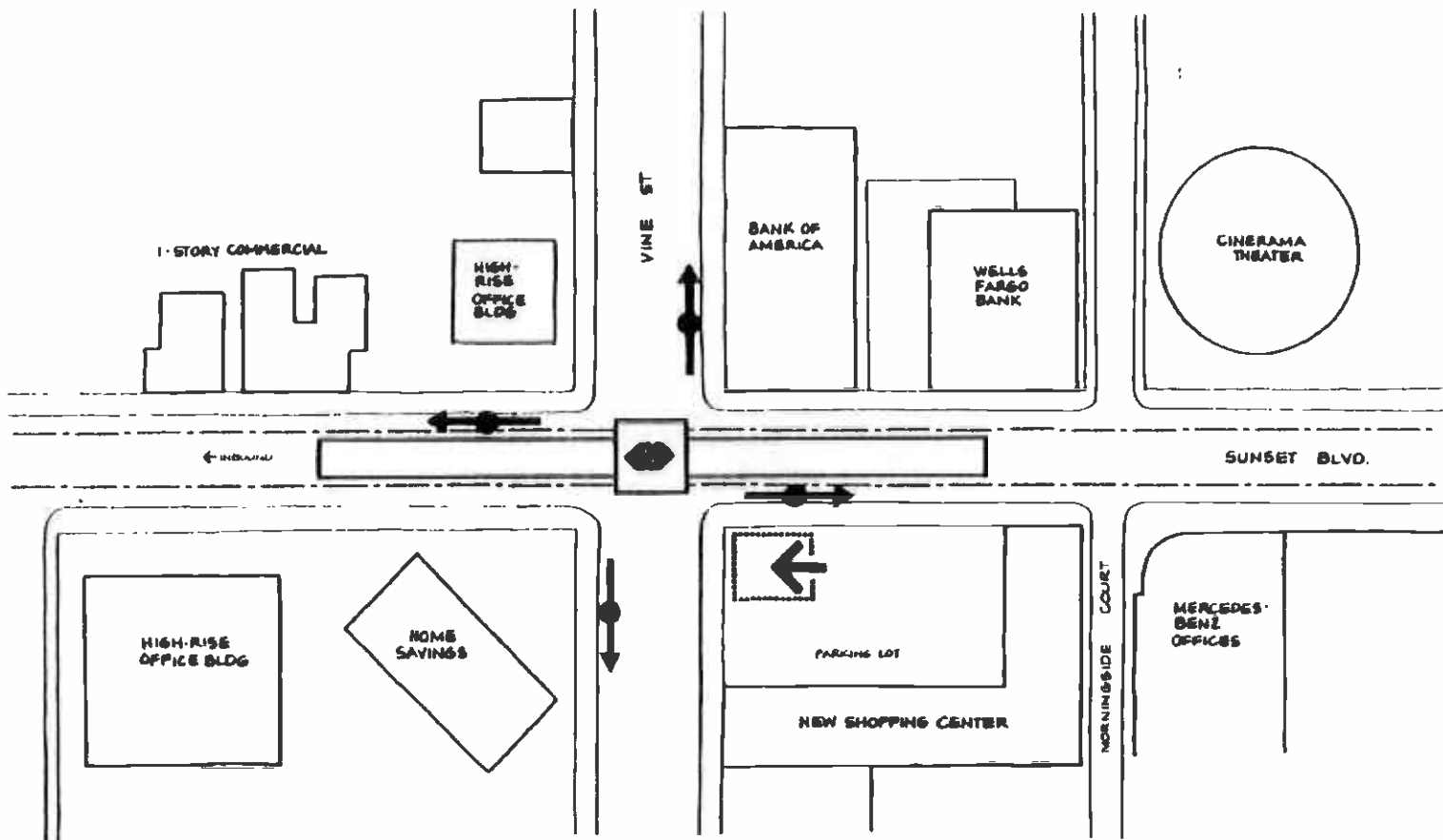
PROJECT NO. 100-100-0000-0000
 SHEET NO. 17A

CORE STUDY
SUNSET/VERMONT
ALT. STATION LOCATION PLAN
 CANDIDATE ALIGNMENT 4
AERIAL STATION




SHEET NO. 17A
 AS NOTED



THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A LOAN FROM THE U.S. DEPARTMENT OF TRANSPORTATION UNDER AWARD NUMBER 49-DP-0001-0001. THE U.S. DEPARTMENT OF TRANSPORTATION HAS NOT REVIEWED THIS DRAWING FOR TECHNICAL ACCURACY OR COMPLETENESS. THE U.S. DEPARTMENT OF TRANSPORTATION IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THIS DRAWING. THE USER OF THIS DRAWING SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR OBTAINING THE SERVICES OF ALL NECESSARY PROFESSIONAL ENGINEERS AND ARCHITECTS. THE U.S. DEPARTMENT OF TRANSPORTATION IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THIS DRAWING. THE USER OF THIS DRAWING SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR OBTAINING THE SERVICES OF ALL NECESSARY PROFESSIONAL ENGINEERS AND ARCHITECTS.		DESIGNED BY DRAWN BY CHECKED BY IN CHARGE DATE 19 JAN 87	SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT 	DATE PREP BY HWA CHECKED BY APPROVED BY	CORE STUDY SUNSET / VINE STATION LOCATION PLAN CANDIDATE ALIGNMENT 4 SUBWAY STATION	SHEET NO. 13			
NO.	DATE	BY	APP.	DESCRIPTION	NO.	DATE	BY	APP.	DESCRIPTION

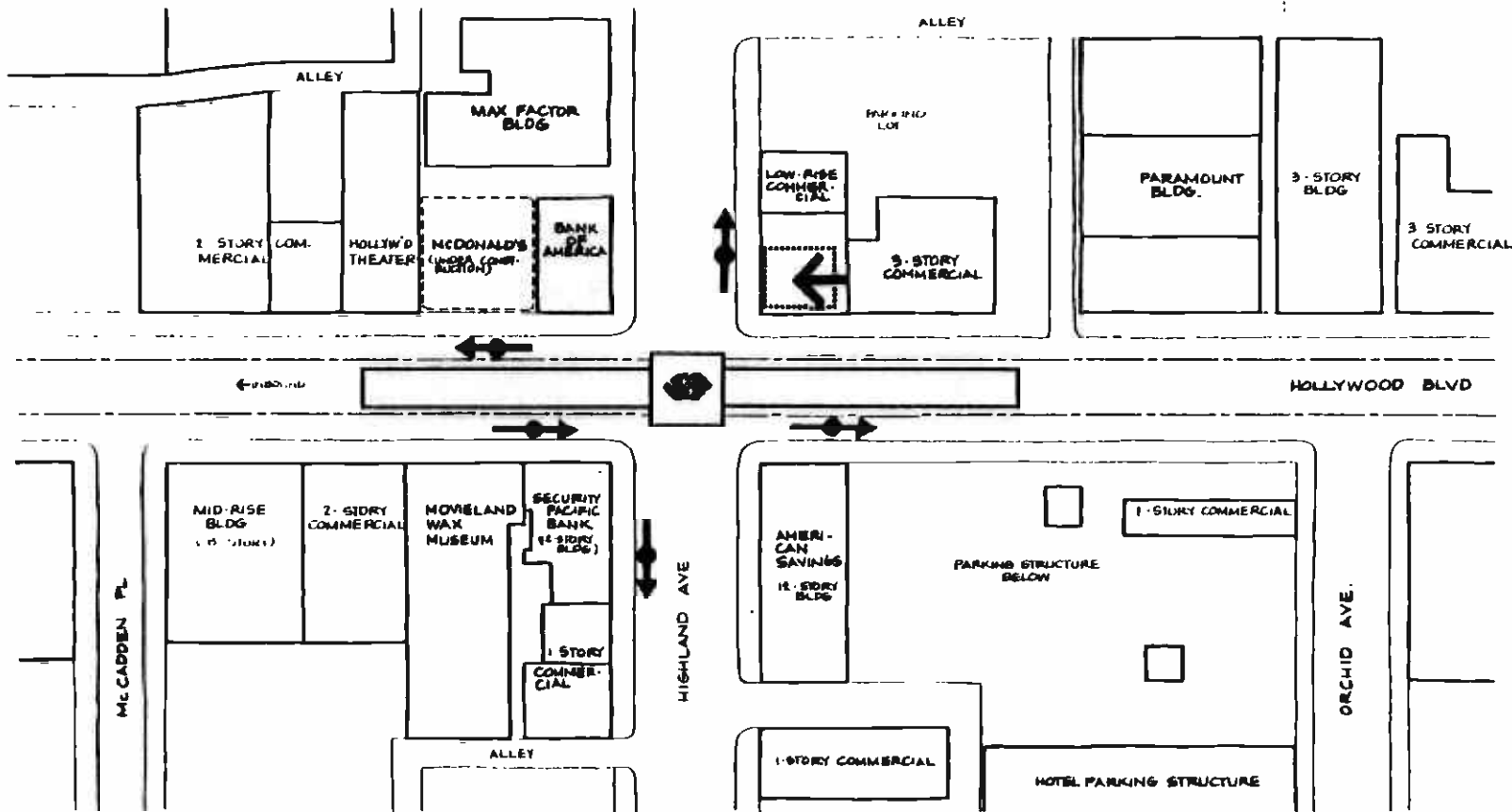


LEGEND

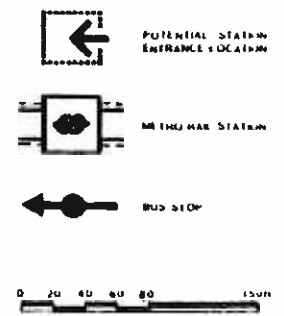
-  POTENTIAL STATION ENTRANCE LOCATION
-  METRO RAIL STATION
-  BUS STOP



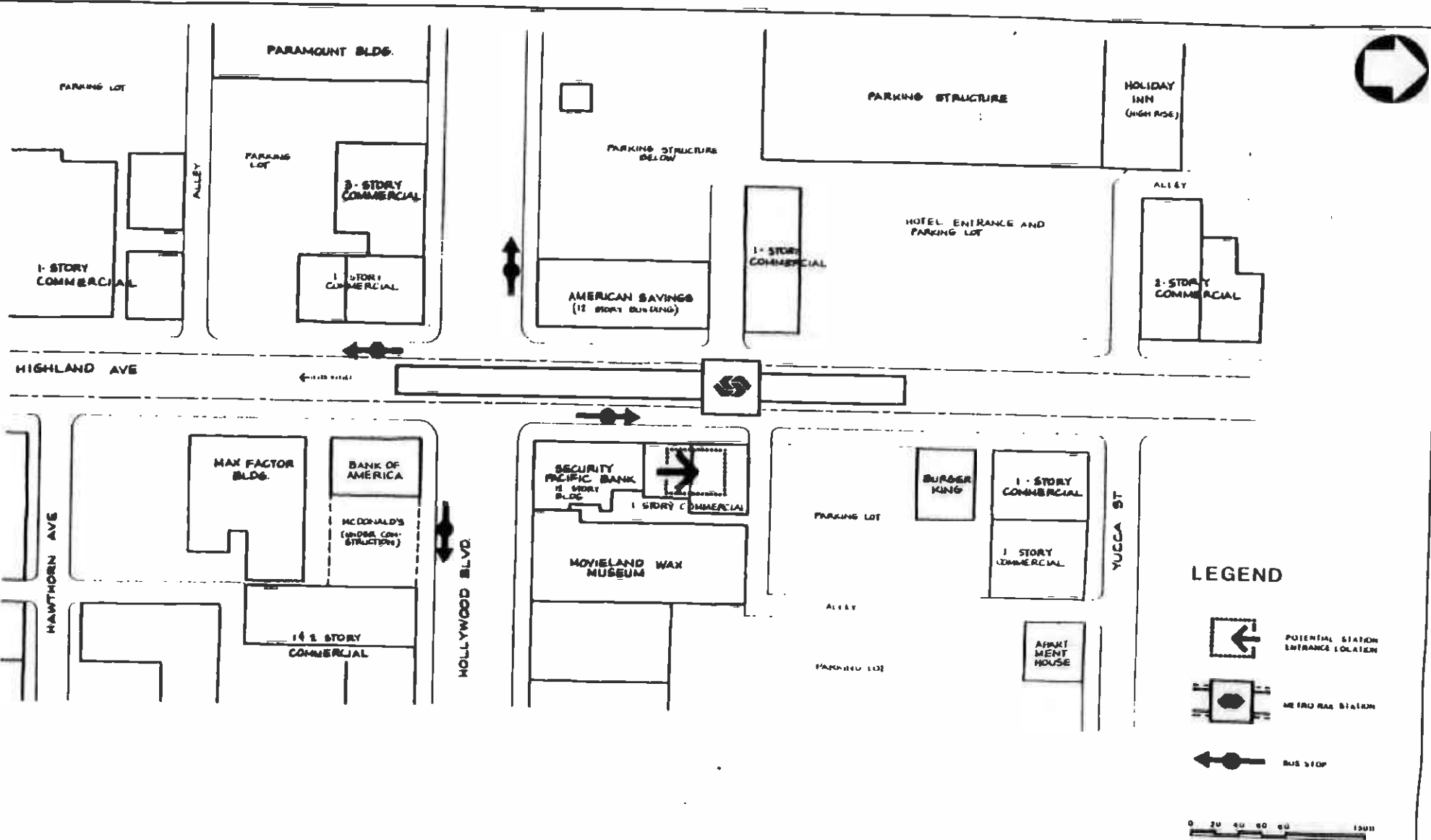
<p>DATE: 1/15/87</p> <p>BY: [Signature]</p>	<p>THE PREPARATION OF THIS MAP WAS DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE METRO RAIL PROJECT AND THE ASSOCIATION OF METRO RAIL TRANSPORTATION ADMINISTRATORS UNDER THE SUPERVISORSHIP AND CONTROL OF THE METRO RAIL PROJECT AND THE ASSOCIATION OF METRO RAIL TRANSPORTATION ADMINISTRATORS.</p>	<p>PROJECT NO. 87-100-001</p> <p>DATE: 1/15/87</p> <p>BY: [Signature]</p>	<p align="center">SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT</p> <p align="center">METRO RAIL PROJECT</p> <p align="center"></p>	<p align="center">CORE STUDY</p> <p align="center">SUNSET / VINE</p> <p align="center">STATION LOCATION PLAN</p> <p align="center">CANDIDATE ALIGNMENT 3</p> <p align="center">SUBWAY STATION</p>	<p>PROJECT NO. 87-100-001</p> <p>SCALE: AS SHOWN</p> <p>DATE: 1/15/87</p>
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LEGEND



THE PREPARATION OF THIS MAP WAS MADE POSSIBLE BY THE GENEROUS CONTRIBUTION OF THE U.S. DEPARTMENT OF TRANSPORTATION, UNDER AGRANT NO. 440-1-00000-1, AND THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER AGRANT NO. 44-01-00000-1, AND THE U.S. DEPARTMENT OF COMMERCE, UNDER AGRANT NO. 44-01-00000-1.		PROJECT NO. DRAWING NO. DATE 9 JAN 67		SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT				CORE STUDY HOLLYWOOD / HIGHLAND STATION LOCATION PLAN CANDIDATE ALIGNMENT J SUBWAY STATION		SHEET NO. A-30 TOTAL SHEETS AS NOTED DATE 75	
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DATE	BY	CHK	APP	DESCRIPTION

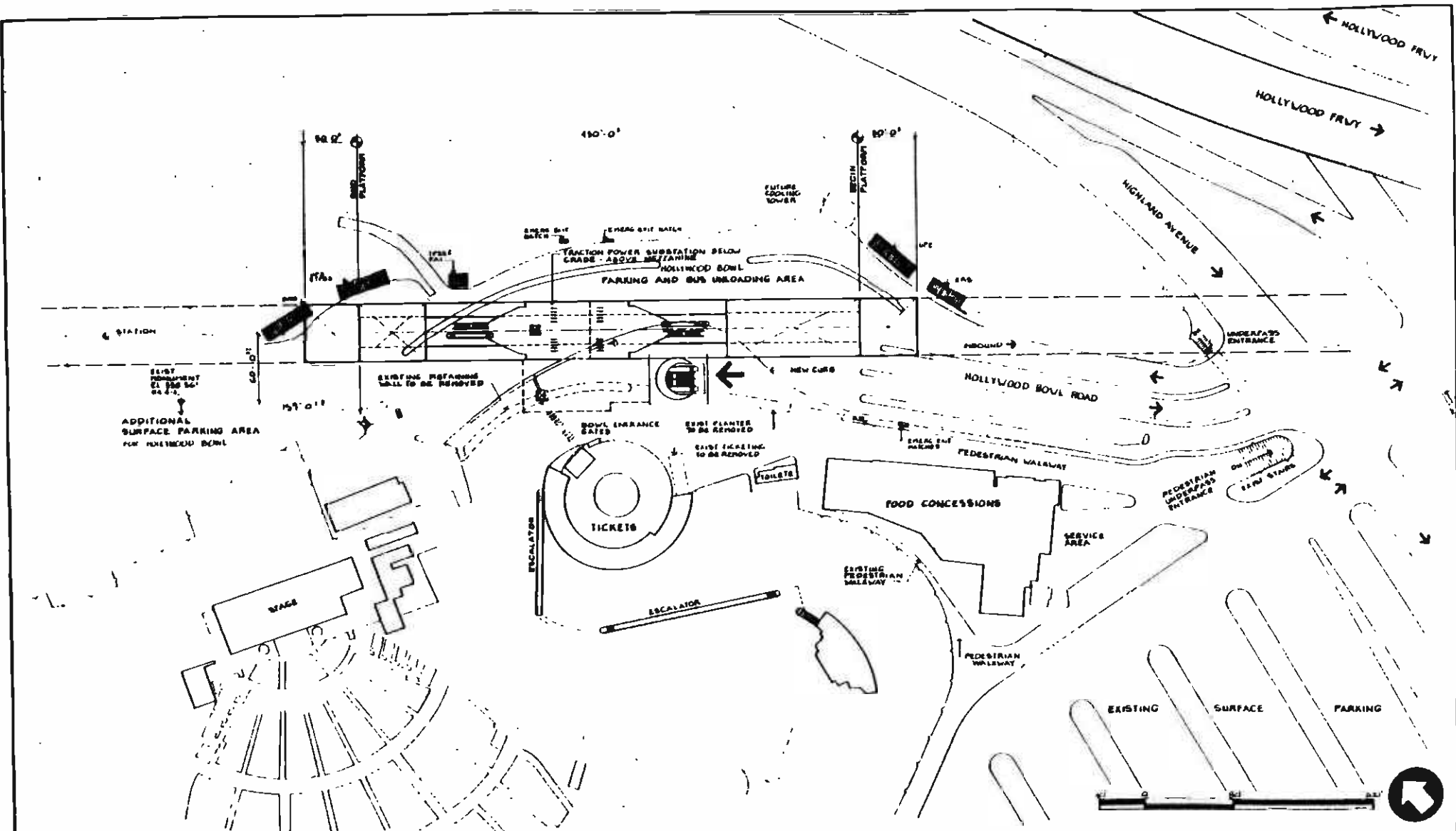
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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

PROJECT: **Highland / Hollywood Station Location Plan**
 DRAWING NO: **AS-1150**
 DATE: **3 JAN 87**

CORE STUDY
HIGHLAND / HOLLYWOOD
STATION LOCATION PLAN
 CANDIDATE ALIGNMENT NO. 4
SIDEWAY STATION

CONTRACT NO. **AS-1150**
 DRAWN BY **AS-1150**
 CHECKED BY **AS-1150**
 DATE **1/30/87**



DATE	BY	CHKD	APP

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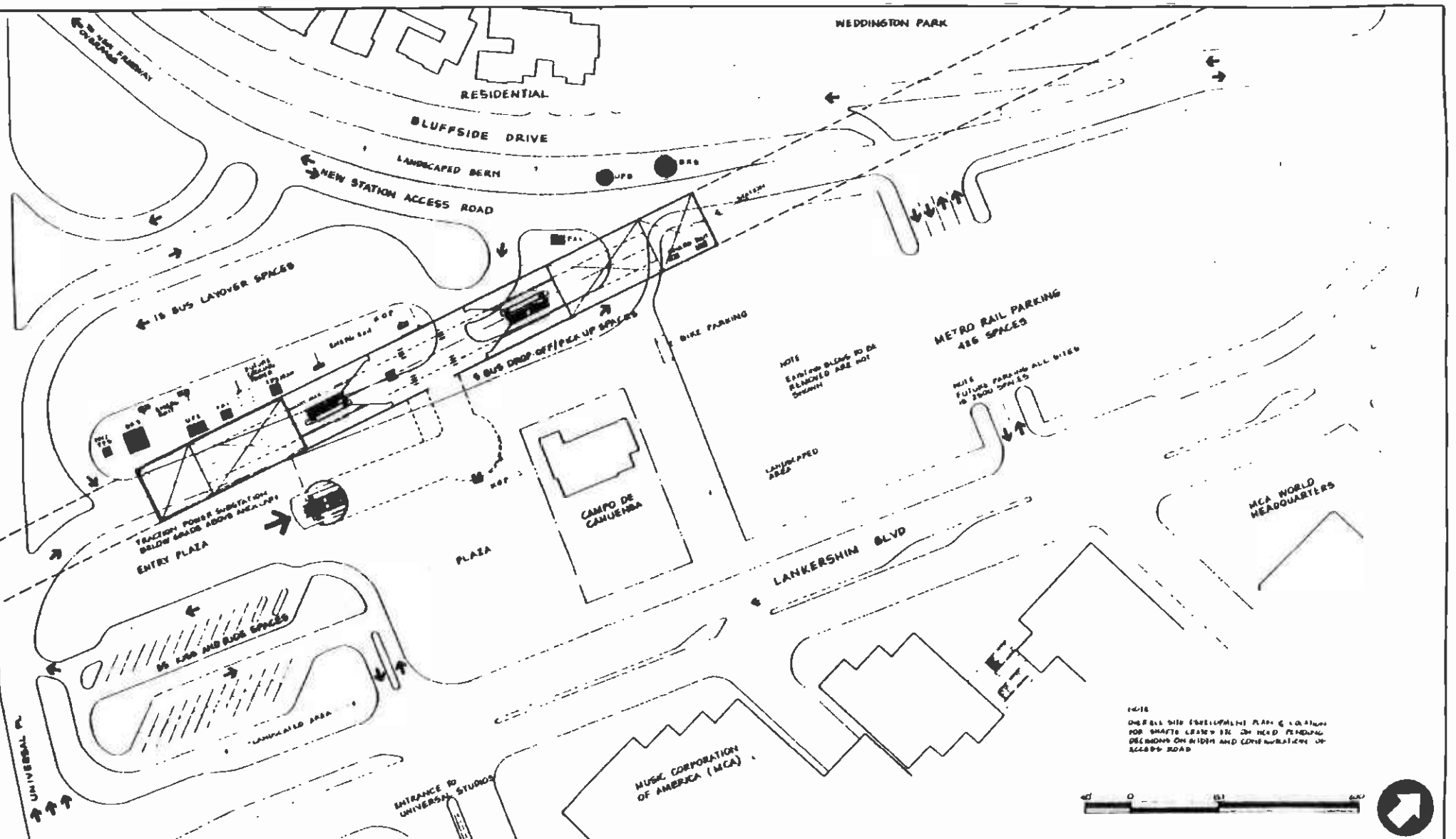
DATE: 9 JAN 87

**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT**

DESIGNED BY: _____
 DRAWN BY: _____
 CHECKED BY: _____
 DATE: _____

**CORE STUDY
HOLLYWOOD BOWL
STATION LOCATION PLAN**
 CANDIDATE ALTERNATES 1, 2, 4, 6
 SUBWAY STATION

PROJECT NO.	
SCALE	A43
DATE	AS NOTED
HEET NO.	77



NO.	DATE	BY	CHK	APP	DESCRIPTION

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DATE: 9 JAN 87

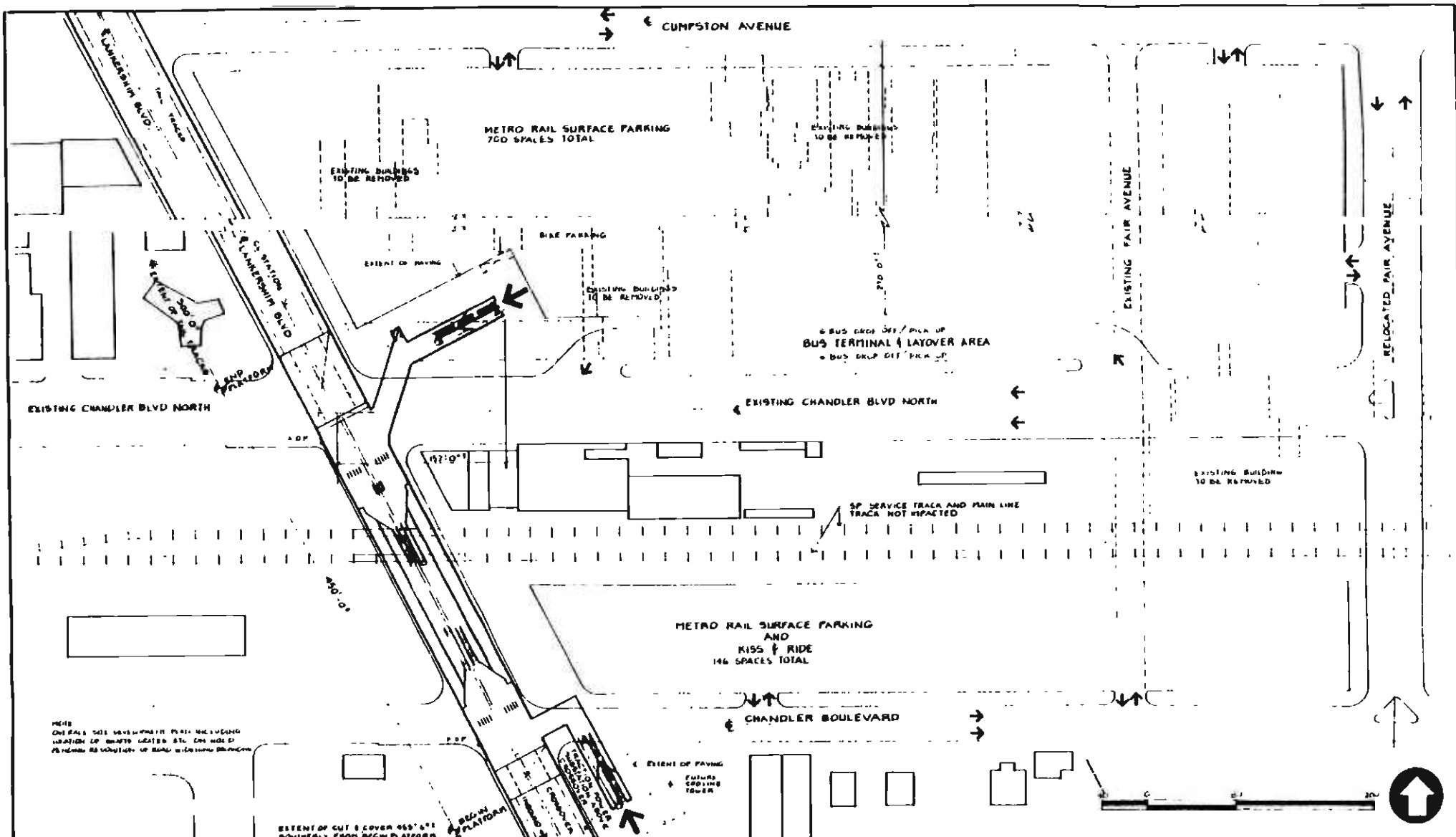
DESIGNED BY: ARTEL
 CHECKED BY:
 DATE: 9 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

DATE: 1/9/87
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: 1/9/87

CORE STUDY
UNIVERSAL CITY
STATION LOCATION PLAN
 CANDIDATE ALTERNATES 1, 2, 3, 4, 5
SUBWAY STATION

CONTRACT NO. 444
 AS NOTED
 78



NOTE
 ONE SHALL NOT BE RESPONSIBLE FOR THE LOCATION OF ANYTHING LOCATED AT THE END OF THE ROAD AS SHOWN ON THIS PLAN UNLESS SPECIFICALLY NOTED OTHERWISE.

ESTENT OF CUT & COVER 455' x 67' SOUTHERLY FROM BEGN PLATFORM

THE PROVISIONS OF THIS AGREEMENT SHALL BE SUBJECT TO THE TERMS AND CONDITIONS OF THE CONTRACT DOCUMENTS AND THE CONTRACT AGREEMENT BETWEEN THE CONTRACTOR AND THE OWNER.

REV	DATE	BY	CHKD	APP	DESCRIPTION

DATE: 9 JAN 87

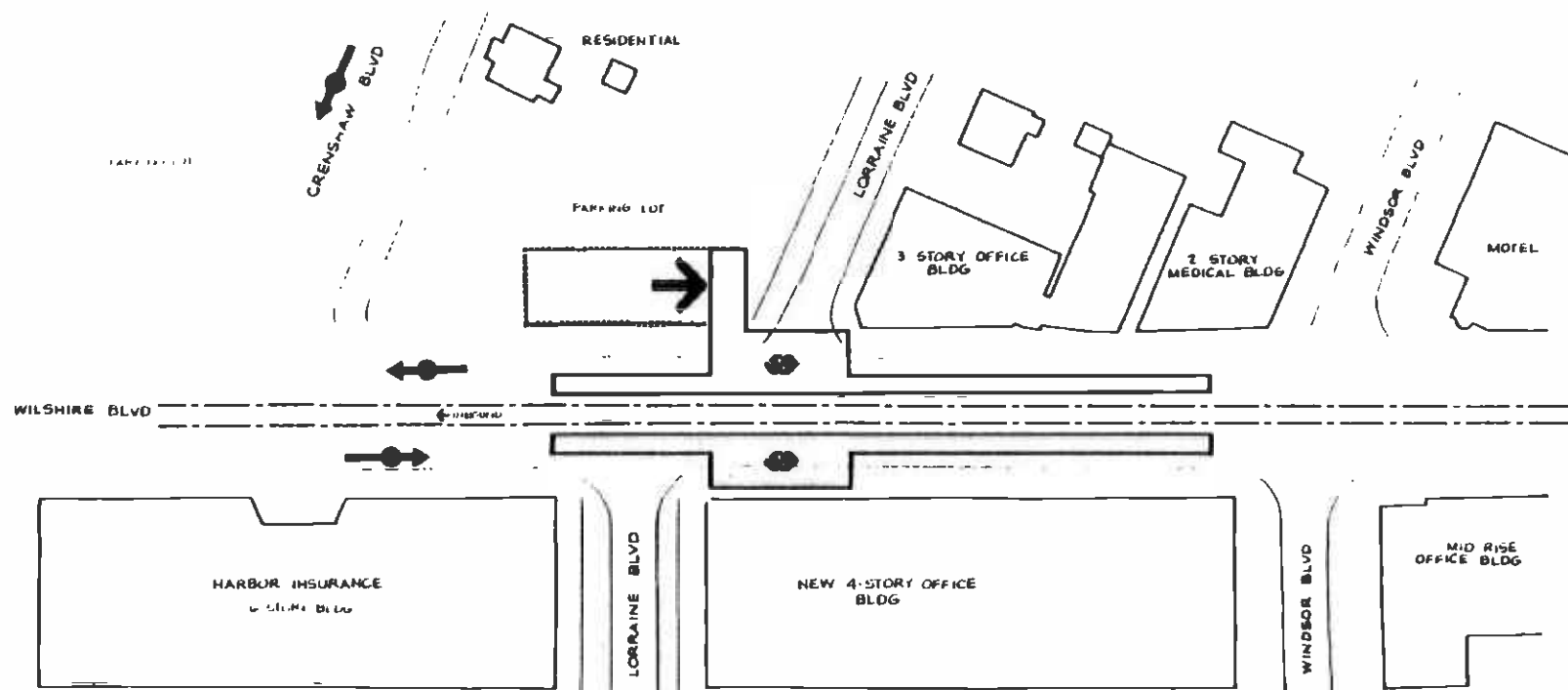
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

RTD

DESIGNED BY: [Blank]
 DRAWN BY: [Blank]
 CHECKED BY: [Blank]
 DATE: [Blank]

CORE STUDY
NORTH HOLLYWOOD
STATION LOCATION PLAN
 CANDIDATE ALIGNMENTS 1, 2, 3, 4, 5
SUBWAY STATION

CONTRACT NO. [Blank]
 SHEET NO. 400
 AS NOTED
 DATE: 79



LEGEND

- POTENTIAL STATION ENTRANCE LOCATION
- METRO RAIL STATION (AERIAL)
- BUS STOP

0 20 40 60 80 100 FT

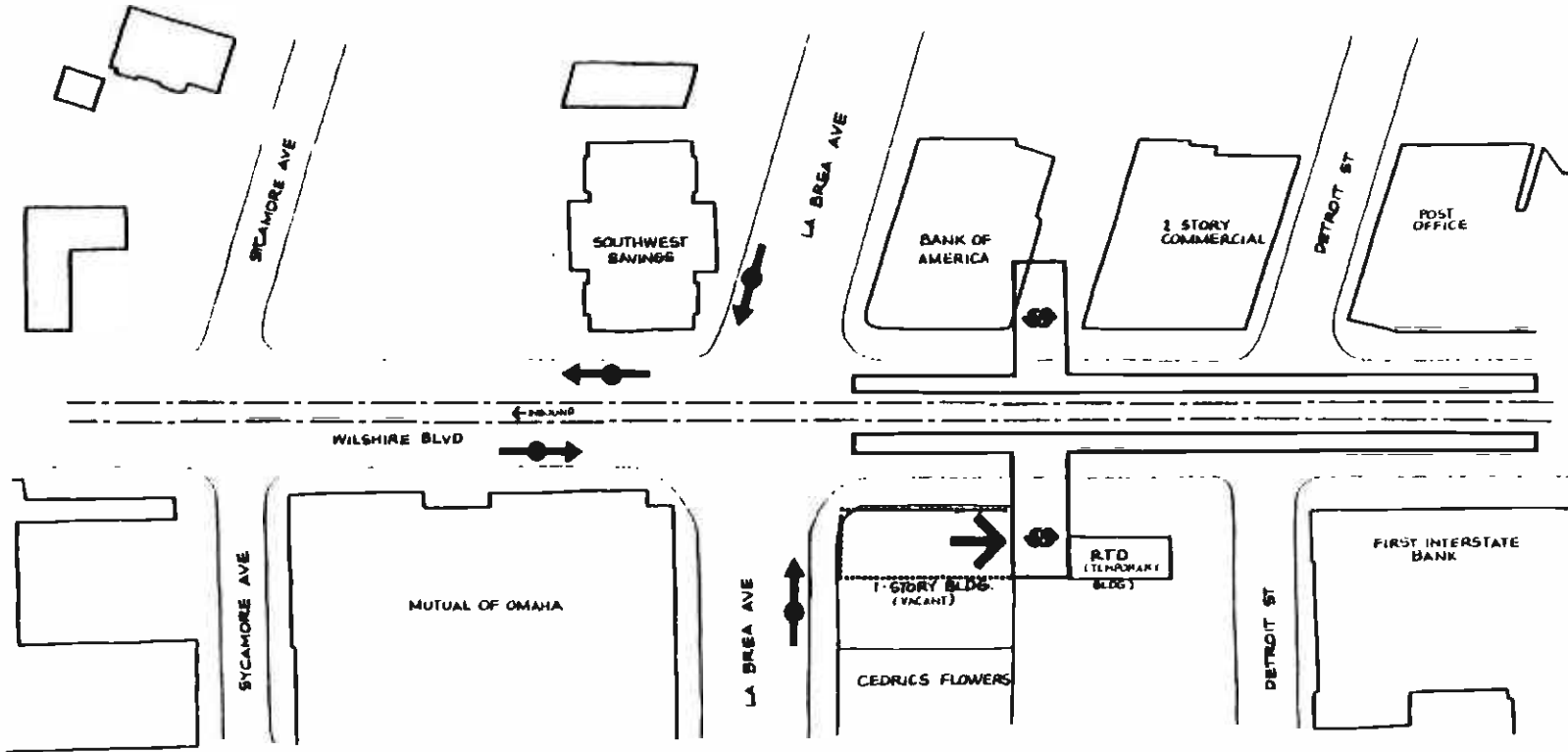
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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

DESIGN PHASE 2B - STATION
 11/20/00
 11/20/00

CORE STUDY
WILSHIRE / CRENSHAW
STATION LOCATION PLAN
 CANDIDATE ALIGNMENTS 2, 4, 5
 AERIAL STATION

DRAWING NO. A12
 DATE AS NOTED
 11/20/00



LEGEND

- POTENTIAL STATION ENTRANCE LOCATION
- METRO RAIL STATION (AERIAL)
- BUS STOP

0 20 40 60 80 100 FT

NO.	DATE	BY	CHK	APP	DESCRIPTION

NO.	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY	
DRAWN BY	
CHECKED BY	
DATE	9 JAN 87

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

METRO RAIL PROJECT

PROJECT NO. SC RWA
 SHEET NO. 100000001

CORE STUDY

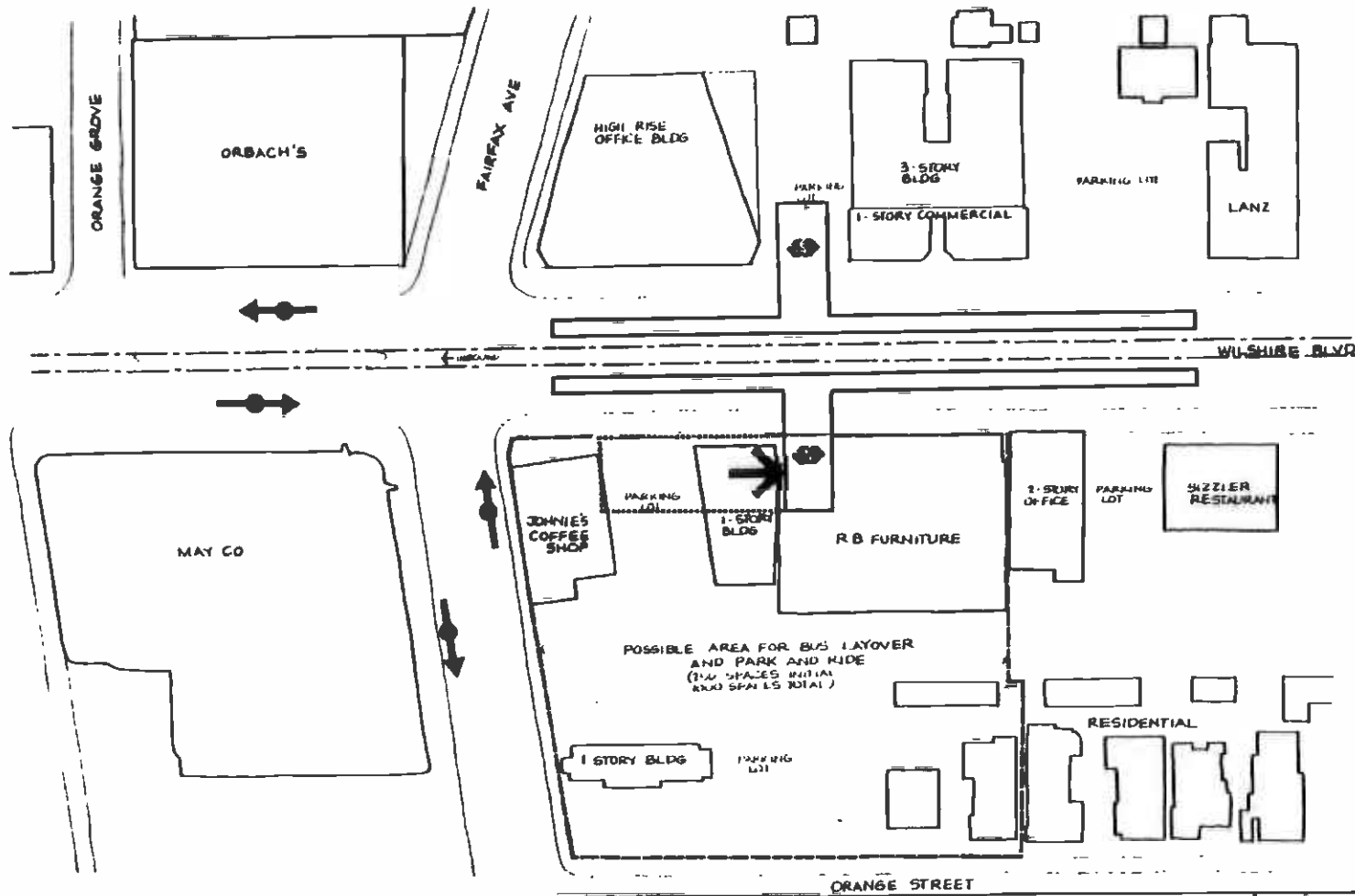
WILSHIRE / LA BREA

STATION LOCATION PLAN

CANDIDATE ALIGNMENTS 2, 4, 6

AERIAL STATION

CONTRACT NO.
 DRAWING NO. A13
 SHEET AS NOTED
 DATE 87



LEGEND

- POTENTIAL STATION ENTRANCE LOCATION
- METRO RAIL STATION (AERIAL)
- BUS STOP

0 20 40 60 80 100

NO.	DATE	BY	DESCRIPTION

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

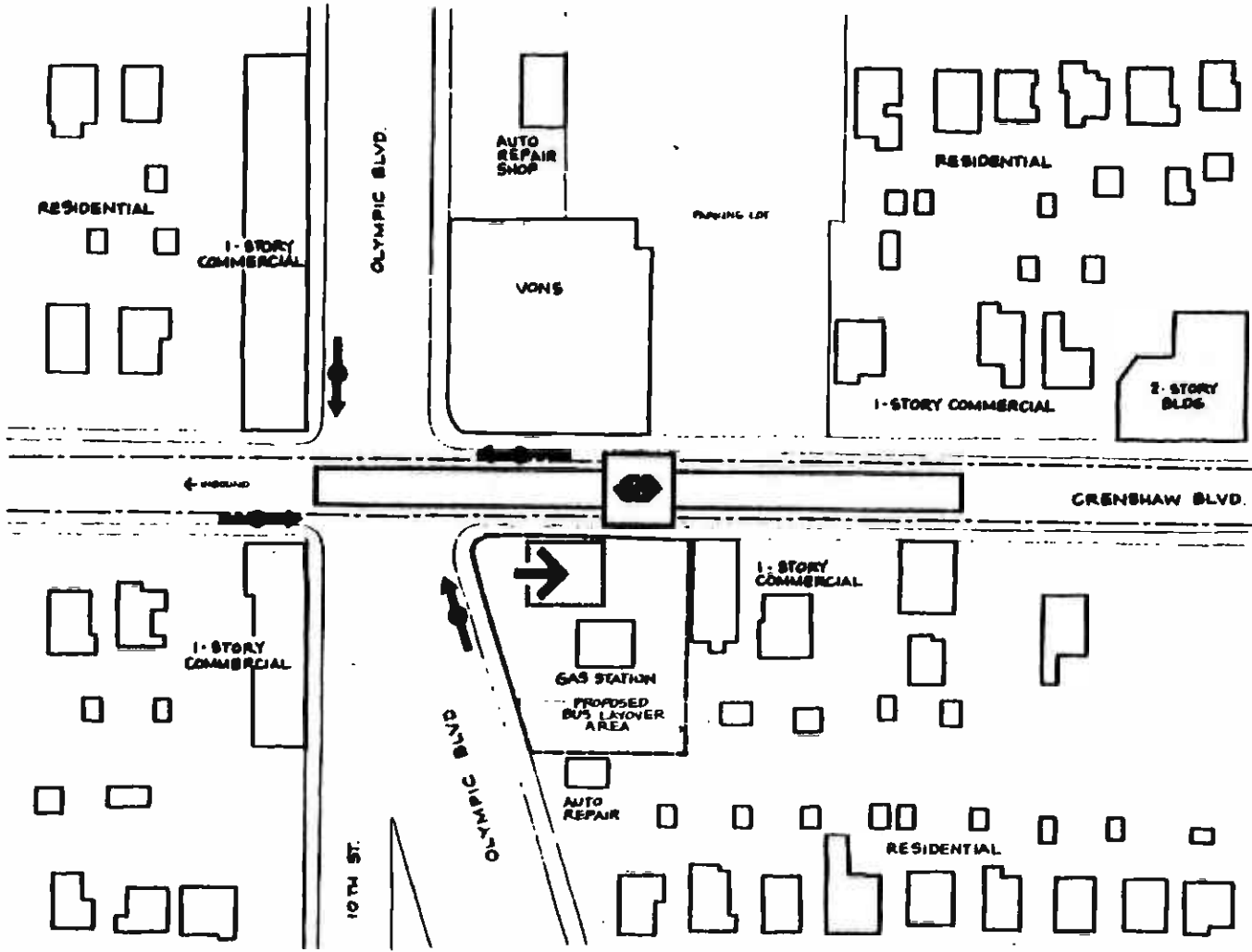
ATO

DESIGNED BY: _____
 CHECKED BY: _____
 ENCLOSED BY: _____
 DATE: 9 JAN 87




APPROVED: _____
 GENERAL SUPERVISOR

CORE STUDY
WILSHIRE / FAIRFAX
STATION LOCATION PLAN
CANDIDATE ALIGNMENTS 2, 4, 5
AERIAL STATION

PROJECT NO. A14
 AS NOTED
 SHEET NO. 85

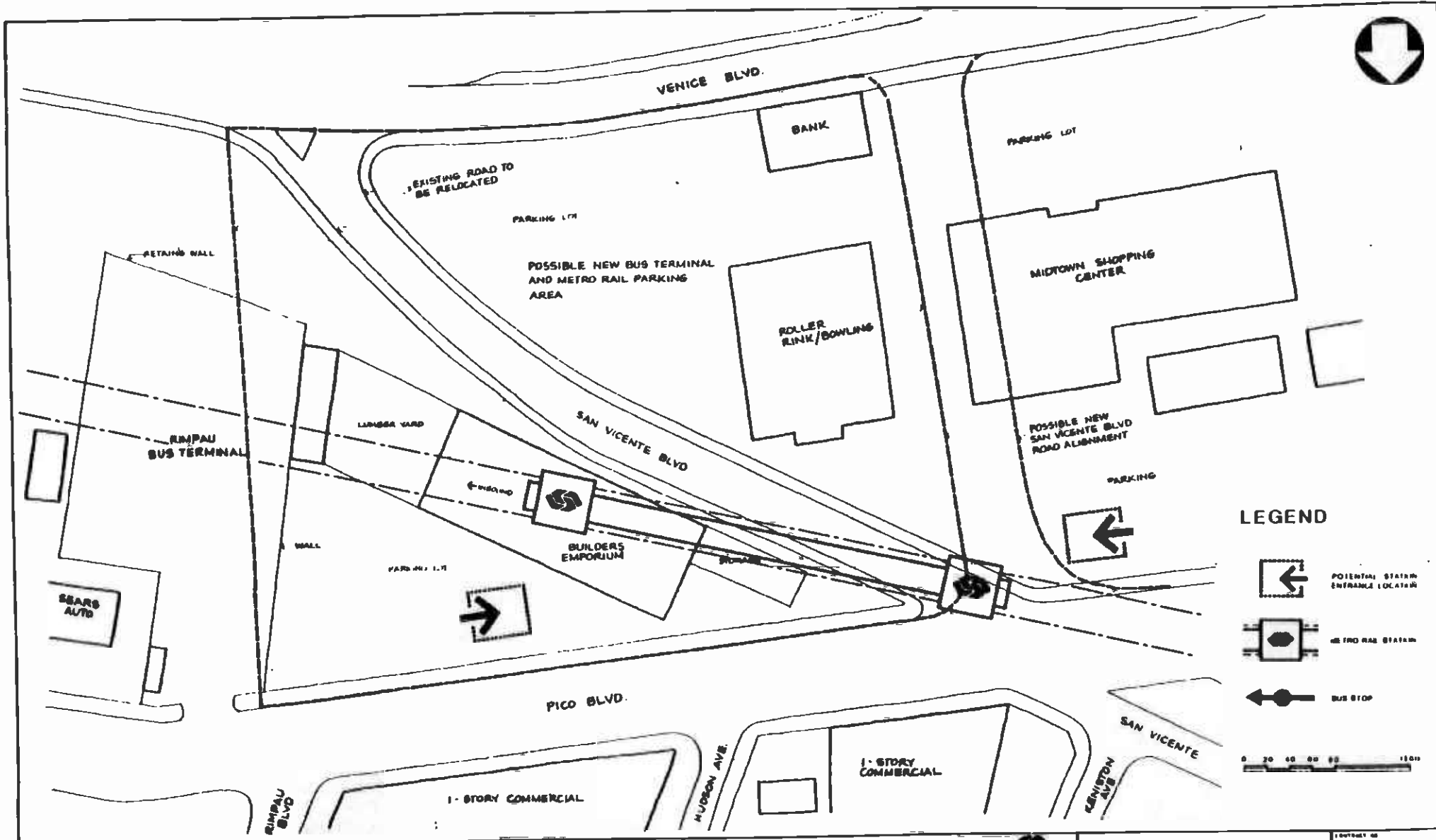


LEGEND




-  POTENTIAL STATION ENTRANCE LOCATION
-  METRO RAIL STATION
-  BUS STOP



DATE PREPARED BY: [] CHECKED BY: [] APPROVED BY: [] DATE: 8 JAN 87		PROJECT NO: [] SHEET NO: [] TOTAL SHEETS: []		SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT 		CORE STUDY CRENSHAW / OLYMPIC STATION LOCATION PLAN CANDIDATE ALIGNMENT 3 SUBWAY STATION		CONTRACT NO: [] SHEET NO: A2 DATE: AS NOTED SCALE: 1" = 40'	
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LEGEND

-  POTENTIAL STATION ENTRANCE LOCATION
-  METRO RAIL STATION
-  BUS STOP



DATE		BY		CHECKED		DATE	
<p>THE PREPARATION OF THIS DRAWING HAS BEEN COMPLETED BY THE DISTRICT OF SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT. IT IS HEREBY CERTIFIED THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT TO THE BEST OF THE DISTRICT'S KNOWLEDGE AND BELIEF.</p>							
<p>DATE: 8 JAN 87</p>							

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT



DATE: 12-15-1986
 DRAWN: [Name]
 CHECKED: [Name]

CORE STUDY
SAN VICENTE / PICO
STATION LOCATION PLAN
 CANDIDATE ALIGNMENT 3
 SUBWAY STATION

DRAWING NO. A.J
 SCALE AS NOTED
 SHEET NO. 47

APPENDIX D

APPENDIX TO CHAPTER THREE:

AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

SECTION 1: TRANSIT SERVICE ADJUSTMENTS

The information provided in this section summarizes the changes to current bus line operations required with the beginning of Metrorail service. The bus line changes have been identified from the Modified Supporting Services Plan developed by the SCTRD.

1.1 CANDIDATE ALIGNMENT 1

The peak vehicle requirement for Alignment 1 would be 1,901 buses. The following changes to the current bus route system are applicable to this alignment:

- o Wilshire/Vermont Station - Fifty percent of the Line 204 (Vermont Avenue) service would terminate at this station from the south, with service continuing on Vermont north of Wilshire at double the headways of the rest of the line. Half of local Line 18 (West Sixth Street - Whittier Boulevard) would terminate in the peak period at this station, rather than continuing to Sixth and Wilton Place. Local Line 51 would continue to terminate at Wilshire and Vermont.
- o Vermont/Beverly Station - Local line 201 (Silverlake Boulevard) would be terminated at the Vermont/Beverly Station with passengers destined along Vermont Avenue to transfer to Metro Rail or bus line 204 (Vermont Avenue).
- o Vermont/Santa Monica Station - Line 304 (Los Angeles-Santa Monica Limited) would terminate at the Vermont/Santa Monica Station. Line 11 (Temple Street - Los Angeles City College) would be terminated at the Vermont/Santa Monica Station, being extended from Monroe Street northwards.
- o Vermont/Sunset Station - Shortline terminal trips on Line 26 (West Seventh Street - Virgil Avenue - Franklin Avenue) would be extended westerly along Sunset Boulevard to the Vermont/Sunset Station. Lines 180-181 (Hollywood-Glendale-Pasadena) would be rerouted from the intersection of Hollywood and Vermont to terminate at this station. Shortline trips on Line 1 (Century City - Hollywood Boulevard - Sunset Boulevard - Downtown Los Angeles) would terminate at the Vermont/Sunset Station instead of at Hollywood and Highland, providing service into Downtown Los Angeles only.
- o Wilshire/Western Station - Lines 66 and 67 (East Olympic Boulevard - West Eighth Street) would be extended from their current termination at Eighth and Western along Western Avenue to the Wilshire/Western Station. Line 209 (Van Ness Avenue - Arlington Avenue) would be terminated at the Wilshire/Western Station, short of its current termination at Sixth Street and Wilton Place. Wilshire Boulevard service (Lines 21, 22, 320, 322, and 426) would terminate at the Wilshire/Western

Station as would Line 209 (Van Ness, and Arlington Avenue). Fifty percent of the Line 210 buses would terminate at this station.

- o Hollywood/Vine Station - Line 208 (Beechwood Shuttle) would terminate at the Hollywood/Vine Station. The 75 percent of peak service and two-thirds of off-peak service of Line 210 (Crenshaw Boulevard - Vine Street) would pass through this station and terminate at Hollywood and Highland. Line 212 (La Brea Avenue - Hollywood Way) with service from Inglewood to Burbank Airport would be split into two lines, with one line providing service from Inglewood north to Hollywood and terminated at the Hollywood/Vine Station and one line providing service northeast from Hollywood to Burbank Airport, with a termination at the Hollywood/Vine Station. Line 217 (Fairfax Avenue - Hollywood) would be terminated at the Hollywood/Vine Station, short of its current termination at Yucca Avenue and Gower Street.
- o Universal City Station/North Hollywood Station - Bus route changes would follow those described in the FEIS, with removal of the 420 series express services that currently provide service from various parts of the San Fernando Valley through the Cahuenga Pass and into Downtown Los Angeles. These services would be replaced by limited-stop service from the same areas of the San Fernando Valley to one of the two stations at Universal City and North Hollywood, where these lines would terminate.

The probable operable segment that would be constructed and operated first would have terminus stations at Vermont/Sunset and Wilshire/Western. These two stations would then have modified bus services from those described above, and changes would also be made to service at the Vermont/Santa Monica Station. Service changes identified for stations beyond Vermont/Sunset and Wilshire/Western would not be made under this scenario, and all such services would continue in service as at present. The revisions to the bus service would be as follows:

- o Vermont/Santa Monica Station - Express lines 420, and 423 with service from the San Fernando Valley to the Los Angeles CBD via Hollywood would all terminate at this station, instead of continuing into the CBD. Lines 11 and 304 would terminate at Vermont/Santa Monica, as in the full alignment described above.
- o Vermont/Sunset Station - Express lines 424, 425, and 427 with service from the San Fernando Valley via the Hollywood Freeway to the Los Angeles Central Business District (CBD) would all terminate at this station, instead of continuing into the CBD. Shortline terminal trips on line 26 and lines 180 and 181 would terminate at this station as for the full alignment. Shortline trips on the line 1 would not terminate at this station but would continue into Hollywood to their present terminus at Hollywood and La Brea. Service on line 217 would be terminated

at this station, by extending service along Hollywood Boulevard to Vermont and then turning south on Vermont to the station.

- o Wilshire/Western Station - Wilshire Boulevard service (Lines 21, 22, 320, 322, and 426) would terminate at the Wilshire/Western Station as would Line 209 (Van Ness, and Arlington Avenue). Fifty percent of the Line 210 buses would terminate at this station. Lines 66 and 67 would also terminate at this station, as for the full alignment.

1.2 CANDIDATE ALIGNMENT 2

The peak vehicle requirement for Alignment 2 would also be 1,901 buses. The changes to the current bus route system described for Alignment 1 are applicable to this alignment, because there is no distinction between aerial and subway alignments for the purposes of background bus design.

The probable operable segment that would be constructed and operated first would have terminus stations at Hollywood/Vine and Wilshire/Western. These two stations would then have modified bus services from those described above. Service changes identified for stations beyond Hollywood/Vine and Wilshire/Western would not be made under this scenario, and all such services would continue in service as at present. The revisions to the bus service would be as follows:

- o Hollywood/Vine Station - Express lines 420, 423, 424, 425, and 427 with service from the San Fernando Valley to the Los Angeles CBD via Hollywood and via the Hollywood Freeway would all terminate at this station, instead of continuing into the CBD. Lines 208, 210, and 212 would be terminated at this station as for the full alignment. Fifty percent of line 217 service would be terminated at this station, with the remaining fifty percent continuing through Hollywood on Hollywood Boulevard and south on Vermont to the Vermont/Sunset station.
- o Wilshire/Western Station - Wilshire Boulevard service (Lines 21, 22, 320, and 322) would terminate at the Wilshire/Western Station as would Line 209 (Van Ness, and Arlington Avenue). Twenty-five percent of peak hour and 33 percent of midday service of the Line 210 buses would terminate at this station. Lines 66 and 67 would also terminate at this station, as for the full alignment.

1.3 CANDIDATE ALIGNMENT 3

The peak vehicle requirement for Alignment 3 would be 1,889 buses. The following changes to the current bus route system are applicable to this alignment:

- o Wilshire/Vermont Station - Fifty percent of the Line 204 (Vermont Avenue) service would terminate at this station from the south, with service continuing on Vermont north of Wilshire at double the headways of the rest of the line. Local Line 18 (West Sixth Street - Whittier Boulevard) would terminate in the

peak period at this station, rather than continuing to Sixth and Wilton Place. Local Line 51 would continue to terminate at Wilshire and Vermont.

- o Vermont/Beverly Station - Local line 201 (Silverlake Boulevard) would be terminated at the Vermont/Beverly Station with passengers destined along Vermont Avenue to transfer to Metro Rail or bus line 204 (Vermont Avenue).
- o Vermont/Santa Monica Station - Line 304 (Los Angeles-Santa Monica Limited) would terminate at the Vermont/Santa Monica Station. Line 11 (Temple Street - L.A. City College) would be terminated at the Vermont/Santa Monica Station, being extended from Monroe Street northwards.
- o Vermont/Sunset Station - Shortline terminal trips on Line 26 (West Seventh Street - Virgil Avenue - Franklin Avenue) would be extended westerly along Sunset Boulevard to the Vermont/Sunset Station. Lines 180-181 (Hollywood-Glendale-Pasadena) would be rerouted from the intersection of Hollywood and Vermont to terminate at this station. Shortline trips on Line 1 (Century City - Hollywood Boulevard - Sunset Boulevard - Downtown Los Angeles) would terminate at the Vermont/Sunset Station instead of at Hollywood and Highland, providing service into Downtown Los Angeles only.
- o Wilshire/Western Station - Lines 66 and 67 (East Olympic Boulevard - West Eighth Street) would be extended from their current termination at Eighth and Western along Western Avenue to the Wilshire/Western Station. Line 209 (Van Ness Avenue - Arlington Avenue) would be terminated at the Wilshire/Western Station, short of its current termination at Sixth Street and Wilton Place. Twenty-five percent of Line 210 (Crenshaw Boulevard, Vine Street) during peak period and 33 percent of midday buses will be terminated at Wilshire/Western Station. Wilshire Boulevard service (Lines 21, 22, 320, and 322) would terminate at the Wilshire/Western Station as would Line 209 (Van Ness, and Arlington Avenue).
- o Hollywood/Vine Station - Line 208 (Beechwood Shuttle) would terminate at the Hollywood/Vine Station. Line 210 (Crenshaw Boulevard - Vine Street) would be terminated at the Hollywood/Vine Station, short of the current terminus at Hollywood and Highland. Line 212 (La Brea Avenue - Hollywood Way) with service from Inglewood to Burbank Airport would be split into two lines, with one line providing service from Inglewood north to Hollywood and terminated at the Hollywood/Vine Station and one line providing service northeast from Hollywood to Burbank Airport, with a termination at the Hollywood/Vine Station.

- o Hollywood/Highland Station - Line 217 (Fairfax Avenue - Hollywood) would be terminated at the Hollywood/Highland Station, short of its current termination at Yucca Avenue and Gower Street.
- o Olympic/Crenshaw Station - Lines 66-67 (East Olympic Boulevard - West Eighth Street) would be extended west along Eighth Street to Crenshaw Boulevard, where these lines would turn south to terminate at the Olympic/Crenshaw Station. Line 210 (Crenshaw Boulevard) would remain as presently operated, except during the weekday peak period when fifty percent of the peak hour buses would originate southbound or terminate northbound at the Olympic/Crenshaw Station. Line 328 (Olympic Boulevard Limited) would be discontinued.
- o Pico/San Vicente Station - Line 212 (La Brea Avenue) would be rerouted via Venice Boulevard and San Vicente Boulevard into the Pico/San Vicente Station. Line 333 (Venice Boulevard Limited) would be rerouted and terminated in an eastbound direction at the Pico/San Vicente Station. Because this change would result in duplicate service on Venice Boulevard, Line 436 (Venice Boulevard Freeway Express) would be replaced by increased service on Line 333. Line 431 (Los Angeles/Westwood Freeway Express) would be converted to a local feeder line from Westwood via Century City, Olympic Boulevard, and San Vicente Boulevard. Santa Monica Freeway express services would operate from the West Los Angeles Transit Center (Washington Boulevard at Fairfax Avenue) via Fairfax Avenue, Venice Boulevard, and San Vicente Boulevard into the Pico/San Vicente Station, where eastbound operation would be terminated.
- o Universal City Station/North Hollywood Station - Bus route changes would follow those described in the FEIS, with removal of the 420 series express services that currently provide service from various parts of the San Fernando Valley through the Cahuenga Pass and into Downtown Los Angeles. These services would be replaced by limited-stop service from the same areas of the San Fernando Valley to one of the two stations at Universal City and North Hollywood, where these lines would terminate. The probable operable segment that would be constructed and operated first would have terminus stations at Hollywood/Vine and Wilshire/Western, as for Alignment 2. The revisions to the bus service would be the same as described for Alignment 2, above.

1.4 CANDIDATE ALIGNMENT 4

The peak vehicle requirement for Alignment 4 would be 1,881 buses. The following changes to the current bus route system are applicable to this alignment:

- o Wilshire/Vermont Station - Thirty-three percent of the Line 204 (Vermont Avenue) service would terminate at this station from the south, with remaining service continuing on Vermont north

of Wilshire. Fifty percent of local Line 18 (West Sixth Street - Whittier Boulevard) would terminate in the peak period at this station, remaining buses would continue to Sixth Street and Wilton Place. Local Line 51 would continue to terminate at Wilshire and Vermont.

- o Vermont/Beverly Station - Local line 201 (Silverlake Boulevard) would be terminated at the Vermont/Beverly Station with passengers destined along Vermont Avenue to transfer to Metro Rail or bus line 204 (Vermont Avenue).
- o Vermont/Santa Monica Station - Line 304 (Los Angeles-Santa Monica Limited) would terminate at the Vermont/Santa Monica Station.
- o Sunset/Edgemont Station - Shortline terminal trips on Line 26 (West Seventh Street - Virgil Avenue - Franklin Avenue) would be extended westerly along Sunset Boulevard to the Sunset/Edgemont Station. Lines 180-181 (Hollywood-Glendale-Pasadena) would be rerouted from the intersection of Hollywood and Vermont to terminate at this station.
- o Sunset/Vine Station - Line 3 (Sunset Boulevard - Beverly Drive) would terminate eastbound at the Sunset/Vine Station. Line 210 (Crenshaw Boulevard - Vine Street) would be terminated at the Sunset/Vine Station, short of the current terminus at Hollywood and Highland. Line 208 (Beechwood Shuttle) and 217 (Fairfax Avenue - Hollywood) would terminate at Sunset/Vine Station.
- o Hollywood/Highland Station - Line 26 (West Seventh Street - Virgil Avenue - Franklin Avenue) would terminate at this station. Line 208 (Beechwood Shuttle) would terminate at the Hollywood/Highland Station. Line 212 (La Brea Avenue - Hollywood Way) with service from Inglewood to Burbank Airport would be split into two lines, with one line providing service from Inglewood north to Hollywood and terminated at the Hollywood/Highland Station and one line providing service northeast from Hollywood to Burbank Airport, with a termination at the Hollywood/Highland Station.
- o Wilshire/Crenshaw Station - Twenty-five percent of peak period service on the Line 210 (Crenshaw Boulevard - Vine Street) would be terminated northbound at the Wilshire/Crenshaw Station. The remaining 75 percent of service would be continued north on Rossmore and Vine to be terminated at the Hollywood/Vine Station.
- o Wilshire/La Brea Station - Santa Monica Freeway service (Lines 430, 431, 434, 436, 437, 438, and 439) would be shifted to surface streets east of the West L.A. Transit Center to the Wilshire/La Brea station. A new line - Line 216 - the Park/La Brea shuttle would also terminate at the Wilshire/La Brea Station.

- o Wilshire/Fairfax Station - Wilshire Boulevard service (Lines 21, 22, 320, and 322) would terminate at the Wilshire/Fairfax Station, with through service on Wilshire Boulevard being provided only by the Line 20.
- o Universal City Station/North Hollywood Station - Bus route changes would follow those described in the FEIS, 1983, with removal of the 420 series express services that currently provide service from various parts of the San Fernando Valley through the Cahuenga Pass and into Downtown Los Angeles. These services would be replaced by limited-stop service from the same areas of the San Fernando Valley to one of the two stations at Universal City and North Hollywood, where these lines would terminate.

The probable operable segment that would be constructed and operated first would have terminus stations at Sunset/Vine and Wilshire/Western. These two stations would then have modified bus services from those described above. Service changes identified for stations beyond Sunset/Vine and Wilshire/Western would not be made under this scenario, and all such services would continue in service as at present. The revisions to the bus service would be as follows:

- o Sunset/Vine Station - Express lines 420, 423, 424, 425, and 427 with service from the San Fernando Valley to the Los Angeles CBD via Hollywood and via the Hollywood Freeway would all terminate at this station, instead of continuing into the CBD. Lines 208, 212, and 217 would be terminated at this station as for the full alignment.
- o Wilshire/Western Station - Wilshire Boulevard service (Lines 21, 22, 320, and 322) would terminate at the Wilshire/Western Station as would Line 209 (Van Ness, and Arlington Avenue) and Line 426 (San Fernando Valley, Wilshire Boulevard, and Los Angeles). Fifty percent of the Line 210 buses would terminate at this station. Lines 66 and 67 would also terminate at this station, as for the full alignment.

1.5 CANDIDATE ALIGNMENT 5

The peak vehicle requirement for Alignment 5 would be 1,883 buses. The following changes to the current bus route system are applicable to this alignment:

- o Wilshire/Vermont Station - Fifty percent of local Line 18 (West Sixth Street - Whittier Boulevard) would terminate in the peak period at this station, rather than continuing to Sixth and Wilton Place. Local Line 51 would continue to terminate at Wilshire and Vermont.

- o Western/Beverly Station - Local line 201 (Silverlake Boulevard) would be terminated at the Western/Beverly Station.
- o Western/Santa Monica Station - Line 304 (Los Angeles-Santa Monica Limited) would terminate at the Western/Santa Monica Station.
- o Sunset/Vine Station - Lines 26, 180, and 181 would all be terminated at the Sunset/Vine station, by routing the 180 and 181 along Hollywood Boulevard from Vermont to Vine and turning the lines south on Vine to the station. Similarly, line 26 will run south on Vine to the Sunset/Vine station. Line 208 (Beechwood Shuttle) would terminate at the Sunset/Vine Station. The remaining service on Line 210 (Crenshaw Boulevard - Vine Street) would be terminated at the Sunset/Vine Station, short of the current terminus at Hollywood and Highland. Line 212 (La Brea Avenue - Hollywood Way) with service from Inglewood to Burbank Airport would be split into two lines, with one line providing service from Inglewood north to Hollywood and terminated at the Sunset/Vine Station and one line providing service northeast from Hollywood to Burbank Airport, with a termination at the Sunset/Vine Station. Line 217 (Fairfax Avenue - Hollywood) would be terminated at the Sunset/Vine Station, short of its current termination at Yucca Avenue and Gower Street.
- o Wilshire/Western Station - Lines 66 and 67 (East Olympic Boulevard - West Eighth Street) would be extended from their current termination at Eighth and Western along Western Avenue to the Wilshire/Western Station. Line 209 (Van Ness Avenue - Arlington Avenue) would be terminated at the Wilshire/Western Station, short of its current termination at Sixth Street and Wilton Place. Seventy-five percent of line 207 would be terminated from the south at the Wilshire/Western station. The remaining 25 percent would continue north on Western to terminate at Franklin and Western.
- o Wilshire/Crenshaw Station - Seventy-five percent of peak period service on the Line 210 (Crenshaw Boulevard - Vine Street) would be terminated northbound at the Wilshire/Crenshaw Station. The remaining twenty-five percent of service would be continued north on Rossmore and Vine to be terminated at the Sunset/Vine Station.
- o Wilshire/La Brea Station - Santa Monica Freeway service (Lines 430, 431, 434, 436, 437, 438, and 439) would be shifted to surface streets east of the West L.A. Transit Center to the Wilshire/La Brea station. A new line - Line 216 - the Park/La Brea shuttle would also terminate at the Wilshire/La Brea Station.

- o Wilshire/Fairfax Station - Wilshire Boulevard service (Lines 21, 22, 320, and 322) would terminate at the Wilshire/Fairfax Station, with through service on Wilshire Boulevard being provided only by the Line 20.
- o Universal City Station/North Hollywood Station - Bus route changes would follow those described in the FEIS, 1983, with removal of the 420 series express services that currently provide service from various parts of the San Fernando Valley through the Cahuenga Pass and into Downtown Los Angeles. These services would be replaced by limited-stop service from the same areas of the San Fernando Valley to one of the two stations at Universal City and North Hollywood, where these lines would terminate.

The probable operable segment that would be constructed and operated first would have terminus stations at Sunset/Vine and Wilshire/Western. These two stations would then have modified bus services from those described above, and changes would also be made to service at the Western/Santa Monica Station. Service changes identified for stations beyond Sunset/Vine and Wilshire/Western would not be made under this scenario, and all such services would continue in service as at present. The revisions to the bus service would be as follows:

- o Western/Santa Monica Station - Express line 423 with service from the San Fernando Valley to the Los Angeles CBD via Hollywood would terminate at this station, instead of continuing into the CBD. Line 304 would terminate at Western/Santa Monica, as in the full alignment described above.
- o Sunset/Vine Station - Express lines 420, 424, 425, 426, and 427 with service from the San Fernando Valley via the Hollywood Freeway to the Los Angeles CBD would all terminate at this station, instead of continuing into the CBD. Shortline terminal trips on line 26 and lines 180 and 181 would terminate at this station as for the full alignment. Shortline trips on the line 1 would not terminate at this station but would continue to their present terminus at Hollywood and La Brea. Service on line 217 would be terminated at this station, by extending service along Hollywood Boulevard to Vermont and then turning south on Vermont to the station.
- o Wilshire/Western Station - Wilshire Boulevard service (Lines 21, 22, 320, and 322) would terminate at the Wilshire/Western Station as would Line 209 (Van Ness, and Arlington Avenue). Fifty percent of the Line 210 buses would terminate at this station and seventy-five percent of the line 207 services would also terminate at this station, as for the full alignment. Lines 66 and 67 would also terminate at this station, as for the full alignment.

SECTION 2: LAND USE CHARACTERISTICS

The information provided in this section details the specific social and economic characteristics of each station area associated with the project options. The proportion of station area land devoted to the following five land use types was determined:

- o Residential
- o Commercial
- o Industrial
- o Public Facilities and Open Space, and
- o Vacant Land and Surface Parking.

Also, the expected pattern of land use, as defined by the Community Plans, was identified. Information pertaining to the current zoning of land in the station areas also was developed for comparison and is included in the tables of the section.

The particular commercial and residential qualities of the station areas are presented in a second table. Commercial space and employees are identified by planning area, station area, and candidate alignment. A similar presentation of data is provided for residential dwelling units and population.

Station impact area land uses are presented in the Figures at the end of this Appendix Section 2.

TABLE 2-1

STATION AREA LAND USE PROFILES, YEAR 1966
(PERCENT OF PARCEL AREA IN GENERALIZED LAND USE CATEGORIES)

Station Area	Residential		Commercial		Industrial	Public Facilities and Open Space	Vacant and Surface Parking
	Single-Family	Multi-Family	Community (Low Intensity)	Regional (High Intensity)			
UNION STATION (All Alignments)							
o Land Use	-	-	-	5%	13%	64%	18%
o Community Plan	-	-	1%	-	21%	78%	-
o Zoning	-	-	3%	5%	92%	-	-
CIVIC CENTER (All Alignments)							
o Land Use	-	6%	-	18%	-	55%	21%
o Community Plan	-	-	-	-	41%	59%	-
o Zoning	-	26%	64%	-	-	10%	-
FIFTH/HILL (All Alignments)							
o Land Use	-	5%	-	64%	-	7%	24%
o Community Plan	-	-	-	-	92%	8%	-
o Zoning	-	17%	2%	72%	-	9%	-
SEVENTH/FLOWER (All Alignments)							
o Land Use	-	-	-	71%	-	8%	22%
o Community Plan	-	-	-	-	94%	6%	-
o Zoning	-	-	9%	91%	-	-	-
WILSHIRE/ALVARADO (All Alignments)							
o Land Use	-	22%	-	25%	-	36%	17%
o Community Plan	-	8%	55%	10%	-	27%	-
o Zoning	-	15%	40%	7%	-	38%	-
WILSHIRE/VERMONT (Alignments 1,2,3,4,5)							
o Land Use	-	21%	-	53%	-	4%	22%
o Community Plan	-	15%	16%	63%	-	8%	-
o Zoning	-	31%	47%	19%	-	5%	-
WILSHIRE/NOBMANDIE (Alignments 1,2,3,4,5)							
o Land Use	-	31%	-	32%	-	19%	18%
o Community Plan	-	28%	6%	64%	-	4%	-
o Zoning	-	51%	18%	17%	-	-	16%
WILSHIRE/WESTERN (Alignments 1,2,3,4,5)							
o Land Use	-	37%	-	35%	-	3%	24%
o Community Plan	-	34%	17%	49%	-	-	-
o Zoning	2%	48%	22%	24%	-	-	3%
VERMONT/BEVERLY (Alignments 1,2,3,4)							
o Land Use	-	51%	-	17%	8%	20%	6%
o Community Plan	-	20%	42%	-	23%	15%	-
o Zoning	-	48%	-	35%	15%	-	-
WESTERN/BEVERLY (Alignment 5)							
o Land Use	-	76%	-	18%	-	1%	5%
o Community Plan	8%	51%	42%	-	-	-	-
o Zoning	-	60%	-	24%	-	-	-

-- continued

TABLE 2-1 (CONTINUED)

STATION AREA LAND USE PROFILES, YEAR 1986
(PERCENT OF PARCEL AREA IN GENERALIZED LAND USE CATEGORIES)

Station Area	Residential		Commercial		Industrial	Public Facilities and Open Space	Vacant and Surface Parking
	Single-Family	Multi-Family	Community (Low Intensity)	Regional (High Intensity)			
VERMONT/SANTA MONICA (Alignments 1,2,3,4)							
o Land Use		56%		18%	1%	20%	5%
o Community Plan	-	63%	11%	12%	-	13%	-
o Zoning	-	71%	-	23%	6%	-	-
WESTERN/SANTA MONICA (Alignment 5)							
o Land Use		67%		29%	-	1%	3%
o Community Plan	-	54%	14%	15%	9%	8%	-
o Zoning	-	65%	-	35%	-	-	-
SUNSET/VERMONT (Alignments 1,2,3)							
o Land Use		21%		21%	-	46%	12%
o Community Plan	13%	61%	11%	9%	1%	5%	-
o Zoning	-	29%	71%	-	-	-	-
SUNSET/EDGEWORTH (Alignment 4)							
o Land Use		55%		14%	-	26%	5%
o Community Plan	-	34%	16%	10%	-	7%	-
o Zoning	-	70%	30%	-	-	-	-
HOLLYWOOD/WESTERN (Alignments 1,2,3)							
o Land Use		63%		28%	-	3%	6%
o Community Plan	26%	50%	10%	4%	4%	7%	-
o Zoning	-	67%	33%	-	-	-	-
SUNSET/WESTERN (Alignment 4)							
o Land Use		39%		41%	-	3%	17%
o Community Plan	-	71%	12%	5%	4%	7%	-
o Zoning	-	51%	33%	-	16%	-	-
HOLLYWOOD/VINE (Alignments 1,2,3)							
o Land Use		10%		55%	-	2%	33%
o Community Plan	19%	35%	7%	24%	9%	7%	-
o Zoning	-	15%	-	85%	-	-	-
SUNSET/VINE (Alignments 4,5)							
o Land Use		14%		47%	-	2%	37%
o Community Plan	5%	36%	10%	24%	16%	8%	-
o Zoning	-	15%	-	85%	-	-	-
HOLLYWOOD/HIGHLAND (Alignments 4,5)							
o Land Use		33%		29%	-	17%	21%
o Community Plan	1%	20%	-	69%	-	10%	-
o Zoning	1%	43%	-	56%	-	-	-
HOLLYWOOD BOWL (Alignments 1,2,4,5)*							
o Land Use		13%		-	-	87%	-
o Community Plan	20%	9%	-	-	-	71%	-
o Zoning	26%	4%	-	-	-	70%	-
WILSHIRE/CRENSHAW (Alignments 2,4,5)							
o Land Use		73%		9%	-	5%	5%
o Community Plan	68%	20%	12%	-	-	-	-
o Zoning	60%	26%	8%	5%	-	-	-

-- continued

TABLE 2-1 (CONTINUED)

STATION AREA LAND USE PROFILES, YEAR 1986
(PERCENT OF PARCEL AREA IN GENERALIZED LAND USE CATEGORIES)

Station Area	Residential		Commercial		In- dus- trial	Public Facili- ties and Open Space	Vacant and Surface Parking
	Single- Family	Multi- Family	Community (Low Intensity)	Regional (High Intensity)			
WILSHIRE/LA BREA (Alignments 2,4,5)							
o Land Use		63%		22%	-	1%	14%
o Community Plan	-	61%	17%	11%	-	10%	-
o Zoning	26%	36%	12%	25%	-	-	1%
WILSHIRE/FAIRFAX (Alignments 2,4,5)							
o Land Use		59%		24%	-	12%	6%
o Community Plan	-	60%	4%	15%	-	9%	12%
o Zoning	27%	46%	7%	18%	-	-	2%
OLYMPIC/CRENSHAW (Alignment 3)							
o Land Use		80%		14%	-	3%	3%
o Community Plan	38%	23%	30%	-	-	8%	-
o Zoning	51%	31%	18%	-	-	-	-
PICO/SAN VICKENTE (Alignment 3)							
o Land Use		67%		27%	-	-	6%
o Community Plan	-	56%	42%	-	-	-	-
o Zoning	-	57%	10%	-	33%	-	-
UNIVERSAL CITY (Alignments 1,2,3,4,5)							
o Land Use		21%		35%	-	11%	32%
o Community Plan	30%	12%	10%	30%	-	18%	-
o Zoning	29%	15%	28%	6%	-	22%	-
NORTH HOLLYWOOD (Alignments 1,2,3,4,5)							
o Land Use		19%		42%	17%	14%	8%
o Community Plan	-	16%	65%	-	6%	13%	-
o Zoning	-	26%	25%	-	35%	13%	-

* Optional

Source: SCRITD General Planning Consultant, Technical Report on Land Use and Development Impacts, 1987.

TABLE 2-2

COMMERCIAL AND RESIDENTIAL DEVELOPMENT IN
REGIONAL CORE BY STATION AREA

	Commercial		Residential	
	Floor Area (1) (1,000 sq. ft.)	Employees(2)	Dwelling Units(2)	Population(2)
CBD PLANNING AREA	81,500	253,951	28,328	43,074
o <u>Union Station</u> (All Project Options)	900	11,156	2,483	2,893
o <u>Civic Center</u> (All Project Options)	7,500	23,107	865	1,431
o <u>Fifth/Hill</u> (All Project Options)	16,500	26,609	1,459	1,795
o <u>Seventh/Flower</u> (All Project Options)	14,000	49,043	2,928	4,941
o All CBD Stations	38,900	109,915	7,735	11,060
WESTLAKE PLANNING AREA	23,800	82,626	38,560	92,414
o <u>Wilshire/Alvarado</u> (All Project Options)	1,400	9,123	6,775	13,886
WILSHIRE PLANNING AREA	65,100	224,733	141,898	308,660
o <u>Wilshire/Vermont</u> (Alignments 1-5)	4,500(3)	9,438	5,484	11,809
o <u>Wilshire/Normandie</u> (Alignments 1-5)	3,800(3)	5,993	3,605	7,595
o <u>Wilshire/Western</u> (Alignments 1-5)	2,900(3)	7,039	4,434	8,909
o <u>Vermont/Beverly*</u> (Alignments 1,2,3,4)	800(4)	7,414	4,953	10,660
o <u>Western/Beverly*</u> (Alignment 5)	400(4)	2,934	3,084	6,717
o <u>Wilshire/Crenshaw*</u> (Alignments 2,4,5)	800(3)	3,539	2,323	4,667
o <u>Wilshire/La Brea</u> (Alignments 2,4,5)	1,600(3)	4,508	2,563	4,040
o <u>Wilshire/Fairfax</u> (Alignments 2,4,5)	3,000(3)	4,773	1,929	3,328
o <u>Olympic/Crenshaw*</u> (Alignment 3)	500(4)	2,003	1,753	4,326
o <u>Pico/San Vicente*</u> (Alignment 3)	700(4)	3,213	2,226	5,099

--continued

TABLE 2-2 (CONTINUED)

COMMERCIAL AND RESIDENTIAL DEVELOPMENT IN
REGIONAL CORE BY STATION AREA

	Commercial		Residential	
	Floor Area (1) (1,000 sq.ft.)	Employees(2)	Dwelling Units(2)	Population(2)
<u>Summary of Wilshire Planning Area by Alignment</u>				
o Alignment 1	12,000	29,884	18,476	38,993
o Alignment 2	17,400	42,704	25,291	51,008
o Alignment 3	13,200	35,100	22,455	48,398
o Alignment 4	17,400	42,704	25,291	51,008
o Alignment 5	17,000	38,224	23,422	47,065
HOLLYWOOD PLANNING AREA	39,700	128,715	114,466	216,502
o <u>Vermont/Santa Monica*</u> (Alignments 1,2,3,4)	500	6,449	3,322	7,952
o <u>Western/Santa Monica*</u> (Alignment 5)	800	2,890	2,623	6,140
o <u>Sunset/Vermont</u> (Alignments 1,2,3)	1,100	6,175	2,396	5,249
o <u>Sunset/Edgemont</u> (Alignment 4)	900	8,295	3,091	6,863
o <u>Hollywood/Western*</u> (Alignments 1,2,3)	800	1,169	2,639	5,617
o <u>Sunset/Western*</u> (Alignment 4)	1,000	2,013	2,805	6,345
o <u>Hollywood/Vine</u> (Alignments 1,2,3)	2,400	7,590	3,083	5,249
o <u>Sunset/Vine</u> (Alignments 4,5)	2,100	7,172	2,830	5,410
o Hollywood/Highland (Alignments 3,4)	1,550	3,333	1,506	2,476
o <u>Hollywood Bowl*</u> (Alignments 1,2,4,5)	15	625	730	1,327
<u>Summary of Hollywood Planning Area by Alignment</u>				
o Alignment 1	4,815	22,008	12,170	25,394
o Alignment 2	4,815	22,008	12,170	25,394
o Alignment 3	6,350	24,716	12,946	26,543
o Alignment 4	6,065	27,887	14,284	30,373
o Alignment 5	2,915	10,687	6,183	12,877
UNIVERSAL CITY/NORTH HOLLYWOOD PLANNING AREA	22,700	74,308	80,039	172,739
o Universal City (Alignments 1-5)	1,000	741	1,098	2,003

--continued

TABLE 2-2 (CONTINUED)

COMMERCIAL AND RESIDENTIAL DEVELOPMENT IN
REGIONAL CORE BY STATION AREA

	Commercial		Residential	
	Floor Area (1) (1,000 sq.ft.)	Employees(2)	Dwelling Units(2)	Population(2)
o <u>North Hollywood</u> (Alignments 1-5)	500	1,129	1,636	3,261
o All Alignments	1,500	1,870	2,734	5,264
DESIGNATED CENTERS				
o Alignment 1	56,500	157,143	36,246	69,021
o Alignment 2	61,100	166,424	40,738	76,389
o Alignment 3	58,035	160,476	37,752	71,497
o Alignment 4	62,150	171,459	42,686	80,640
o Alignment 5	59,700	161,921	38,089	71,301
ALL STATION AREAS				
o Alignment 1	58,615	172,800	47,890	94,571
o Alignment 2	64,015	185,620	54,705	106,612
o Alignment 3	61,350	180,724	52,645	105,151
o Alignment 4	65,265	191,499	56,819	111,591
o Alignment 5	61,715	169,819	46,849	90,152
REGIONAL CORE	232,800	764,333	403,291	833,389

*Station areas not designated as centers in the city's Concept Plan or in the county's General Plan (refer to Figure 2-6).

(1)Includes office, retail, and hotel space. Total estimates for the planning areas were derived by Sedway/Cooke, assuming 250 sq. ft./employee for office space and 500 sq. ft./employee for retail space.

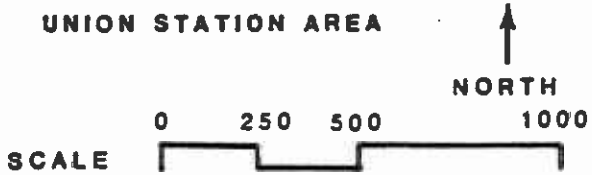
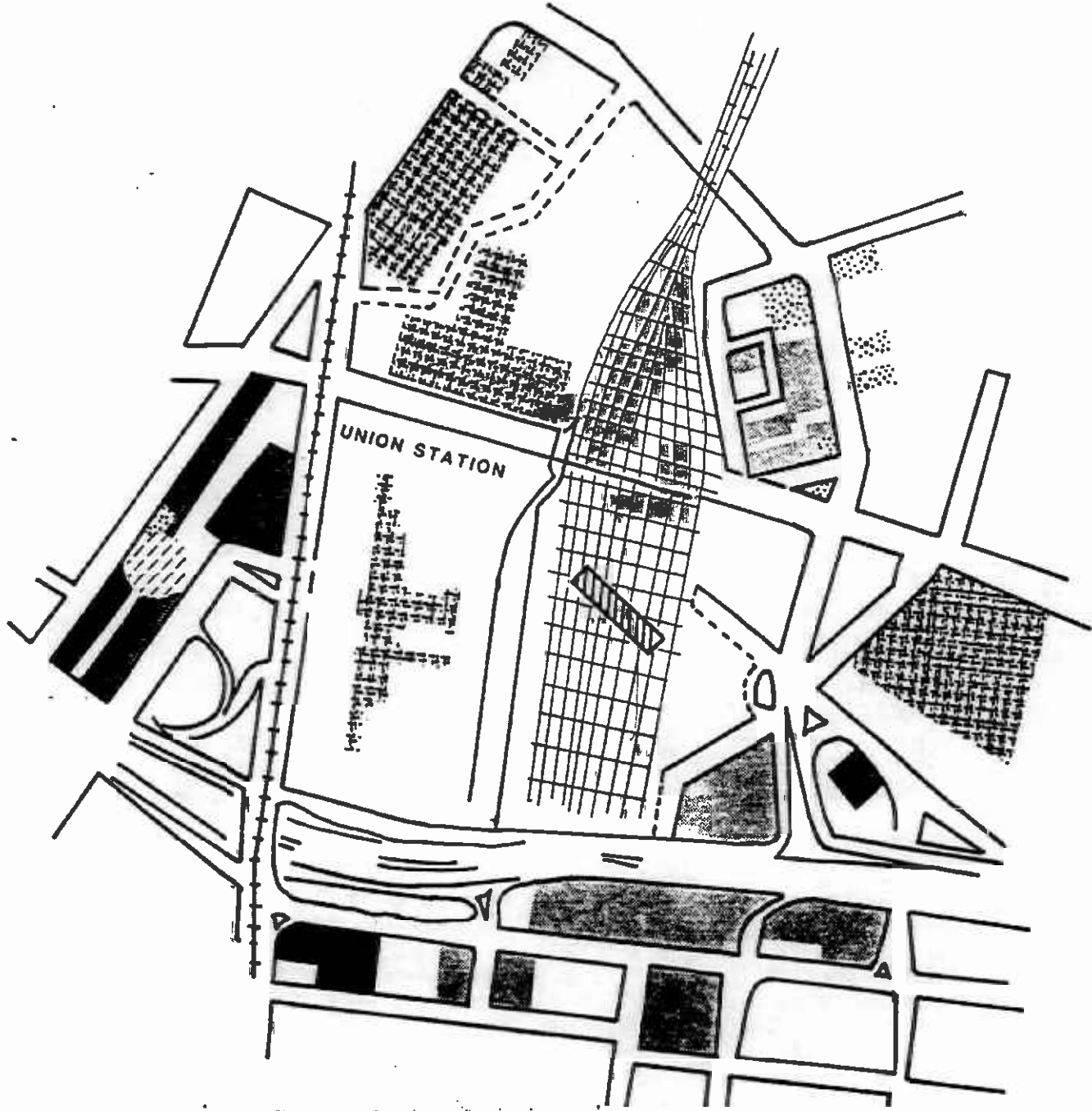
(2)U.S. Census Bureau, 1980 Census. See SCRTD Technical Report on Land Use and Development (1987) for Census tracts in each planning area.

(3)City of Los Angeles Department of Planning survey.











(4)Assumes 0.75 FAR unless high-rise in area.

Source: SCRTD General Planning Consultant, Technical Report on Land Use and Development Impacts, 1987.

FIGURE 2-1

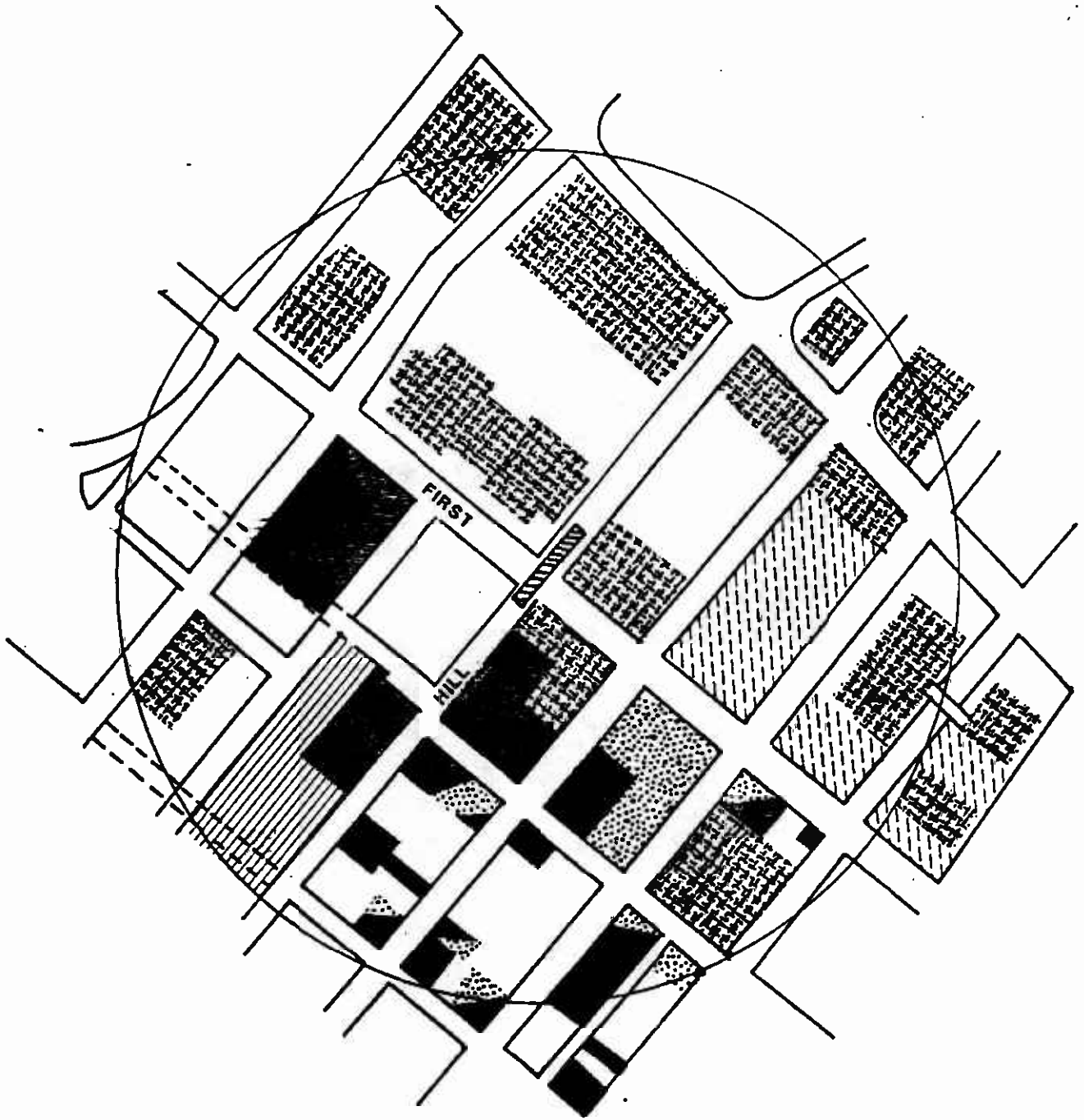


LAND USE

	RESIDENTIAL		VACANT RESID
	COMMERCIAL		OFFICE/COMM
	OFFICE		OPEN
	INDUSTRIAL		INDUSTRIAL WARE
	INSTITUTIONAL		RESIDENTIAL/COMM

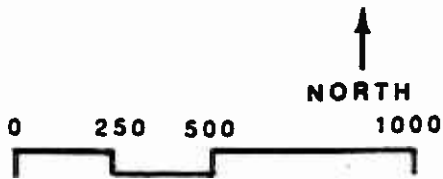
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




FIGURE 2-2



UNION CIVIC CENTER STATION AREA

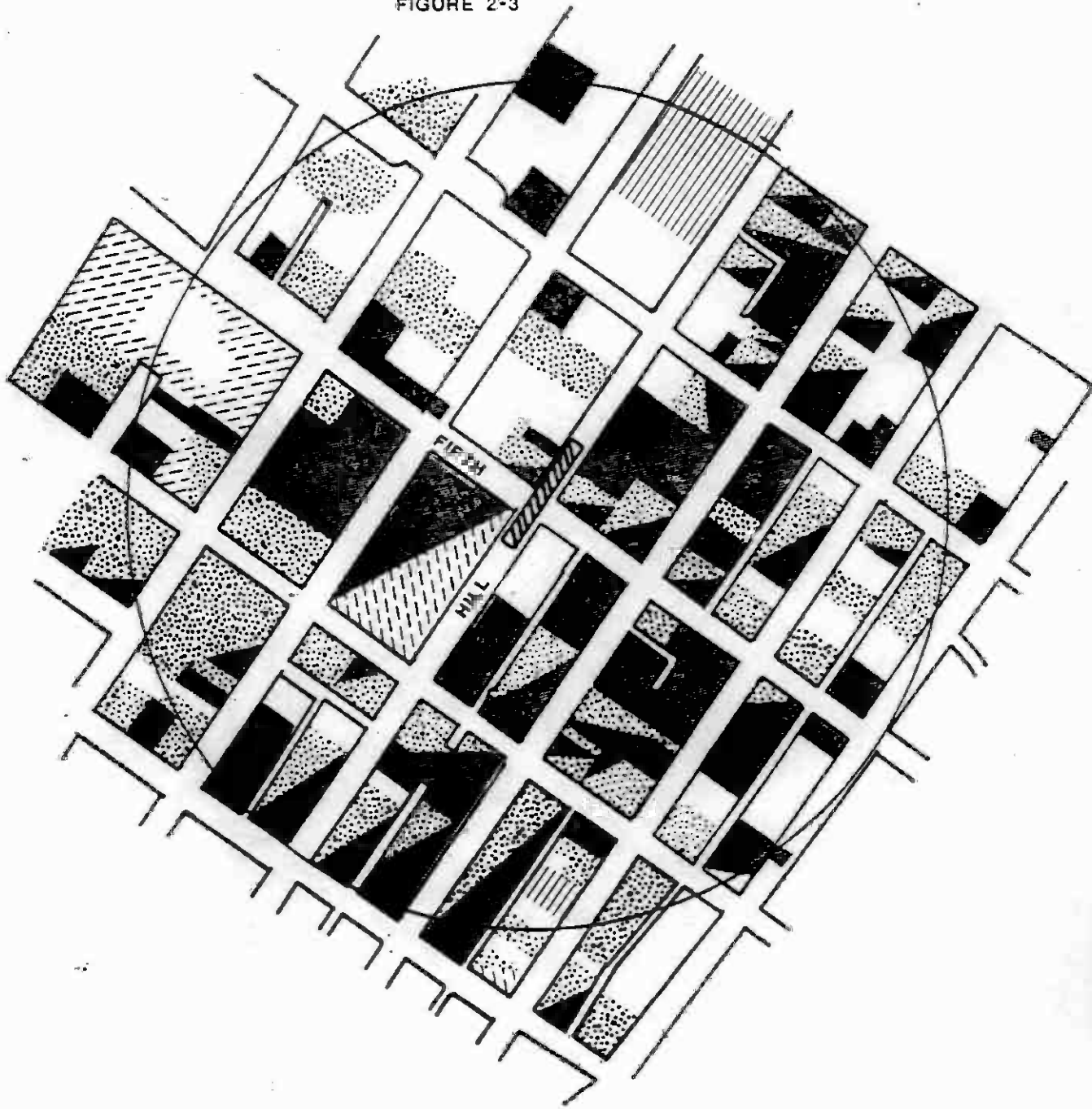
LAND USES



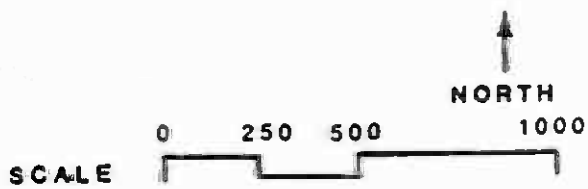
	RESIDENTIAL		VACANT RESIDENTIAL
	COMMERCIAL		OFFICE/COMMERCIAL
	OFFICE		OPEN SPACE
	INDUSTRIAL		INDUSTRIAL WAREHOUSE
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES











FIGURE 2-3



FIFTH/HILL STATION AREA

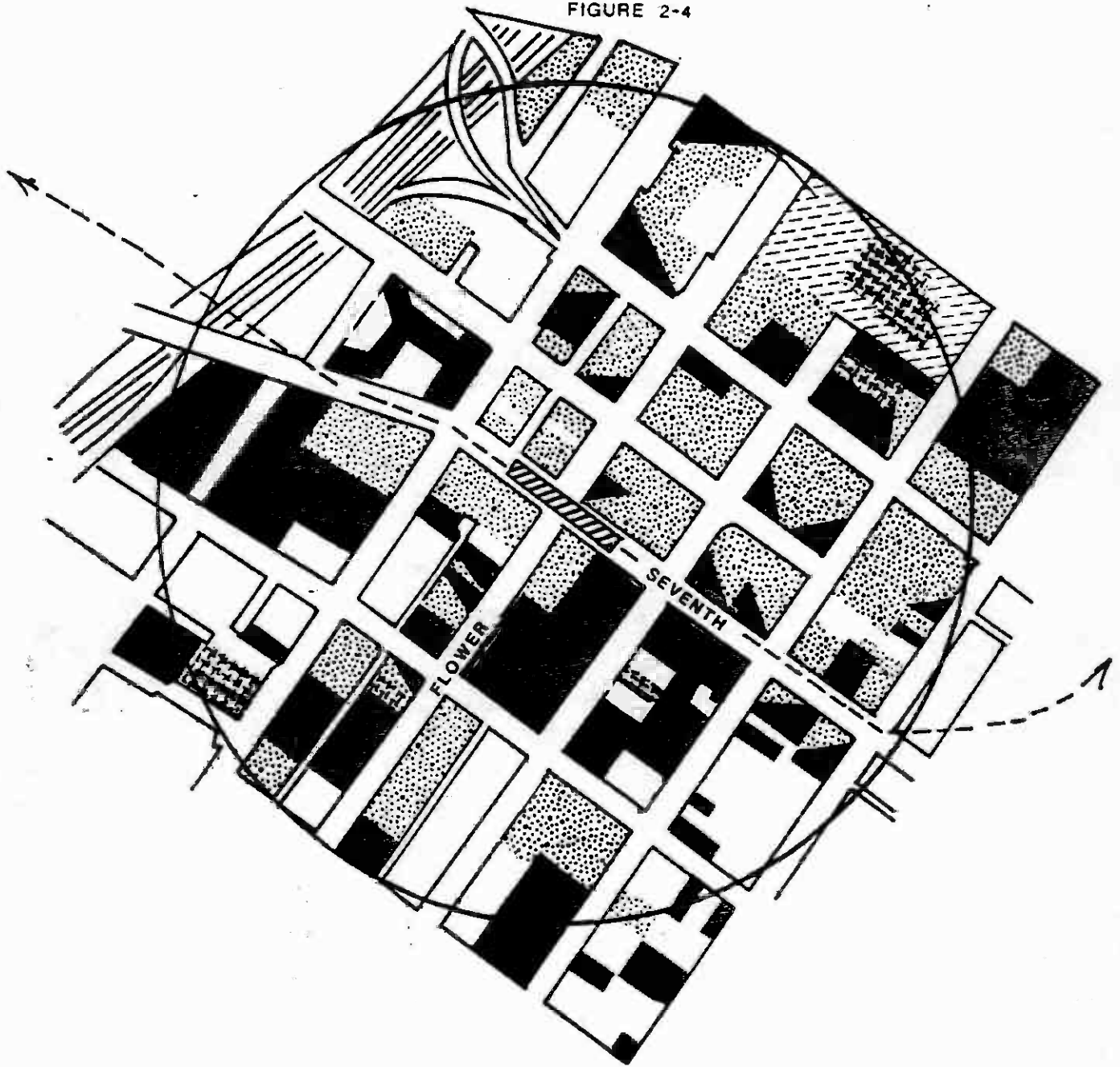


LAND USE

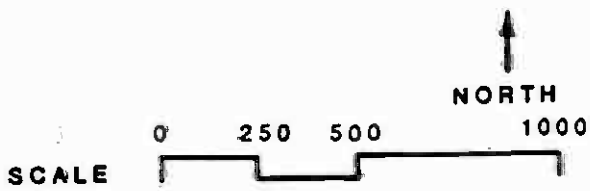
	RESIDENTIAL		VACANT RESI
	COMMERCIAL		OFFICE/COM
	OFFICE		OPEN
	INDUSTRIAL		INDUSTRIAL WAR
	INSTITUTIONAL		RESIDENTIAL/COM

* HISTORIC RESOURCES











FIGURE 2-4



SEVENTH/FLOWER STATION AREA

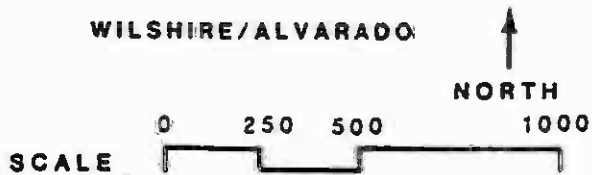
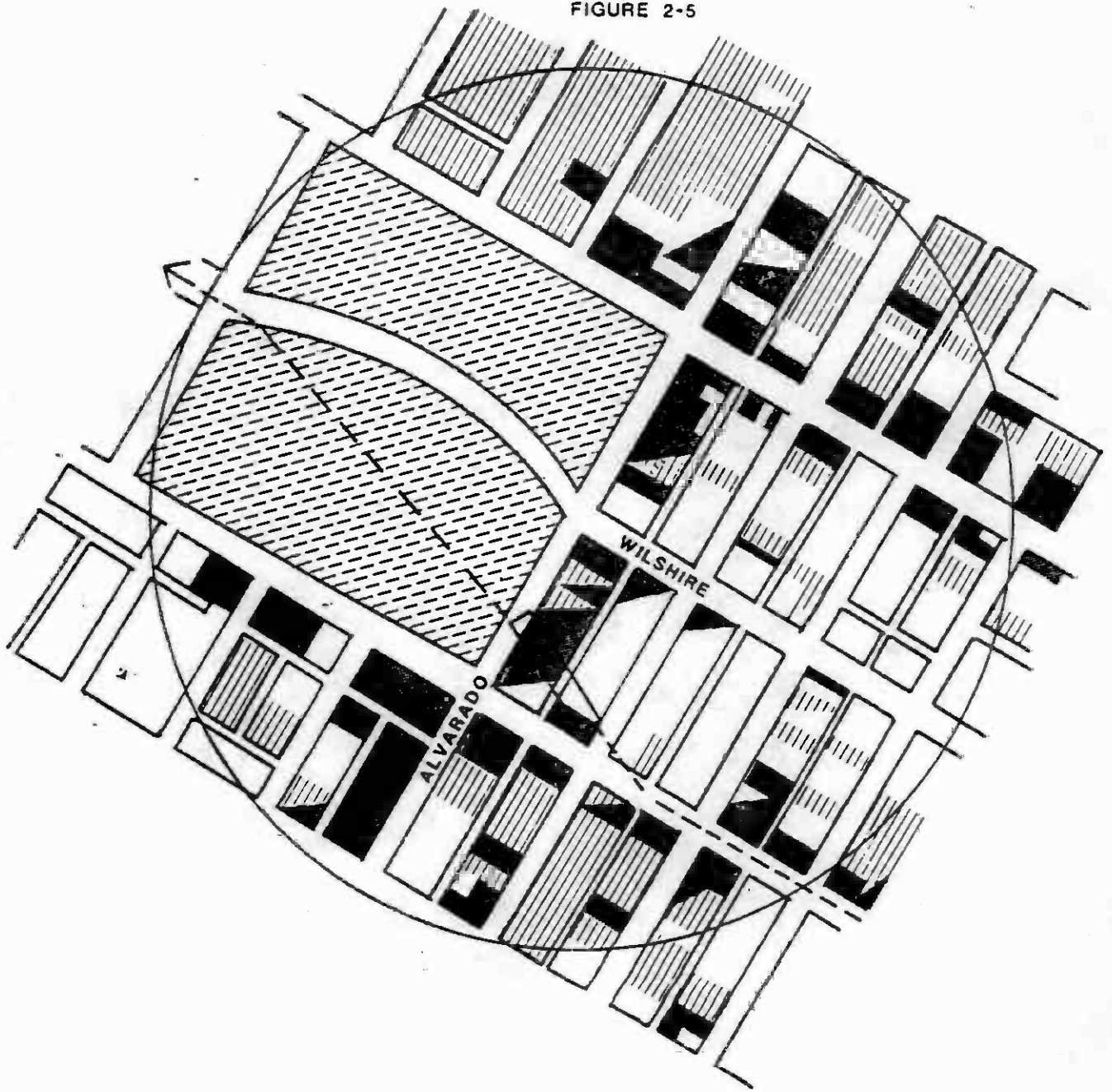


LAND USES

	RESIDENTIAL		VACANT RESIDENTIAL
	COMMERCIAL		OFFICE/COMMERCIAL
	OFFICE		OPEN SPACE
	INDUSTRIAL		INDUSTRIAL WAREHOUSE
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

FIGURE 2-5



LAND USES

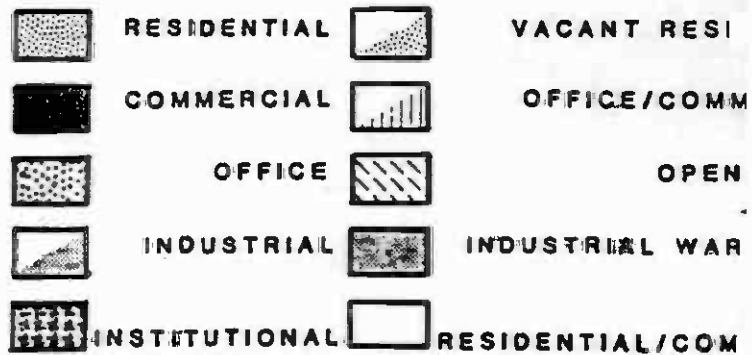
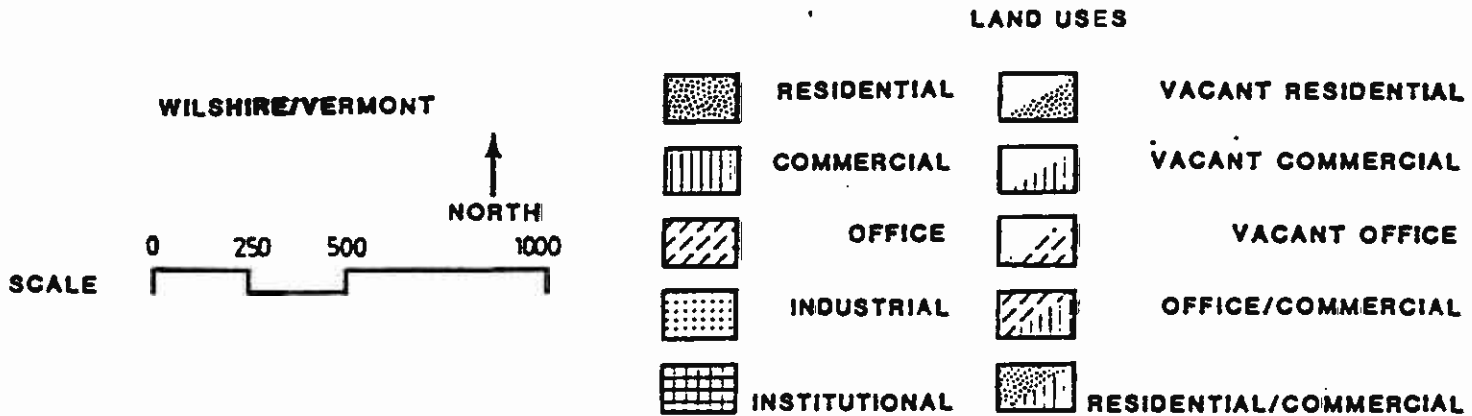
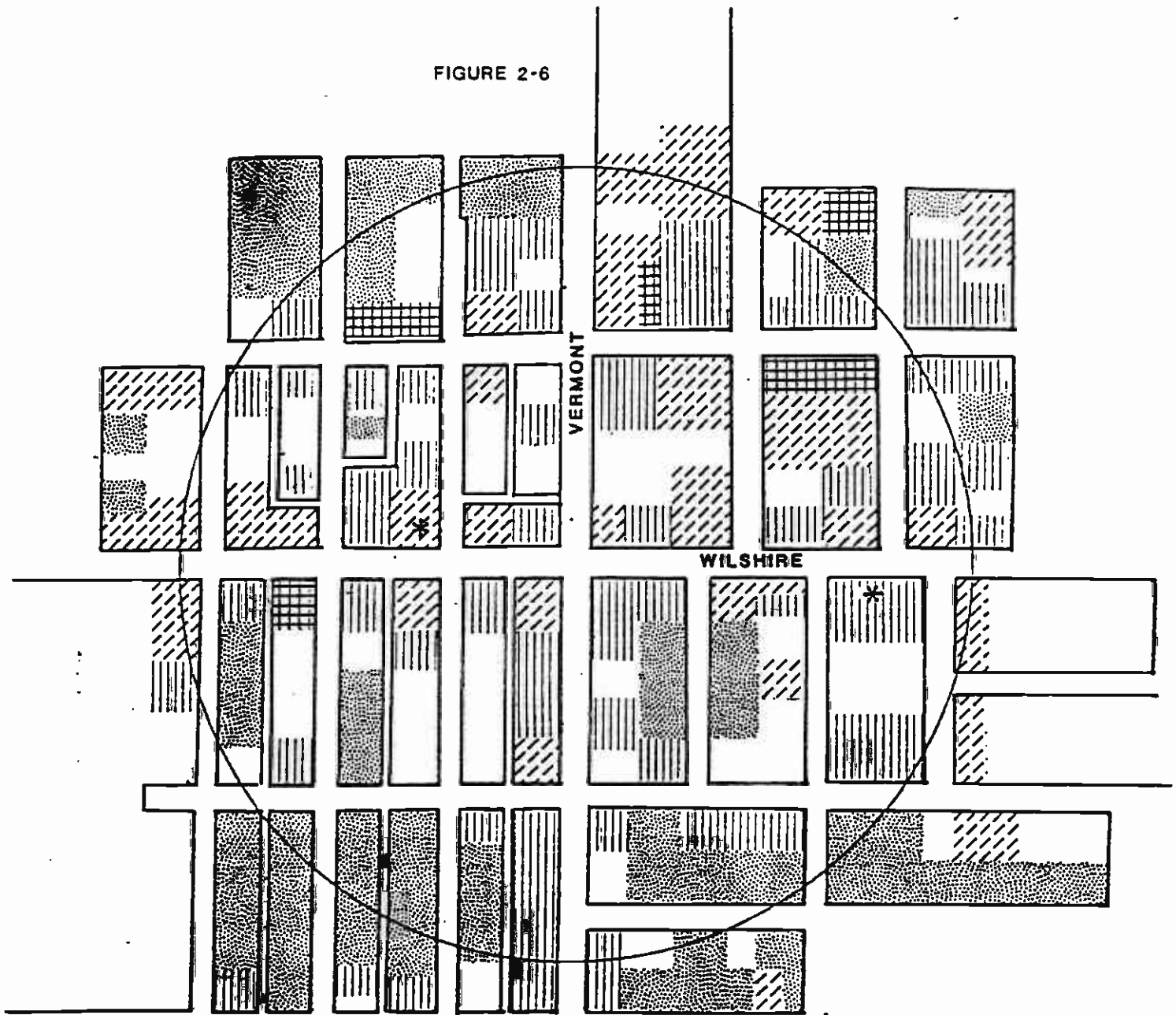
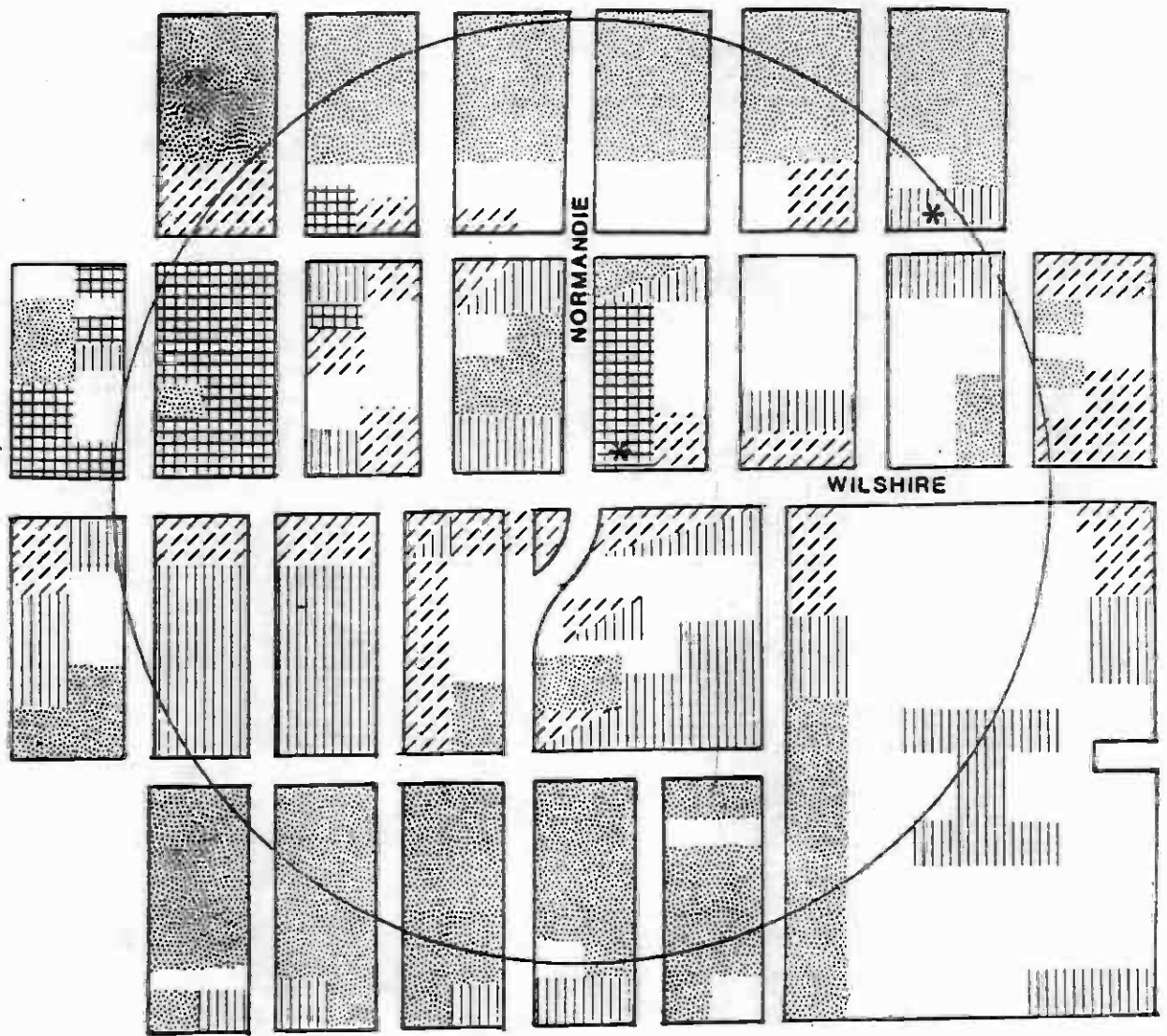


FIGURE 2-6



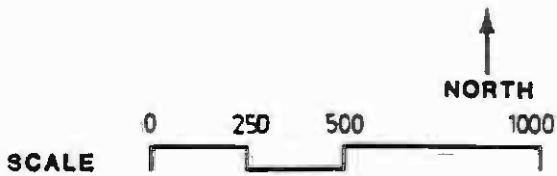
* HISTORIC RESOURCES











FIGURE 2-7



LAND USES

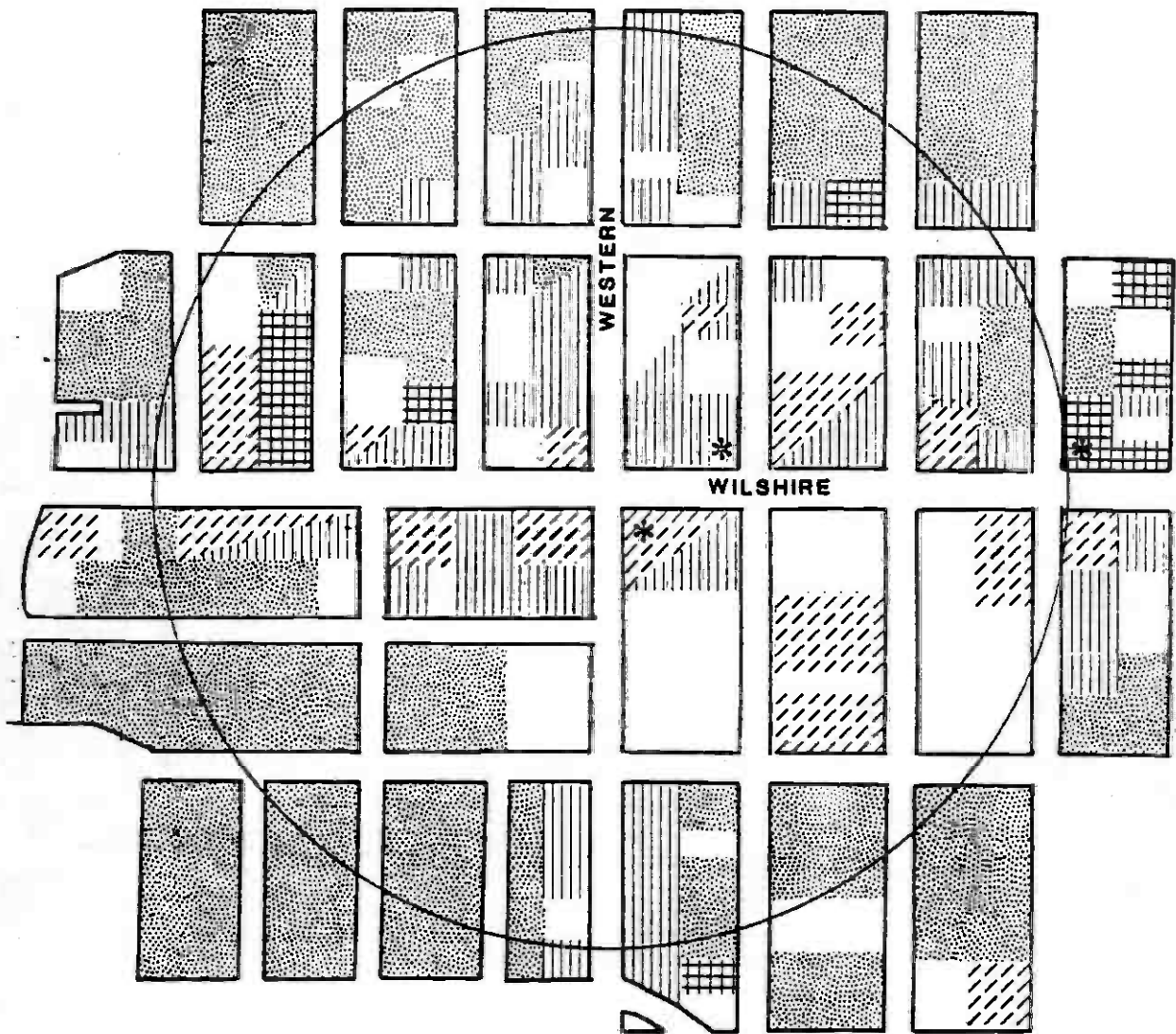
WILSHIRE/NORMANDIE



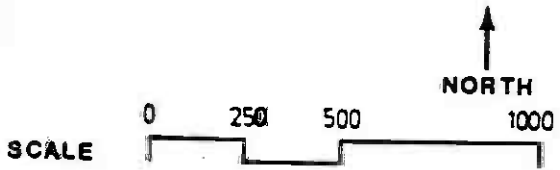
	RESIDENTIAL		VACANT RESIDENTIAL
	COMMERCIAL		VACANT COMMERCIAL
	OFFICE		VACANT OFFICE
	INDUSTRIAL		OFFICE/COMMERCIAL
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES











FIGURE 2-8



WILSHIRE/WESTERN

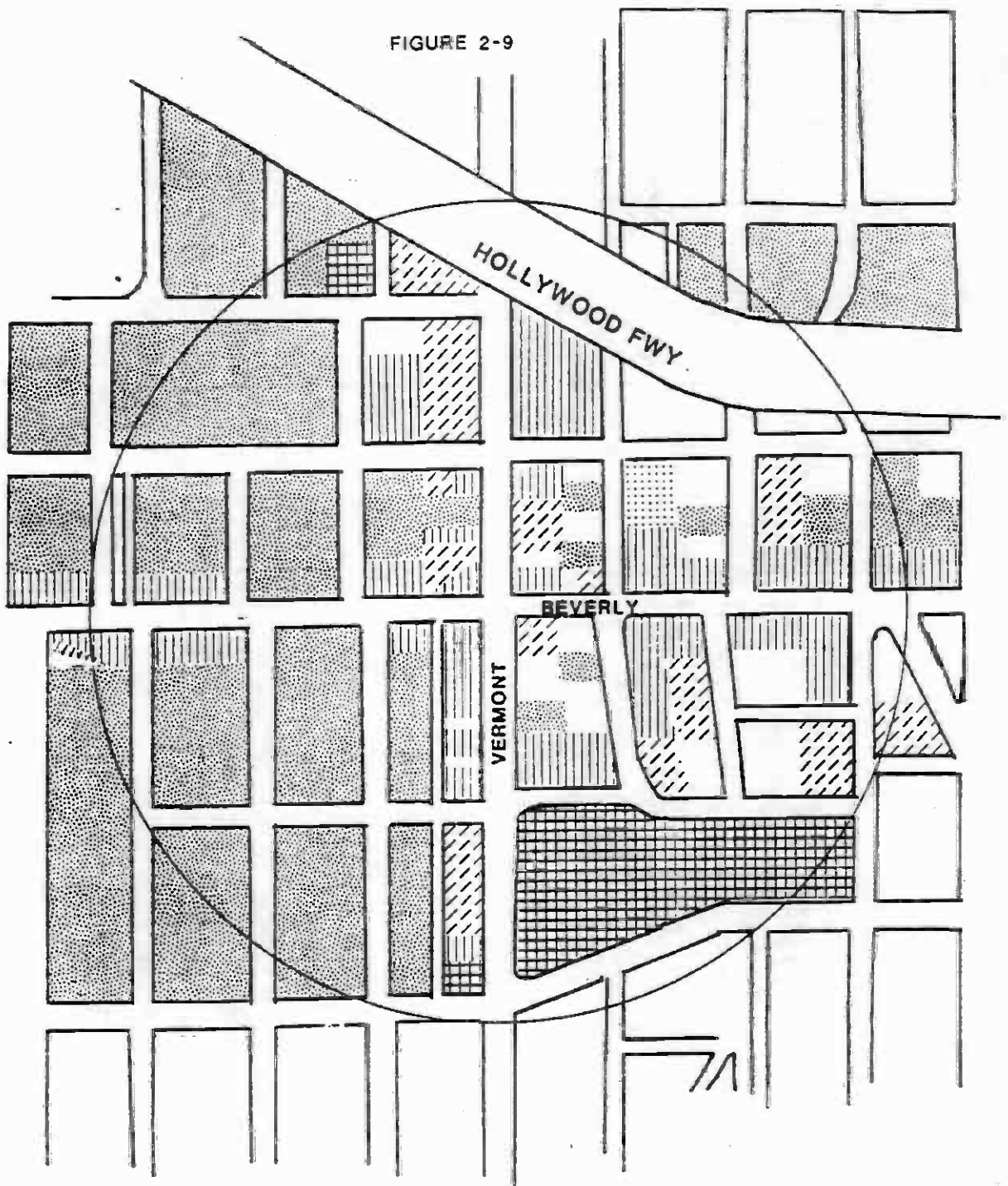


LAND USES

	RESIDENTIAL		VACANT RESIDENTIAL
	COMMERCIAL		VACANT COMMERCIAL
	OFFICE		VACANT OFFICE
	INDUSTRIAL		OFFICE/COMMERCIAL
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

FIGURE 2-9













BEVERLY/VERMONT



0 250 500 1000

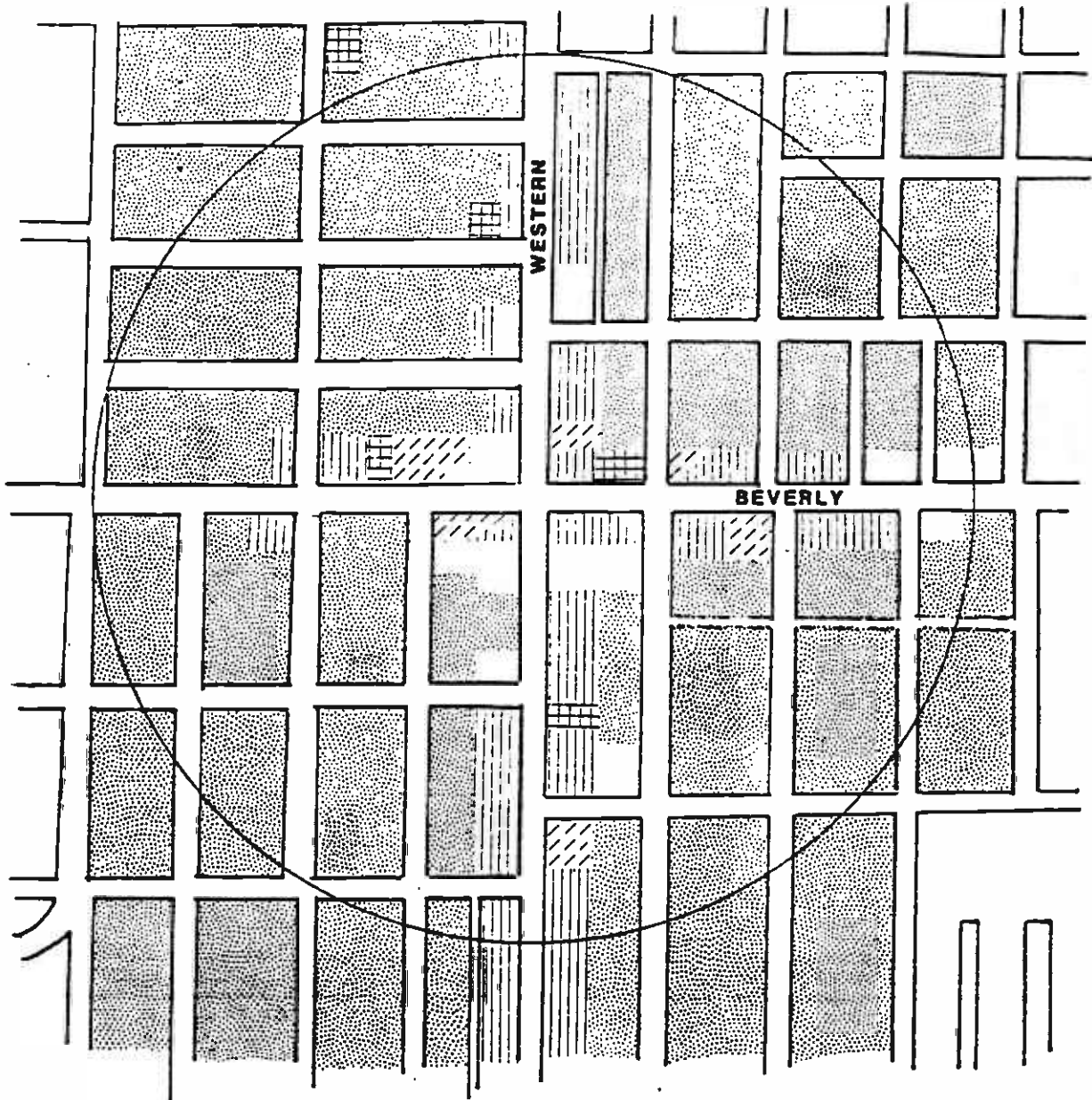
SCALE

LAND USES

	RESIDENTIAL		VACANT RESIDENTIAL
	COMMERCIAL		VACANT COMMERCIAL
	OFFICE		VACANT OFFICE
	INDUSTRIAL		OFFICE/COMMERCIAL
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL

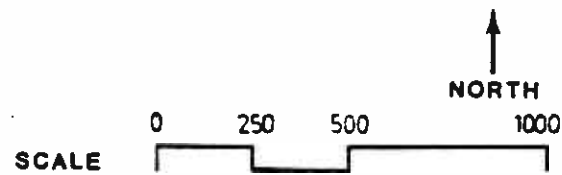
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









FIGURE 2-10



BEVERLY/WESTERN

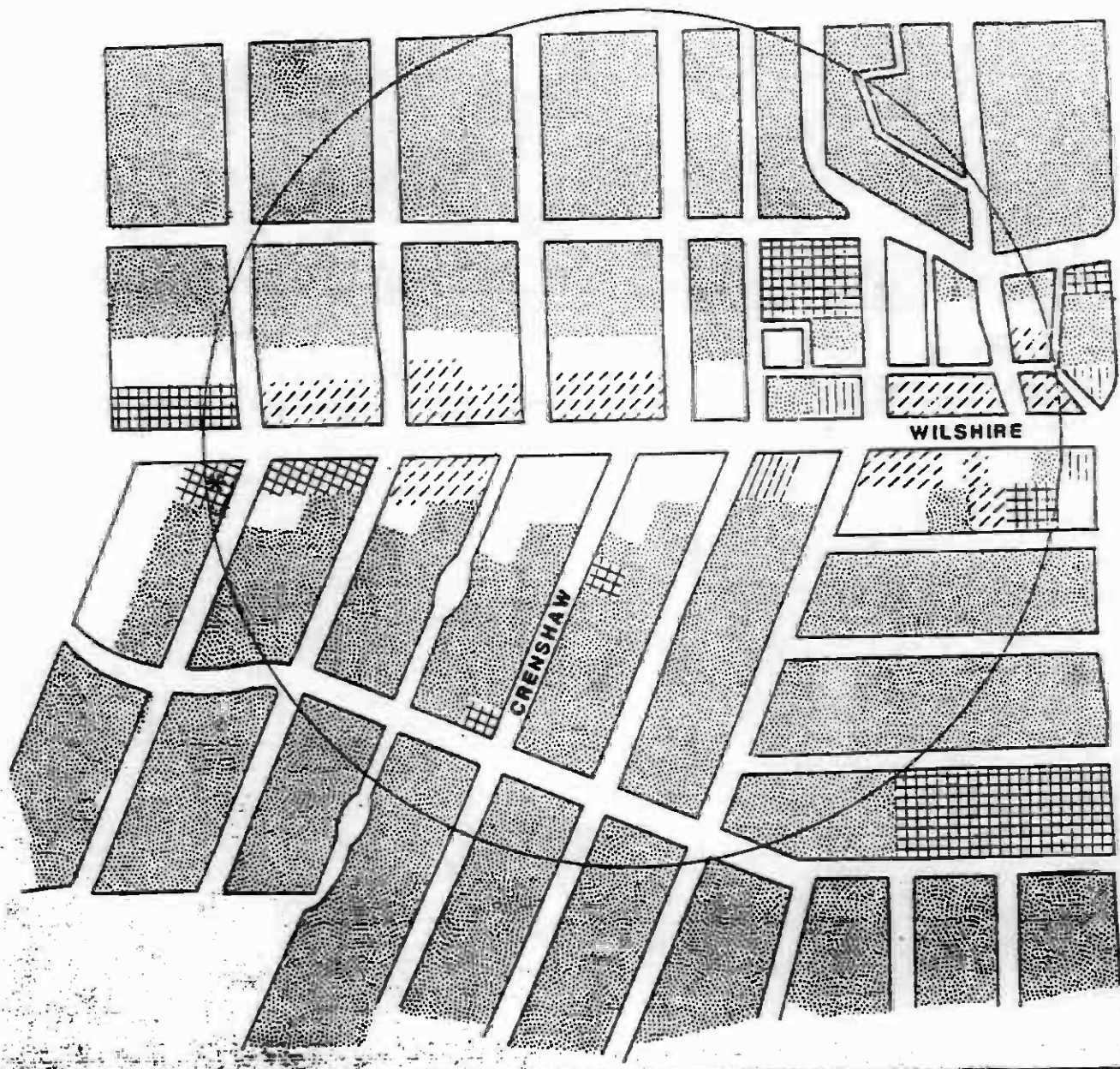
LAND USES



	RESIDENTIAL		VACANT RESIDENTIAL
	COMMERCIAL		VACANT COMMERCIAL
	OFFICE		VACANT OFFICE
	INDUSTRIAL		OFFICE/COMMERCIAL
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

FIGURE 2-11













WILSHIRE/CRENSHAW



SCALE

LAND USES

	RESIDENTIAL		VACANT RESIDENTIAL
	COMMERCIAL		VACANT COMMERCIAL
	OFFICE		VACANT OFFICE
	INDUSTRIAL		OFFICE/COMMERCIAL
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

FIGURE 2-12

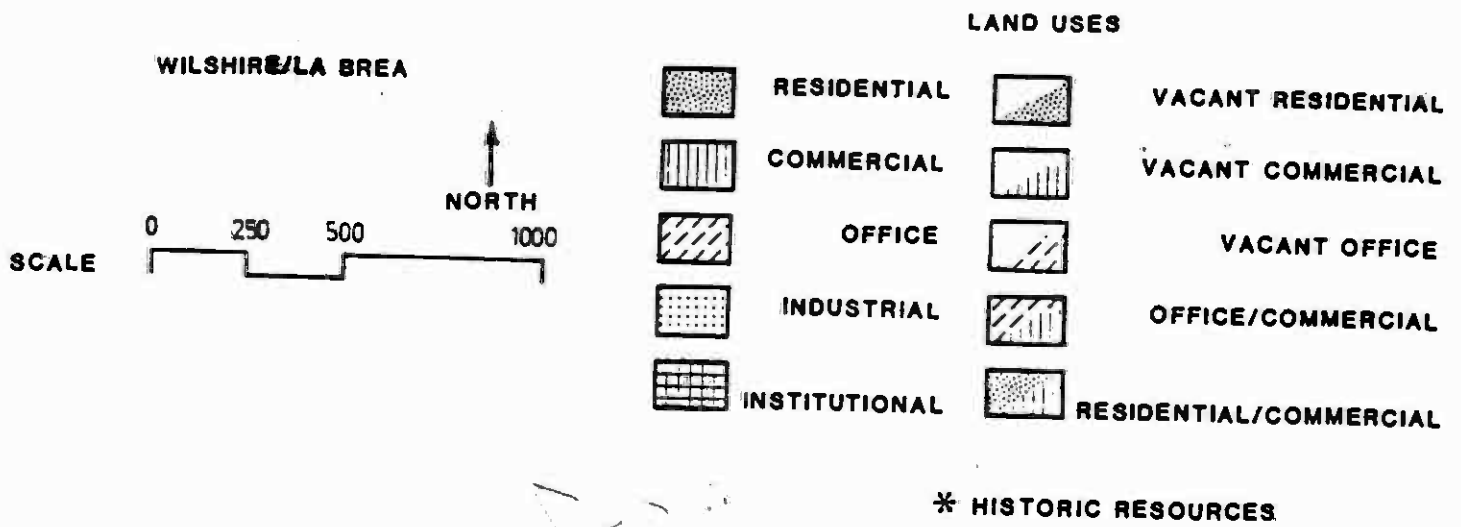
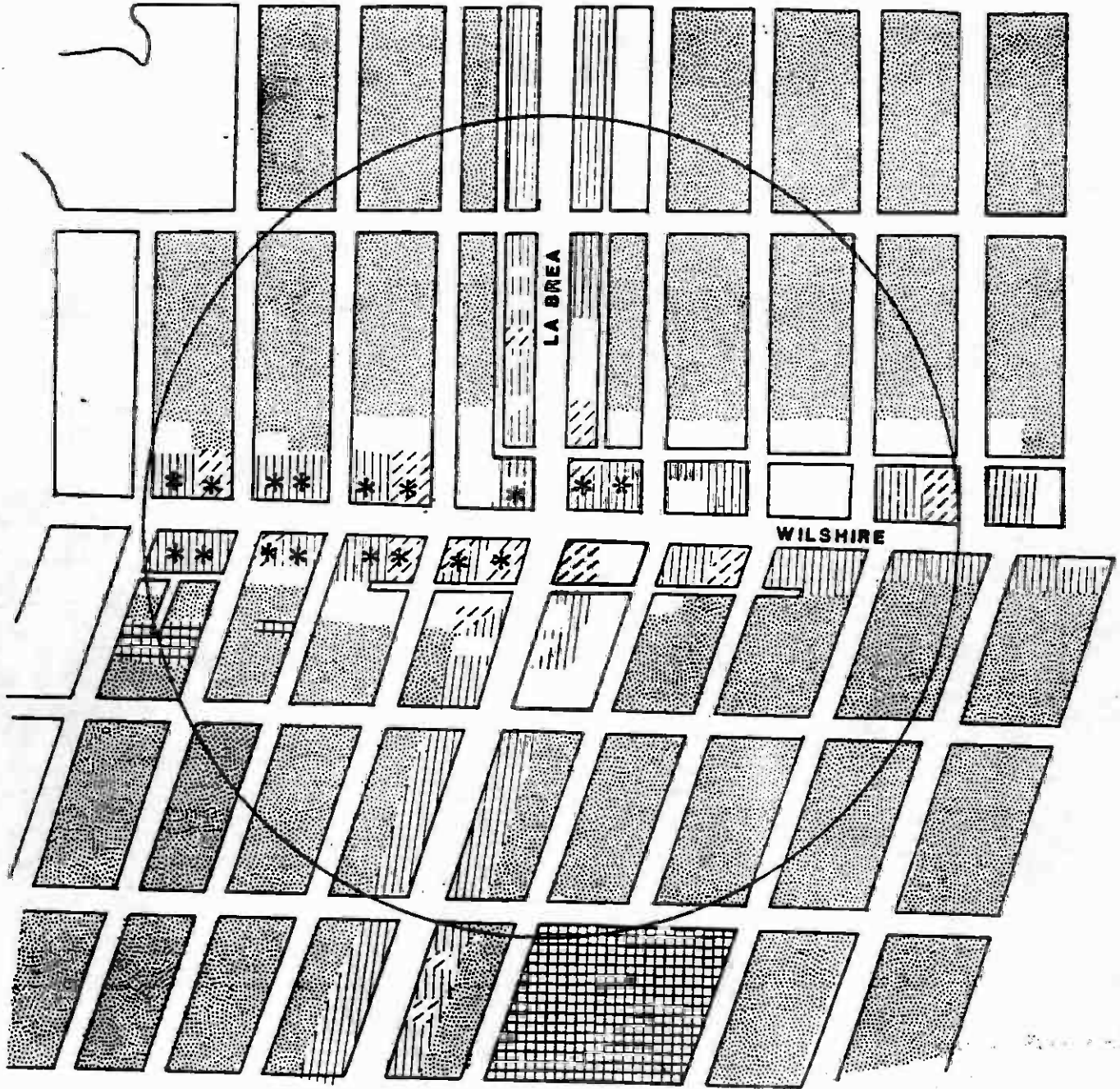
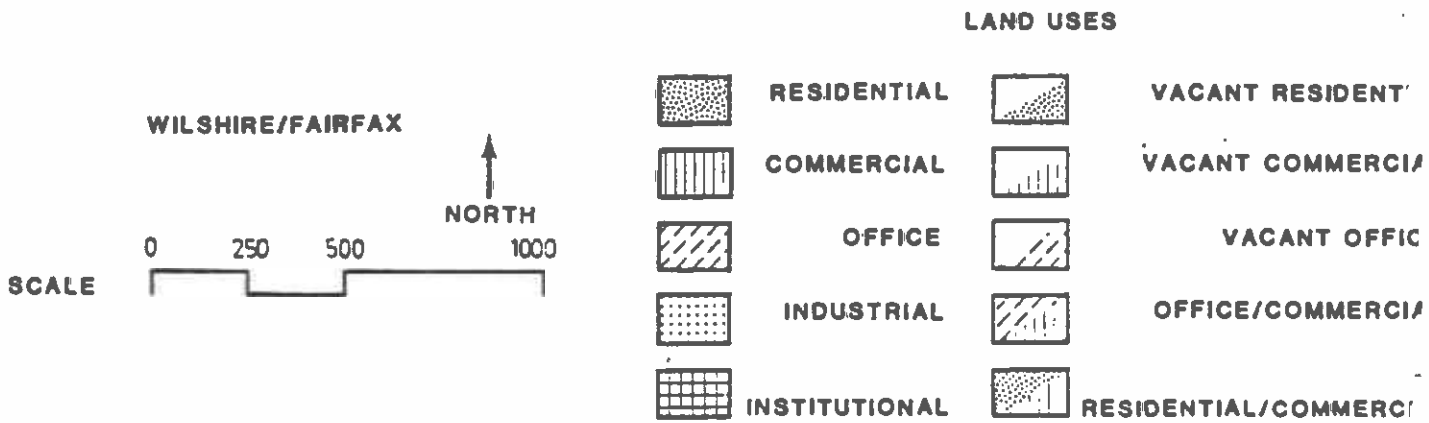
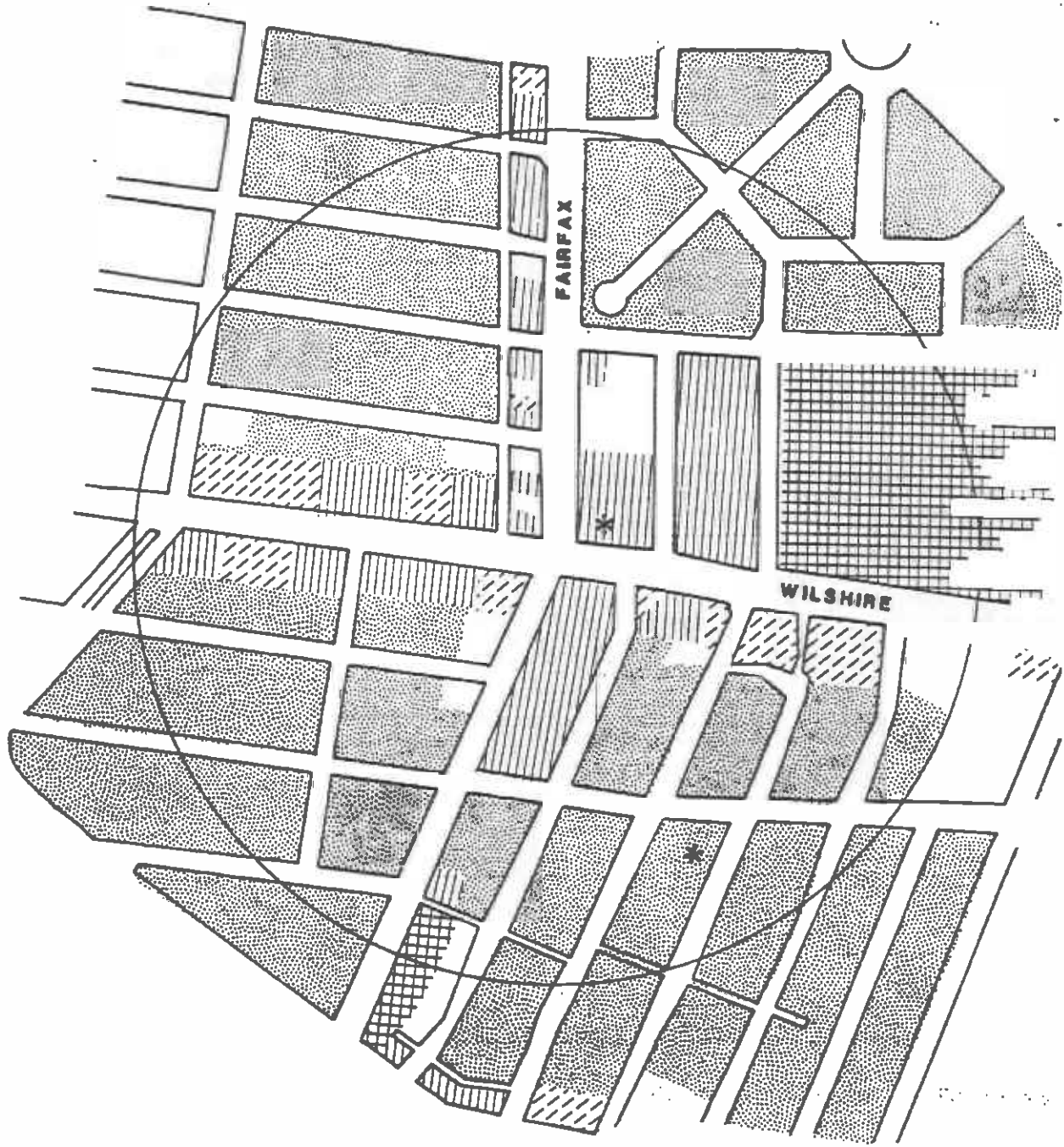
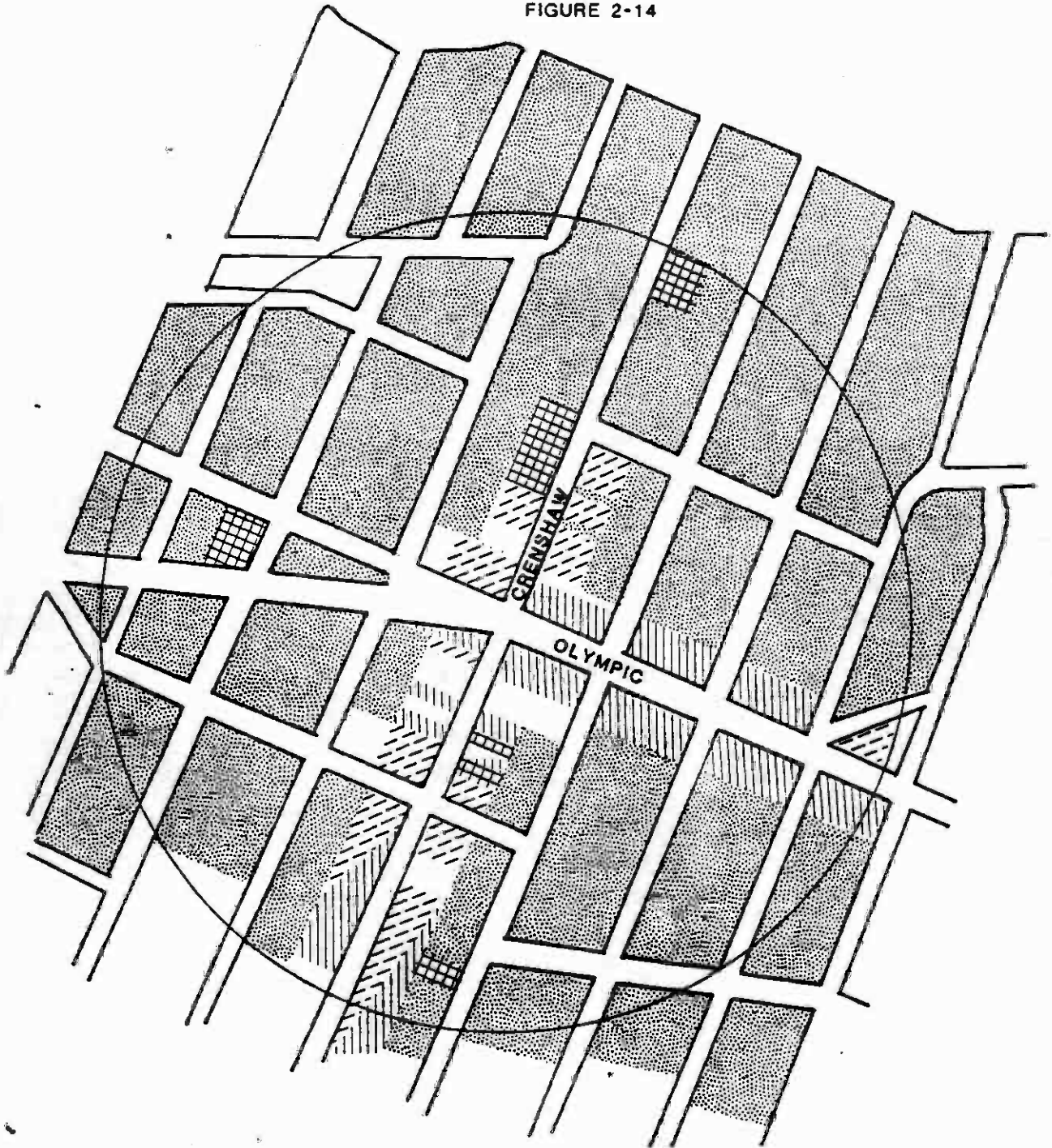


FIGURE 2-13



* HISTORIC RESOURCES

FIGURE 2-14













OLYMPIC/CRENSHAW



0 250 500 1000

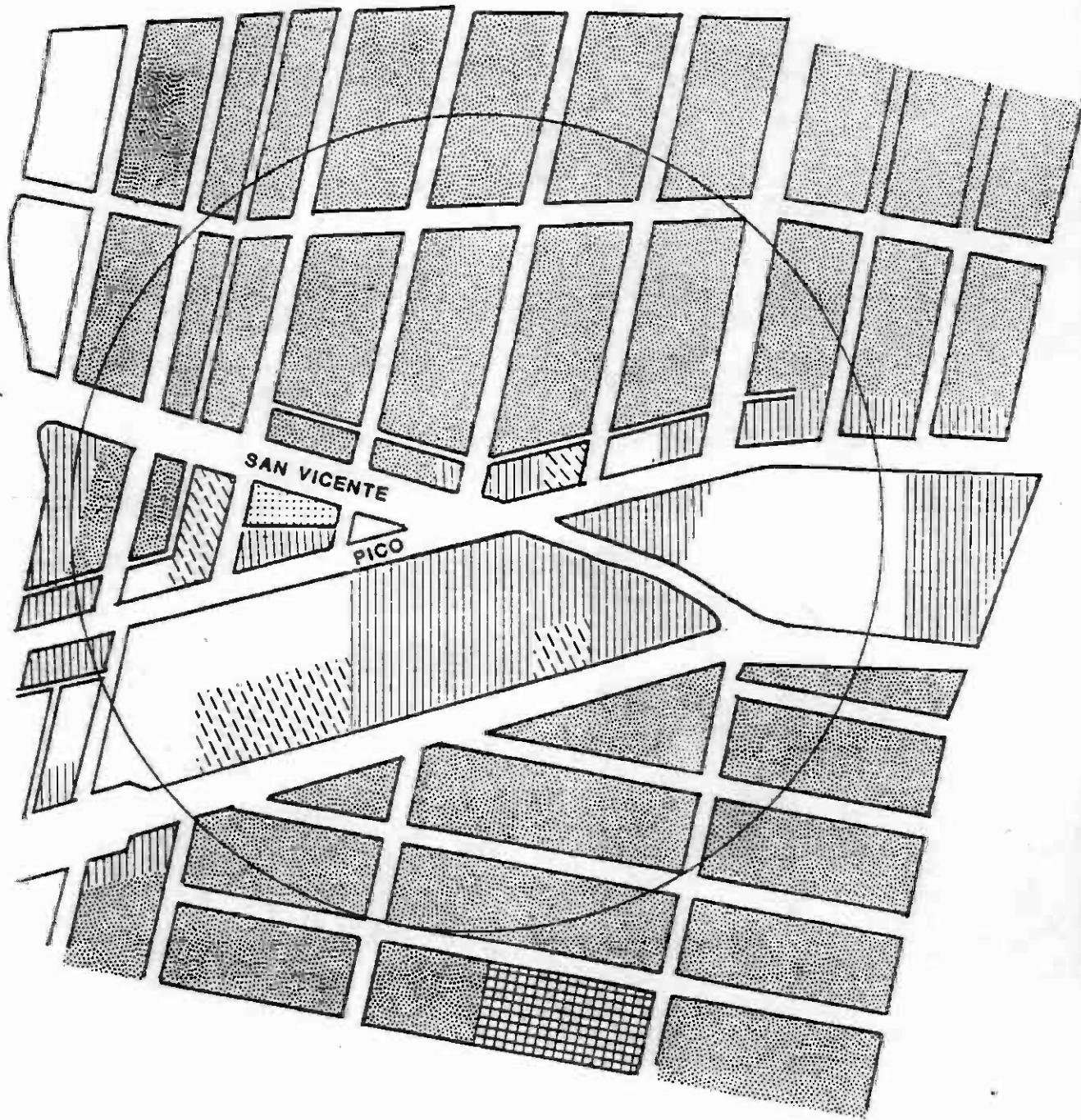
SCALE

LAND USES

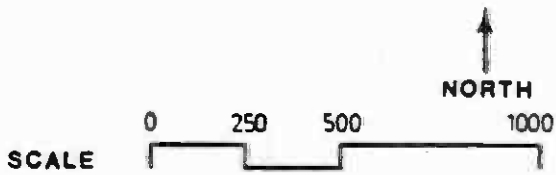
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	COMMERCIAL		VACANT COMMERCIAL
	OFFICE		VACANT OFFICE
	INDUSTRIAL		OFFICE/COMMERCIAL
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES











FIGURE 2-15



PICO/SAN VICENTE

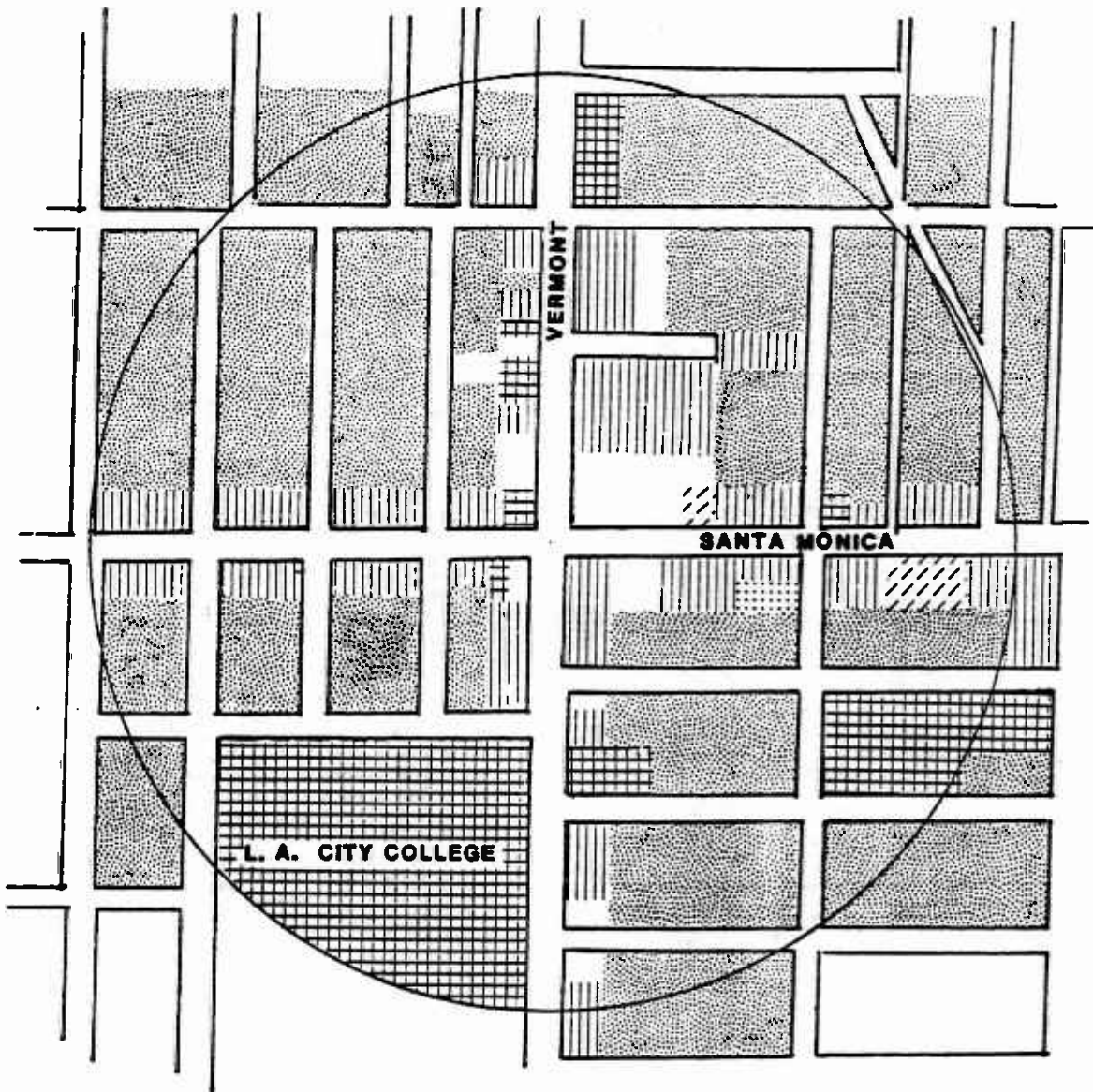


LAND USES

	RESIDENTIAL		VACANT RESIDENT
	COMMERCIAL		VACANT COMMERC
	OFFICE		VACANT OFFICE
	INDUSTRIAL		OFFICE/COMMERC
	INSTITUTIONAL		RESIDENTIAL/COMMERC

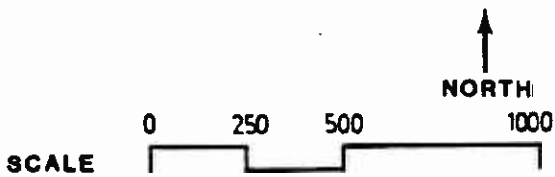
* HISTORIC RESOURCES











FIGURE 2-16



SANTA MONICA/VERMONT

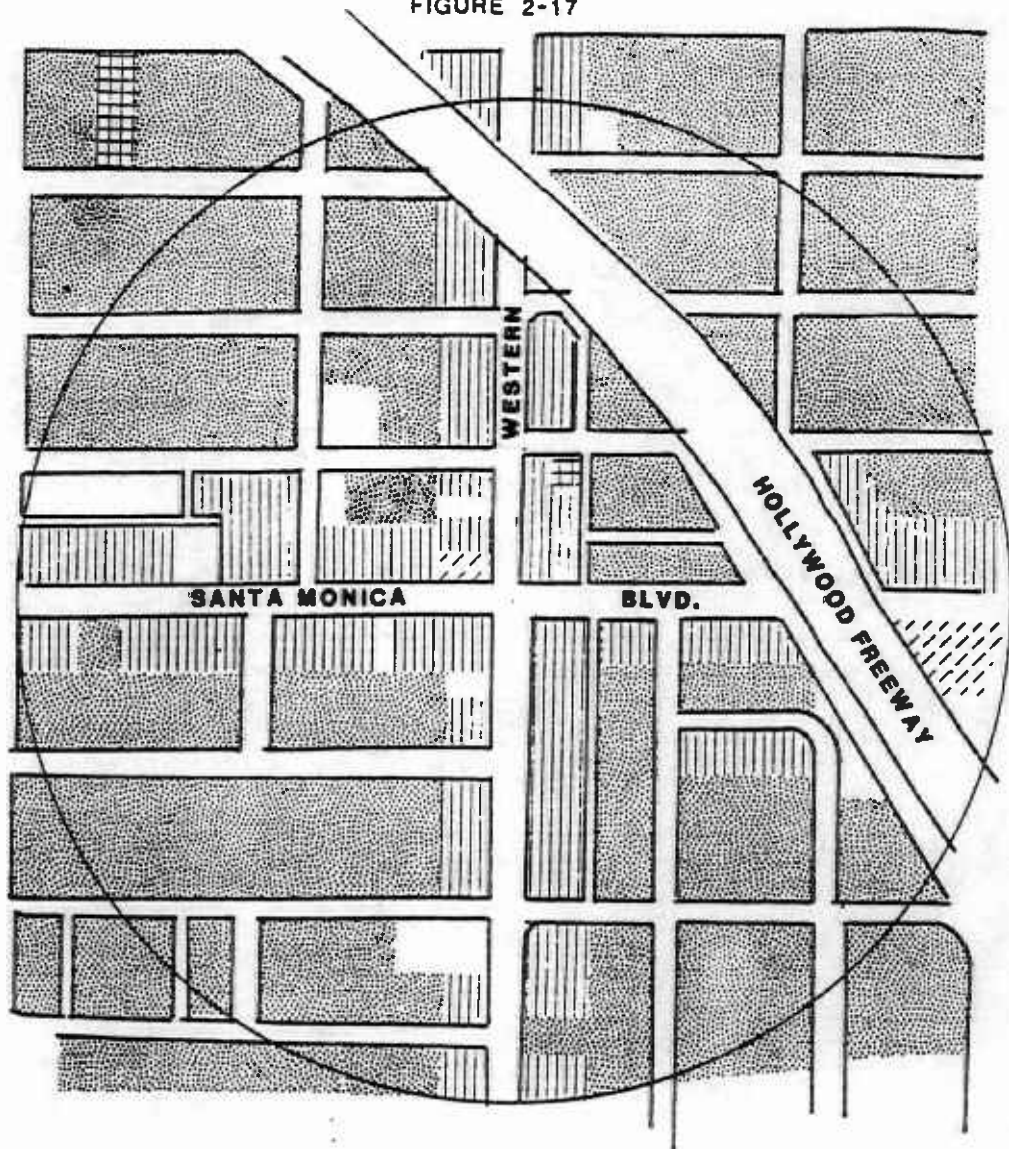
LAND USES



	RESIDENTIAL		VACANT RESIDENTIAL
	COMMERCIAL		VACANT COMMERCIAL
	OFFICE		VACANT OFFICE
	INDUSTRIAL		OFFICE/COMMERCIAL
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL

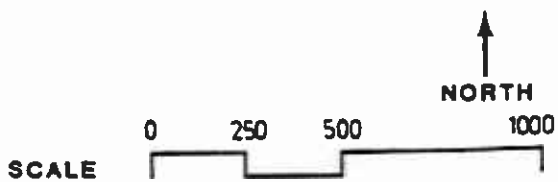
* HISTORIC RESOURCES

FIGURE 2-17



SANTA MONICA/WESTERN

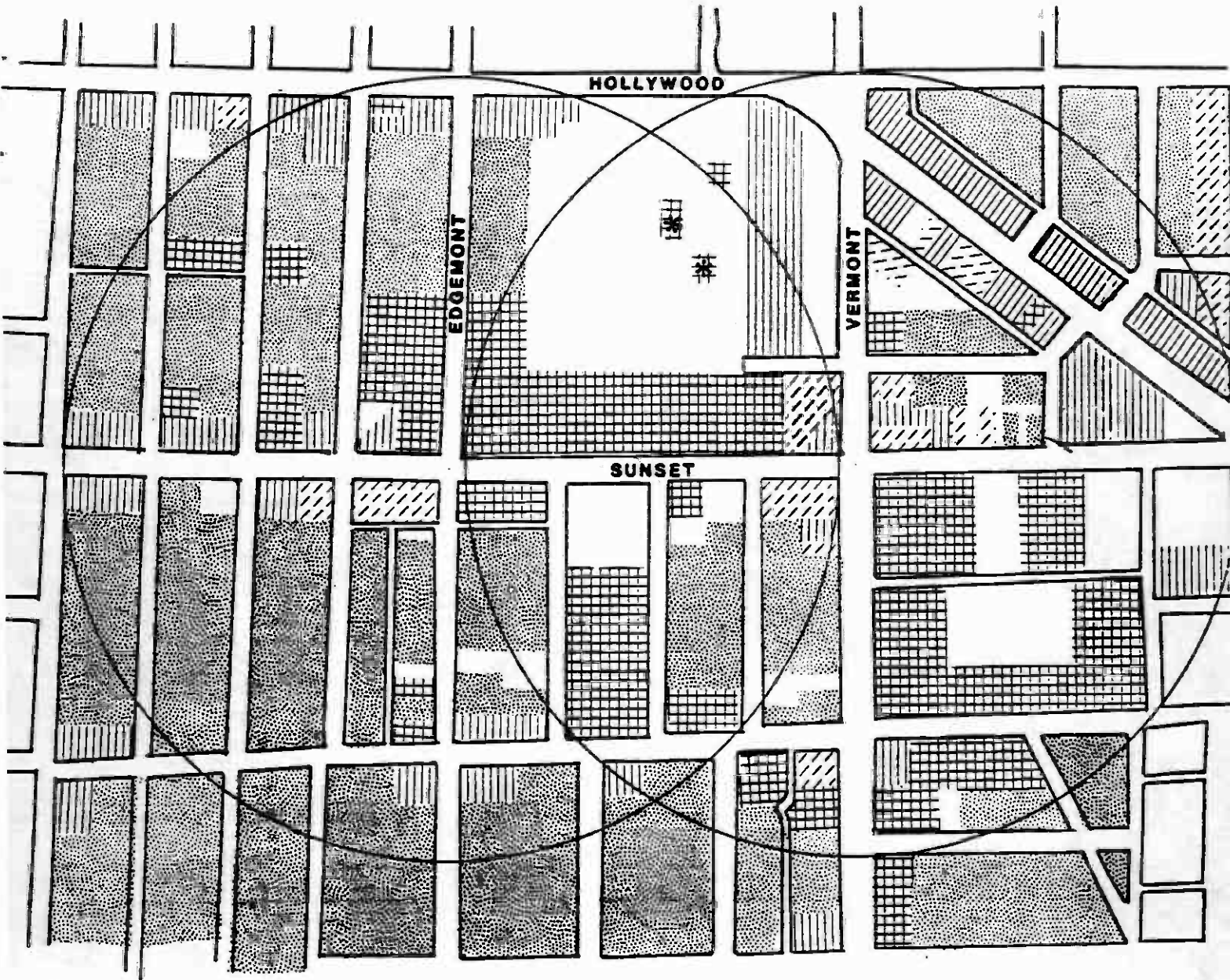
LAND USES



	RESIDENTIAL		VACANT RESIDEN
	COMMERCIAL		VACANT COMMER
	OFFICE		VACANT OFF
	INDUSTRIAL		OFFICE/COMMER
	INSTITUTIONAL		RESIDENTIAL/COMMER

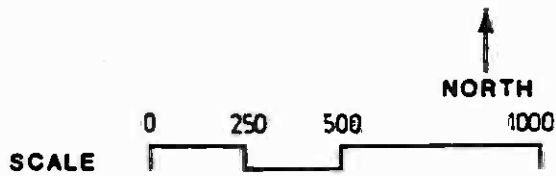
* HISTORIC RESOURCES











FIGURE 2-18



SUNSET/VERMONT
 SUNSET/EDGEMONT

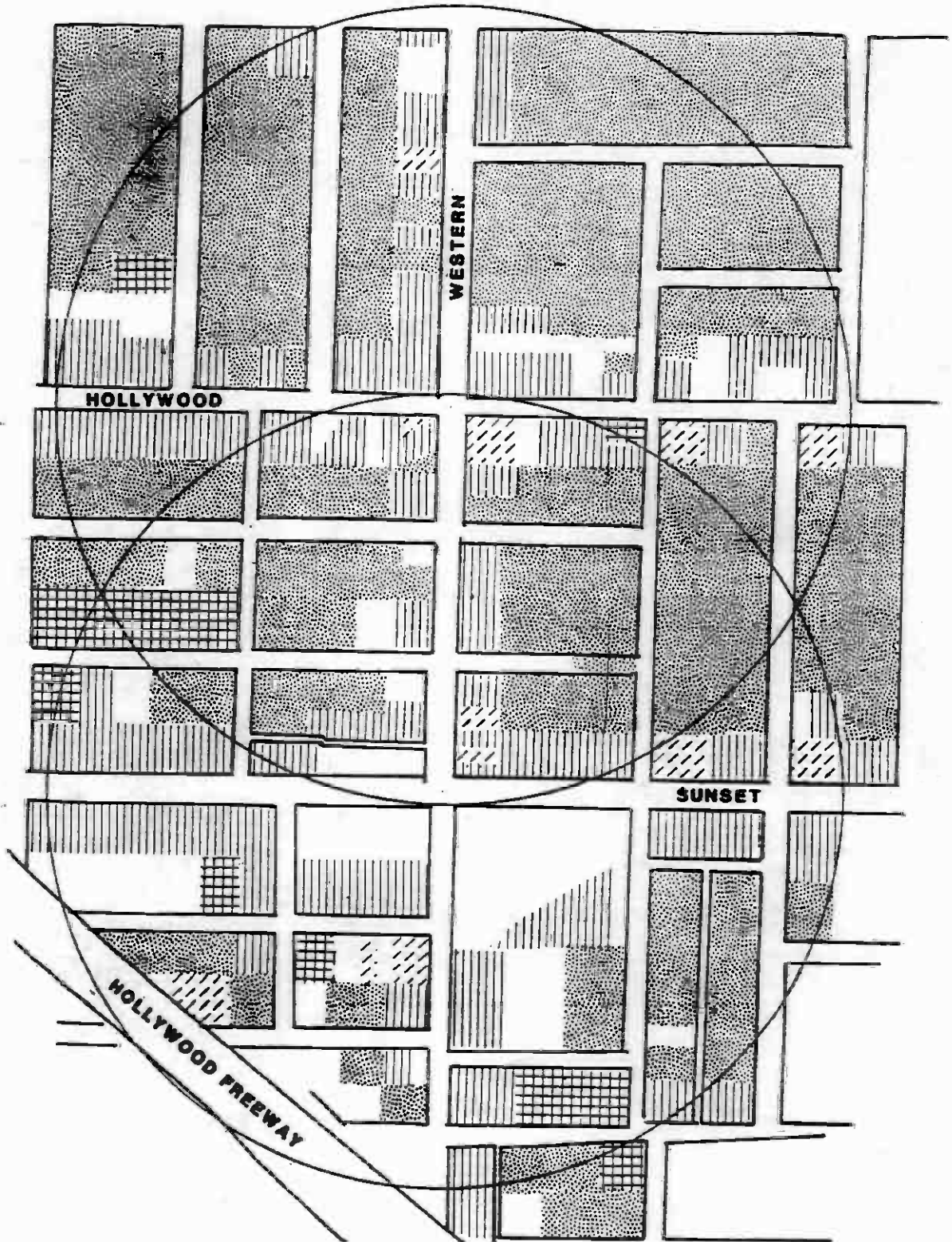
LAND USES



	RESIDENTIAL		VACANT RESIDENTIAL
	COMMERCIAL		VACANT COMMERCIAL
	OFFICE		VACANT OFFICE
	INDUSTRIAL		OFFICE/COMMERCIAL
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL

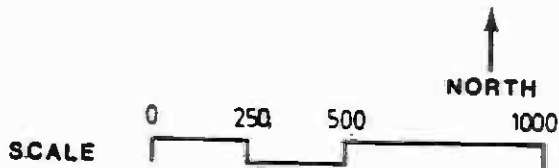
* HISTORIC RESOURCES

FIGURE 2-19



SUNSET/WESTERN
HOLLYWOOD / WESTERN

LAND USES













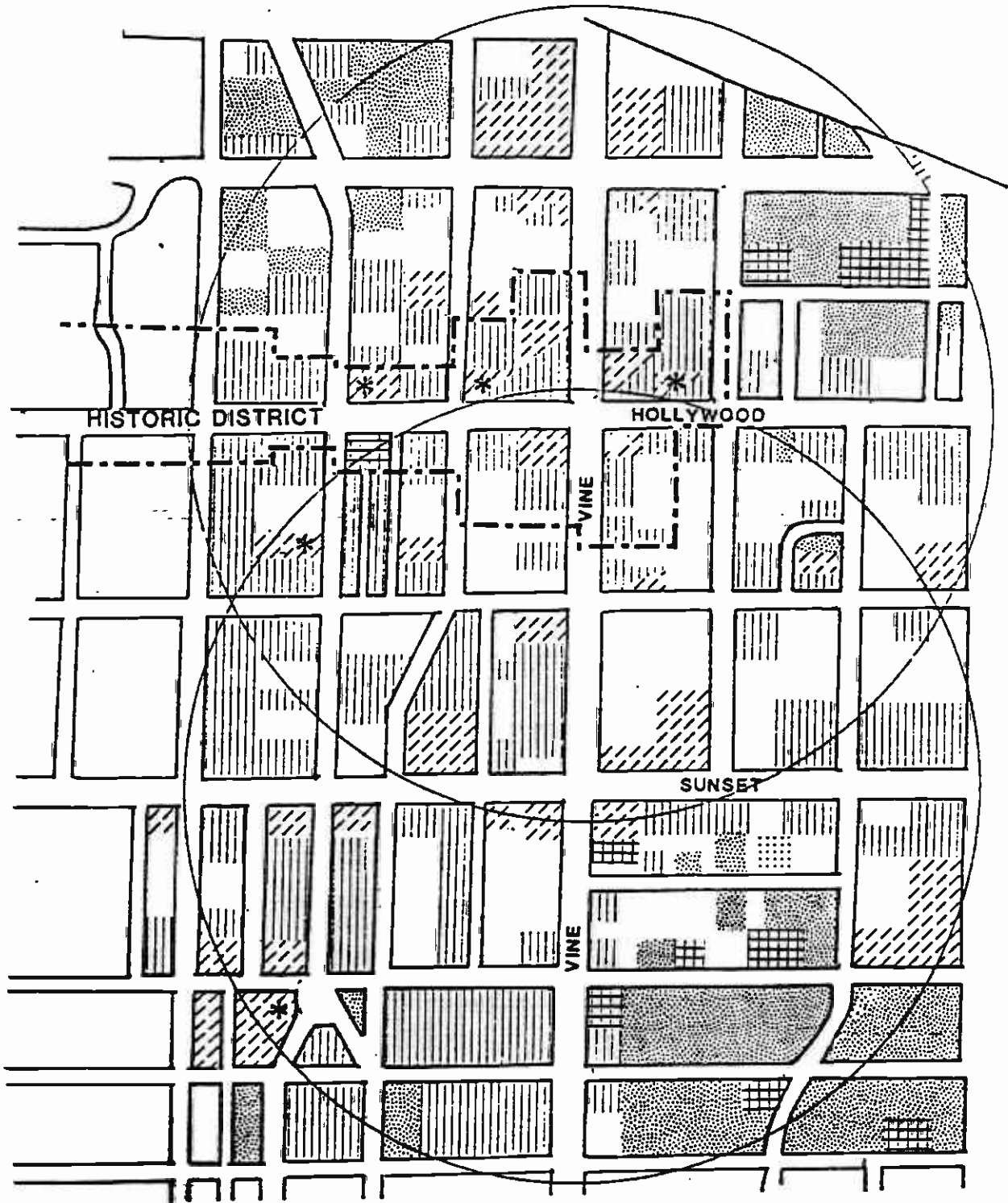
	RESIDENTIAL		VACANT RESIDEN
	COMMERCIAL		VACANT COMMERC
	OFFICE		VACANT OFF
	INDUSTRIAL		OFFICE/COMMERC
	INSTITUTIONAL		RESIDENTIAL/COMMERC

FIGURE 2-20



LAND USES

SUNSET/VINE

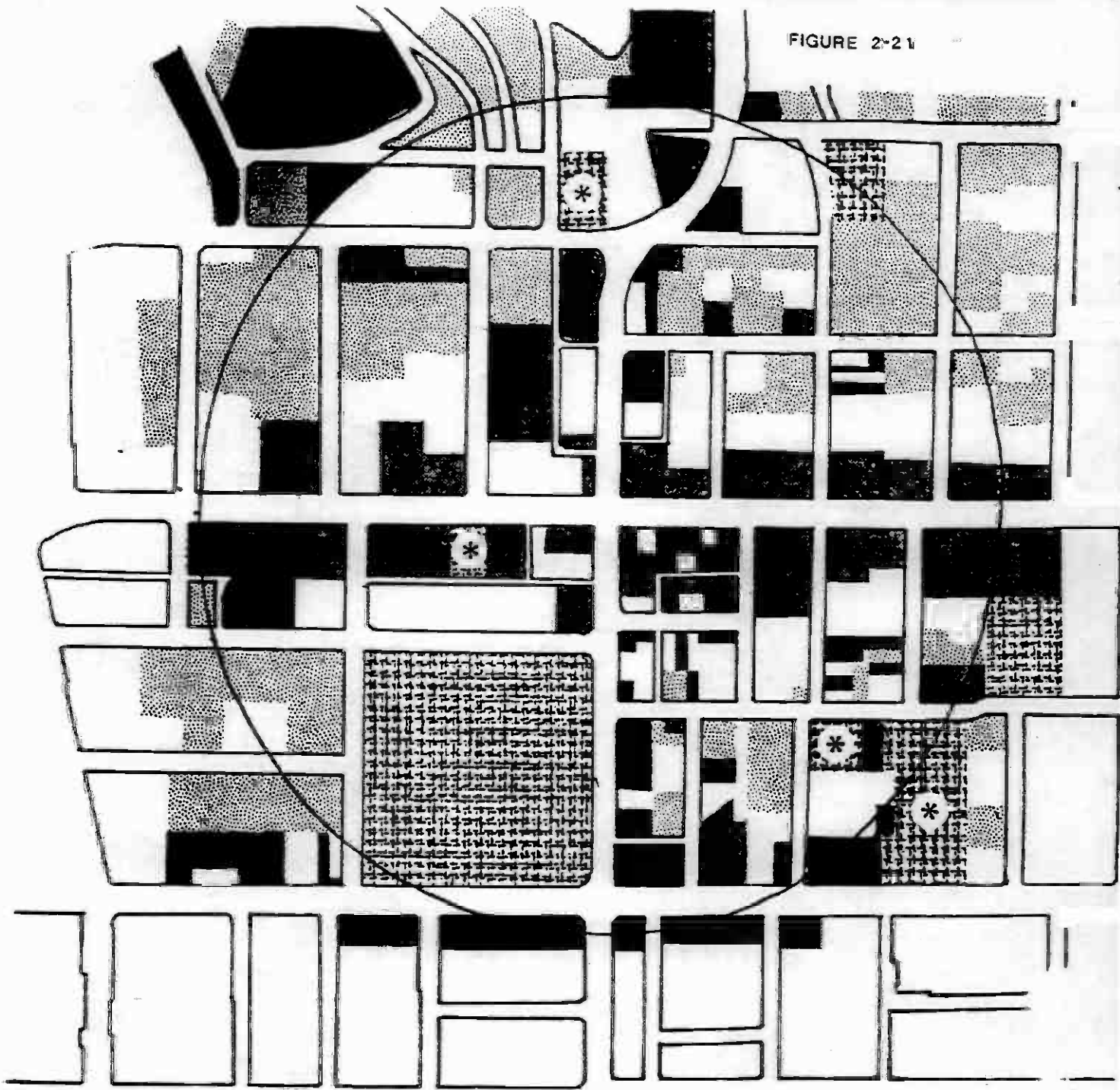
VINE/HOLLYWOOD



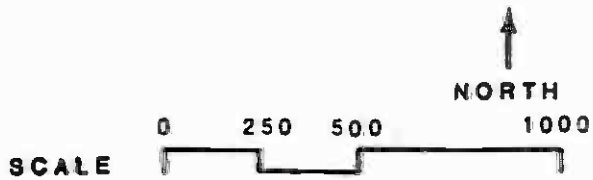
SCALE

	RESIDENTIAL		VACANT RESIDENTIAL
	COMMERCIAL		VACANT COMMERCIAL
	OFFICE		VACANT OFFICE
	INDUSTRIAL		OFFICE/COMMERCIAL
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL











FIGURE 2-21



HOLLYWOOD/HIGHLAND

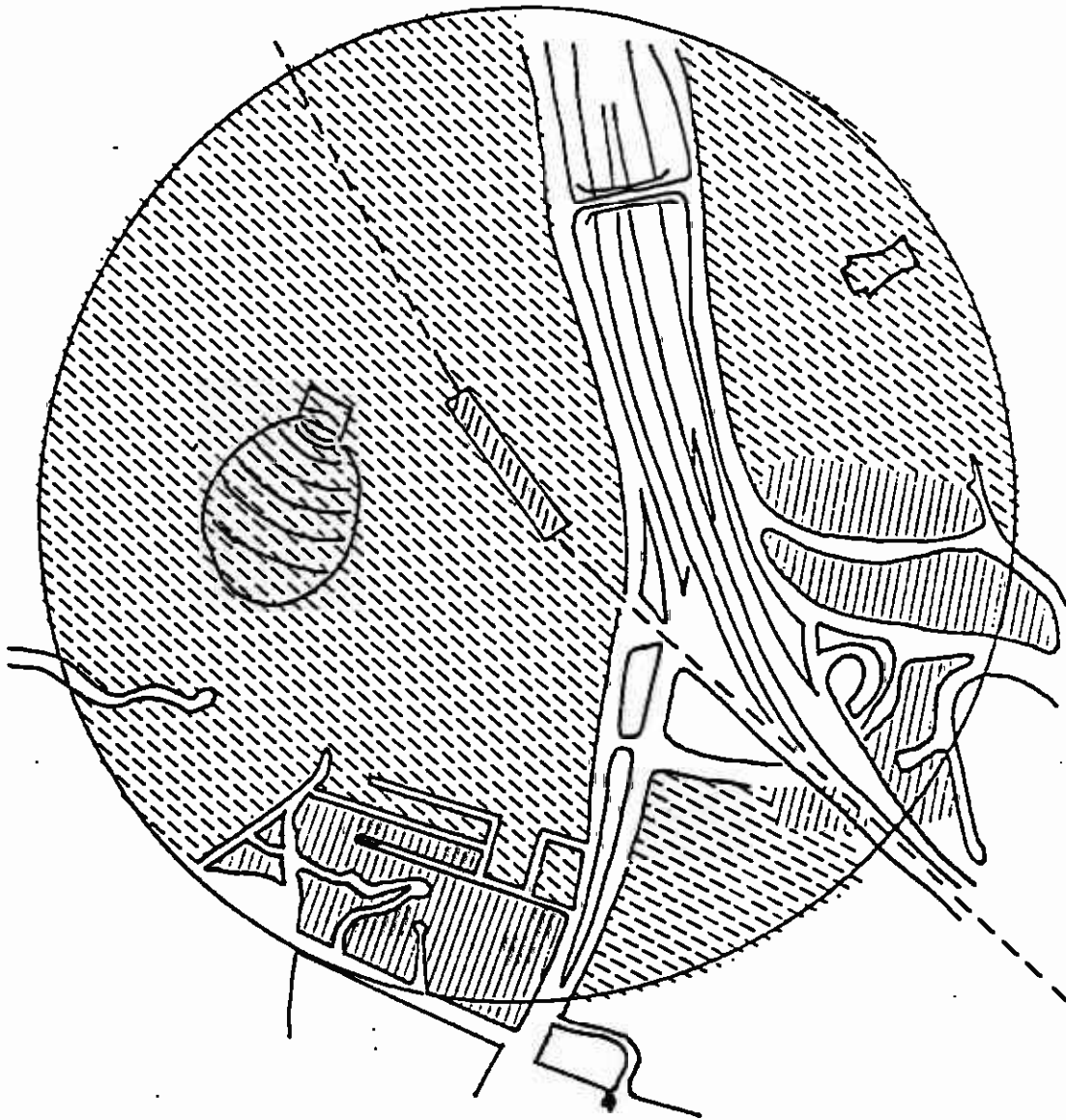


LAND USE

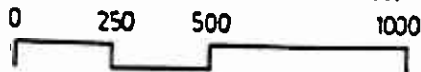
	RESIDENTIAL		VACANT RESID
	COMMERCIAL		OFFICE/COMM
	OFFICE		OPEN
	INDUSTRIAL		INDUSTRIAL WARE
	INSTITUTIONAL		RESIDENTIAL/COMM

* HISTORIC RESOURCES

FIGURE 2-22













HOLLYWOOD BOWL STATION AREA



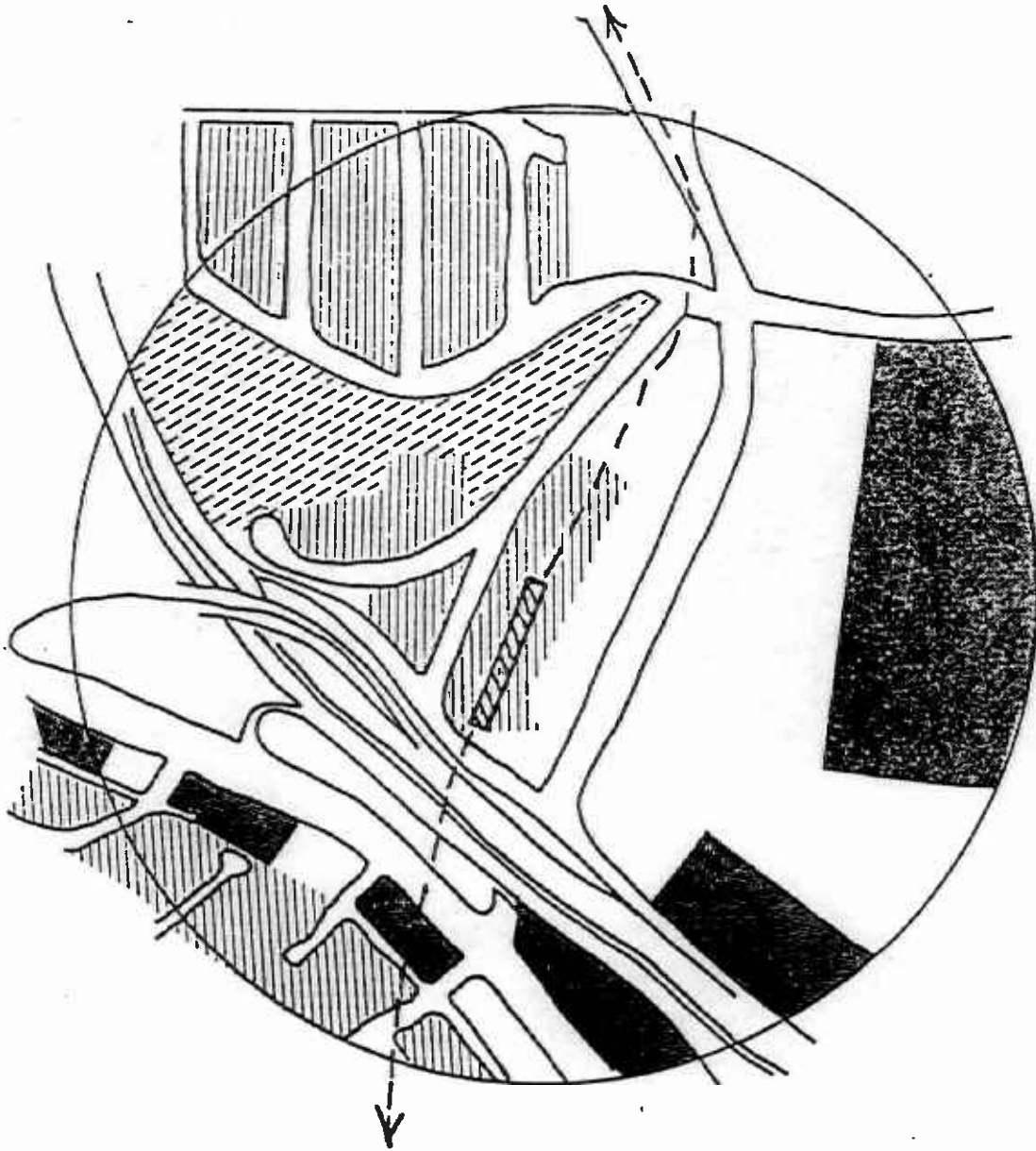
SCALE

LAND USES

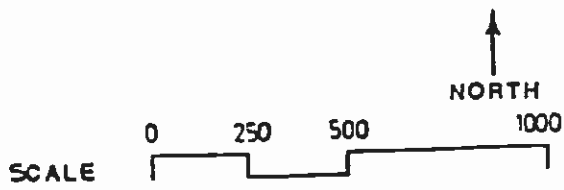
	RESIDENTIAL		VACANT RESIDENTIAL
	COMMERCIAL		VACANT COMMERCIAL
	OFFICE		VACANT OFFICE
	INDUSTRIAL		OFFICE/COMMERCIAL
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES











FIGURE 2-23



UNIVERSAL STATION AREA

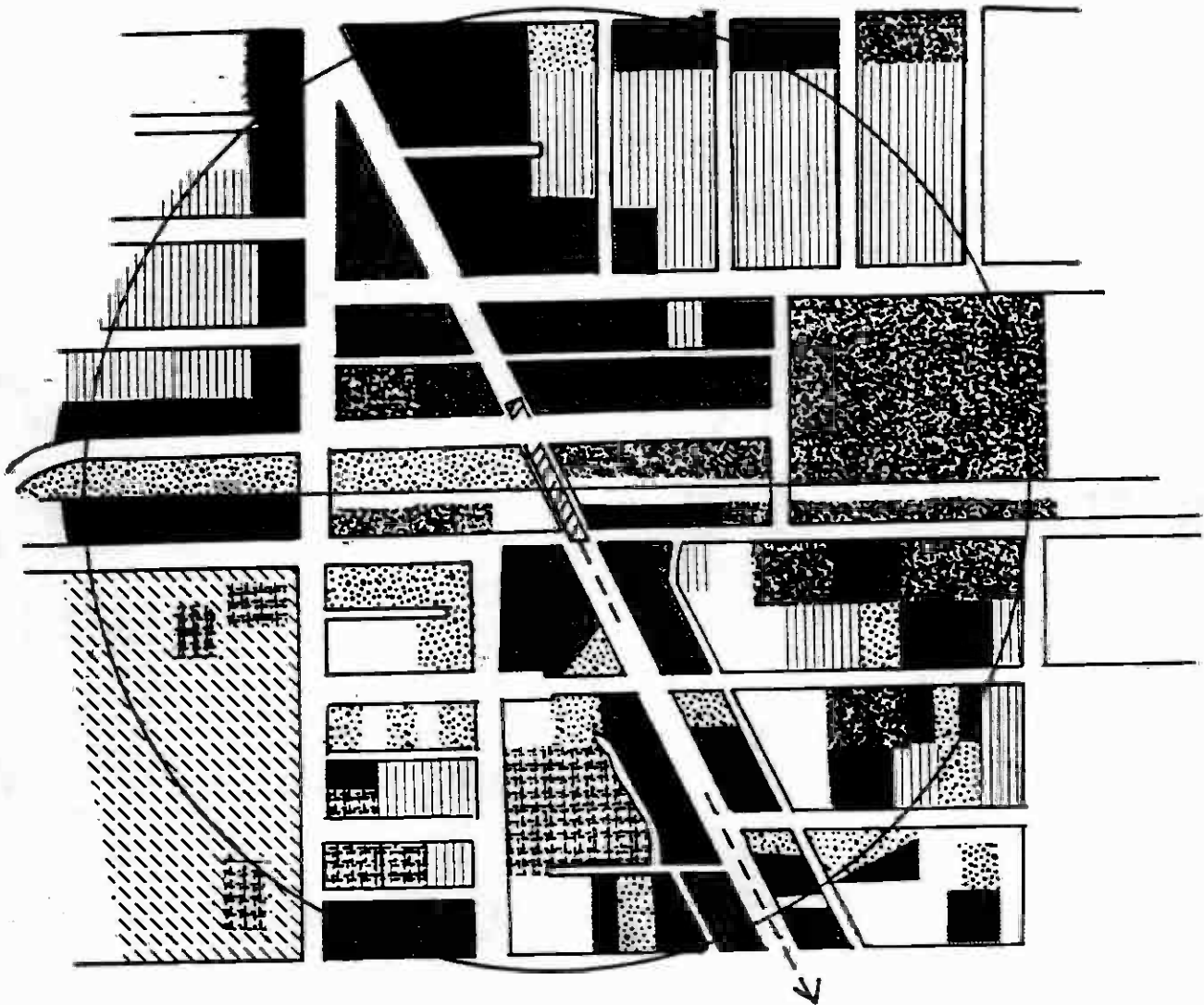


LAND USE

	RESIDENTIAL		VACANT RESIDEN
	COMMERCIAL		VACANT COMMERC
	OFFICE		VACANT OFF
	INDUSTRIAL		OFFICE/COMMER
	INSTITUTIONAL		RESIDENTIAL/COMMER

* HISTORIC RESOURCES

FIGURE 2-24



NORTH HOLLYWOOD STATION AREA



SCALE

LAND USES

	RESIDENTIAL		VACANT RESIDENTIAL
	COMMERCIAL		OFFICE/COMMERCIAL
	OFFICE		OPEN SPACE
	INDUSTRIAL		INDUSTRIAL WAREHOUSE
	INSTITUTIONAL		RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

SECTION 3: REINVESTMENT IN STATION AREAS

This section provides a detailed assessment of the development potential existing within the station areas associated with the project options.

TABLE 3-1

PARCEL AREA SUSCEPTIBLE TO REINVESTMENT

Station Area	Commercial Parcel Area				Residential Parcel Area			
	Acres	As Percent of Net Parcel Area in 1/4 Mile		Maximum FAR(1)	Probable(2)	As Percent of Net Parcel Area in 1/4 Mile		Development Intensity Permitted by Zoning (3)
		Radius				Radius		
UNION STATION (All Project Options)	21	28%	6	6	0	0%	N/A	
CIVIC CENTER (All Project Options)	11	15%	6	6	1	1%	N/A	
FIFTH/HILL (All Project Options)	38	51%	6	6	0	0%	N/A	
SEVENTH/FLOWER (All Project Options)	32	43%	6	6	0	0%	N/A	
WILSHIRE/ALVARADO (All Project Options)	24	32%	6	3	13	17%	1,310	
WILSHIRE/VERMONT (Alignments 1-5)	30	42%	6	6	13	16%	1,450	
WILSHIRE/NORMANDIE (Alignments 1-5)	31	42%	6	6	12	16%	1,150	
WILSHIRE/WESTERN (Alignments 1-5)	27	37%	6	6	18	24%	1,500	
VERMONT/BEVERLY (Alignments 1,2,3,4)	6	9%	3	2	21	33%	1,950	
WESTERN/BEVERLY (Alignment 5)	10	14%	3	2	56	81%	1,920	
VERMONT/SANTA MONICA (Alignments 1,2,3,4)	15	21%	3	2	53	73%	4,880	
WESTERN/SANTA MONICA (Alignment 5)	12	18%	3	2	29	45%	2,330	
SUNSET/VERMONT (Alignments 1,2,3)	23	32%	3	3	11	15%	1,020	
SUNSET/EDGEMONT (Alignment 4)	15	22%	3	3	23	33%	2,110	
HOLLYWOOD/WESTERN (Alignments 1,2,3)	26	33%	6	3	22	28%	2,020	
SUNSET/WESTERN (Alignment 4)	18	28%	6	3	20	31%	1,890	
HOLLYWOOD/VINE (Alignments 1,2,3)	43	61%	6	6	7	10%	1,390	
SUNSET/VINE (Alignments 4,5)	39	51%	6	6	9	12%	870	

-- continued

TABLE 3-1 (CONTINUED)

PARCEL AREA SUSCEPTIBLE TO REINVESTMENT

Station Area	Commercial Parcel Area				Residential Parcel Area		
	Acres	As Percent of Net Parcel Area in 1/4 Mile Radius	Maximum FAR(1)	Probable(2)	Acres	As Percent of Net Parcel Area in 1/4 Mile Radius	Development Intensity Permitted by Zoning (3)
HOLLYWOOD/HIGHLAND (Alignments 3,4)	46	39%	6	2	7	17%	2,100
HOLLYWOOD BOWL (Alignments 1,2,4,5)	0	0	-	-	3	2%	700
WILSHIRE/CRENSHAW (Alignments 2,4,5)	5	7%	1.8	1.5	14	19%	840
WILSHIRE/LA BREA (Alignments 2,4,5)	20	27%	6	6	12	16%	1,500
WILSHIRE/FAIRFAX (Alignments 2,4,5)	8	11%	6	6	25	33%	2,050
OLYMPIC/CRENSHAW (Alignment 3)	11	14%	3	1.5	48	61%	800
PICO/SAN VICENTE (Alignment 3)	2	3%	3	1.5	22	32%	700
UNIVERSAL CITY (Alignments 1-5)	10	14%	13	6	4	5%	160
NORTH HOLLYWOOD (Alignments 1-5)	35	47%	3	3	12	16%	950

- (1) Maximum FAR permitted by Community, District, or Specific Plan. FAR=Floor Area Ratio: The ratio of floor area of building excluding parking and mechanical equipment storage to buildable area of lot.
- (2) Likely development intensities based on current land use patterns, trends, and projected land uses in each station area.
- (3) Net dwelling units take into account units that would be displaced.

Source: SCRTD/General Planning Consultant.

SECTION 4: COMMERCIAL AND RESIDENTIAL DEVELOPMENT IMPACTS

This section provides detailed tabulation of estimated potential commercial and residential development. The percent change in projected commercial and residential development activity from 1980 is computed for (1) the Null Alternative and (2) expectations "with" and "without" a concerted station area development relative to Maximum Impact Condition.

TABLE 4-1

NET CHANGE IN COMMERCIAL DEVELOPMENT, 1980 - 2000

(Commercial Floor Area)

	<u>Null Alternative</u>		<u>Candidate Alignments: Maximum Impact</u>	
	<u>1000 sq.ft.</u>	<u>Percent Growth</u>	<u>1,000 sq.ft.</u>	<u>Percent Growth</u>
CBD PLANNING AREA	19,600	24	24,800 - 26,700	30-33
o <u>Union Station</u> (All Project Options)	10	1	850 - 2,300	94-252
o <u>Civic Center</u> (All Project Options)	1,900	26	2,400 - 2,800	31-37
o <u>Fifth/Hill</u> (All Project Options)	7,700	46	9,500 - 10,800	58-65
o <u>Seventh/Flower</u> (All Project Options)	5,800	41	6,900 - 8,600	49-62
o <u>Summary of CBD Planning Area</u>				
<u>All Project Options</u>	15,410	40	19,650 - 24,500	51-63
WESTLAKE PLANNING AREA	1,700	7	2,200 - 2,700	9-11
o <u>Wilshire/Alvarado</u> (All Project Options)	150	11	500 - 1,200	38-83
MOS-1 STATION AREAS	15,560	39	20,150 - 25,700	50-64
WILSHIRE PLANNING AREA	11,100	17	17,700 - 19,900	27-31
o <u>Wilshire/Vermont</u> (Alignments 1,2,3,4,5)	900	19	1,700 - 2,600	38-59
o <u>Wilshire/Normandie</u> (Alignments 1,2,3,4,5)	1,800	47	3,200 - 3,400	83-90
o <u>Wilshire/Western</u> (Alignments 1,2,3,4,5)	2,000	68	2,400 - 2,700	83-91
o <u>Vermont/Beverly*</u> (Alignments 1,2,3,4)	20	2	80 - 750	10-94
o <u>Western/Beverly*</u> (Alignment 5)	20	5	20 - 700	5-166
o <u>Wilshire/Crenshaw*</u> (Alignments 2,4,5)	400	50	500 - 700	63-88
o <u>Wilshire/La Brea</u> (Alignments 2,4,5)	200	13	1,300 - 1,500	81-94
o <u>Wilshire/Fairfax</u> (Alignments 2,4,5)	1,800	63	3,300 - 3,800	110-128
o <u>Olympic/Crenshaw*</u> (Alignment 3)	10	2	15 - 25	3-5
o <u>Pico/San Vicente**</u> (Alignment 3)	10	2	75 - 112	11-16

--continued

TABLE 4-1 (CONTINUED)

NET CHANGE IN COMMERCIAL DEVELOPMENT, 1980 - 2000

(Commercial Floor Area)

	<u>Null Alternative</u>		<u>Candidate Alignments:</u>	
	<u>1000</u>	<u>Percent</u>	<u>Maximum Impact</u>	<u>Condition</u>
	<u>sq. ft.</u>	<u>Growth</u>	<u>1000</u>	<u>Percent</u>
			<u>sq. ft.</u>	<u>Growth</u>
<u>Summary of Wilshire Planning Area by Alignment</u>				
o Alignment 1	4,720	39	7,380 - 9,450	62-79
o Alignment 2	7,120	41	12,489 -15,450	72-89
o Alignment 3	4,740	37	7,420 - 9,547	58-75
o Alignment 4	7,120	41	12,480 -15,450	72-89
o Alignment 5	7,120	42	12,420 -15,400	73-91

HOLLYWOOD PLANNING AREA

	2,500	6	4,000 - 4,800	10-12
o <u>Vermont/Santa Monica*</u> (Alignments 1,2,3,4)	30	6	250 - 300	50-60
o <u>Western/Santa Monica</u> (Alignment 5)	30	3	250 - 300	31-38
o <u>Sunset/Vermont</u> (Alignments 1,2,3)	175	16	300 - 550	27-50
o <u>Sunset/Edgemont</u> (Alignment 4)	225	26	300 - 550	33-58
o <u>Hollywood/Western*</u> (Alignments 1,2,3)	30	3	20 - 80	3-10
o <u>Sunset/Western*</u> (Alignment 4)	30	3	30 - 75	3-8
o <u>Hollywood/Vine</u> (Alignments 1,2)	550	23	1,000 - 1,600	42-67
o <u>Hollywood/Vine (3 only)</u>	200	8	450 - 750	19-31
o <u>Sunset/Vine</u> (Alignment 4 only)	350	17	650 - 975	31-46
o <u>Sunset/Vine</u> (Alignment 5 only)	550	26	1,100 - 1,800	54-84
o <u>Hollywood/Highland</u> (Alignments 3,4)	925	58	1,400 - 1,900	88-119
o <u>Hollywood Rowl*</u> (Alignments 1,2,4,5)	5	40	3 - 6	20-40

Summary of Hollywood Planning Area by Alignment

o Alignment 1	790	16	1,573 - 2,536	33-53
o Alignment 2	790	16	1,573 - 2,536	33-53
o Alignment 3	1,360	21	2,420 - 3,580	38-56
o Alignment 4	1,565	26	2,633 - 3,806	43-63
o Alignment 5	580	20	1,353 - 2,106	46-72

--continued

TABLE 4-1 (CONTINUED)

NET CHANGE IN COMMERCIAL DEVELOPMENT, 1980 - 2000

(Commercial Floor Area)

	<u>Null Alternative</u>		<u>Candidate Alignments: Maximum Impact Condition</u>	
	<u>1,000 sq. ft.</u>	<u>Percent Growth</u>	<u>1,000 sq. ft.</u>	<u>Percent Growth</u>
UNIVERSAL CITY/ NORTH HOLLYWOOD PLANNING AREA	5,400	24	5,500 - 6,600	24-29
o <u>Universal City</u> (Alignments 1,2,3,4,5)	3,100	308	3,100 - 3,400	313-337
o <u>North Hollywood</u> (Alignments 1,2,3,4,5)	1,000	193	1,500 - 1,900	298-397
o <u>Summary of Universal City/North Hollywood Planning Area</u> (Alignments 1,2,3,4,5)	4,100	273	4,600 - 5,300	307-353
DESIGNATED CENTERS				
o Alignment 1	25,085	44	33,350 - 41,850	59-74
o Alignment 2	27,085	44	38,550 - 47,150	63-77
o Alignment 3	25,660	44	34,150 - 42,860	59-74
o Alignment 4	27,860	45	39,000 - 48,425	63-78
o Alignment 5	26,905	45	37,750 - 46,800	63-78
o Null Alternative	15,560	39	29,920 - 34,510	74-86
ALL STATION AREAS				
o Alignment 1	25,170	43	33,703 - 42,986	57-73
o Alignment 2	27,570	43	38,812 - 48,986	62-77
o Alignment 3	25,760	42	34,590 - 44,127	56-72
o Alignment 4	28,345	43	39,863 - 50,256	61-77
o Alignment 5	27,360	44	38,523 - 48,506	62-79
o Null Alternative	15,560	39	29,920 - 34,510	74-86
REGIONAL CORE	40,300	17	54,200 - 60,700	23-26

*Station areas not designated as Centers in the City's Concept Plan or the County's General Plan.

(1) Range reflects amount of development with and without a concerted effort by SCRDT and others to promote station area development.

Source: FEIS; SCRDT/General Planning Consultant.

TABLE 4-2

NET CHANGE IN RESIDENTIAL DEVELOPMENT, 1980 - 2000

	<u>Residential Units</u>		2000 Maximum Impact Condition	
	<u>Null Alternative Dwelling Units</u>	<u>Percent Growth</u>	<u>Dwelling Units</u>	<u>Percent Growth</u>
CBD PLANNING AREA	5,960	21	18,500	65
o Union Station (All Project Options)	420	17	0	0
o <u>Civic Center</u> (All Project Options)	320	38	5,280	610
o <u>Fifth/Hill</u> (All Project Options)	575	39	2,940	200
o <u>Seventh/Flower</u> (All Project Options)	890	30	3,110	106
o <u>Summary of CBD Planning Area</u> (All Project Options)	2,205	29	11,330	146
WESTLAKE PLANNING AREA	6,110	16	22,400	58
o <u>Wilshire/Alvarado</u> (All Project Options)	660	10	2,170	33
MOS-1 STATION AREAS	2,865	20	13,500	93
WILSHIRE PLANNING AREA	18,180	13	58,310	41
o <u>Wilshire/Vermont</u> (All Alignments)	770	14	3,130	57
o <u>Wilshire/Normandie</u> (All Alignments)	760	21	1,640	45
o <u>Wilshire/Western</u> (All Alignments)	1,020	23	740	17
o <u>Vermont/Beverly*</u> (Alignments 1,2,3,4)	510	10	3,510	71
o <u>Western/Beverly*</u> (Alignment 5)	540	18	800	26
o <u>Wilshire/Crenshaw*</u> (Alignments 2,4,5)	350	15	330	14
o <u>Wilshire/La Brea</u> (Alignments 2,4,5)	310	14	1,150	54
o <u>Wilshire/Fairfax</u> (Alignments 2,4,5)	270	14	1,020	53
o <u>Olympic/Crenshaw*</u> (Alignment 3)	250	14	630	36
o <u>Pico/San Vicente**</u> (Alignment 3)	280	12	1,080	49

--continued

TABLE 4-2 (CONTINUED)

NET CHANGE IN RESIDENTIAL DEVELOPMENT, 1980 - 2000

Residential Units

	<u>Null Alternative</u>		<u>2000 Maximum Impact Condition</u>	
	<u>Dwelling Units</u>	<u>Percent Growth</u>	<u>Dwelling Units</u>	<u>Percent Growth</u>
<u>Summary of Wilshire Planning Area by Alignment</u>				
o Alignment 1	3,060	12	9,620	35
o Alignment 2	3,990	16	11,520	45
o Alignment 3	3,590	16	10,730	48
o Alignment 4	3,990	16	11,520	45
o Alignment 5	4,020	17	8,810	38
<hr/>				
HOLLYWOOD PLANNING AREA	17,640	15	35,640	31
o <u>Vermont/Santa Monica*</u> (Alignments 1,2,3,4)	250	7	1,110	33
o <u>Western/Santa Monica</u> (Alignment 5)	140	6	690	31
o <u>Sunset/Vermont</u> (Alignments 1,2,3)	240	10	480	20
o <u>Sunset/Edgemont</u> (Alignment 4)	310	10	550	18
o <u>Hollywood/Western*</u> (Alignments 1,2,3)	170	6	360	13
o <u>Sunset/Western*</u> (Alignment 4)	180	7	570	20
o <u>Hollywood/Vine</u> (Alignments 1,2,3)	480	16	2,430	79
o <u>Sunset/Vine</u> (Alignments 4,5)	375	13	1,860	66
o <u>Hollywood/Highland</u> (Alignments 3,4)	1,700	13	2,390	59
o <u>Hollywood Bowl*</u> (Alignments 1,2,4,5)	180	25	100	13
<hr/>				
<u>Summary of Hollywood Planning Area by Alignment</u>				
o Alignment 1	1,140	9	4,480	37
o Alignment 2	1,140	9	4,480	37
o Alignment 3	2,840	22	6,770	52
o Alignment 4	2,995	21	6,580	46
o Alignment 5	695	11	2,650	42

--continued

TABLE 4-2 (CONTINUED)

NET CHANGE IN RESIDENTIAL DEVELOPMENT, 1980 - 2000

Residential Units

	<u>Null Alternative</u>		<u>2000 Maximum Impact Condition</u>	
	<u>Dwelling Units</u>	<u>Percent Growth</u>	<u>Dwelling Units</u>	<u>Percent Growth</u>
UNIVERSAL CITY/NORTH HOLLYWOOD PLANNING AREA	5,400	4	1,410	2
o <u>Universal City</u> (Alignments 1,2,3,4,5)	130	12	0	3
o <u>North Hollywood</u> (Alignments 1,2,3,4,5)	20	1	60	3
o <u>Summary of Universal City/North Hollywood Planning Area</u> (Alignments 1,2,3,4,5)	150	5	60	2
DESIGNATED CENTERS				
o Alignment 1	6,865	17	24,150	59
o Alignment 2	6,865	17	24,150	59
o Alignment 3	7,985	15	24,370	46
o Alignment 4	8,530	15	26,040	46
o Alignment 5	6,520	14	23,100	49
o Null Alternative	2,865	20	13,500	93
ALL STATION AREAS				
o Alignment 1	7,085	15	27,060	55
o Alignment 2	8,145	15	30,030	55
o Alignment 3	9,445	18	31,060	59
o Alignment 4	10,000	18	31,660	56
o Alignment 5	7,730	16	25,020	53
o Null Alternative	2,865	20	13,500	93
REGIONAL CORE	50,330	12	136,260	34

*Station areas not designated as Centers in the City's Concept Plan or the County's General Plan.

Source: SCRTD/General Planning Consultant/SCAG-82B/SCAG-82M Growth Projections.

SECTION 5: SUMMARY OF LAND USE IMPACTS

This section contains a detailed discussion of the impacts associated with each of the five candidate alignments with respect to two primary measures:

- (1) Consistency with Local Land Use Plans and Policies
- (2) Accommodation of Growth in Station Areas.

Specific mitigation measures for potential adverse land use and development impacts also as identified and discussed by station area. Land use impacts of the Null Alternative are reported in the EA.

5.1 SUMMARY OF LAND USE IMPACTS BY ALIGNMENT

The land use and development impacts of the five candidate alignments were assessed by comparing projected residential and commercial growth for the Year 2000 Maximum Impact Condition in station areas to:

- o Adopted land use plans and policies to determine consistency; and
- o Amount of land in station areas susceptible to reinvestment to determine the extent of growth accommodation.

If growth impacts were consistent with adopted plans and policies and could be accommodated in the station area, the impact was considered beneficial.

5.1.1 Alignment 1

5.1.1.1 Consistency with Local Land Use Plans and Policies

The following summarizes the consistency of Alignment 1 with Community Plans and Policies:

1. Number of stations in alignment--16
2. Number of City Centers served--10 (8 common to all alignments).
3. Stations in City Centers--12 (10 common to all alignments)
4. Number of Redevelopment Project areas served--3 (3 common to all alignments).
5. Stations in Redevelopment Project Areas--6 (5 common to all alignments).

The concentration of development at non-station centers in the Regional Core is considered a potentially adverse impact that can not be mitigated by any of the alignments. Only three stations on this alignment (Vermont/Beverly, Vermont/Santa Monica, and Hollywood Bowl) would not enhance the fulfillment of community objectives through local plans because they are not located in the

centers. The General Plan, however, does not preclude transit stations being located in non-centers or Redevelopment areas. All alignments would contribute to increased commercial services and employment opportunities at or near population centers. Likewise, all project options would support local land use and redevelopment plans. Alignment 1 may induce development at the Hollywood Bowl station which would be contrary to the Community Plan. However, the impact could be mitigated.

5.1.1.2 Accommodation of Growth in Station Areas

The number of stations unable to accommodate significant residential growth exceeds the number of stations that could do so for all candidate alignments. Alignment 1 would have the following residential growth impacts:

- o Beneficial impacts--2 stations (0 common to all alignments)
- o Adverse impacts--8 stations (6 common to all alignments)

In the Alignment 1 station areas unable to accommodate residential growth, pressure to rezone single-family areas to higher densities would occur at two stations--Hollywood Bowl and Universal City.

In contrast, the number of stations able to accommodate significant commercial growth exceeds the number of stations which could not do so for all candidate alignments. Candidate Alignment 1 would have the following growth impacts:

- o Beneficial impacts--8 stations (6 common to all alignments)
- o Adverse impacts--4 stations (3 common to all alignments)

In Alignment 1, station areas unable to accommodate commercial growth, pressure to rezone residential parcels to commercial would occur at three stations--Vermont/Beverly, Hollywood Bowl, and Universal City.

Pressure on land values would occur in any station area unable to accommodate residential or commercial development. The greatest pressure would be expected to occur at the following stations of Candidate Alignment 1, where land susceptible to reinvestment is exceeded by both the commercial and residential growth projection:

- o Civic Center (common to all alignments)
- o Fifth/Hill (common to all alignments)
- o Seventh/Flower (common to all alignments)
- o Universal City (common to all alignments)

Of these stations, the greatest impact would occur at stations where the predominate land use is single-family residential--Hollywood Bowl and Universal City.

Pressure on historic and cultural resources would occur where inadequate land exists to accommodate either residential or commercial growth in station areas containing historic or cultural resources. For Alignment 1, this potential impact would exist at the following stations:

- o Union Station (common to all alignments)
- o Fifth/Hill (common to all alignments)
- o Seventh/Flower (common to all alignments)

o Hollywood/Vine

Incompatibility with existing land use may occur in predominately residential station areas that may experience major commercial growth. For Alignment 1, this potential would exist at the Vermont/Beverly station.

In summary, the Alignment 1 adverse impacts of greatest concern (in station areas not common to all alignments) would occur at Hollywood Bowl, where inadequate land exists to accommodate combined and residential growth.

5.1.2 Alignment 2

5.1.2.1 Consistency With Local Land Use Plans and Policies

The following summarizes the consistency of Alignment 2 with Community Plans and Policies:

1. Number of stations in alignment--19.
2. Number of City Centers served--12 (8 common to all alignments).
3. Stations in City Centers--14 (10 common to all alignments)
4. Number of Redevelopment Project Areas served--3 (3 common to all alignments).
5. Stations in Redevelopment Project Areas--6 (5 common to all alignments).

The concentration of development at non-station centers in the Regional Core is considered a potentially adverse impact that could not be mitigated by any of the alignments. Only three stations on this alignment (Vermont/Beverly, Vermont/Santa Monica, and Hollywood Bowl) would not enhance the fulfillment of community objectives through local plans, because they are not located in the centers. The General Plan, however, does not preclude transit stations being located in non-centers or Redevelopment areas. Alignment 2 may induce development at the Hollywood Bowl station which would have a mitigatable adverse impact. Development at the Hollywood Bowl station would be contrary to the Community Plan.

5.1.2.2 Accommodation of Growth in Station Areas

The following are the residential growth impacts for Alignment 2:

- o Beneficial impacts--2 stations (0 common to all alignments)
- o Adverse impacts--8 stations (6 common to all alignments)

In the Alignment 2 station areas unable to accommodate residential growth, pressure to rezone single-family areas to higher densities would occur at the following stations:

- o Wilshire/La Brea
- o Wilshire/Fairfax
- o Hollywood Bowl
- o Universal City.

The following are commercial growth impacts for Alignment 2:

- o Beneficial impacts--9 stations (6 common to all alignments)
- o Adverse impacts--6 stations (3 common to all alignments)

In Alignment 2 station areas unable to accommodate commercial growth, pressure to rezone residential parcels to commercial would occur at the following stations:

- o Wilshire/Crenshaw
- o Wilshire/Fairfax
- o Vermont/Beverly
- o Hollywood Bowl
- o Universal City (common to all alignments)

Pressure on land values would occur in any station area unable to accommodate residential or commercial development. The greatest pressure associated with Alignment 2 is expected to occur at the following stations, where land susceptible to reinvestment is exceeded by both the commercial and residential growth projection:

- o Civic Center (common to all alignments)
- o Fifth/Hill (common to all alignments)
- o Seventh/Flower (common to all alignments)
- o Wilshire/Fairfax
- o Wilshire/La Brea
- o Vermont/Beverly
- o Hollywood Bowl
- o Universal City (common to all alignments)

Of these stations, the greatest impact would occur at the following stations where the land use is predominantly single-family residential areas:

- o Wilshire/Fairfax
- o Wilshire/La Brea
- o Hollywood Bowl
- o Universal City (common to all alignments)

Pressure on historic and cultural resources would occur where inadequate land exists to accommodate either residential or commercial growth in station areas containing historic or cultural resources. For Alignment 2, this impact would occur at the following stations:

- o Union Station (common to all alignments)
- o Fifth/Hill (common to all alignments)
- o Seventh/Flower (common to all alignments)
- o Hollywood/Vine
- o Wilshire/La Brea
- o Vermont/Beverly
- o Hollywood Bowl
- o Universal City (common to all alignments)

Incompatibility with existing land use may occur in predominately residential station areas that may experience major commercial growth. For Alignment 2, this potential impact would exist at the following stations:

- o Wilshire/Fairfax
- o Wilshire/La Brea
- o Wilshire/Crenshaw
- o Vermont/Beverly

In summary, for Alignment 2, the adverse impacts of greatest concern (in station areas not common to all candidate alignments) would occur at Wilshire/Fairfax, Wilshire/La Brea and Hollywood Bowl station areas, where inadequate land exists to accommodate combined commercial and residential growth.

5.1.3 Alignment 3

5.1.3.1 Consistency With Local Land Use Plans and Policies

The following summarizes the consistency of Alignment 3 with Community Plans and Policies:

1. Number of stations in alignment--18.
2. Number of City Centers served--11 (8 common to all alignments).
3. Stations in City Centers--13 (10 common to all alignments).
4. Number of Redevelopment Project Areas served--3 (3 common to all alignments).
5. Stations in Redevelopment Project Areas--7 (5 common to all alignments).

The concentration of development at non-station centers in the Regional Core is considered a potentially adverse impact that could not be mitigated by any of the alignments. The following four Alignment 3 stations would not enhance the

fulfillment of community objectives through local plans because they are not located in city Centers:

- o Vermont/Beverly
- o Vermont/Santa Monica
- o Crenshaw/Olympic
- o Pico/San Vicente

The General Plan, however, does not preclude transit stations being located in non-centers or Redevelopment Project areas.

5.1.3.2 Accommodation of Growth in Station Areas

The following are the residential growth impacts of Alignment 3:

- o Beneficial impacts--3 stations (0 common to all alignments)
- o Adverse impacts--10 stations (6 common to all alignments)

In the Alignment 3 stations areas unable to accommodate residential growth, pressure to rezone single-family areas to higher densities would occur only at one station--Universal City, which is common to all alignments.

The following are commercial growth impacts for Alignment 3:

- o Beneficial impacts--9 stations (6 common to all alignments)
- o Adverse impacts--5 stations (3 common to all alignments)

In Alignment 3 station areas unable to accommodate commercial growth, pressure to rezone residential parcels to commercial would occur at the following stations:

- o Pico/San Vicente
- o Vermont/Beverly
- o Universal City (common to all alignments)

Pressure on land values would occur in any station area unable to accommodate residential or commercial development. The greatest pressure associated with Alignment 3 would be expected to occur at the following stations where land susceptible to reinvestment is exceeded by both the commercial and residential growth projection:

- o Civic Center (common to all alignments)
- o Fifth/Hill (common to all alignments)
- o Seventh/Flower (common to all alignments)
- o Pico/San Vicente
- o Vermont/Beverly
- o Universal City (common to all alignments)

Of these stations, the greatest impact would occur at only one station--Universal City, which is in a single-family residential area. Universal City is common to all alignments.

Pressure on historic and cultural resources would occur where inadequate land exists to accommodate either residential or commercial growth in station areas containing historic or cultural resources. For Alignment 3, this potential impact would exist at the following stations:

- o Union Station (common to all alignments)
- o Fifth/Hill (common to all alignments)
- o Seventh/Flower (common to all alignments)
- o Hollywood/Vine

Incompatibility with existing land use may occur in predominately residential station areas that may experience major commercial growth. For Alignment 3, this potential impact would exist at the following stations:

- o Pico/San Vicente
- o Vermont/Beverly

In summary, the Alignment 3 impacts of greatest concern (in station areas not common to all alignments) would occur at Vermont/Beverly and Pico/San Vicente, where inadequate land exists to accommodate combined commercial and residential growth.

5.1.4 Alignment 4

5.1.4.1 Consistency With Local Land Use Plans and Policies

The following summarizes the consistency of Alignment 4 with Community Plans and Policies:

1. Number of stations in alignment--20.
2. Number of City Centers served--13 (8 common to all alignments).
3. Stations in City Centers--15 (10 common to all alignments)
4. Number of Redevelopment Project Areas served--3 (3 common to all alignments).
5. Stations in Redevelopment Project Areas--7 (5 common to all alignments).

The concentration of development at non-station centers in the Regional Core is considered a potentially adverse impact that could not be mitigated by any of the alignments. Only three stations on this alignment (Vermont/Beverly, Vermont/Santa Monica and Hollywood Bowl) would not enhance the fulfillment of community objectives through local plans, because they are not located in Centers. The General Plan, however, does not preclude transit stations being located in non-centers or Redevelopment areas. Alignment 4 may induce development at the Hollywood Bowl Station and may induce excess commercial development in the Park Mile area at the Wilshire/Crenshaw Station both of which would have mitigatable adverse impacts. Development at the Hollywood Bowl

Station would be contrary to the Community Plan and excessive commercial development at Wilshire/Crenshaw would be in conflict with the Park Mile Specific Plan. The aerial alignment through Park Mile also may be in conflict with the Park Mile Specific Plan and potentially is an unmitigable adverse impact.

5.1.4.2 Accommodation of Growth in Station Areas

The following are the residential growth impacts for Alignment 4:

- o Beneficial impacts--2 stations (0 common to all alignments)
- o Adverse impacts--11 stations (6 common to all alignments)

In the Alignment 4 station areas unable to accommodate residential growth, pressure to rezone single-family areas to higher densities would occur at the following stations:

- o Wilshire/La Brea
- o Wilshire/Fairfax
- o Hollywood Bowl
- o Universal City (common to all alignment)

The following are commercial growth impacts for Alignment 4:

- o Beneficial impacts--11 stations (6 common to all alignments)
- o Adverse impacts--6 stations (3 common to all alignments)

In Alignment 4 station areas unable to accommodate commercial growth, pressure to rezone residential parcels to commercial would occur at the following stations:

- o Wilshire/Crenshaw
- o Wilshire/Fairfax
- o Vermont/Beverly
- o Hollywood Bowl
- o Universal City (common to all alignments)

Pressure on land values would occur in any station area unable to accommodate residential or commercial development. The greatest pressure associated with Alignment 4 would be expected to occur at the following stations where land susceptible to reinvestment is exceeded by both the commercial and residential growth projection:

- o Civic Center (common to all alignments)
- o Fifth/Hill (common to all alignments)
- o Seventh/Flower (common to all alignments)
- o Wilshire/Fairfax

- o Wilshire/La Brea
- o Vermont/Beverly
- o Hollywood Bowl
- o Universal City (common to all alignments)

Of these stations, the greatest impact would occur at the following stations where the land use is single-family residential:

- o Wilshire/Fairfax
- o Wilshire/La Brea
- o Hollywood Bowl
- o Universal City (common to all alignments)

Pressure on historic and cultural resources would occur where inadequate land exists to accommodate either residential or commercial growth in station areas containing historic or cultural resources. For Alignment 4, this potential impact would exist at the following stations:

- o Union Station (common to all alignments)
- o Fifth/Hill (common to all alignments)
- o Seventh/Flower (common to all alignments)
- o Wilshire/Fairfax
- o Wilshire/La Brea
- o Wilshire/Crenshaw
- o Vermont/Beverly

Incompatibility with existing land use may occur in predominately residential station areas that may experience major commercial growth. For Alignment 4, this potential impact would exist at the following stations:

- o Wilshire/Fairfax
- o Wilshire/La Brea
- o Wilshire/Crenshaw
- o Vermont/Beverly

In summary, the Alignment 4 adverse impacts of greatest concern (in station areas not common to all alignments) would occur at Wilshire/Fairfax, Wilshire/La Brea and Hollywood Bowl, where inadequate land exists to accommodate combined commercial and residential growth which may adversely affect single-family residential areas.

5.1.5 Alignment 5

5.1.5.1 Consistency with Local Land Use Plans and Policies

The following summarizes the consistency of Alignment 5 with Community Plans and Policies:

1. Number of stations in alignment--17.
2. Number of City Centers served--11 (8 common to all alignments).

3. Stations in City Centers--13 (10 common to all alignments).
4. Number of Redevelopment Project Areas served--3 (3 common to all alignments).
5. Stations in Redevelopment Project Areas--6 (5 common to all alignments).

The concentration of development at non-station centers in the Regional Core is considered a potentially adverse impact that could not be mitigated by any of the alignments. Only three stations on this alignment (Vermont/Beverly, Vermont/Santa Monica and Hollywood Bowl) would not enhance the fulfillment of community objectives through local plans because they are not located in Centers. The General Plan, however, does not preclude transit stations being located in non-centers or Redevelopment Project areas.

Considering Western Avenue as a declining or stagnant area, Alignment 5 may stimulate development in this area with the station at Western/Beverly. Alignment 5 may induce development at the Hollywood Bowl Station and may induce excess commercial development in the Park Mile area at the Wilshire/Crenshaw Station both of which would have mitigatable adverse impacts. Development at the Hollywood Bowl Station would be contrary to the Community Plan and excessive commercial development at Wilshire/Crenshaw would be in conflict with the Park Mile Specific Plan. The aerial alignment through Park Mile also may be in conflict with the Park Mile Specific Plan and potentially is an unmitigable adverse impact.

5.1.5.2 Accommodation of Growth in Station Areas

The following are the residential growth impacts for Alignment 5:

- o Beneficial impacts--2 stations (0 common to all alignments)
- o Adverse impacts--9 station (6 common to all alignments)

In the Alignment 5 station areas unable to accommodate residential growth, pressure to rezone single-family areas to higher densities would occur at the following stations:

- o Wilshire/La Brea
- o Wilshire/Fairfax
- o Hollywood Bowl
- o Universal City.

The following are commercial growth impacts for Alignment 5:

- o Beneficial impacts--9 stations (6 common to all alignments)
- o Adverse impacts--5 stations (3 common to all alignments)

In Alignment 5 station areas unable to accommodate commercial growth, pressure to rezone residential parcels to commercial would occur at the following stations:

- o Wilshire/Crenshaw
- o Wilshire/Fairfax
- o Hollywood Bowl
- o Universal City (common to all alignments)

Pressure on land values would occur in any station area unable to accommodate residential or commercial development. The greatest pressure associated with Alignment 4 would be expected to occur at the following stations where land susceptible to reinvestment is expected by both the commercial and residential growth projection:

- o Civic Center (common to all alignments)
- o Fifth/Hill (common to all alignments)
- o Seventh/Flower (common to all alignments)
- o Wilshire/Fairfax
- o Wilshire/La Brea
- o Hollywood Bowl
- o Universal City (common to all alignments)

Of these stations the greatest impact would be expected to occur at the following stations with single-family residential areas:

- o Wilshire/Fairfax
- o Wilshire/La Brea
- o Hollywood Bowl
- o Universal City (common to all alignments)

Pressure on historic and cultural resources would occur where inadequate land exists to accommodate either residential or commercial growth in station areas containing historic or cultural resources. For Alignment 5, this potential impact would exist at the following stations:

- o Union Station (common to all alignments)
- o Fifth/Hill (common to all alignments)
- o Seventh/Flower (common to all alignments)
- o Wilshire/Fairfax
- o Wilshire/La Brea
- o Wilshire/Crenshaw
- o Sunset/Vine

Incompatibility with existing land use may occur in predominately residential station areas that may experience major commercial growth. For Alignment 5, this potential impact would exist at the following stations:

- o Wilshire/Fairfax
- o Wilshire/La Brea
- o Wilshire/Crenshaw

In summary, the Alignment 5 adverse impacts of greatest concern (in station areas not common to all alignments) would occur at Wilshire/Fairfax, Wilshire/La Brea, and Hollywood Bowl where inadequate land exists to accommodate combined commercial and residential growth which may adversely affect single-family residential areas.

5.2 MITIGATION OF POTENTIAL ADVERSE LAND USE AND DEVELOPMENT IMPACTS

5.2.1 Residential Development

5.2.1.1 Union Station, Civic Center, Fifth/Hill, and Seventh/Flower (All Alignments)

Residential development could be located on commercially-zoned land located within the CBD and Bunker Hill Redevelopment Project areas under the jurisdiction of the CRA or as a component of mixed-use projects in these station areas.

5.2.1.2 Wilshire/Alvarado (All Alignments)

Residential development could be accommodated on commercially-zoned land in this station area. Commercial development projections in this station area are low and anticipated to require less than 25 percent of the available commercial land. Because of the demographics and character of the station area, a gradual transition from mixed-use to predominantly residential land use would be compatible with existing conditions. This transition could be accomplished through the use of a Specific Plan for this station area. In addition, the density of existing multi-family residential development could be increased to provide additional residential development capacity.

5.2.1.3 Wilshire/Vermont, Wilshire/Normandie, and Wilshire/Western (All Alignments)

The Wilshire Center could probably be developed as an intense residential and commercial center without significant spillover effects on existing residential areas, because of the character of these three station areas (commercial, or mixed commercial and residential). In the Wilshire/Vermont station area, residential development could be accommodated on appropriately located commercially-zoned land because projected commercial development is estimated to require approximately one-third of the available commercial land. In the Wilshire/Normandie station area, residential development could be dispersed throughout on commercially-zoned parcels (especially as mixed-use projects in conjunction with retail development) or it could be located on the southern portion of the Ambassador Hotel site. Projected commercial development in this

station area is estimated to require approximately 40 percent of the available land. In the Wilshire/Western station area, residential development could be accommodated on commercially-zoned land because projected commercial development is expected to consume less than half the available commercial property.

5.2.1.4 Vermont/Beverly (Alignments 1, 2, 3, and 4)

Potentially adverse impacts in this station area may result from concentrated growth in the Wilshire Center. Because there is limited commercially-zoned land in this station area, excess residential growth should be diverted to the Wilshire Center stations through use of a Specific Plan (see discussion of these station areas above). In some cases, rezoning of multi-family residential parcels in this station area to increase density could increase residential development capacity.

5.2.1.5 Hollywood/Vine (Alignments 1, 2, and 3)

The Hollywood/Vine station area is located in the part of Hollywood designated for intense commercial development in the Hollywood Redevelopment Plan; therefore, rezoning of commercial land for residential use would not be appropriate. Because the amount of land susceptible for residential development is limited and most is already zoned for the highest residential density, increased development capacity resulting from rezoning existing multi-family residential parcels will not add sufficient capacity to accommodate projected growth in this station area. Therefore, the best solution would be to divert residential growth to other station areas where it would be more appropriate. For Alignments 1, 2, and 3, growth can be diverted from Hollywood/Vine to Hollywood/Western. Areas located nearby the Hollywood/Western Station have been designated for high-density residential development by the Hollywood Redevelopment Project plan. Moreover, projected residential growth would require less than 40 percent of the residential land susceptible to reinvestment, and projected commercial and residential would require less than one-third of the total land susceptible to reinvestment.

5.2.1.6 Sunset/Vine (Alignments 4 and 5)

Like the Hollywood/Vine station area, the Sunset/Vine station area is located in the commercial heart of Hollywood. For the reasons stated previously for Hollywood/Vine, future high-density residential growth should be diverted from this station area to another area on the alignments. For Alignment 4, residential growth should be diverted from the Sunset/Vine station area to the Sunset/Western station area. For Alignment 5, growth should be directed to the Western/Santa Monica station area.

5.2.1.7 Hollywood/Highland (Alignments 3 and 4)

This station is located in the area of Hollywood designated for intense commercial and residential development in the Hollywood Redevelopment Plan. Although rezoning commercial land for residential purposes may conflict with the Plan, encouraging residential components of commercial projects would be appropriate, because less than one-third of the commercial land susceptible to reinvestment is needed to accommodate projected commercial

growth. The limited amount of residential land susceptible to reinvestment is already zoned for the highest residential density; the diversion of residential growth to adjacent stations would be less desirable.

5.2.1.8 Hollywood Bowl (Alignments 1, 2, 4, and 5)

Impacts resulting from an insufficient supply of residential land in this station area would be difficult to mitigate. The existing very low density residential zoning and Community Plan designations reflect substantial public input, suggesting that increases in density of existing residential areas are not likely to be acceptable. Also, there is a negligible amount of commercially zoned land available for rezoning and no readily apparent alternative station area to which residential growth could be diverted. As a result, the only effective mitigation measure in this station area would be stringent growth controls reflected in a Specific Plan which would provide incentives for residential development to occur elsewhere (unspecified) in the Regional Core.

5.2.1.9 Universal City (All Alignments)

Impacts resulting from an insufficient supply of residential land in this station area would also be difficult to mitigate. The existing very low density residential zoning and Community Plan designations reflect substantial public input, suggesting that increases in density of existing residential areas are not likely to be acceptable. Because of significant existing and projected commercial development pressure, it is possible that the residential growth projections for this area would not be realized and that Universal City would develop primarily as an intense commercial center in the immediate vicinity of the station.

5.2.1.10 Wilshire/La Brea (Alignments 2, 4, and 5)

Because only 50 percent of the commercial land susceptible to reinvestment is projected to be needed for commercial purposes, residential components may be encouraged as part of commercial projects. The station area is located in the Miracle Mile Regional Center where intense commercial uses are recommended by the Wilshire District Plan. And, inadequate commercial land exists to accommodate growth in the adjacent Wilshire/Fairfax station. Therefore, the rezoning of surplus commercial land for residential purposes would not be recommended. Increasing density on existing residential parcels in this station area could increase residential development capacity slightly. However, for effective mitigation of the impacts of residential growth, it probably would be necessary to restrict density at this station through use of a Specific Plan and attempt to divert growth to other station areas such as Wilshire/Western.

5.2.1.11 Wilshire/Fairfax (Alignments 2, 4, and 5)

Residential development possibly could be accommodated in some areas by rezoning commercial parcels to residential uses. However, this station also would be projected to attract significant commercial growth and is in the Miracle Mile Regional Center where intense development is recommended by the Wilshire District Plan. As a result, there will be significant pressure to maintain these parcels in commercial use. Nevertheless, residential components would be possible as a

part of commercial projects. Rezoning existing multi-family parcels to a higher density would not be feasible in this station area because existing multi-family zoned properties are already in the highest density consistent with the Wilshire District Plan. Alteration of the Height District also may conflict with the Plan and single-family development. For effective mitigation of the impacts of residential growth, it probably would be necessary to restrict density at this station through use of a Specific Plan and attempt to divert growth to other station areas.

5.2.1.12 Pico/San Vicente (Alignment 3)

Residential development could be accommodated at this station by selectively increasing density of existing residential parcels susceptible to redevelopment. There is little commercially zoned land available for this purpose. Additional residential development capacity also is available at the Olympic/Crenshaw Station.

5.2.2 Commercial Development

5.2.2.1 Fifth/Hill, Seventh/Flower (All Alignments)

Commercial development could be accommodated in these station areas through use of existing redevelopment/density transfer programs administered by the CRA, or by encouraging growth to locate elsewhere in the downtown area.

5.2.2.2 Vermont/Beverly (Alignments 1, 2, 3, and 4)

Because of the limited amount of commercial property susceptible to redevelopment in this station area and the infeasibility of increasing commercial density in a predominantly residential area, commercial growth should be diverted to one of the Wilshire Center station areas (Wilshire/Vermont, Wilshire/Normandie, Wilshire/Western). Excess commercial development capacity exists at these stations and additional development would not lead to adverse impacts on residential areas. This could be accomplished through use of a Specific Plan.

5.2.2.3 Hollywood Bowl (Alignments 1, 2, 4, and 5)

Impacts resulting from an insufficient supply of commercial land in this station area would be difficult to mitigate. The existing very low density residential zoning and Community Plan designations reflect substantial public input, suggesting that increased commercial activity in the station area is not likely to be acceptable. Also, there is a negligible amount of commercially zoned land available and no readily apparent alternative station area to which commercial growth could be diverted. As a result, the only effective mitigation measure in this station area would be stringent growth controls reflected in a Specific Plan which would provide incentives for commercial development to occur elsewhere (unspecified location) in the Regional Core.

5.2.2.4 Universal City (All Alignments)

Commercial development in excess of available commercial land capacity could be accommodated in this station area through a set of growth controls designed to: (1) provide for an orderly phase-in of development in the immediate station area and (2) expand the station area to provide for growth outside the immediate station area along Ventura, Cahuenga, and Lankershim Boulevards. This was accomplished in the Preliminary Specific Plan for the Universal City Station developed by LADOP.

5.2.2.5 Wilshire/Crenshaw (Alignments 2, 4, and 5)

Commercial development in excess of capacity in this station area should be diverted to the Wilshire Center stations. The Park Mile Specific Plan, which is in effect in this station area, should ensure that development intensity is controlled and commercial development does not spill over into residential areas.

5.2.2.6 Wilshire/Fairfax (Alignments 2, 4, and 5)

Commercial development in this station area would be constrained by the proximity of stable residential neighborhoods to the north and south of Wilshire Boulevard. The potential impact from commercial development could be mitigated in the following ways:

- o One or two sites partially zoned R4-P (multi-family residential or parking), which presently are occupied by surface parking and adjacent to commercially zoned parcels, could be rezoned and developed commercially. This would facilitate strong commercial activity near the station, reinforcing the public activity centered at the County museum.
- o Development could be redirected to the Wilshire/La Brea Station area. There is a substantial supply of underutilized commercial land and limited market interest in development at the Wilshire/La Brea station, allowing for the possibility of relieving some of the development pressure at Wilshire/Fairfax.
- o There is continued development interest in the CBS-Gilmore property at the intersection of Beverly and Fairfax Avenues which, if realized, could absorb some of the development pressure from Wilshire/Fairfax. However, there is significant community concern over the scope and scale of the potential development of this site.

5.2.2.7 Pico/San Vicente (Alignment 3)

Impacts resulting from an insufficient supply of commercial land in this station area would be difficult to mitigate. The existing residential uses, zoning and Community Plan designations for this area suggest that increased commercial activity in the station area is not likely to be acceptable. There is also only

a small amount of commercially zoned land available and there is no readily apparent alternative station area to which commercial growth could be diverted. As a result, the only effective mitigation measure in this station area would be stringent growth controls reflected in a Specific Plan which would provide incentives for commercial development to occur elsewhere (unspecified) in the Regional Core.

5.2.3 Historic and Cultural Resources

5.2.3.1 Union Station, Fifth/Hill, Seventh/Flower (All Alignments)

Substantial tax incentives and current CRA policies, including the following, have been successful in encouraging preservation of historic structures in the downtown area:

- o The average permitted floor-area-ratio for new construction is six to one (reduced from a floor-area-ratio of 13 to 1). This floor-area-ratio is exceeded by many historic structures, creating an incentive to preserve them.
- o When a historic building's floor-area-ratio is less than six, its unused density can be transferred to other sites in the CBD.
- o Low interest loans are available for rehabilitation.

5.2.3.2 Wilshire/La Brea (Alignments 2, 4, and 5)

Mitigation of impacts in this station area can be found in the FEIS, p.3-67.

5.2.3.3 Hollywood/Highland (Alignments 3 and 4), Sunset/Vine (Alignments 4 and 5) Hollywood/Vine (Alignments 1, 2, and 3)

The Hollywood Redevelopment Plan affords a number of protections to historic structures not previously available. These protections tend to mitigate the potential adverse impacts caused by non-conforming historic structures because of designation changes, incompatibilities with adjacent development and pressures to redevelop historic resources as follows:

- o Continuation and improvement of existing, non-conforming uses if CRA finds such improvements would be compatible with surroundings and proposed development.
- o Review of any proposed demolition, building or grading permit, with postponement for up to a year while alternative solutions are investigated.
- o Recognition of the importance of the Hollywood Boulevard District and creation of an urban design plan to encourage preservation and restoration of significant resources in this area. The urban design standards and guidelines are to be developed within two years of adoption of the Redevelopment Plan.

- o Granting development bonuses which would increase the floor-area-ratio to six to one, or residential densities beyond those specifically identified in the Redevelopment Plan to achieve its goals. Among goals specifically cited that would be eligible for such action are the preservation and rehabilitation of significant architectural or historic resources.
- o Adoption of design and development guidelines to carry out the goals of the Redevelopment Plan. Design criteria would include architectural style and development standards which would address historic preservation and rehabilitation.

5.2.4 Projected Growth and Existing Land Uses/Community Character

5.2.4.1 Vermont/Beverly (Alignments 1, 2, 3, and 4)

Excessive commercial growth in this station area would be incompatible with the essentially residential character of the area. In these cases, growth restrictions implemented through a Specific Plan coupled with incentives for concentration of growth in the Wilshire Center stations (Wilshire/Vermont, Wilshire/Normandie, Wilshire/Western) could accelerate the development of Wilshire Center as a major Regional Center. A coordinated set of Specific Plans for these stations could serve to preserve, develop and enhance the community character of all the station areas involved.

5.2.4.2 Wilshire/Crenshaw (Alignments 2, 4, and 5)

Preservation of the character of this station area can be accomplished through the Park Mile Specific Plan.

5.2.4.3 Wilshire/La Brea (Alignments 1, 2, 4, and 5)

Commercial growth projected for this station can be accommodated on existing commercially zoned land susceptible to reinvestment. However, the possible diversion of commercial development from the Wilshire/Fairfax station and an inadequate supply of residential land to accommodate growth will require the preparation of a Specific Plan to divert residential growth to other stations and to increase residential zoning density at selective locations.

5.2.4.4 Wilshire/Fairfax (Alignments 1, 2, 4, and 5)

The discussion of mitigation measures for the Beverly/Fairfax station in the FEIS, pages 3-67 to 3-68, is applicable to the preservation of community character in the Wilshire/Fairfax station area. As discussed in the previous sections, it is likely that the Wilshire/Fairfax station will experience significant residential and commercial development pressure that will not be easily mitigated. Therefore, special measures may be required to ensure that development does not adversely impact the character of the stable residential neighborhoods surrounding the station.

5.2.4.5 Pico/San Vicente (Alignment 3)

The station area is unable to accommodate either projected commercial or residential development. Accordingly, special measures will have to be developed as part of a Specific Plan process to divert this growth to other stations.

5.3 SUMMARY OF MITIGATION MEASURES BY ALIGNMENT

5.3.1 Alignment 1

For all alignments, the Metro Rail may attract growth to the Regional Core that may locate at City Centers not served by a rail station. This is treated as an unmitigable adverse impact that may occur regardless of the alignment chosen.

The development of residential projects on commercially zoned land is recommended to accommodate excess residential growth when the supply of land susceptible to reinvestment (both residential and commercial) exceeds the combined commercial and residential growth demand. On Alignment 1, this mitigation measure is proposed for six stations -- Union Station, Civic Center, Wilshire/Alvarado, Wilshire/Vermont, Wilshire/Normandie and Wilshire/Western -- which are common to all alignments.

The diversion of commercial and/or residential development to other stations is proposed when the commercial and/or residential growth exceeds the total land available or when the development of residential projects on excess commercially zoned land is not desirable. For Alignment 1, this mitigation measure is proposed for six stations (three being common to all alignments):

- o Fifth/Hill and Seventh/Flower where excess residential development is to be accommodated on commercially zoned land within the station areas and excess commercial growth is to be transferred to other stations (common to all alignments).
- o Vermont/Beverly where excess commercial and residential growth may be transferred to the Mid-Wilshire stations and where selective rezoning of multi-family parcels to higher densities may be appropriate.
- o Hollywood/Vine where excess residential growth may be transferred to the Hollywood/Western station and where development of residential projects on excess commercially zoned land may conflict with the intent of the Hollywood Redevelopment Project.
- o Hollywood Bowl where both commercial and residential growth must be diverted.

- o Universal City where excess residential growth may be accommodated as a component of commercial projects or diverted to other stations and where excess commercial growth is diverted to other stations or appropriate adjacent areas (common to all alignments).

Maintaining stable land values is considered an unmitigable adverse impact on all alignments where inadequate land exists to accommodate residential and/or commercial demands.

The use of preservation incentives and transfer of development rights is proposed where excess commercial and/or residential demand may adversely affect historic structures. For Alignment 1, this mitigation measure is suggested for Union Station, Fifth/Hill, and Hollywood/Vine.

In summary, all adverse impacts are considered mitigatable except land value stability and growth at Centers without stations, which are two common problems to all alignments.

5.3.2 Alignment 2

Refer to Alignment 1 for the discussion of mitigation measures used on stations common to all alignments.

At the Wilshire/Crenshaw Station on Alignment 2, the Park Mile Specific Plan is considered adequate to divert excess commercial development to other areas and to protect abutting residential areas from commercial spillover.

The diversion of commercial and/or residential development to other stations is proposed when the commercial and/or residential growth exceeds the total land available or when the development of residential projects on excess commercially zoned land is not desirable. For Alignment 2, this mitigation measure is proposed for eight stations (three being common to all alignments).

- o Vermont/Beverly where excess commercial and residential growth may be transferred to the Mid-Wilshire stations and where selective rezoning of multi-family parcels to higher densities may be appropriate.
- o Hollywood/Vine where excess residential growth may be transferred to the Hollywood/Western station and where development of residential projects on excess commercially zoned land may conflict with the intent of the Hollywood Redevelopment Project.
- o Hollywood Bowl where both commercial and residential growth must be diverted.
- o Wilshire/La Brea where excess residential growth could be fully accommodated as a component of commercial projects and through selective rezoning to high densities but may have to

be partially diverted to the Wilshire/Western station due to spillover commercial pressure from the Wilshire/Fairfax station.

- o Wilshire/Fairfax where commercial and residential growth must be diverted.

The use of preservation incentives and transfer of development rights is proposed where excess commercial and/or residential demand may adversely affect historic structures. For Alignment 2, this mitigation measure is suggested for Union Station, Fifth/Hill, Hollywood/Vine and Wilshire/La Brea.

Alignment 2 includes an aerial section through Park Mile which is considered a potentially unmitigable adverse impact relative to consistency with the Park Mile Plan. The aerial section through Park Mile is common to Alignments 4 and 5.

In summary, all adverse impacts are considered mitigatable except land value stability and growth at Centers without stations, which are two common problems to all alignments, and the aerial section through Park Mile.

5.3.3 Alignment 3

Refer to Alignment 1 for the discussion of mitigation measures used on stations common to all alignments.

For the Hollywood/Highland station, which is unique to Alignments 3 and 4, excess residential demand must be accommodated as a part of commercial projects, because adjacent stations cannot handle or are considered less appropriate for residential development.

The diversion of residential and/or commercial development to other stations is proposed when the commercial and/or residential growth exceeds the total land available, or when the development of residential projects on excess commercially zoned land is not desirable. On Alignment 3, this mitigation measure is proposed for six stations (three being common to all alignments):

- o Vermont/Beverly, where excess commercial and residential growth may be transferred to the Mid-Wilshire stations, and where selective rezoning of multi-family parcels to higher densities may be appropriate.
- o Hollywood/Vine, where excess residential growth may be transferred to the Hollywood/Western station, and where development of residential projects on excess commercially zoned land may conflict with the intent of the Hollywood Redevelopment Project.
- o Pico/San Vicente, where excess residential growth may be accommodated through selective rezoning of multi-family parcels to higher densities and diversion to Olympic/Crenshaw, and where all excess commercial growth must be diverted to other stations.

The use of preservation incentives and transfer of development rights is proposed where excess commercial and/or residential demand may adversely affect historic structures. For Alignment 3, this mitigation measure is suggested for Union Station, Fifth/Hill, Hollywood/Vine and Hollywood/Highland.

In summary, all adverse impacts are considered mitigatable except land value stability and growth at Centers without stations, which are two common problems to all alignments.

5.3.4 Alignment 4

Refer to Alignment 1 for the discussion of mitigation measures used on stations common to all alignments.

At the Wilshire/Crenshaw station on Alignment 4 (also Alignment 1 and 2 and 5), the Park Mile Specific Plan is considered adequate to divert excess commercial development to other areas and to protect abutting residential areas from commercial spillover. Similar to Alignments 2 and 5, the aerial section of Alignment 4 through the Park Mile may be considered an unmitigable adverse impact relative to consistency with the Park Mile Specific Plan.

For the Hollywood/Highland station, which is unique to Alignments 3 and 4, excess residential demand must be accommodated as a part of commercial projects because adjacent stations cannot absorb or are considered less appropriate for residential development.

The diversion of commercial and/or residential development to other stations is proposed when the commercial and/or residential growth exceeds the total land available, or when the development of residential projects on excess commercially zoned land is not desirable. On Alignment 4 (same number as Alignments 1 and 2), this mitigation measure is proposed for eight stations (three being common to all alignments):

- o Vermont/Beverly, where excess commercial and residential growth may be transferred to the Mid-Wilshire stations, and where selective rezoning of multi-family parcels to higher densities may be appropriate.
- o Sunset/Vine, where excess residential growth may be transferred to the Sunset/Western station, and where development of residential projects on excess commercially zoned land may conflict with the intent of the Hollywood Redevelopment Project.
- o Hollywood Bowl, where both commercial and residential growth must be diverted.
- o Wilshire/La Brea, where excess residential growth could be fully accommodated as a component of commercial projects and through selective rezoning to high densities, but may have to

be partially diverted to the Wilshire/Western station due to spillover commercial pressure from the Wilshire/Fairfax station.

- o Wilshire/Fairfax, where commercial and residential growth must be diverted.

The use of preservation incentives and transfer of development rights is proposed where excess commercial and/or residential demand may adversely affect historic structures. For Alignment 4, this mitigation measure is suggested for Union Station, Fifth/Hill, Wilshire/La Brea, Sunset/Vine and Hollywood/Highland.

In summary, all adverse impacts are considered mitigatable, except land value stability and growth at Centers without stations, which are common problems to all alignments.

5.3.5 Alignment 5

Refer to Alignment 1 for the discussion of mitigation measures used on stations common to all alignments.

At the Wilshire/Crenshaw station on Alignment 5 (also Alignment 1, 2 and 4), the Park Mile Specific Plan is considered adequate to divert excess commercial development to other areas, and to protect abutting residential areas from commercial spillover. Similar to Alignments 2 and 4, the aerial section of Alignment 5 through Park Mile may be considered a potentially unmitigable adverse impact relative to consistency with the Park Mile Specific Plan.

The diversion of commercial and/or residential development to other stations is proposed when the commercial and/or residential growth exceeds the total land available, or when the development of residential projects on excess commercially zoned land is not desirable. On Alignment 5 (one less than Alignments 1, 2 and 4), this mitigation measure is proposed for seven stations (three being common to all alignments):

- o Sunset/Vine, where excess residential growth may be transferred to the Sunset/Western station, and where development of residential projects on excess commercially zoned land may conflict with the intent of the Hollywood Redevelopment Project.
- o Hollywood Bowl, where both commercial and residential growth must be diverted.
- o Wilshire/La Brea, where excess residential growth could be fully accommodated as a component of commercial projects and through selective rezoning to high densities, but may have to be partially diverted to the Wilshire/Western Station due to spillover commercial pressure from the Wilshire/Fairfax Station.

- o Wilshire/Fairfax, where commercial and residential growth must be diverted.

The use of preservation incentives and transfer of development rights is proposed where excess commercial and/or residential demand may adversely affect historic structures. For Alignment 5, this mitigation measure is suggested for Union Station, Fifth/Hill, Wilshire/La Brea, and Sunset/Vine.

In summary, all adverse impacts are considered mitigatable except land value stability and growth at Centers without stations, which are common problems to all alignments, and the aerial section through Park Mile (similar to Alignments 2 and 4).

APPENDIX E

APPENDIX TO CHAPTER SEVEN:

COMMUNITY PARTICIPATION





CORE STUDY
CANDIDATE ALIGNMENTS AND STATIONS
FOR FURTHER STUDY

NAME _____ PHONE _____
AGENCY (IF APPLICABLE) _____
ADDRESS _____

MEETING LOCATION _____ DATE _____

PUBLIC COMMENTS	
ALIGNMENT #	ISSUES/COMMENTS

PLEASE RETURN THIS FORM TO AN RTD REPRESENTATIVE

SECTION 2: PUBLIC MEETING NOTIFICATIONS

Public meeting notices were published in the following 36 newspapers:

- o Los Angeles Times
- o Los Angeles Herald Examiner
- o Century City/Westwood Post
- o Pico Post
- o West Hollywood Post

Meredith Newspapers

- o City News
- o City Press
- o Griffith Park News
- o Hollywood Independent
- o Los Feliz Hills News
- o Northwest Leader
- o Parkside Journal
- o Sun Living
- o Westlake Post
- o Wilshire Independent
- o Wilshire Press

Central News - Wave Newspapers

- o Angeles-Mesa Wave
- o Culver City Wave
- o Hawthorne Wave
- o Inglewood Wave
- o Southeast Wave-Star
- o Southside Journal
- o Southwest News-Wave
- o Southwest Wave
- o Southwest Topics-Wave
- o Southwestern Sun
- o Tribune News Wave

Park La Brea News

Armenian: Nor Gyank - New Life

Black Newspapers

- o Herald Dispatch
- o Los Angeles Sentinel

Jewish: B'nai B'rith Messenger

Chinese: International Daily News

Filipino: Philippine News

Japanese: Rafu Shimpo

Korean: The Korea Times

Spanish: La Opinion

SECTION 3: COMMUNITY PARTICIPANTS

The following diverse groups represent homeowners, business and service organizations, and elected officials and public agencies who have participated in the public consultation meetings process:

o Homeowners/Residents

Miracle Mile Residential Association
812 South Masselin Avenue
Los Angeles, California 90036

Carthay Circle Homeowners Association
6131 Barrows Drive
Los Angeles, California 90048

Beverly-Wilshire Homes Association
8443 West Fourth Street
Los Angeles, California 90048

Windsor Square Association
157 North Larchmont Boulevard
Los Angeles, California 90004

Detroit Neighbors Association
843 North Detroit
Los Angeles, California 90046

Beverly-Wilshire Homes Association
101 S. Edinburgh
Los Angeles, California 90048

Boulevard Heights Homeowners
726 South Bronson
Los Angeles, California 90005

Fremont Place Association
108 Fremont Place
Los Angeles, California 90005

Hancock Park Homeowners
157 North Larchmont
Los Angeles, California 90004

Lorraine Boulevard Association
678 South Lorraine
Los Angeles, California 90005

Ridgewood-Wilton Neighborhood Association
156 South Wilton Place
Los Angeles, California 90004

South Brookside Homeowners

920 Longwood
Los Angeles, California 90019

Wilshire Homeowners Alliance
627 South Hudson
Los Angeles, California 90005

Windsor Square Association
157 North Larchmont
Los Angeles, California 90004

Oxford Square Association
875 Victoria Avenue
Los Angeles, California 90005

Hillside Homeowners Federation
16611 Park Lane Circle
Los Angeles, California 90049

Hollywood Hills Homeowners
6733 Wedgewood Place
Los Angeles, California 90068

Whitley Heights Homeowners
6711 Whitley Terrace
Los Angeles, California 90068

o Business Community

Wilshire Boulevard Property Owners Coalition
849 South Broadway
Los Angeles, California 90014

The Stakeholders
2500 Wilshire Boulevard, Suite 740
Los Angeles, California 90057

CALFED, Inc.
5670 Wilshire Boulevard
Los Angeles, California 90036

May Company California
6160 North Laurel Boulevard
North Hollywood, California 91606

Building Owners and Managers Association
700 South Flower Street
Los Angeles, California 90017

Ratkovitch, Bowers & Perez
617 South Olive Street
North Hollywood, California 90014

Wilshire Chamber of Commerce
3875 Wilshire Boulevard

Los Angeles, California 90010

C.W. Cook Co.
Civil Engineers
11835 West Olympic Boulevard
Suite 375
Los Angeles, California 90064

Hyatt Wilshire Hotel
3515 Wilshire Boulevard
Los Angeles, California 90010

Real Estate Brokers
110 North Sycamore Avenue
Los Angeles, California 90036

Bank of America
3442 Wilshire Boulevard
Los Angeles, California 90010

A.F. Gilmore
P.O. Box 480314
Los Angeles, California 90048

Russell & Associates
2500 Wilshire Boulevard, No. 740
Los Angeles, California 90057

Morgan Adams, Inc.
1545 Wilshire Boulevard
Los Angeles, California 90017

Coldwell Banker
5550 Wilshire Boulevard
Los Angeles, California 90036

CBS
7800 Beverly Boulevard
Los Angeles, California 90036

U.S. Borax
P.O. Box 75128
Sandford Station
Los Angeles, California 90075

o Institutions/Organizations

Los Angeles County Museum of Art
5905 Wilshire Boulevard
Los Angeles, California 90036

Los Angeles Urban League
Crenshaw Revitalization Liaison
3450 Mount Vernon Drive
Los Angeles, California 90008

Hollywood Arts Council
1313 North Vine Street, No. 121
Los Angeles, California 90028

Hollywood Coordinating Council
1716 Cahuenga Boulevard
Los Angeles, California 90028

Hollywood Chamber of Commerce
6290 Hollywood Boulevard, No. 525
Hollywood, California 90028

Hollywood Community Police Council
1358 North Wilcox Avenue
Los Angeles, California 90028

A&M Records
1416 North La Brea Avenue
Los Angeles, California 90028

Mann Theater Group
9200 Sunset Boulevard, No. 301
Los Angeles, California 90069

Dearborn Homeowners Association
2563 Dearborn Avenue
Los Angeles, California 90068

Jewish Federation Council
6505 Wilshire Boulevard
Los Angeles, California 90048

SECTION 4: CORE FORUM PARTICIPATION

The CORE Forum membership is as follows:

Mr. David Abel
David Abel & Associates

Ms. Caroline Ahmanson
Beverly-Wilshire Hotel

The Honorable Richard Alatorre
Councilmember, City of Los Angeles

Mr. George Allen
Wilshire Chamber of Commerce

The Honorable Michael Antonovich
Board of Supervisors, County of Los Angeles

Mr. Richard Atkins
Hollywood Heritage

The Honorable Jacki Bacharach
Councilmember, City of Rancho Palos Verdes

Steven Bangs
Hollywood Heights Association

Mr. Joel Baker
Century City Chamber of Commerce

Mr. Neil Barry
Mid-City Chamber of Commerce

Ms. Rita Barschak
League of Women Voters

The Honorable Anthony Beilenson
U.S. Congress

The Honorable Howard Berman
U.S. Congress

The Honorable Ernani Bernardi
Councilmember, City of Los Angeles

The Honorable Hal Bernson
Councilmember, City of Los Angeles

The Honorable Tom Bradley
Mayor, City of Los Angeles

The Honorable Marvin Braude

Councilmember, City of Los Angeles

Mr. Loren Brown
Sales/Marketing, Los Angeles Midtown Hilton

Mr. William Callender
Calfed, Inc.

Mr. Marshall Caskey
Marshall Caskey, Attorney

Mr. Kenneth K. Chang
Delta Partnership Pacific Ltd.

Ms. Sandi Chester
Hollywood Presbyterian Medical Center

Mr. William Christopher
Miracle Mile Residential Association

Mr. Nathan L. Chroman
Transportation Commissioner, City of Los Angeles

Ms. Lyn Macewen Cohen
Miracle Mile Residential Association

Ms. Gwen Coleman
Los Angeles Urban League

Mr. Keith Comrie
Chief Administrative Officer, City of Los Angeles

Ms. Karen Constine
Kaiser Permanente Contrex Building

Mr. Ron Cox
Wilshire Center Community Involvement Association

The Honorable Deane Dana
Board of Supervisors, County of Los Angeles

Ms. Anne Del Valle
North Hollywood Project Area Committee

The Honorable Julian Dixon
U.S. Congress

Mr. John Dyer
SCRTD

The Honorable Edmund D. Edelman
Board of Supervisors, County of Los Angeles

Mr. Geoffrey Ely
Building Owners and Managers Association

The Honorable Robert Farrell
Councilmember, City of Los Angeles

The Honorable John Ferraro
Councilmember, City of Los Angeles

Commissioner Betty Fisher
Los Angeles County Regional Planning Commission

The Honorable Joan Milke Flores
Councilmember, City of Los Angeles

Mr. Frank Foster
Apartment Association of Greater Los Angeles

Mr. Paul D. Freedman
Beverly-Fairfax Chamber of Commerce

Mr. Daniel P. Garcia
Los Angeles Planning Commission

Mr. Steve D. Gavin
Greater Los Angeles Transportation Commission

Ms. Barbara Goen
KCET-TV

Mr. Richard Goette
Oxford Square Homeowners Association

The Honorable Kenneth Hahn
Board of Supervisors, County of Los Angeles

Mr. Mark Hall
Archiplan

Mr. James Hankla
Chief Administrative Officer, County of Los Angeles

Mr. Stanley Hart
Sierra Club

Mr. Anthony Hays
Boulevard Heights Homeowners Association

Mr. Henry Hilty
A.F. Gilmore Co.

Mr. Donald Howery
General Manager, Los Angeles Department of Transportation

Mr. Jon Jerde
Jerde Partnership

Mr. Arland Johnson
Hollywood Business Community

Mr. Raymond Johnson
NAACP

Mr. Harold Katz
Los Angeles West Chamber of Commerce

The Honorable Richard Katz
Assemblyman, California State Assembly

Ms. Lydia Kennard
KDG Development

Mr. Ted Kitos
Deputy to Mayor of West Hollywood (S. Schulte)

Mr. James J. Krochka
Attorney, Trust Services of America, Inc.

Ms. Ruth Ann Lehrer
Los Angeles Conservancy

The Honorable Gilbert W. Lindsay
Councilmember, City of Los Angeles

Mr. Norris D. Lineweaver
Hollywood Project Area Committee, Los Angeles Community Redevelopment
Agency

Mr. Allan Lowy
Allan N. Lowy, Attorney

Mr. Nicholas Lucero
Los Angeles Boys and Girls Club

Mr. Michael Malak
Variety Magazine

Ms. Nina Malone
Los Angeles City College

The Honorable Burt Margolin
Assemblyman, California State Assembly

Mr. Carl Maston
Carl Maston, Architect

Mr. Bud Mathis
Building and Construction Trades Council

Ms. Christy Johnson McAvoy
Hollywood Heritage

Mr. Jack McCarley
Public Relations, Bullocks Department Store

Mr. William R. McCarley
Chief Legislative Analyst, City of Los Angeles

Mr. Bill McGregor
Tooley Company

Ms. Marsha Mednick
Van Nuys Chamber of Commerce

Mr. Kurt Meyer
Kurt Meyer Partners, Inc.

Mr. Brian Moore
Hillside Federation

Mr. Hugo Morris
Teamsters Union Joint Council, #42

Mr. Winston V. Morrow
TICOR

Mr. Norman Murdock
Director, Los Angeles Department of Regional Planning

Mr. Dale Neal
Latham-Watkins

Mr. Thomas Nelson
Consulting Engineer

Mr. Jerry M. Nemiro
Bullocks Wilshire

Mr. William Nerenberg
Alta Management

Mr. Robert Norvet
CBS, Inc.

Mr. Jim Ortner
Southern California Automobile Association

Mr. Doyle Peck
Braille Institute

Dr. James Peoples
Los Angeles County Museum of Art

Ms. Betty Peters
United States Borax and Chemical Corporation

The Honorable Joy Picus

Councilmember, City of Los Angeles

Mr. Mark Pisano
Southern California Association of Governments

Ms. Diana Plotkin
Beverly Wilshire Homeowners Association

Mr. Manning Post
Central Business District Redevelopment Project Citizen Advisory
Commission.

Mr. Wayne Ratkovitch
Ratkovitch, Bowers, Inc.

Mr. Ray Remy
President, Los Angeles Area Chamber of Commerce

Mr. Rick Richmond
Executive Director, Los Angeles County Transportation
Commission

The Honorable Alan Robbins
Senator, California State Senate

The Honorable David Roberti
President Pro Tempore, California State Senate

Mr. William Robertson
AFL-CIO

The Honorable Mike Roos
Assemblyman, California State Assembly

The Honorable Herschel Rosenthal
Senator, California State Senate

Mr. Charles Rosin
Carthay Circle Homeowners Association

Mr. Alan Ross
Times Mirror Inc.

Mr. Kenneth C. Ross
Children's Hospital of Los Angeles

The Honorable Edward Roybal
U.S. Congress

Mr. Gary Russell
The Stakeholders

The Honorable Pat Russell
Councilmember, City of Los Angeles

Mr. George P. Rutland
California Federal Savings and Loan Association

Ms. Lois Saffian
League of Women Voters

The Honorable Peter F. Schabarum
Board of Supervisors, County of Los Angeles

Mr. Phillip Schiliro
Aide to Representative Waxman

The Honorable Stephen Schulte
Mayor, City of West Hollywood

Ms. Debra Serdutz
Scientology Missions International

Mr. John Shirey
Assistant Chief Administrative Officer, County of Los Angeles

Mr. Alan Sieroty
Wilshire Boulevard Property Owner's Coalition

Mr. Dan Silverman
Federation, CRC

Mr. Owen Smith
South Brookside Homeowners Association

Mr. Bill Snyder
The Greater Los Angeles Press Club

The Honorable Charlotte Spadaro
Mayor, City of Beverly Hills

Mr. Chris Stewart
Central City Association

Mr. Henry Sulzberger
May Company California

Ms. Georgette Todd
Hollywood Library

Mr. Ken Topping
Los Angeles Department of Planning

Ms. Betty Trotter
League of Women Voters

Mr. John Tuite
Los Angeles Community Redevelopment Association

The Honorable Joel Wachs

Councilmember, City of Los Angeles

The Honorable Diane Watson
Senator, California State Senate

The Honorable Henry Waxman
U.S. Congress

Mr. Gerald Weisstein
Bank of Los Angeles

Mr. John H. Welborne
Adams Dugue & Hazeltine, Attorneys

Mr. Bill Welsh
Hollywood Chamber of Commerce

Mr. Steve Wilson
Fremont Place Homeowners Association

Ms. Kathy Wong
Beverly-Fairfax Chamber of Commerce

The Honorable Michael Woo
Councilmember, City of Los Angeles

Mr. Richard Workman
Windsor Village Association

The Honorable Zev Yaroslavsky
Councilmember, City of Los Angeles

Mr. Charles E. Young
Chancellor, UCLA

SECTION 5. CORE STUDY FORUM

5.1 METHODOLOGY

The CORE Forum was created to encourage public review and comments on preferred routes and modes for the realignment of Metro Rail. The CORE Forum met four times: November 5, November 19, and December 16, 1986, and February 4, 1987. Throughout this period each member was contacted individually to solicit views and concerns and answer questions on a range of topics including technical feasibility, potential adverse impacts, and expected benefits of possible alignments. Information gathered through this process was provided to the SCRTD Board of Directors and other public officials.

Informational packets relevant to meeting agenda topics were distributed prior to each CORE Forum meeting. These materials provided a common basis for discussion and helped focus the analysis of key issues.

To provide a complete and accurate record, a certified court reporter prepared a transcript of the proceedings of each CORE Forum meeting. These transcripts are available from the SCRTD District Secretary. A summary of the transcripts as well as written comments and/or correspondence addressed to the CORE Forum was distributed to all attending and non-attending members prior to each subsequent meeting. When questions arose, either at the meeting or in writing, answers were also provided in these materials.

5.2 CORE MEETINGS

5.2.1 CORE Forum #1

The first CORE Forum meeting was held at 2:00 p.m. on Wednesday, November 5, 1986, at the Midtown Hilton Hotel, 400 North Vermont Avenue.

At this first meeting the CORE process and upcoming activities were discussed. The initial ranking of candidate alignments was presented and discussed. The Milestone documents were distributed.

5.2.2 CORE Forum #2

The second CORE Forum meeting was held at 2:00 p.m. on Wednesday, November 19, 1986, at the Midtown Hilton Hotel.

At the second meeting, a summary of issues and responses from the first meeting was presented. Staff presented "mix and match" alternatives as suggested by executive staff and key professional staff of the Interagency Management Committee, and received comments and suggestions from Forum participants.

5.2.3 CORE Forum #3

A third CORE Forum meeting was held at 2:00 p.m. on Tuesday, December 16, 1986 at the Midtown Hilton Hotel.

At the third meeting, the discussion focused on choices regarding possible routes going north, west and northwest through Hollywood. After each discussion, Mr. Marvin Holen, chairman of the RTD Metro Rail Committee, summarized the sense of the group as follows:

5.2.3.1 North Segment

- o The preferred alignment would be along Vermont Avenue rather than Western Avenue.
- o Subway mode would be preferred, but aerial mode would be acceptable.

Chairman Holen noted that a Vermont Avenue subway alignment would add approximately one mile of length and additional stations to the project, which would also increase cost.

5.2.3.2 Hollywood Segment

- o The preferred alignment appears to follow Hollywood Boulevard rather than Sunset Boulevard.
- o Subway mode is preferred west of Bronson Avenue; aerial mode is not acceptable through the heart of Hollywood.

Mr. Holen noted that Don Howery, General Manager of the City of Los Angeles Department of Transportation, felt that Sunset Boulevard rather than Hollywood Boulevard would be preferred for several reasons. First, Sunset is wider than the corresponding section of Hollywood Boulevard, which would allow Sunset Boulevard to remain with two traffic lanes in each direction. Second, Mr. Howery believed that eliminating some parking on Hollywood Boulevard would have substantial adverse impacts on nearby properties.

5.2.3.3 West Segment

- o The preferred alignment would be Wilshire Boulevard at least as far west as Fairfax Avenue.
- o Subway mode is very strongly preferred, although there has been some commentary that an aerial mode would be acceptable if the federal limitation on tunneling through the "high risk" area could not be changed.

Chairman Holen noted that:

- o The SCRTD must continue its efforts with community representatives regarding the methane gas safety question.
- o Numerous persons suggested that concerned CORE Forum participants speak directly to Congressman Waxman about their desire for a Wilshire Boulevard subway.

- o At past hearings, representatives from East Los Angeles and South Central Los Angeles expressed the desire that Metro Rail serve the museum complex at Fairfax Avenue to allow access for their children and themselves.

5.2.4 CORE Forum #4

The subject of discussion at CORE Forum #4 was methods of financing for the five alignments currently under consideration, and the costs and major impacts of the operable segments of these alignments. Of the five candidate alignments, all except Alignment 1, the all-subway alignment, could be fully funded with projected regional funding capacity.

5.3 CORE FORUM MEMBERSHIP

The CORE Forum included 137 members, who are listed in the APPENDIX TO CHAPTER FIVE, Section 4.