

Initial Study to Support a Determination of a  
Mitigated Negative Declaration for the

**AUTOMATED SELF-CLEANING PUBLIC  
TOILETS AND ADVERTISING MEDIA PROGRAM**

*Prepared for:*

**COUNTY OF LOS ANGELES  
METROPOLITAN TRANSPORTATION AUTHORITY  
(MTA)**

Environmental Compliance Unit  
One Gateway Plaza  
Los Angeles, California 90012-2932

*Prepared by:*

**Christopher A. Joseph & Associates**  

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environmental planning and research

**INITIAL STUDY**  
to support a determination of a  
**MITIGATED NEGATIVE DECLARATION**  
for the:

**AUTOMATED SELF-CLEANING PUBLIC  
TOILETS AND ADVERTISING MEDIA PROGRAM**

*Prepared for:*

**THE COUNTY OF LOS ANGELES  
METROPOLITAN TRANSPORTATION AUTHORITY (MTA)**  
Environmental Compliance Unit  
One Gateway Plaza  
Los Angeles, CA 90012-2932  
Attn: James Sowell, Manager

*Prepared by:*

**Christopher A. Joseph & Associates**  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064  
Contact: Shane Parker, Senior Environmental Planner

May 19, 2000

**MTA LIBRARY**

# Christopher A. Joseph & Associates

environmental planning and research

May 19, 2000

To: All Interested Parties

**RE: Notice of Availability of a Proposed Mitigated Negative Declaration for the County of Los Angeles MTA Automated Self-Cleaning Public Toilets and Advertising Media Program.**

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This notice is to inform the public of the availability for review and intent to adopt a Mitigated Negative Declaration for the Los Angeles MTA Automated Self Cleaning Public Toilets and Advertising Media Program. In November 1999, the MTA entered into a contract with Omni Outdoor/STI, LLC now known as STI Outdoor, LLC ("STI Outdoor"), under which (and contingent upon identifying sufficient suitable sites for the advertising structures) STI Outdoor, LLC would furnish and operate up to 10 Automated Public Toilets (APTs), 44 advertising/public service billboards and 10 advertising/public service kiosks for a period of ten years. In addition to the APTs being provided free of charge for the use of MTA's patrons, the MTA would receive financial and additional public service benefits from its licensee under the license agreement, including a share of the advertising revenues. The project locations for the proposed APTs, kiosks and billboards are distributed throughout the LA County area at MTA Stations, bus stop locations, or within MTA rights-of-way. Potential project locations occur within or adjacent to the following cities or communities: Los Angeles County, Acton, Santa Clarita, City of Los Angeles, City of Glendale, City of Burbank, City of El Monte, City of Baldwin Park, City of West Hollywood, City of El Segundo, City of San Dimas, City of Irwindale, City of Carson, City of Inglewood, City of Cerritos, City of Compton, City of Downey, City of Bellflower, City of Norwalk, City of Hawthorne, and the City of Long Beach.

In compliance with the California Environmental Quality Act (CEQA), an Initial Study and proposed Mitigated Negative Declaration (IS/MND) has been prepared for the proposed project by MTA to determine the environmental impact of installing these 64 structures throughout LA County. The IS/MND evaluates a total universe of 118 potential sites including: 15 APT locations, 20 kiosk locations, and 83 billboard locations. While a total of 118 potential sites have been analyzed, only 64 locations will be selected for the automated public toilets and advertising media. In accordance with CEQA Section 15105, copies of the IS/MND will be made available for public review at the MTA headquarters Library (see address below) for a period of 20 days. The public comment period will begin on May 22, 2000 and will end on June 12, 2000. The IS/MND was submitted to the State

Clearinghouse with a request for a shortened review period from 30 to 20 days. To request an appointment to review this document at the MTA Library please contact the MTA Library at (213) 922-4859. Copies of the IS/MND will also be made available for review at the following LA County Public Library branch locations: Canyon Country, San Fernando, El Monte, West Hollywood, Compton, and Hawthorne. All written comments from the public regarding the IS/MND must be received by MTA by no later than 5:00 p.m. on Monday, June 12, 2000 at the following address:

Metropolitan Transportation Authority  
James Sowell, Manager of Environmental Compliance  
Mail Stop:99-18-7  
One Gateway Plaza  
Los Angeles CA 90012-2932  
Tel: (213) 922-7306

This matter will be addressed at the MTA's Board of Directors Meeting on Thursday, June 22, 2000 at 9:30 a.m. The meeting is open to the public and will be held on the 3<sup>rd</sup> floor of the MTA headquarters building at the address listed above.

Sincerely,

**Christopher A. Joseph & Associates**

A handwritten signature in black ink, appearing to read "Shane E. Parker". The signature is fluid and cursive, with the first name "Shane" being the most prominent.

Shane E. Parker

Senior Planner, Project Manager

# Christopher A. Joseph & Associates

environmental planning and research

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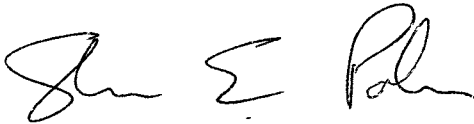
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Shane E. Parker

Senior Planner, Project Manager

**CALIFORNIA ENVIRONMENTAL QUALITY ACT  
INITIAL STUDY AND CHECKLIST  
CEQA Guidelines (Appendix G)**

<b>PROJECT:</b> Automated Self Cleaning Public Toilets and Advertising Media Program		<b>DATE:</b> May 19, 2000
<b>LEAD AGENCY:</b> County of Los Angeles Metropolitan Transportation Authority (MTA) Environmental Compliance Division One Gateway Plaza Mail Stop: 99-18-7 Los Angeles, CA 90012-2932 Contact: James Sowell, Manager Tel: (213) 922-7306		<b>PROJECT APPLICANT:</b>  STI Outdoor, LLC. 445 S. Figueroa Street, Suite 2600 Los Angeles, CA 90071  Contact: Juan Levy, Co-Chairman Tel: (213) 305- 2527
<b>PROJECT DESCRIPTION:</b> On November 1, 1999 MTA entered into a contract with Omni Outdoor/STI, LLC., (now known as STI Outdoor, LLC.) under which (and contingent upon identifying sufficient suitable sites for the advertising structures) STI Outdoor, LLC., would furnish and operate up to 10 APTs, 44 advertising billboard structures and 10 Information Kiosks for a period of ten years. For planning and informational purposes, the Initial Study includes a broader analysis of 15 potential APT sites, 20 potential kiosk sites, and 83 potential billboard sites, of which only 64 sites will be selected as appropriate sites for the project components. (See Attachment A – Project Description).		

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics         | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agricultural Resources        | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Recreation                                    |
| <input checked="" type="checkbox"/> Air Quality        | <input checked="" type="checkbox"/> Land Use/Planning  | <input type="checkbox"/> Transportation/Traffic                        |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities/Service Systems                     |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Noise              | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils                 | <input type="checkbox"/> Population/Housing            |  |

**DETERMINATION (To be completed by Lead Agency)**

**On the basis of this initial evaluation:**

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

SIGNATURE

TITLE

## EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - 1) Earlier Analysis Used. Identify and state where they are available for review.
  - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - 3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
  - 1) The significance criteria or threshold, if any, used to evaluate each question; and
  - 2) The mitigation measure identified, if any, to reduce the impact to less than significance.



**ENVIRONMENTAL IMPACTS**

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>II. AGRICULTURAL RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>III. AIR QUALITY.</b> The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>V. CULTURAL RESOURCES:</b> Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**VI. GEOLOGY AND SOILS.** Would the project:

- |   |  |                          |                                     |                                     |
|---|--|--------------------------|-------------------------------------|-------------------------------------|
| a.  | Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving : |                          |                                     |                                     |
| i.  | <input type="checkbox"/>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. |  |                          |                                     |                                     |
| ii.   | <input type="checkbox"/>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Strong seismic ground shaking?  |  |                          |                                     |                                     |
| iii.  | <input type="checkbox"/>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Seismic-related ground failure, including liquefaction?   |  |                          |                                     |                                     |
| iv.   | <input type="checkbox"/>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Landslides?   |  |                          |                                     |                                     |
| b.  | <input type="checkbox"/>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Result in substantial soil erosion or the loss of topsoil?  |  |                          |                                     |                                     |
| c.  | <input type="checkbox"/>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?  |  |                          |                                     |                                     |
| d.  | <input type="checkbox"/>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?   |  |                          |                                     |                                     |
| e.  | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?   |  |                          |                                     |                                     |

**VII. HAZARDS AND HAZARDOUS MATERIALS.**

Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a.  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials   |                          |                          |                                     |                          |
| b.  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                                |                          |                          |                                     |                          |
| c.  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  |                          |                          |                                     |                          |
| d.  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? |                          |                          |                                     |                          |
| e.  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles  |                          |                          |                                     |                          |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

- |    |   |                          |                          |                                     |                                     |
|----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| f. | For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g. | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h. | Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**VIII. HYDROLOGY AND WATER QUALITY.** Would the proposal result in:

- |    |   |                          |                          |                                     |                                     |
|----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. | Violate any water quality standards or waste discharge requirements?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. | Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e. | Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f. | Otherwise substantially degrade water quality?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g. | Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h. | Place within a 100-year flood plain structures which would impede or redirect flood flows?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| i. | Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**IX. LAND USE AND PLANNING.** Would the project:

- |    |  |                          |                                     |                                     |                          |
|----|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. | Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c. | Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**X. MINERAL RESOURCES.** Would the project:

- |    |   |                          |                          |                                     |                          |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**XI. NOISE.** Would the project:

- |    |  |                          |                                     |                                     |                                     |
|----|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. | Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b. | Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. | A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d. | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e. | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f. | For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**XII. POPULATION AND HOUSING.** Would the project:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**XII. POPULATION AND HOUSING.** Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XIII. PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- |   |                          |                                     |                                     |                                     |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Fire protection?                               | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. Police protection?                             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c. Schools?                                       | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d. Parks?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e. Other governmental services (including roads)? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**XIV. RECREATION.**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XV. TRANSPORTATION/CIRCULATION.** Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XVI. UTILITIES.** Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE.**

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	-------------------------------------	--------------------------	--------------------------

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION OF THE ENVIRONMENTAL EVALUATION** (Attach additional sheets if necessary)

See Attachment B, Evaluation of Checklist Determinations.

PREPARED BY	Project Manager	TELEPHONE #	DATE
Christopher A. Joseph & Associates 11849 W. Olympic Boulevard, Suite 101 Los Angeles, CA 90064	Shane E. Parker Senior Environmental Planner	(310) 473-1600	May 19, 2000



**ATTACHMENT A**

**PROJECT DESCRIPTION**

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# ATTACHMENT A: PROJECT DESCRIPTION

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## INTRODUCTION

For many years, the Los Angeles County Metropolitan Transportation Authority (MTA), like other municipal entities around the country, has faced the problem of providing well-maintained and consistently clean public restroom facilities for its patrons. Unable to ensure a high standard of cleanliness with limited funds, the MTA opted not to construct public restrooms in its new Metrorail stations and, over time, closed to the public whatever restrooms were available at other facilities.

The bus- and subway-riding public has dealt with this situation with a combination of resignation and unlawful behavior—including relieving themselves in station elevators and planting areas. Not only has this resulted in unpleasant and unsanitary conditions, but it also has led to damage of MTA equipment including the corrosion of stainless steel elevator cars.

Recently, the successful introduction of the high-tech Automated Self-Cleaning Public Toilet (commonly called an “APT”) on the streets of San Francisco in 1996 presented the MTA with a modern new approach for addressing the problem. APTs represent a major advancement in the area of public services, replacing labor-intensive conventional toilet facilities and making automatically self-cleaning sanitary toilets available on a permanent basis.

As was done by the City of San Francisco, the MTA decided to explore an innovative public-private partnership wherein the private sector would completely fund the capital and ongoing operating costs of the APT program at no cost to the MTA in exchange for a grant by the MTA of a license authorizing the private vendor to install and operate on MTA property both the APTs and advertising structures; the advertising media generate advertising revenues to fund the entire cost of the APT program. Given its budgetary constraints, the MTA also wanted to receive a share of the private vendor’s revenues from the advertising operation, if possible.

On September 25, 1997 MTA issued the Request For Proposals #OP65102504 for “Public Toilets Construction & Advertising Media”. Over the course of the next two years, the agency studied various issues in connection with this concept. These included:

- Whether MTA should provide public toilets for its patrons permanently or have MTA staff make existing staff toilets available to patrons on an emergency “as-needed” basis;
- Whether patrons should be asked to pay for their use of the APTs as is done in other cities;

**Automated Self-Cleaning Public Toilets And Advertising Media Program**

**Project Summary Table**

<b>Proposed Structures</b>	<b>Potential Locations Evaluated</b>	<b>Actual Locations to be Developed Under the Project</b>
Self Cleaning Restroom Units	15	10
Kiosks	20	10
Billboards	83	44
<b>TOTAL</b>	<b>118</b>	<b>64</b>

- What potential properties and rights-of-way of MTA could be made available to the vendor for the advertising operation; and
- The terms of a potential license agreement.

On November 1, 1999 MTA entered into a contract with Omni Outdoor/STI, LLC now known as STI Outdoor, LLC ("STI Outdoor, LLC") under which (and contingent upon identifying sufficient suitable sites for the advertising structures, meeting applicable laws and guidelines, and obtaining any applicable permits) STI Outdoor, LLC would furnish and operate up to 10 APTs, 44 advertising billboard structures and 10 Information Kiosks for a period of ten years. In addition to the APTs being provided free of charge for the use of MTA's patrons, the MTA would also receive financial and additional public service benefits from its licensee under the license agreement, including a share of the advertising revenues. This project is known as the Los Angeles MTA Automated Self-Cleaning Public Toilets and Advertising Media Program.

In compliance with the California Environmental Quality Act (CEQA), the following Initial Study is being conducted for MTA in order to determine the environmental impact of installing these 64 structures throughout Los Angeles County. For planning purposes, and to provide the MTA, its licensee, and decision makers with as much flexibility as possible in siting feasible locations, a wider range of potential site locations have been identified under the Initial Study analysis. The MTA and its licensee are continuing to investigate the viability of various sites on the MTA's rights-of-way, stations, divisions and other facilities, in order to develop and arrive at a list of feasible potential sites from which, ultimately, to make a final selection of sites for construction.

The Initial Study analysis evaluates a total universe of 118 potential sites including: 83 potential billboard locations, 20 kiosk locations, and 15 APT locations. While a total of 118 sites have been analyzed, only 64 locations will be selected for the automated public toilets and advertising media.

(See Project Summary Table, above). It is important to note that 54 of the sites included in this analysis will not be selected for the automated public toilets and advertising media. For purposes of analyzing each "potential structure" in the Initial Study, potential sites have been grouped into 47 separate broad locations (the broader distribution of sites throughout the LA County area) and individual sites (the specific localities of each potential structure). The distribution of these project locations is depicted in Figure 1 (Regional Location Map) on page 4.

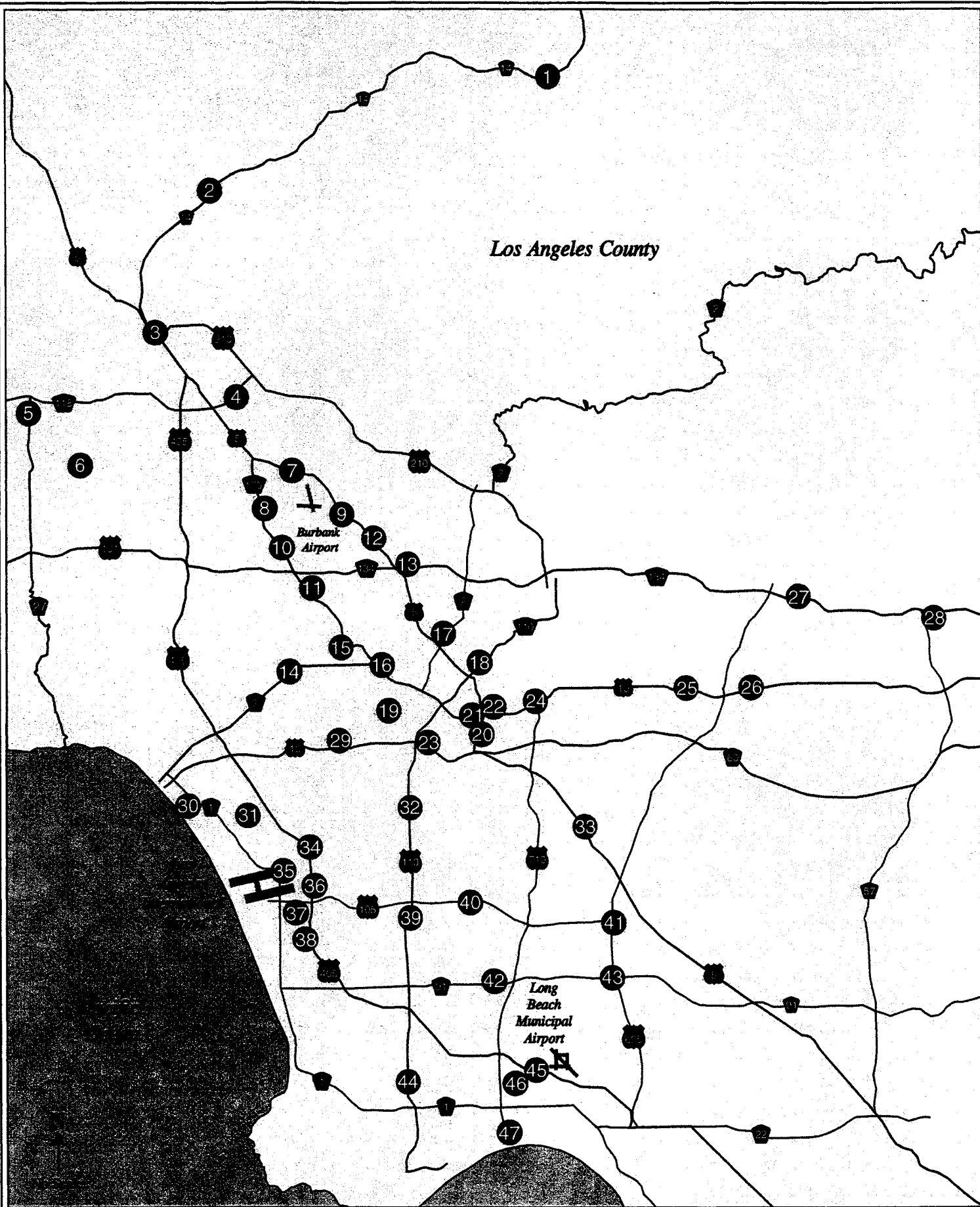
## **PROJECT FEATURES**

### **Automated Self-Cleaning Public Toilets (APTs)**

The APT is a free-standing structure constructed of durable materials (including stainless steel and granite, consistent with the design of the MTA stations) and installed at street level at major MTA bus or rail stations or bus/rail interfaces. APTs are permanently installed and connected to utilities such as water, sewer, electricity and telephone. Each facility measures approximately 10'-6" in length by 8'-6" in width by 10' in height. Using state-of-the-art technology perfected over two decades of experience in cities and transit systems in Europe, the APT undergoes a thorough washing and disinfection automatically after every single use. A graphic illustration of the APT structure is depicted in Figure 2 on page 5.

Functionally, every APT includes a toilet bowl, an automated lavatory and an automated toilet paper dispenser. APTs can also incorporate amenities such as baby changing stations (on the interior) and maps, information displays and pay telephones (on the exterior). The APTs to be installed satisfy all the requirements of the Americans with Disabilities Act (ADA) and Title 24 of the California Code of Regulations. Disinfection is achieved through the use of approved substances, suitable for discharge into the public sewerage. The patented cleaning process for the Automated Self-Cleaning Public Toilet is effected through the following components:

- An onboard computer system programmed to effect the various processes and to monitor all aspects of the APT's operation.
- A system of sensors to provide status information to the computer system.
- A mechanism for washing, disinfection and drying of the toilet bowl and seat.
- A mechanism for washing, disinfection and drying of the floor and the lavatory.





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Figure 2  
Illustrative Design  
Automated Public Toilet (APT)

An extensive system of electronic sensors and alarm buttons in the APT initiates voice communication with a central monitoring station and permit dispatching of appropriate personnel to handle user emergencies. In addition, rapid response to the need for repairs and timely restocking of supplies such as soap, disinfectant and toilet tissue is achieved by continuous automated monitoring of the APT equipment.

The APTs will operate during the hours of operation of the station at which they are installed. In order to insure that APTs are available to as many MTA patrons as possible and to assure ample time to accommodate each user's needs, up to 15 minutes per visit is available to each user; after the automated system issues suitable visual and audible warnings and a brief grace period, the door will automatically open. If a user remains inside the facility beyond the time the APT door has opened, it is automatically detected and will result in the calling of appropriate security personnel. All APTs have dusk-to-dawn exterior lighting in the area immediately adjacent to the structure, to enhance public safety and minimize potential vandalism.

The Automated Self-Cleaning Public Toilets are factory-built and delivered pre-assembled to their installation sites on a flat-bed tractor-trailer. Prior to the arrival of the APT at the site, a suitable footing will be excavated and poured and underground utilities will be run. Utility connections include water, sewer, electricity and telephone. For this purpose, a limited amount of excavation will be performed over a short period of time, generally less than a month. Once the utilities have been run and the foundation has been poured, the surfaces surrounding the excavation will be returned to their original finish. A crane will then be used to lift the APT from the truck onto the foundation. In order to minimize the impact of street closures, this activity will take place at night. Thereafter, internal connections will be made to attach the APT to the utilities. After testing and adjustment, the APT will be placed in service. It is anticipated that the construction at a given site will be completed within approximately sixty days.

### **Information Kiosks**

The Kiosk structures provide advertising revenues, which pay for the entire cost of the program at no cost to the public. These unique structures also provide MTA with advertising space for public service advertising and generate advertising income for the benefit of MTA and the general public.

As depicted in Figure 3 on page 7, the Information Kiosk incorporates a unique street furniture design with a unique set of public benefits. The Information Kiosk is constructed out of stainless steel, consistent with the design of the MTA stations. Three-sided, with two gently curving sides and one flat panel, the body of the Kiosk rests on a square base with Art Deco-inspired detailing. The two curved



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Figure 3  
Illustrative Design  
Kiosk Structure



sides are backlit and incorporate advertising panels measuring approximately 4 feet in width and 12 feet in height. The third side has a flat panel that will exhibit the MTA logo prominently and feature such information as the station name and an MTA map or other MTA promotional materials. If appropriate for the site, this panel will also provide a public telephone.

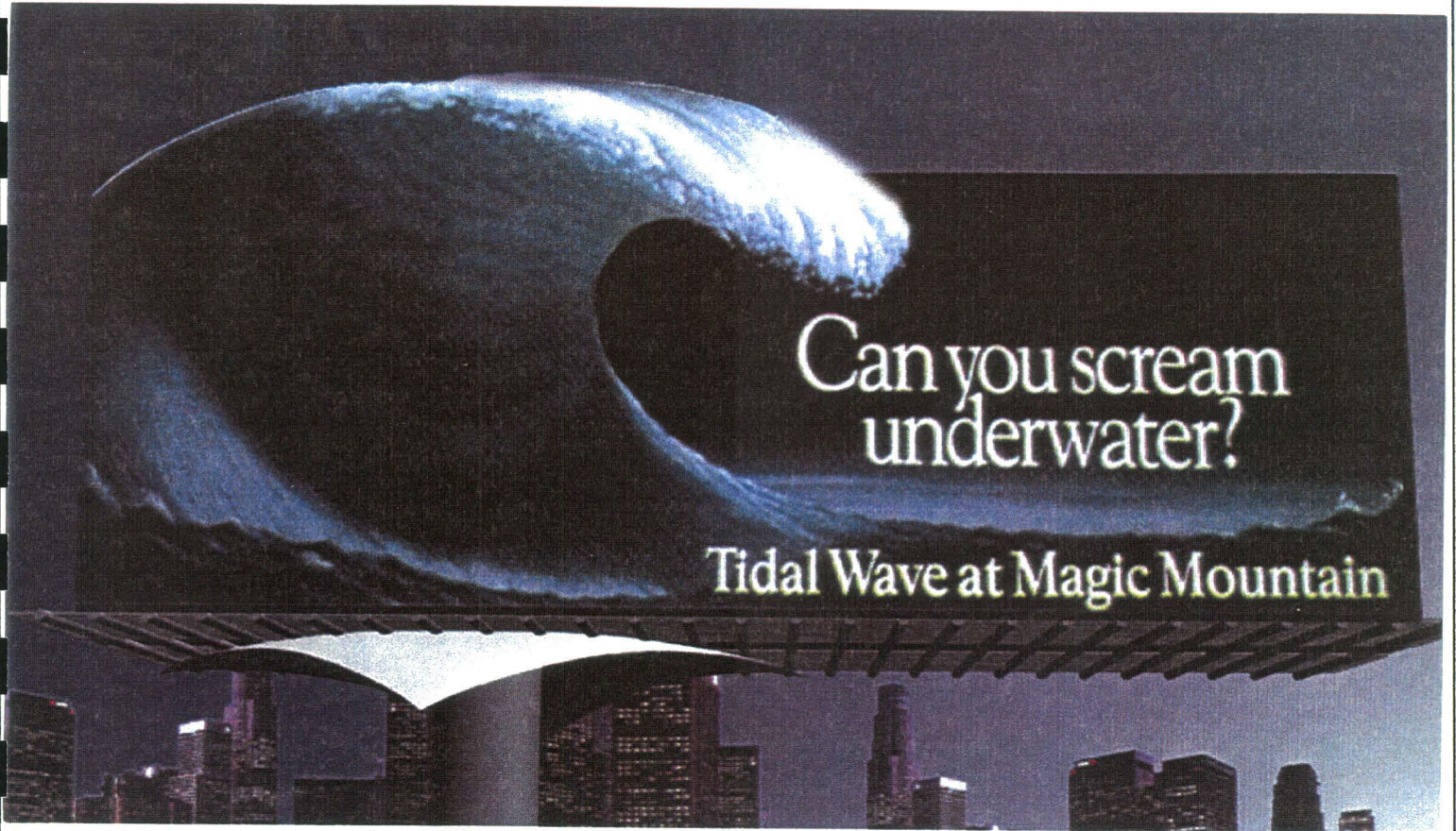
The Information Kiosks are factory-built and delivered pre-assembled to their installation sites on a truck. Prior to the arrival of the Information Kiosk, suitable anchoring will be installed and underground utilities will be run. Utility connections include electricity and telephone. For this purpose, a limited amount of excavation will be performed over a short period of time, generally less than a month. Once the utilities have been run and the anchoring installed, the surfaces surrounding the excavation will be restored. A crane will then be used to lift the Information Kiosk from the truck onto the foundation. In order to minimize the impact of street closures, this activity will take place during one night. Thereafter, internal connections will be made to attach the Information Kiosk to the utilities. After testing and adjustment, the Information Kiosks will be placed in service. It is anticipated that the construction at a given site will be completed within approximately sixty days.

### **Advertising Billboards**

Along with the APTs, the Advertising Billboards are an integral component of the public benefits provided by the MTA Automated Public Toilet and Advertising Media Program. In addition to providing the advertising revenues together with the Information Kiosks, which pay for the entire cost of the program at no cost to the public, these unique structures also provide MTA with advertising space for public service advertising and generate advertising income for the benefit of MTA and the general public.

As depicted in Figure 4 on page 9, the Advertising Billboards consists of a single column, which will support two or three advertising panels approximately 14 feet high by 48 feet wide or appropriately sized for the specific location. The clean structural lines will be enhanced with distinctive detailing. The design has been tailored with unique elements to meld with the design of the MTA stations. All structural components will be constructed of painted steel.

Advertising Billboard components are factory fabricated and shipped loose to the site for site assembly. After excavation for the footing is completed, the column is set and the footing is poured. Thereafter, sections of the Advertising Billboard are assembled on the ground and lifted into place by a crane while they are fastened to the structure. After construction is completed and electric power is run to the structure, the Advertising Billboard will be placed in service and the surrounding surfaces restored. It is anticipated that the construction at a given site will be completed within approximately forty-five days.



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Figure 4  
Illustrative Design  
Billboard Structure

**Ongoing Operations and Maintenance**

For the entire term of the contract, the maintenance of all structures will be the responsibility of the MTA's licensee, whose personnel together with the personnel of qualified subcontractors will make regularly scheduled visits to every structure to insure that it is in good working order and to remove graffiti and make any necessary repairs.

The sophisticated automation of the Automated Self-Cleaning Public Toilets helps to efficiently dispatch technicians to attend to equipment repairs as well as to restock supplies, such as toilet tissue, soap and disinfectant.

**ATTACHMENT B**

**INITIAL STUDY ANALYSIS**

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**INITIAL STUDY**  
**EVALUATION OF CEQA ENVIRONMENTAL CHECKLIST**

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The following analysis provides an evaluation for the determinations of the CEQA Environmental Checklist (CEQA Guidelines Appendix G). Each of the environmental checklist responses evaluate how the proposed project (as defined in Attachment A) may impact the existing environment. Due to the limited potential for environmental impacts to occur from each structure, and the rather wide geographic distribution of the project structures, the environmental analysis was approached on a programmatic level for many of the environmental issue areas. For site specific impacts associated with cultural resource sensitivity, views and aesthetics, such issues were addressed on a site by site basis, in the context of the environmental setting at each location. CAJA staff conducted a site review of each project location to assess the environmental conditions at each site. A summary of the conditions of each site and a representative photograph of each location is included in the attached Initial Study Site Survey Forms. The findings and conclusions of the Initial Study Site Survey Forms are summarized in this analysis. The Initial Study Site Survey Forms are therefore incorporated as part of the Initial Study Database.

**I. AESTHETICS. Would the project:**

**a. Have a substantial adverse effect on a scenic vista?**

**POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATED.** A significant impact could occur if the proposed project were to introduce incompatible visual elements within a field of view containing a scenic vista. The aesthetic impacts of each project structure were assessed based on site survey conducted at each of the proposed project locations. The visual impacts for each site are listed in the attached Initial Study Field Survey Forms. Also attached to the survey forms are representative photographs that were taken at each project site during the site review. By nature of the proposed project (to provide restroom facilities and advertising information in heavily populated or traveled areas), and the fact that all of the locations are tied to railroad rights-of-way, MTA Metro Stations or Bus Stop locations, the majority of the sites were considered acceptable for the proposed structures. Nevertheless, a review of the field survey forms indicates that one location was identified as an inappropriate locale for a proposed billboard structure. Location 5, Billboard Site 17 (Topanga Canyon Road and Santa Susana Pass) is located within the field of view of the Stony Pointe Recreation area which is locally designated as a scenic corridor. As such, a billboard structure at this location would be inconsistent with the existing visual character of the rural and natural setting. It is therefore recommended that this potentially significant impact be avoided by eliminating this site from the potential list of locations for billboard advertising. By eliminating this site from the list of potential billboard locations, project impacts would be reduced to less than significant levels.

**Recommended Mitigation Measure:**

- To avoid placing a visibly incompatible element within the field of view of a scenic vista, it is recommended that Location 5, Billboard Site 17 (B17) be eliminated from the list of potential billboard locations.

With implementation of the above mitigation measure potential impacts would be reduced to less than significant levels.

- b. **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a locally-designated scenic highway?**

**POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATED.** A significant impact could occur if the proposed project were to introduce incompatible visual elements within a field of view within a designated scenic highway. The California Scenic Highway System List of Eligible (E) and Officially Designated (OD) Routes (by route) were reviewed to determine if any of the project locations are located along designated scenic highways or routes. None of the project sites are located along the right-of-way or within the viewshed of any State designated scenic resource. Location 5, Billboard 17 is, however, located within the vicinity of a locally designated scenic corridor. As such, a potentially significant aesthetic impact could occur if this site is developed with a billboard structure. With the elimination of Location 5 Billboard Site 17 (B17), as recommended in the mitigation measure listed above, this potentially significant impact will be avoided. Other than at that specific location, no scenic resources, trees, rock outcroppings, historic buildings, or other locally recognized desirable aesthetic natural feature will be significantly impacted by this project.

- c. **Substantially degrade the existing visual character or quality of the site and its surroundings?**

**POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATED .** A significant impact could occur if the proposed project were to introduce incompatible visual elements on the project site or visual elements which would be incompatible with the character of the area surrounding the project site. As indicated in the project description, the APTs and Kiosk structures incorporate street furniture design with art deco detailing to integrate the APTs and media program into the MTA Stations and bus stop loops. Extensive measures have been included in contractual agreements between the Licensee for the program and the MTA to ensure proper maintenance and operating standards are continued through the life of the program. These standards are incorporated into this analysis by reference, and are

provided as mitigation measures below. With implementation of these measures, visual impacts of the project will be less than significant.

As mentioned above, each of the proposed project sites were evaluated in the context of character of the built and natural surroundings to determine how each project structure may impact that site. Those elements of the project which were identified as being incompatible with the existing visual environment were recommended for removal from the list of potential development. With removal of the potential billboards site previously identified (B17), and implementation of the mitigation measures listed below, visual impacts would be considered less than significant.

**Mitigation Measures:**

- Design Considerations and Use of Materials. It is the intent of both MTA and contractor to provide an advertising program that is effective and aesthetically pleasing to the general public and that will be beneficial to both parties. The parties accordingly agree to maintain throughout the term of this agreement, a continual liaison and exchange of plans and information to assure successful implementation of this Agreement.
- Advertising Material. Contractor shall at all times use good judgment in accepting any material for advertising on advertising structures. Contractor agrees to remove within twenty-four (24) hours, upon written demand by MTA, any advertisement deemed to be objectionable by the MTA, on stated grounds which shall be reasonable and lawful.
- The contractor, its employees, or authorized subcontractors, shall provide the following services in connection with the maintenance and operation of the APTs and advertising structures during the entire term of the Agreement:
  - Maintain in a clean, graffiti-free, safe and first class condition, in a manner consistent with the more specific standards elsewhere provided in the Agreement for Services, all APTs, advertising structures, advertising panels, and any other displays installed under this agreement;
  - Place, replace, and maintain in a clean, graffiti-free, safe, and first class condition, in a manner consistent with the more specific standards elsewhere provided in the Agreement for Services, all advertising copy, advertisements, posters, public information, and display materials;
  - Assure the best quality design and production of exhibits and advertising material to be installed or used in advertising displays; and



- Provide the necessary personnel to assure the maintenance of APTs and advertising structures and displays of advertising and provided in the Agreement for Services.

**d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**LESS THAN SIGNIFICANT IMPACT.** All APTs have dusk-to-dawn exterior lighting in the area immediately adjacent to the structure, to enhance public safety and minimize potential vandalism. Billboard and kiosk structures will include directional lighting for the nighttime illumination of advertisement displays. All of the proposed APTs and kiosk structures are proposed at MTA Stations and bus stop locations that are well lit and employ nighttime lighting to improve security and safety for patrons of the MTA. The billboard structures are proposed along MTA right-of-way easements in close proximity to roadway and freeway uses that employ nighttime lighting and are subject to vehicular headlight lighting. The lighting design for the billboard advertisements will be designed with directional lighting to focus on the advertisement display and avoid spillover lighting on to adjacent properties. The proposed structures would be compatible with the existing illumination characteristics of each respective area and will not create a source of light or glare to any sensitive uses. Impacts associated with light and glare would be less than significant.

**II. AGRICULTURAL RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?
- c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

**NO IMPACT (a through c).** All of the proposed project sites are located on MTA properties, either within the Metro Rail right-of way, or at Metro Stations or bus stop locations. None of the affected properties are utilized or designated for farmland activities, and none of the properties are governed by the provisions of a Williamson Act Contract. Therefore, the proposed project would have no impacts in terms of converting existing farmland areas to non-agricultural uses.

**III. AIR QUALITY.** The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

- a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?
- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?
- d. Expose sensitive receptors to substantial pollutant concentrations?

**POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATED(a through d):** Construction of the proposed project would require relatively minor earthwork and trenching activities to install the APTs, kiosks and billboards. Installation of the Billboard structures will involve a limited surface disruption area generally requiring a relatively shallow excavation to anchor the support poles into place. Installation of the Kiosks and APTs will also require minor excavation for foundation support and shallow trenching for utility connections. These installation activities would have the potential to generate dust in the immediate vicinity on a temporary basis during the construction phase. All sites will be returned to their pre-construction condition upon completion of the installation process. The entire process should take no longer than sixty days. Respirable dust (PM-10) emissions from construction activities are difficult to quantify because they depend upon many controlling factors including silt content of the soil, moisture level, wind speed, and volume of soil disturbed. In the absence of definite information on multiple variables, the SCAQMD recommends use of a default PM-10 generation factor of 26.4 pounds per day per acre of surface disturbed. This factor presumes use of standard dust control measures as required by SCAQMD Rule 403 (fugitive dust). Rule 403 measures to reduce fugitive dust include on-site watering and ceasing earthwork activities during periods of high winds. Assuming each project feature disturbs an average surface area of 10 feet by 10 feet (or 100 square feet), the entire project would disturb a surface area totaling 1.47 acres.<sup>1</sup> For a surface area of 1.47 acres, calculated PM-10 emissions of 38.8 pounds per day would be well below the SCAQMD threshold levels of 150 pounds per day. Due to the broad geographical distribution of all of the project locations, and the relatively minor requirements for earthwork and soil displacement associated with each project site, this estimate would be further reduced. As such, the project would not conflict with

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<sup>1</sup> This factor was estimated by multiplying 64 project sites by 100 square feet. 64,000 square feet of surface area is approximately 1.47 acres.

any air quality implementation plans or standards established by the SCAQMD and regional air quality impact would be less than significant.

Operation of the proposed APTs, kiosks or billboards would not generate any stationary source emissions. The project is an ancillary use to provide restroom facilities for the MTA and, with the exception of maintenance personnel traveling to and from project sites on an intermittent and as needed basis, would not generate any vehicle trips. Mobile source emissions would only be generated by one or two trips each month per location, for on-going maintenance operations. These trips would be made on an as-needed basis and would have a negligible impact on regional source emissions. Therefore, operational air quality impacts would be less than significant.

**Mitigation Measures:**

Implementation of the following BACMs during the construction period would reduce air quality impacts to less than significant levels:

- The project contractor shall comply with SCAQMD Rule 403 to mitigate impacts associated with fugitive dust. Such measures include but are not limited to the following:
    - Excavation and other soil disturbance activities should be ceased during periods of excessive winds (e.g., winds in excess of 15 mph).
    - Loose and piled soil should be watered to prevent wind blown distribution off-site.
  - All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  - Streets and sidewalks adjacent to the project sites shall be swept as needed to remove silt which may have accumulated from construction activities so as to prevent excessive amounts of dust.
- e. **Create objectionable odors affecting a substantial number of people?**

**LESS THAN SIGNIFICANT IMPACT:** Construction and routine maintenance of the billboards and kiosks would not result in the emission of any objectionable odors. Automated operation of the APT facilities would employ limited amounts of common household cleaners for sanitary purposes. The purpose of the APT units is to provide a sanitary and welcoming restroom facility for the public. As such, the proposed APT units would ensure objectionable odors are eliminated in public spaces. In addition, the use of cleaning solvents and solutions would be used in controlled moderation through the automated cleaning process to avoid any accumulation of chemical odors in or around the structures.

All of the APT units will be equipped with ventilation fans to ensure proper air circulation is provided within each unit. Proper ventilation will further reduce the potential for objectionable odors to accumulate in or around the APT units. Moreover, since the APT units will connect to the existing sewer infrastructure, the accumulation of waste within the APT units not occur. Therefore, potential impacts associated with objectionable odors would be less than significant.

**IV. BIOLOGICAL RESOURCES. Would the project:**

- a. **Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**
- b. **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the County or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**
- c. **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**
- d. **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**
- e. **Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**
- f. **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**LESS THAN SIGNIFICANT IMPACT (a through f).** All of the project structures will be located in areas of high human activities and areas of previous development and disturbance. None of the project structures are located within natural undisturbed wildland areas or wetland areas. All of the billboard structures have been sited along MTA rights-of-way and properties, which have been extensively graded and routinely weeded since the early development of the railroads in southern California around the turn of the century. The Kiosk and APT structures have all been proposed in urban areas with high levels of human activity. Species occurring at any of the project locations would typically consist of habitat generalists that have adapted to urban and disturbed environments (e.g., squirrels, gophers, field mice, insects, and invasive weed species) and transitory species (such as birds or coyotes). Due to the inherent proximity of the project locations to urban centers, railroad rights-of-way and improved roadways and sidewalk areas, the potential for the sites to provide suitable habitat for sensitive species is low. No tree or other natural occurring landform that could provide habitat for wildlife species will

be cut down or destroyed as part of this project. As such, development of this project would not disrupt or destroy suitable habitat for state or federally classified "sensitive", "candidate", "threatened", "endangered", or otherwise designated special status species. The proposed project would not conflict with any local or regional plans, policies, or regulations by the California Department of Fish and Game or the U.S. Wildlife Service. Therefore, impacts associated with sensitive biological resources would be less than significant.

**V. CULTURAL RESOURCES: Would the project:**

- a. **Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?**
- b. **Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?**
- c. **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**LESS THAN SIGNIFICANT IMPACT.**(a through c) Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

The project will involve minor excavation and earthwork activities to install each of the proposed project structures. The project involves numerous project sites distributed throughout the Los Angeles County area. To determine the project's potential impact upon historic, paleontological, or archaeological cultural resources, a cultural resources records search was conducted by W. H. Bonner Associates for each of the identified project locations proposed for potential development under this program. This search included a review of the UCLA Institute of Archaeology, South Coastal Information Center for each of the project locations. This search also included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of each project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, W.H. Bonner Associates, conducted a review of historic maps, the California State Historic Resources Inventory (2000), the National Register of Historic Places (1999), the listing of California

Historical Landmarks (1996), and the California Points of Historical Interest (1992). For locations within the City of Los Angeles, the Historic-Cultural Monuments Listing (1994) was also consulted.

The attached Initial Study Survey Forms summarize the conclusions of the cultural resource records search conducted by W. H. Bonner Associates. The original reports are incorporated into this Initial Study as Appendix A. Due to the sensitive nature of cultural resources, archaeological site locations were not released. The Cultural Resource Sensitivity Ratings indicated the resource sensitivity for Archaeological Resources and Historic Resources. A rating system of "Low", "Moderate" or "High", was assigned to each locale based on the results of the records search. A review of the Initial Study Survey Form Database indicates that none of the project locations are likely to yield intact archaeological resources. This is primarily due to previous construction activity associated with the development of the railroad rights-of-way or other urban infrastructure in the project locales. As such, potential impacts upon archaeological resources would be less than significant.

Only one project location (Location 21, Kiosk Site 20) was identified as having the potential to affect an historic resource. Location 21, Kiosk Site 20 is located at Patsaouras Plaza (e.g., the MTA headquarters building) which is located within the Union Station complex, which is listed on the National Register of Historic Places. W.H. Bonner Associates has been concluded, however, that a proposed kiosk structure would not affect the historical integrity of the site, as it will be designed and integrated in to the transportation-oriented plaza. The design of the kiosk structures was intentionally developed to compliment the modern architectural style of the MTA Stations, including Patsaouras Plaza. A kiosk structure at this location would blend into the visual environment and would be a compatible visual element within the Plaza. Accordingly, potential impacts associated with installing a kiosk structure at Patsaouras Plaza would be less than significant. No other potential significant impacts upon historic properties were identified at any of the other project locations. Nevertheless, the following mitigation measure is recommended to ensure impacts upon pre-historic, historic and archaeological resources would be less than significant.

- A registered archaeologist shall be retained to perform spot checks, as needed, for project sites identified in the Initial Study Survey Forms as having "moderate" or "high" archaeological or historical sensitivity ratings.
- In the event suspected archaeological or historical artifacts are unearthed during the construction process, all earthwork activities shall cease until a registered archaeologist is consulted to evaluate the extent of potential impacts upon historic or archaeological resources at that site. All cultural resource survey information shall be submitted to the MTA Environmental Compliance Unit prior to the continuation of any construction activities at this location.

With Implementation of the mitigation measures listed above, potential impacts upon cultural resources would be less than significant.

**d. Disturb any human remains, including those interred outside of formal cemeteries?**

**LESS THAN SIGNIFICANT IMPACT.** All of the project sites are located at MTA Stations, bus stop locations, or along railroad right-of-ways. All of the project locations have been subject to previous earthwork and grading activities in the past to some extent. Therefore, construction activities are not likely to result in the discovery of human remains. Impacts would thus be considered less than significant.

**VI. GEOLOGY AND SOILS. Would the project:**

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :**
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
  - ii. Strong seismic ground shaking?**
  - iii. Seismic-related ground failure, including liquefaction?**
  - iv. Landslides?**

**LESS THAN SIGNIFICANT IMPACT (i through iv).** The project area includes a broad distribution of 47 project localities distributed throughout the Los Angeles County region. Southern California is widely recognized as a seismically active region and is susceptible to periods of intense ground movement and surface fault rupture. By inherent risk, all of the project sites are susceptible to hazards associated with strong seismic activity. Since the billboard and kiosk structures are not habitable structures, the only risk they present would be that of toppling over during a seismic event. The billboard and kiosk structures will, however, be designed, constructed, and erected in accordance with applicable building and safety code requirements to ensure the structural stability and resistance to ground movement. Due to the relatively small size and installation method of kiosk structures, there would be no increased risk to people or property in the event of an earthquake. The APT units are one-piece, fully enclosed structures that are prefabricated and fixed in place at designated sites. Similar to the kiosk structures, the APTs will be anchored into a poured foundation. The units would be designed and installed in accordance with all applicable health and safety and building code regulations and would not pose a significant risk of collapse or failure during an earthquake. Any and all objects inside

each APT unit (e.g., toilets, sinks, counter tops, etc.), would be permanently attached to the unit and would not become dislodged during a period of intense ground shaking. Therefore, installation and operation of the proposed APTs, kiosks, and billboard structures would not present a greater than average risk to the health and safety of any person living in a seismically active region. Impacts would be less than significant.

**b. Result in substantial soil erosion or the loss of topsoil?**

**LESS THAN SIGNIFICANT IMPACT.** Installation of each structure would require a shallow excavation for each of the proposed structures. Altogether there are a total of 64 APTs, kiosks, and billboards that would each require a negligible amount of earthwork for foundation support and public utility connections. This entire process would involve a negligible amount of earthwork at each separate project location and, as such, would not create or contribute to substantial erosion or loss of topsoil. Therefore, potential impacts associated with the loss of topsoil and erosion would be less than significant.

**c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

**d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**LESS THAN SIGNIFICANT IMPACT (c and d).** The proposed project does not involve the construction of any habitable structures. The proposed APTs, kiosks and billboard structures will not be placed on hillsides, areas of steep terrain, or areas showing characteristics of instability. All of these structures will be made and installed in accordance with all applicable building and safety code regulations. Since the APTs are prefabricated one-piece units that are installed in a poured foundation, impacts associated with expansive soils would not pose a significant threat to public safety. Therefore, impacts associated with soil structure and stability would be less than significant.

**e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**NO IMPACT.** The proposed APTs would tie into existing sewer and water lines and would not employ the use of septic tanks or other alternative water disposal systems. The kiosk and billboards would not generate any water demands. Therefore, no sewerage or septic impacts to soils would occur.



**VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:**

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

**LESS THAN SIGNIFICANT IMPACT (a through c).** The proposed kiosk and billboard structures will not involve use or disposal of any hazardous materials. The APTs will require the use of common household cleaning solvents and disinfectants to ensure safe and sanitary conditions within each unit. Such materials would be used in small quantities during routine automated or manual maintenance operations, and would not create a hazard to the environment. All materials employed in the automated self-cleaning process have been approved for discharge into the public sewer system. The project would not involve toxic or acutely hazardous substances and thus would not have the potential for risk of upset and accidental conditions. Therefore, no significant impacts associated with hazardous materials would be generated.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

**LESS THAN SIGNIFICANT IMPACT.** With the exception of common disinfectant cleaners used during the automated self-cleaning process for the APTs, none of the project elements involve the use or storage of hazardous materials. The proposed APTs and Kiosk structures will be located within heavily populated public locations (such as MTA Stations and bus stop locations), and will not expose people to hazardous materials. The installation of APTs, kiosks, and billboards would not involve the use of hazardous materials and, therefore, would not create a significant hazard to the public or environment. Locations for billboard structures generally occur along MTA right-of-way easements and properties that are inaccessible to the general public. Impacts associated with hazardous materials would be less than significant.

- e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**
- f. **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?**

**LESS THAN SIGNIFICANT IMPACT (e and f).** As identified in Figure 1, Regional Location Map, on page 4 of the project description, a few of the project locations are located in the vicinity of airports. Location 9 is located in the vicinity of the Burbank Airport. Locations 34 through 38 are located in the vicinity of the Los Angeles International Airport (LAX). Location 45 is located in the vicinity of the Long Beach Municipal Airport. However, because the billboard structures would not extend above the height of standard telephone or utility poles or signage in each respective area, the proposed billboard structures would not pose a risk to aircraft. The proposed billboard structures would be designed, built, and erected in accordance with all applicable building and safety code regulations. The billboard structures will include lighting features from dusk to dawn, and thus would be visible to aircraft during evening hours. The proposed project would not pose a hazard to aircraft or airport related activities or uses and impacts would be less than significant.

- g. **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**NO IMPACT.** All of the project structures are located within the MTA right-of-way or within MTA properties and would not interfere with any emergency response or evacuation plan. The proposed project will not affect roadway access. The kiosk and APT structures would be located at MTA facilities in places that would not obstruct emergency access to or from any confined area. Therefore, the proposed project would not interfere with any emergency response or evacuation plan and impacts would be less than significant.

- h. **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**NO IMPACT.** The proposed project would not place any combustible or flammable object within designated wildland fire areas. The proposed kiosk and billboard structures are constructed with stainless steel and painted steel materials. The APTs will be constructed with stainless steel and granite materials, which are designed to compliment the existing MTA design elements at the stations. The majority of the billboard structures and all of the kiosks and APTs would be located in highly urbanized and developed areas. The APT and kiosk structures are all located within MTA Stations or bus stop

locations. The billboard structures are all located within MTA right-of-way corridors that are routinely cleared of flammable brush and vegetation materials. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

**VIII. HYDROLOGY AND WATER QUALITY. Would the proposal result in:**

**a. Violate any water quality standards or waste discharge requirements?**

**LESS THAN SIGNIFICANT IMPACT.** The disinfection process for the APTs is achieved through the use of approved substances, suitable for discharge into the public sewerage system. Therefore, the proposed project would not violate any water quality standards or discharge requirements.

**b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?**

**LESS THAN SIGNIFICANT IMPACT.** Installation of the proposed structures would involve minor excavations for foundation support and utility connections. Excavation depths would be shallow enough so as not to extend to the level of groundwater in any area. All of the APT units will tie into existing utility infrastructure and would not require the direct withdrawal of groundwater supplies. The continuous utilization of 10 APT structures throughout the LA County region would have a negligible and immeasurable effect on groundwater supplies. Therefore, impacts upon groundwater resources would be less than significant.

**c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

**LESS THAN SIGNIFICANT IMPACT.** Each of the proposed structures would be located in areas with controlled drainage patterns. None of the proposed structures would require extensive grading or soil disturbance such that erosion or on-or off site siltation could not be easily controlled with standard construction practices. Implementation of standard Best Available Control Measures (BACMs) would reduce the potential for isolated excavations to result in excessive erosion and impacts would be reduced to less than significant levels.

- d. **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?**

**LESS THAN SIGNIFICANT IMPACT.** None of the structures associated with the project would be constructed in close proximity to the unprotected banks of streams or rivers. The APTs and kiosks will be installed in highly urbanized areas, which consists mostly of impervious surfaces and would not increase the rate or amount of surface runoff. The billboards will be located along MTA rights-of-way. After installation of each structure the affected area will be returned to its pre-construction condition. While the majority of the billboard structures would be constructed in areas of exposed earth, the increase of impervious surface would be equal to the circumference of the billboard's pole. The increase in surface runoff resulting from this slight increase in impervious surface would be negligible and immeasurable. Thus, the project's impact upon drainage patterns would be less than significant and would not result in flooding on- or off-site.

- e. **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**
- f. **Otherwise substantially degrade water quality?**

**LESS THAN SIGNIFICANT IMPACT (e and f).** For reasons described in response to checklist questions VIII. a-d, above, the project would result in a negligible increase in surface runoff. The project does not include the use of hazardous materials or generation of pollutions sources, such as parked cars. Any and all wastewater discharge from the APT units would be directed into the appropriate sewerage systems. The existing stormwater drainage infrastructure at each site would be unaffected by the installation of the project structures. Thus, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

- g. **Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**NO IMPACT.** No housing is included in the proposed project. Therefore this question is not applicable to the proposed project.

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**h. Place within a 100-year flood plain structures which would impede or redirect flood flows?**

**LESS THAN SIGNIFICANT IMPACT.** The size and scale of the structures associated with the project are of insufficient size to impede or redirect floodwater flows. Therefore, project impacts would be less than significant.

**i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?****j. Inundation by seiche, tsunami, or mudflow?**

**LESS THAN SIGNIFICANT IMPACT (i and j).** As depicted in the Figure 1, Regional Location Map on page 4 of the project description, project locations 30 and 47 are the only locations that occur in the vicinity of the Pacific Ocean. None of the project locations are located in the immediate vicinity of a dam or levee. The project does not involve the construction of habitable structures. The project involves the construction of APTs, kiosks and billboards in public areas currently improved for public transportation services. None of the project structures are located in areas adjacent to large bodies of water. Therefore, the proposed project structures would not be located in areas susceptible to unacceptable levels of risk regarding loss of property, injury or death involving flooding as a result of the failure of a levee or dam. Project impact would thus be considered less than significant.

**IX. LAND USE AND PLANNING. Would the project:****a. Physically divide an established community?**

**LESS THAN SIGNIFICANT IMPACT.** The project includes the installation of APTs, kiosks and billboard structures. Such structures will be distributed throughout LA County, along MTA right-of-way easements or properties. None of the project structures are of sufficient size to physically divide an established community. Therefore, project impacts would be less than significant.

**b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATED.** A significant impact could occur if the project were inconsistent with the General Plan or zoning designations or other land use regulations currently applicable to the project site. The proposed project involves the installation and

operation of APTs, kiosks and billboard structures on MTA owned easements and properties. The APTs are an ancillary use to provide restroom facilities at various MTA Stations. The purpose of the proposed media program, to be administered through the kiosk and billboard structures, is to fund the APT program and promote a public education and awareness for MTA services. Through extensive contract provisions for the proposed program, the project contractor will be responsible for obtaining any and all applicable land use permits and entitlements prior to construction. Structures will not be developed without procurement of such permits and/or entitlements. In addition, for locations that are adjacent to state roadways and freeways, billboard structures will be required to comply with the Outdoor Advertising Act. Caltrans is the State agency responsible for enforcing the Outdoor Advertising Act. As such, each proposed billboard will be subject to a separate review process under Caltrans, as applicable. With approval from Caltrans, and with implementation of the following mitigation measures, project impacts upon land use regulations would be less than significant:

- Installation of Advertising Structures. In accordance with the MTA/Licensee contract Agreement for the proposed project, the contractor shall install advertising Structures only for which: (i) the design complies with the requirements of Section 3.08, Advertising Structure Design, (ii) all applicable permits have been issued, (iii) locations have been determined pursuant to Section 3.05, Locations and Sites of Advertising Structures, and (iv) all applicable fees have been paid by contractor to the permitting authorities. Contractor shall keep itself fully informed of the codes, ordinances, and regulations of all state, local and federal laws in any manner affecting the performance of this Agreement, including, but not limited to local and state planning, public works, electrical, plumbing and other applicable codes, and shall at all times comply with all codes.
- Permit Approvals Required for Advertising Structures. Contractor must obtain all applicable permits before proceeding with installation of any Advertising Structure. MTA shall use its best efforts to assist Contractor to receive permit approvals from any applicable state or regional agencies with jurisdiction over any particular locations.

**c. Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**LESS THAN SIGNIFICANT IMPACT.** All of the proposed structures will be located within MTA stations, bus stop areas, or along railroad rights-of-way. By association with the railroad and the developed urban areas in which the potential project sites are located, the project will not affect any habitat conservation plan or natural community conservation plan. As indicated in response to Checklist Question IV, Biological Resources, the potential for the project to disturb or destroy the habitat of sensitive or listed wildlife species is less than significant. Although it is highly unlikely that

the project will affect any species of special status or significance, the project applicant will be required to comply with all applicable USFWS and CDFG codes and regulations pertaining to protected species. Therefore, the project will not conflict with any applicable habitat or natural community conservation plan and project impacts would be less than significant.

**X. MINERAL RESOURCES. Would the project:**

- a. **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
- b. **Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

**LESS THAN SIGNIFICANT IMPACT (a and b).** None of the project sites are located in areas containing known mineral resources. The project sites have been selected in areas of existing MTA stations and bus stop locations, and along MTA railroad right-of-way easements and are not utilized for mining activities of any sort. Project impacts associated with mineral resources would be less than significant.

**XI. NOISE. Would the project result in:**

- a. **Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATED.** Construction of the project will require the use of noise generating equipment at night. The installation process will involve the use of flat bed trucks to transport prefabricated structures to each site and will require the use of backhoe equipment for shallow excavations and trenching. Construction of the project will not require the use of large, earth moving and/or demolition construction equipment. The use of impact devices such as pavement breakers or jackhammers during the start of construction of the kiosks and APTs may create potentially intrusive noise in the project area. However, the use of such equipment would be limited to the short-term construction phase of the project. Further, construction activities will comply with any and all applicable noise ordinances for construction noise. Such compliance will include adhering to the MTA's standard noise control ordinance Section 01565, pertaining to Construction Noise and Vibration Control. Section 01565 consists of measures to eliminate or minimize noise and vibration generated by construction activities and of complying with applicable noise regulations, specification requirements, and noise and vibration limits specified therein, including submitting a Noise Control Plan and Noise Monitoring Plan to the MTA. The project contractor will also be required to comply with Section 41.40 of the Los Angeles Municipal Code, where applicable. Section 41.40 addresses nighttime construction noise in sensitive areas.

Thus, with implementation of the following mitigation measure, project noise impacts would be less than significant.

**Mitigation Measure:**

- The project contractor shall comply with any and all noise control ordinances, including, but not limited to MTA Section 01565, addressing Construction Noise and Vibration Control, and Section 41.40 of the Los Angeles Municipal Code, as applicable.
- b. **Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?**

**LESS THAN SIGNIFICANT IMPACT.** As mentioned in response to question XI.a, construction of the project will likely include the use of impact devices such as pavement breakers or jackhammers during the start of construction of the kiosks and APTs, which would generate groundbourne vibration and/or noise. However, the use of such equipment would be limited to the short-term construction phase of the project. Construction activities will be subject to comply with all applicable noise ordinances for construction related activities. Operation of the project will not generate any noise impacts upon surrounding uses. Thus, the project noise impacts would be less than significant.

- c. **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
- d. **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**LESS THAN SIGNIFICANT IMPACT (c and d).** The types of land uses associated with the project (i.e., billboards, APTs, and kiosks) would not result in a substantial permanent increase in ambient noise levels above existing noise levels. Potential noise that could be generated by the APT self-cleaning process will be contained within the enclosed APT structure and limited to the time in which the structure is in use. Project generated noise would be negligible and limited to the immediate area. Potential noise impacts would be less than significant.

- e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**
- f. **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**



**NO IMPACT (e and f).** Some of the project sites are located within close proximity to airport land uses. However, the project provides ancillary uses for MTA patrons who are already accessing the project sites for commuting purposes. The project would not increase the number of people on the project sites and thus, would not increase the exposure of people to excessive aircraft or airport related noise levels. Therefore, the project would not have the potential to expose people to excessive noise levels.

**XII. POPULATION AND HOUSING. Would the project:**

- a. **Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**
- b. **Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?**
- c. **Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?**

**NO IMPACT (a through c).** The project does not include the development of housing, jobs, or new roadway infrastructure. The project will not involve the demolition of any residential structure. Therefore, no impacts upon population or housing availability will occur.

**XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- a. **Fire protection?**

**LESS THAN SIGNIFICANT IMPACT.** The project does not include land uses that would increase the number of people on the project sites and thus, would not result in an increase in the number of calls for emergency service. Implementation of the project would not result in a greater demand for fire protection. Project impacts upon fire protection services would be less than significant.

**b. Police protection?**

**POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATED.** A significant impact could occur if the proposed project creates an increase in demand for police services that could not be accommodated by the police department resources serving the site. Generally, the MTA Police Department establishes a police presence at each of its MTA Stations and bus stop locations. While they are not responsible to provide services directly associated with this project, their presence at potential project locations will help to promote public safety and deter acts of vandalism. The project involves providing and ancillary restroom uses and media advertisements for the MTA. The project does not include land uses that would increase the number of people on the project sites and thus, the potential for an increase in the number of calls for emergency service. Nevertheless, public safety is an on-going concern for the MTA and the introduction of the project structures to each location could increase the chances for vandalism, graffiti and crime. As such the MTA has imposed contractual obligations on its Licensee to ensure the safety of the program. To deal with this concern, several safety measures have been incorporated into the project design.

An extensive system of electronic sensors and alarm buttons in each APT will initiate voice communication with a central monitoring station and permit dispatching of appropriate personnel to handle user emergencies. In addition, rapid response to the need for repairs and timely restocking of supplies such as soap, disinfectant and toilet tissue is achieved by continuous automated monitoring of the APT equipment. The APTs will operate during the hours of operation of the station at which they are installed. In order to insure that APTs are available to as many MTA patrons as possible and to assure ample time to accommodate each user's needs, up to 15 minutes per visit is available to each user; after the automated system issues suitable visual and audible warnings and a brief grace period, the door will automatically open. If a user remains inside the facility beyond the time the APT door has opened, it is automatically detected and will result in the calling of appropriate security personnel. All APTs have dusk-to-dawn exterior lighting in the area immediately adjacent to the structure, to enhance public safety and minimize potential vandalism. In addition, surveillance and monitoring capabilities at APT locations will deter criminal acts from occurring within APT units (i.e., drug sales, prostitution, etc.). To the maximum extent feasible, the project contractor will assist local law enforcement personnel in the prosecution of unlawful acts. With implementation of the following mitigation measures, the project would not result in an increase in a greater demand for police protection:

**Mitigation Measures:**

- The project contractor shall provide and maintain a protected communication line from the monitoring systems or devices in each APT to a third party monitoring service or, at MTA's sole discretion, to MTA's dispatch center for the purpose of providing emergency response to

users. Prior to installation of the first APT, the contractor and the MTA Security shall develop a list of mutually agreed upon minimum standards for the monitoring devices. These minimum standards shall not be modified by contractor without MTA's prior written approval, which approval shall not be unreasonably withheld.

**c. Schools?**

**NO IMPACT.** The project would not result in any employment or population growth. Therefore, the project would not increase the enrollment of students at schools and no project impacts would occur.

**d. Parks?**

**NO IMPACT.** The project would not result in any employment or population growth. Therefore, the project would not increase the demand for park space and no project impacts would occur.

**e. Other governmental services (including roads)?**

**NO IMPACT.** The project would not result in any employment or population growth. The project would also not generate any transportation needs requiring additional roadway infrastructure or systems. Therefore, the project would not have any impact upon other governmental services.

**XIV. RECREATION.**

**a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**NO IMPACT (a and b).** The project would not result in any employment or population growth. Therefore, the project would not generate demand for public park facilities, which exceeds the capacity of the park department responsible for serving the project site. No project impacts would occur upon recreational facilities.

**XV. TRANSPORTATION/CIRCULATION. Would the project:**

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads, or congestion at intersections)?
- b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e. Result in inadequate emergency access?
- f. Result in inadequate parking capacity?
- g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

**LESS THAN SIGNIFICANT IMPACT (a through g).** Some additional traffic will be generated by construction worker trips during the installation process. The construction process will only generate a few vehicle trips per site, spread out over a 60 day construction period. Installation of the project structures will not require any road closures and in most cases, will be conducted during evening hours to minimize the disruption of MTA transportation facilities during operating hours. As such, the project would not result in a substantial increase in the number of vehicle trips near project locations. Construction impacts upon traffic and roadway access would be less than significant.

The project is an ancillary use to provide public restrooms at MTA facilities and, with the exception of maintenance personnel traveling to and from project sites on an intermittent and as needed basis, would not generate any vehicle trips. Individuals utilizing the APT units are expected to be patrons of the MTA public transportation system. As such, the APT units would not generate additional traffic on adjacent roadways. The project would not alter traffic patterns or increase traffic levels at any location. Because the project is intended to serve the pedestrian and commuter public, and will not result in the generation of vehicle trips, there are no parking requirements for the project. All of the APTs and kiosk structures would be installed in accordance with all ADA and applicable UBC building and safety codes and would not interfere with or impeded pedestrian or emergency vehicle access to or from a project location. The project serves to support the public transportation system by improving sanitary conditions at MTA Stations and promoting public awareness of the public transportation system through the advertising media benefits. As such, this project will have a beneficial impact upon adopted plans

or policies supporting alternative transportation. Therefore, the proposed project would have a less than significant impact on traffic and circulation.

**XVI. UTILITIES. Would the project:**

- a. **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**LESS THAN SIGNIFICANT IMPACT.** The project includes the installation of 10 APTs at MTA facilities throughout the LA County area. Each APT would tie into existing or wastewater lines located at nearby the various MTA sites. The wastewater treatment needs generated by 10 APTs would be negligible in comparison to the wastewater treatment capacity of the RWQCB. The patented cleaning process for the APT is employed through the following components: an onboard computer system programmed to effect the various processes and to monitor all aspects of the APT's operation; a system of sensors to provide status information to the computer system; a mechanism for washing, disinfection and drying of the toilet bowl and seat; a mechanism for washing, disinfection and drying of the floor and the lavatory. Disinfection is achieved through the use of approved substances, suitable for discharge into the public sewerage. Therefore, impacts upon the wastewater treatment requirements of the RWQCB would be less than significant.

- b. **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**LESS THAN SIGNIFICANT IMPACT.** All of the APTs will be installed at existing MTA stations and will tie into existing sewerage lines in the vicinity of the respective locations. As stated above, wastewater treatment needs generated by the APTs would be negligible in comparison to the wastewater treatment capacity of the RWQCB. No additional wastewater facilities or infrastructure would need to be constructed to accommodate this project. Wastewater impacts would therefore be less than significant.

- c. **Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**LESS THAN SIGNIFICANT IMPACT.** The project structures are of insufficient size to alter the drainage patterns of the project sites. All of the APTs and kiosks are proposed in urban developed

areas with suitable drainage infrastructure already in place. The project will not increase stormwater runoff and project impacts would be less than significant.

- d. **Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?**

**LESS THAN SIGNIFICANT IMPACT.** All of the APTs will be installed at existing MTA Stations and will tie into existing water lines currently serving the respective locations. As stated above, water demands generated by the APTs would be negligible in comparison to the available water supplies within the LA region. No additional water facilities or infrastructure would need to be constructed to accommodate this project. Impacts upon water supplies would therefore be less than significant.

- e. **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**LESS THAN SIGNIFICANT IMPACT.** This project includes the installation and operation of up to 10 ATP units. The operation of 10 APT units, distributed throughout the LA County region would not have the potential to impact the available capacity of the regional wastewater service provider. In accordance with all applicable rules and regulations, service agreements will be obtained by the project contractor prior to connection. See response to checklist question XVIa, above.

- f. **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**g. Comply with federal, state, and local statutes and regulations related to solid waste?**

**LESS THAN SIGNIFICANT IMPACT (f and g).** The proposed project will generate a negligible amount of construction debris which will be properly disposed of at regional landfill facilities. The only disposal needs from operation of the project will be that generated by discarded advertisements which will likely updated on a weekly, monthly, or semi monthly basis. The project contractor will be responsible for complying with all federal, state, and local statutes and regulations related to solid waste disposal. The project's disposal needs would be negligible in comparison to regional landfill capacities and impacts would be less than significant.

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE.**

**a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATED.** As demonstrated in the analysis presented above, the project does not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The project structures will be located in urban developed areas which are not capable of supporting suitable habitat for wildlife. As determined through the cultural resources records search, due to previous development activities at each project site, the likelihood of destroying intact prehistoric archaeological remains during construction is low.

As indicated in the Initial Study evaluation above, the project has the potential to degrade the quality of the environment in terms of aesthetics, air quality (construction-related impacts), land use (land use regulations and permitting), and police protection (public safety). All of these potential impacts, however, can be mitigated to levels of insignificance with the implementation of the mitigation measures listed in response to each respective Checklist Question. A summary of these mitigation measures are as follows:

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## AESTHETICS

- To avoid placing a visibly incompatible element within the field of view of a scenic vista, it is recommended that Location 5, Billboard Site 17 (B17) be eliminated from the list of potential billboard locations.
- Design Considerations and Use of Materials. It is the intent of both MTA and contractor to provide an advertising program that is effective and aesthetically pleasing to the general public and that will be beneficial to both parties. The parties accordingly agree to maintain throughout the term of this agreement, a continual liaison and exchange of plans and information to assure successful implementation of this Agreement.
- Advertising Material. Contractor shall at all times use good judgment in accepting any material for advertising on advertising structures. Contractor agrees to remove within twenty-four (24) hours, upon written demand by MTA, any advertisement deemed to be objectionable by the MTA, on stated grounds which shall be reasonable and lawful.
- The contractor, its employees, or authorized subcontractors, shall provide the following services in connection with the maintenance and operation of the APTs and advertising structures during the entire term of the Agreement:
  - Maintain in a clean, graffiti-free, safe and first class condition, in a manner consistent with the more specific standards elsewhere provided in the Agreement for Services, all APTs, advertising structures, advertising panels, and any other displays installed under this agreement;
  - Place, replace, and maintain in a clean, graffiti-free, safe, and first class condition, in a manner consistent with the more specific standards elsewhere provided in the Agreement for Services, all advertising copy, advertisements, posters, public information, and display materials;
  - Assure the best quality design and production of exhibits and advertising material to be installed or used in advertising displays; and
- Provide the necessary personnel to assure the maintenance of APTs and advertising structures and displays of advertising and provided in the Agreement for Services.

## AIR QUALITY

- The project contractor shall comply with SCAQMD Rule 403 to mitigate impacts associated with fugitive dust. Such measures include but are not limited to the following:



- Excavation and other soil disturbance activities should be ceased during periods of excessive winds (e.g., winds in excess of 15 mph).
- Loose and piled soil should be watered to prevent wind blown distribution off-site.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- Streets and sidewalks adjacent to the project sites shall be swept as needed to remove silt which may have accumulated from construction activities so as to prevent excessive amounts of dust.

### CULTURAL RESOURCES

- A registered archaeologist shall be retained to perform spot checks, as needed, for project sites identified in the Initial Study Survey Forms as having “moderate” or “high” archaeological or historical sensitivity ratings.
- In the event suspected archaeological or historical artifacts are unearthed during the construction process, all earthwork activities shall cease until the registered project archaeologist is consulted to evaluate the extent of potential impacts upon historic or archaeological resources at that site. All cultural resource survey information shall be submitted to the MTA Environmental Compliance Unit prior to the continuation of any construction activities at this location.

### LAND USE

- Installation of Advertising Structures. In accordance with the MTA/Licensee contract Agreement for the proposed project, the contractor shall install advertising Structures only for which: (i) the design complies with the requirements of Section 3.08, Advertising Structure Design, (ii) all applicable permits have been issued, (iii) locations have been determined pursuant to Section 3.05, Locations and Sites of Advertising Structures, and (iv) all applicable fees have been paid by contractor to the permitting authorities. Contractor shall keep itself fully informed of the codes, ordinances, and regulations of all state, local and federal laws in any manner affecting the performance of this Agreement, including, but not limited to local and state planning, public works, electrical, plumbing and other applicable codes, and shall at all times comply with all codes.

- Permit Approvals Required for Advertising Structures. Contractor must obtain all applicable permits before proceeding with installation of any Advertising Structure. MTA shall use its best efforts to assist Contractor to receive permit approvals from any applicable state or regional agencies with jurisdiction over any particular locations.

### NOISE

- The project contractor shall comply with any and all noise control ordinances, including, but not limited to MTA Section 01565, addressing Construction Noise and Vibration Control, and Section 41.40 of the Los Angeles Municipal Code, as applicable.

### POLICE PROTECTION

- The project contractor shall provide and maintain a protected communication line from the monitoring systems or devices in each APT to a third party monitoring service or, at MTA's sole discretion, to MTA's dispatch center for the purpose of providing emergency response to users. Prior to installation of the first APT, the contractor and the MTA Security shall develop a list of mutually agreed upon minimum standards for the monitoring devices. These minimum standards shall not be modified by contractor without MTA's prior written approval, which approval shall not be unreasonably withheld.

With implementation of these mitigation measures, the proposed project would have a less than significant impact on the quality of the environment.

- b. **Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).**

**LESS THAN SIGNIFICANT IMPACT.** Due to the rather wide distribution of individual project sites, and the limited potential for environmental impacts to occur as a result of each proposed structure, this project does not have the potential to result in cumulatively significant impacts. The proposed project will not generate significant traffic, air quality, or noise impacts and would not impact sensitive habitat areas. The project will generate negligible amounts of solid waste, wastewater and electricity needs, which would not be noticeable on a regional scale. The project, when viewed in connection with other projects throughout the Los Angeles County area, will not result in cumulatively significant impacts for any of the environmental issue areas.

- c. **Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?**

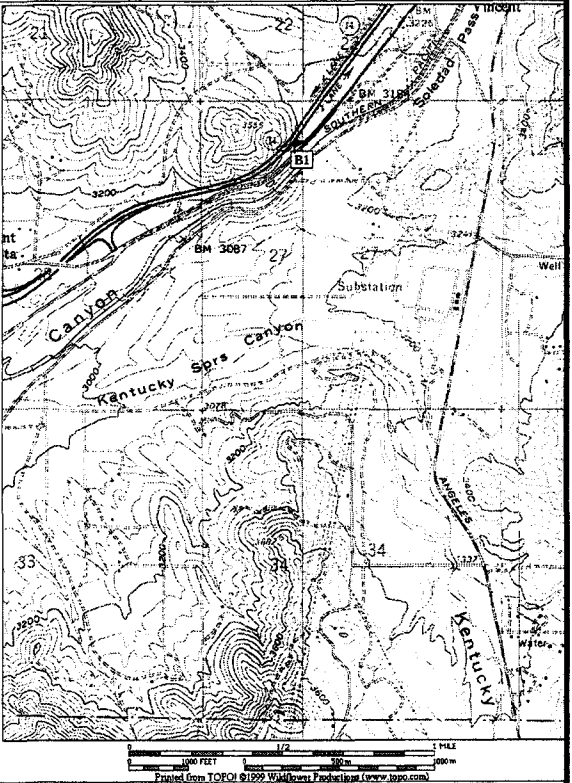
**LESS THAN SIGNIFICANT IMPACT.** The proposed project will not generate any environmental effects which will cause a substantial adverse indirect or direct impact on human beings. The project will improve the sanitary conditions at public areas and will improve the health and safety of the environment. There are no potential environmental effects which have been identified that could not be mitigated to levels of insignificance.

**ATTACHMENT C**

**INITIAL STUDY SURVEY FORMS**

**Location 1** CA-14 N/O Sierra Hwy (ROW E/L of CA-14 N/O Sierra Hwy)

<b>Project Site</b>	B01
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	4376 (A6)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	3056-008-900
<b>Municipality</b>	Los Angeles County
<b>Zoning Designation</b>	A-1-1



**Summary of Adjacent Land Uses:**  
 This is a rural environment developed with spotted commercial and residential uses. Commercial uses are located along Sierra Highway. A few ranch-style- residential uses are situated along the foothills to the east.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of CA-14, Old Sierra Highway and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon cultural resources would be less than significant.

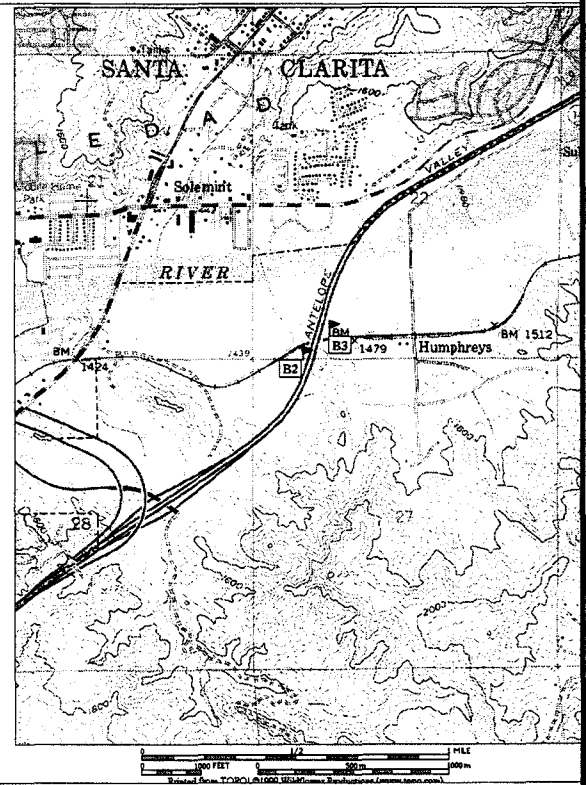
**Visual Impacts:**  
 A billboard at this location would be a prominent feature along a transportation corridor in a rural location. CA-14 Freeway and Sierra Highway are flanked by mostly undeveloped hillsides to the west and east. There are no billboards in this immediate area, however a cluster of billboards are located approximately 1 mile north of this site. Due to the topography of this area, views of the hillside would not be completely blocked, and the potential for obstructing views would be limited. Therefore, obstruction of views from the freeway and highway vantage points would be considered less than significant. Residential uses views would also be considered less than significant because the existing views from the foothills consist of freeway and highway traffic. Nighttime lighting impacts would be no more intrusive than vehicle headlights. Visual impacts would thus be less than significant.



B1: View facing northbound on CA-14(left) just north of Sierra Highway (right). Area is rural and predominantly consists of natural open- space areas with limited commercial and ranch-style residential properties on the foothills to the south (right). A cluster of billboard advertisements appear in the far background, approximately 1 mile north on CA-14.

**Location 2** CA-14 North of Santa Clarita (ROW W/L of CA-14)

<b>Project Site</b>	B02
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	4551 (J4)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2844-023-904
<b>Municipality</b>	Los Angeles County
<b>Zoning Designation</b>	A-1



**Summary of Adjacent Land Uses:**

This area is predominantly composed of open space to the north and the east with residential developments to the south and west. The Santa Clara River bed is located just north of this location.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

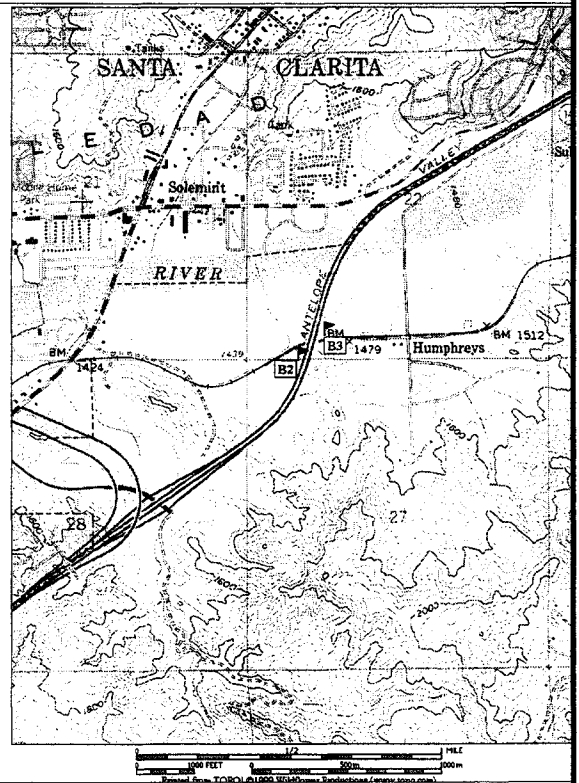
Due to extensive disturbance connected with construction of CA-14, Old Sierra Highway and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**

This is a suburban locale primarily composed of natural and disturbed open space areas with some residential in close proximity to the freeway. The primary views of the site are available via the CA-14 Freeway, the Railroad right-of-way, and to a lesser extent nearby residential uses to the south. Distant views are also available from outlying residential uses north of CA-14 along a residentially developed hillside. The prominent feature in this area is the CA-14 Freeway. A billboard structure would not change the character of the freeway corridor. The open space and natural areas to the north and east are so broad and prominent that a billboard structure would not create a significant obstruction. Visual impacts would be less than significant.

**Location 2** CA-14 North of Santa Clarita (ROW E/L of CA-14)

<b>Project Site</b>	B03
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	4552 (A4)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	3056-014-902
<b>Municipality</b>	Los Angeles County
<b>Zoning Designation</b>	A-1



**Summary of Adjacent Land Uses:**  
 This area is predominantly composed of open space to the north and the east with residential developments to the south and west. The Santa Clara River bed is located just north of this location.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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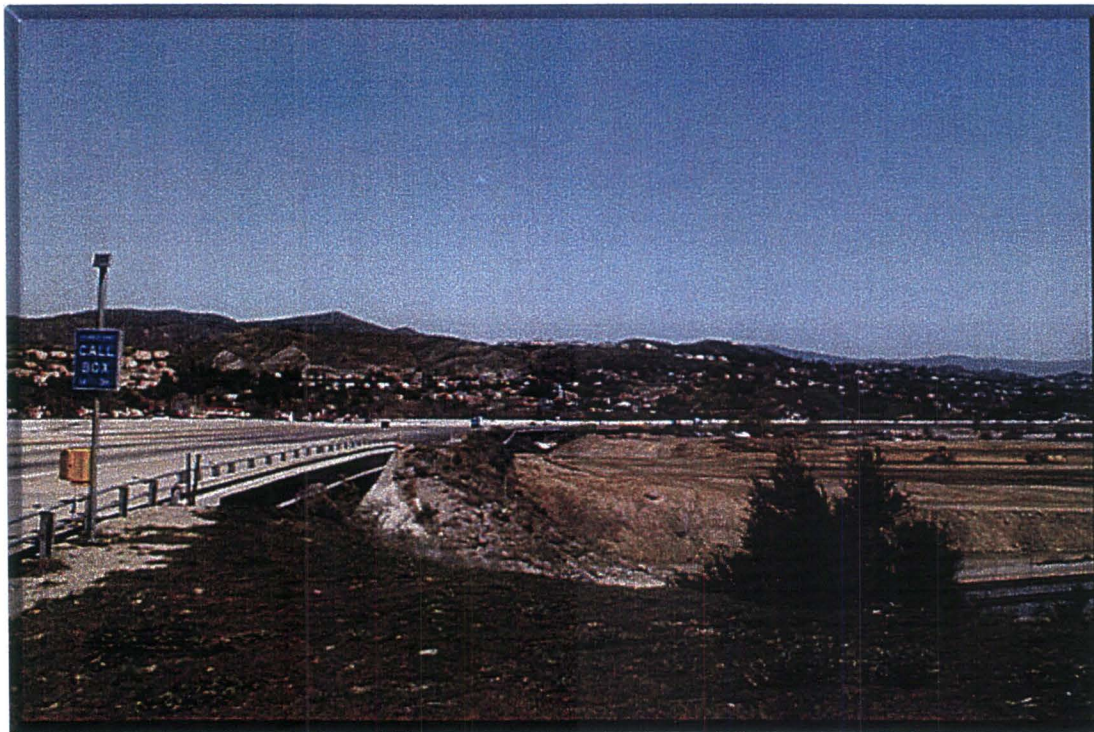
**Recommendations:**  
 Due to extensive disturbance connected with construction of CA-14, Old Sierra Highway and the Southern Pacific Railroad, and the lack of recorded historic archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This is a suburban locale primarily composed of natural and disturbed open space areas with some residential in close proximity to the freeway. The primary views of the site are available via the CA-14 Freeway, the Railroad right-of-way, and to a lesser extent nearby residential uses to the south. Distant views are also available from outlying residential uses north of CA-14 along a residentially developed hillside. The prominent feature in this area is the CA-14 Freeway. A billboard structure would not change the character of the freeway corridor. The open space and natural areas to the north and east are so broad and prominent that a billboard structure would not create a significant obstruction. Visual impacts would be less than significant.





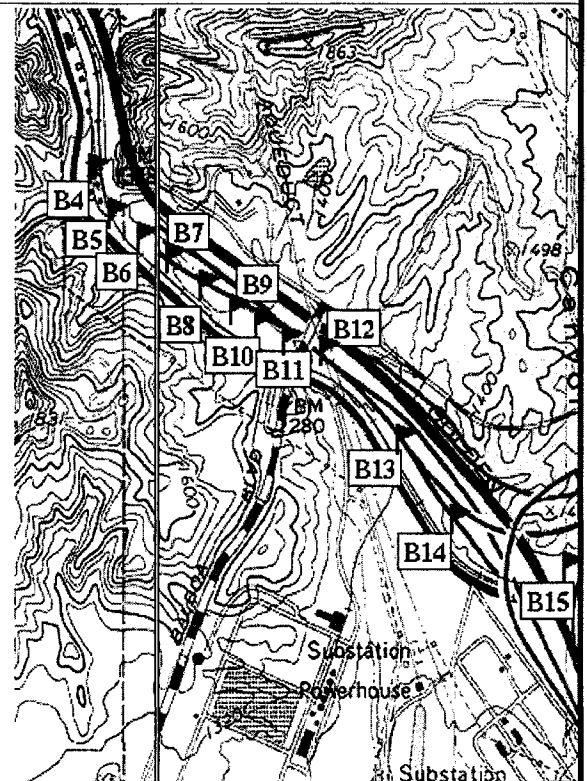
B-2: View facing southbound on CA-14 approximately 1 mile north of Via Princessa. Area is rural and suburban with new residential development encroaching from the west (right-center), and southeast (graded area in background).



B3: View looking northbound on CA-14, approximately 1 mile north of Via Princessa. Area is rural open space (in foreground) with single family residential land uses to the north (far background on opposing hillside).

**Location 3** San Fernando Road N/O I-5 crossover (I-5 E/L N/O Gentili Ranch Road)

<b>Project Site</b>	B04
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	481 (C1)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2601-002-901 +
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1



**Summary of Adjacent Land Uses:**

This area is surrounded by transportation, public facility, and utility easements. The Sunshine Canyon Landfill is located on the hillside to the west. The Cascades (LA aqueduct waterfall) is located to the southeast, east of the I-5 Freeway at Balboa Boulevard.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**

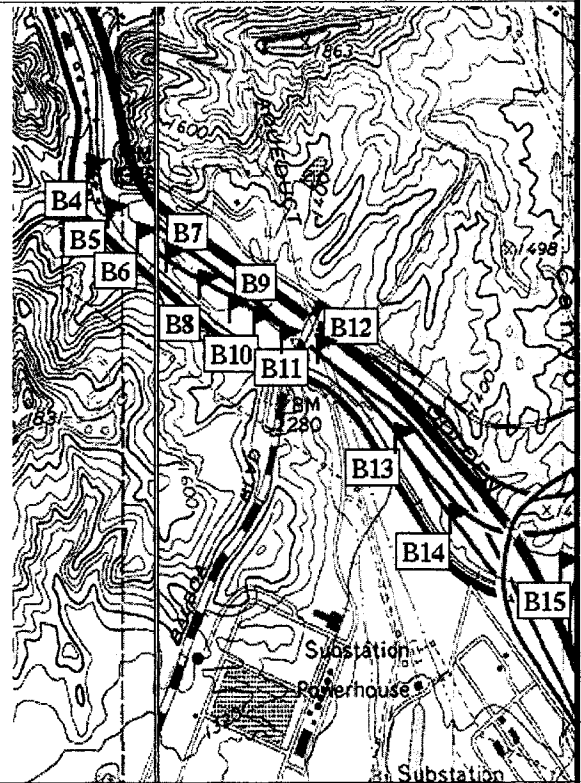
Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad, San Fernando Road, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon archaeological resources would be less than significant. This site is located in close proximity to the Cascades (e.g., LA Aqueduct), a state and locally designated historical resource. The placement of a billboard at this location could obstruct an existing viewpoint of the Cascades waterfall. The primary and most prominent view of the Cascades in this area is provided via Balboa Boulevard, and the I-5 freeway. Billboards along this easement would not obstruct existing views of the Cascades from the prominent vantage points. Obstruction of Cascade views, as available from San Fernando Road, would be intermittent. Therefore, impacts upon a historic landmark would be less than significant.

**Visual Impacts:**

The character of this area is dominated by the presence of the I-5 Freeway, the Balboa Boulevard overcrossing, San Fernando Road and public utility easements and high power lines. The area is a heavily traveled transportation corridor with steep disturbed and natural open space hillsides to the east and west. Billboards located along this corridor would be prominent and highly visible, but they would be considered compatible and consistent with the public viewpoints of and from the public roadways. The site is located at a lower grade than the freeway, so views of adjacent hillsides would not be obstructed. Due to the southern facing orientation of the Cascades (aqueduct waterfall), and the project site's location north of Balboa Boulevard, views of the Cascades are not available from this location. Visual impacts would therefore be less than significant.

**Location 3** San Fernando Road N/O I-5 crossover (I-5 E/L N/O Gentili Ranch Road)

<b>Project Site</b>	B05
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	481 (C2)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2601-003-900+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1



**Summary of Adjacent Land Uses:**  
 This area is surrounded by transportation, public facility, and utility easements. The Sunshine Canyon Landfill is located on the hillside to the west. The Cascades (LA aqueduct waterfall) is located to the southeast, east of the I-5 Freeway at Balboa Boulevard.

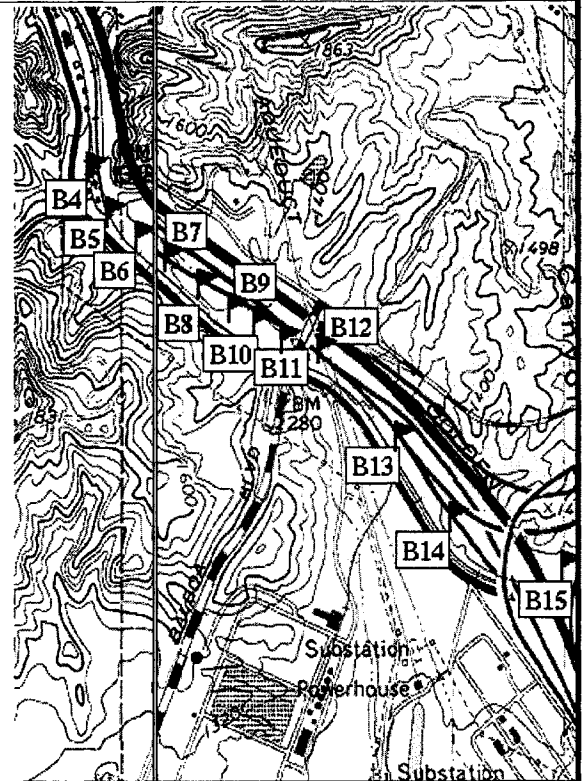
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad, San Fernando Road, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon archaeological resources would be less than significant. This site is located in close proximity to the Cascades (e.g., LA Aqueduct), a state and locally designated historical resource. The placement of a billboard at this location could obstruct an existing viewpoint of the Cascades waterfall. The primary and most prominent view of the Cascades in this area is provided via Balboa Boulevard, and the I-5 freeway. Billboards along this easement would not obstruct existing views of the Cascades from the prominent vantage points. Obstruction of Cascade views, as available from San Fernando Road, would be intermittent. Therefore, impacts upon a historic landmark would be less than significant.

**Visual Impacts:**  
 The character of this area is dominated by the presence of the I-5 Freeway, the Balboa Boulevard overcrossing, San Fernando Road and public utility easements and high power lines. The area is a heavily traveled transportation corridor with steep disturbed and natural open space hillsides to the east and west. Billboards located along this corridor would be prominent and highly visible, but they would be considered compatible and consistent with the public viewpoints of and from the public roadways. The site is located at a lower grade than the freeway, so views of adjacent hillsides would not be obstructed. Due to the southern facing orientation of the Cascades (aqueduct waterfall), and the project site's location north of Balboa Boulevard, views of the Cascades are not available from this location. Visual impacts would therefore be less than significant.

**Location 3** San Fernando Road at I-5 crossover (I-5 E/L N/O Gentili Ranch Road)

<b>Project Site</b>	B06
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	481 (C1)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2601-004-901
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1



**Summary of Adjacent Land Uses:**  
 This area is surrounded by transportation, public facility, and utility easements. The Sunshine Canyon Landfill is located on the hillside to the west. The Cascades (LA aqueduct waterfall) is located to the southeast, east of the I-5 Freeway at Balboa Boulevard.

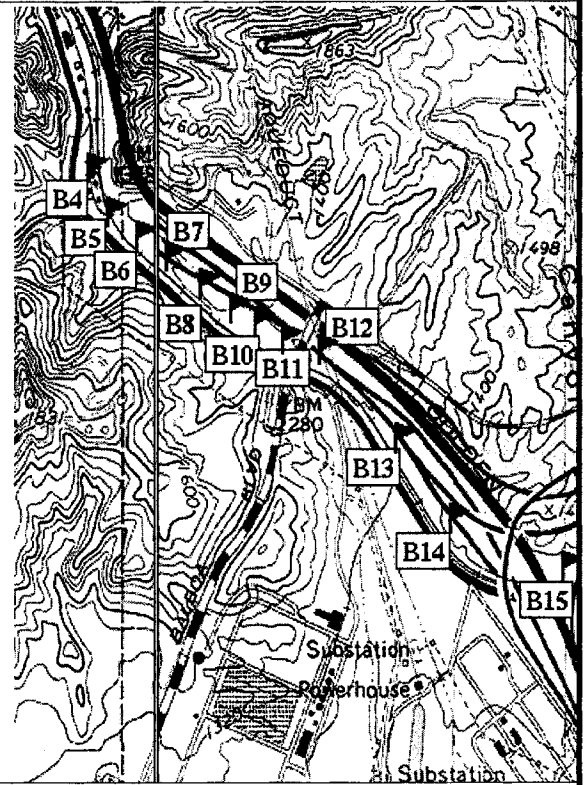
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad, San Fernando Road, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon archaeological resources would be less than significant. This site is located in close proximity to the Cascades (e.g., LA Aqueduct), a state and locally designated historical resource. The placement of a billboard at this location could obstruct an existing viewpoint of the Cascades waterfall. The primary and most prominent view of the Cascades in this area is provided via Balboa Boulevard, and the I-5 freeway. Billboards along this easement would not obstruct existing views of the Cascades from the prominent vantage points. Obstruction of Cascade views, as available from San Fernando Road, would be intermittent. Therefore, impacts upon a historic landmark would be less than significant.

**Visual Impacts:**  
 The character of this area is dominated by the presence of the I-5 Freeway, the Balboa Boulevard overcrossing, San Fernando Road and public utility easements and high power lines. The area is a heavily traveled transportation corridor with steep disturbed and natural open space hillsides to the east and west. Billboards located along this corridor would be prominent and highly visible, but they would be considered compatible and consistent with the public viewpoints of and from the public roadways. The site is located at a lower grade than the freeway, so views of adjacent hillsides would not be obstructed. Due to the southern facing orientation of the Cascades (aqueduct waterfall), and the project site's location north of Balboa Boulevard, unobstructed views of the Cascades are not available from this location. Visual impacts would therefore be less than significant.

**Location 3** San Fernando Road at I-5 crossover (I-5 W/L N/O Gentili Ranch Road)

<b>Project Site</b>	B07
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	481 (C1)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2601-004-901
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1



**Summary of Adjacent Land Uses:**

This area is surrounded by transportation, public facility, and utility easements. The Sunshine Canyon Landfill is located on the hillside to the west. The Cascades (LA aqueduct waterfall) is located to the southeast, east of the I-5 Freeway at Balboa Boulevard.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**

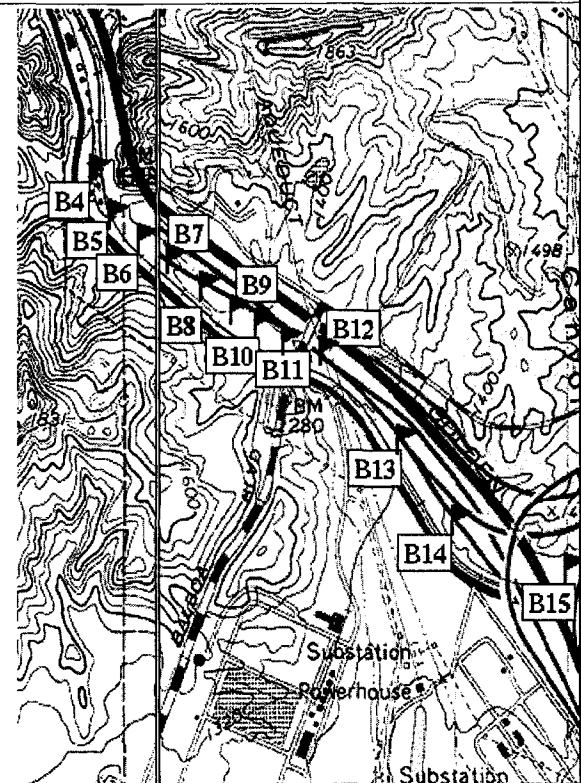
Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad, San Fernando Road, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon archaeological resources would be less than significant. This site is located in close proximity to the Cascades (e.g., LA Aqueduct), a state and locally designated historical resource. The placement of a billboard at this location could obstruct an existing viewpoint of the Cascades waterfall. The primary and most prominent view of the Cascades in this area is provided via Balboa Boulevard, and I-5 freeway. Billboards along this easement would not obstruct existing views of the Cascades from the prominent vantage points. Obstruction of Cascade views, as available from San Fernando Road, would be intermittent. Therefore, impacts upon a historic landmark would be less than significant.

**Visual Impacts:**

The character of this area is dominated by the presence of the I-5 Freeway, the Balboa Boulevard overcrossing, San Fernando Road and public utility easements and high power lines. The area is a heavily traveled transportation corridor with steep disturbed and natural open space hillsides to the east and west. Billboards located along this corridor would be prominent and highly visible, but they would be considered compatible and consistent with the public viewpoints of and from the public roadways. The site is located at a lower grade than the freeway, so views of adjacent hillsides would not be obstructed. Due to the southern facing orientation of the Cascades (aqueduct waterfall), and the project site's location north of Balboa Boulevard, unobstructed views of the Cascades are not available from this location. Visual impacts would therefore be less than significant.

**Location 3** San Fernando Road at Gentili Ranch Road (I-5 W/L S/O Gentili Ranch Road)

<b>Project Site</b>	B08
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	481 (C2)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2601-005-906
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1



**Summary of Adjacent Land Uses:**  
 This area is surrounded by transportation, public facility, and utility easements. The Sunshine Canyon Landfill is located on the hillside to the west. The Cascades (LA aqueduct waterfall) is located to the southeast, east of the I-5 Freeway at Balboa Boulevard.

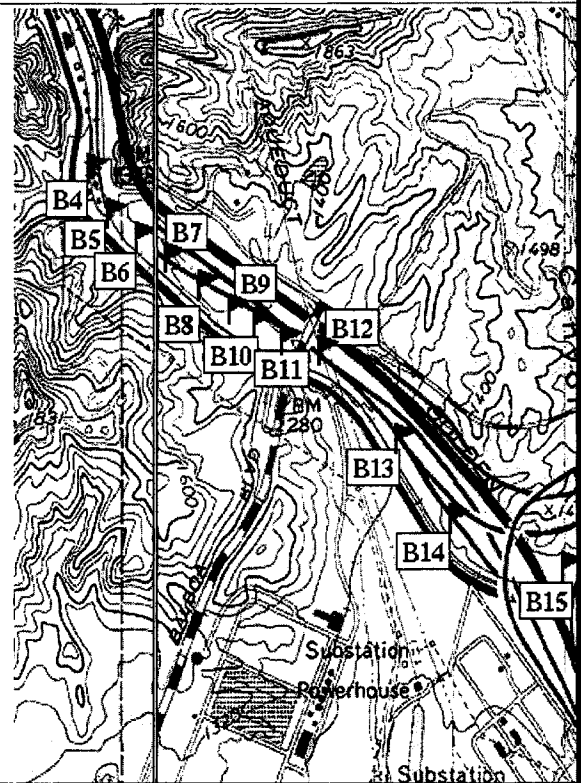
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad, San Fernando Road, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon archaeological resources would be less than significant. This site is located in close proximity to the Cascades (e.g., LA Aqueduct), a state and locally designated historical resource. The primary and most prominent view of the Cascades in this area is provided via Balboa Boulevard, and the I-5 freeway. Billboards along this easement would not obstruct existing views of the Cascades from the prominent vantage points. Obstruction of Cascade views, as available from San Fernando Road, would be intermittent. Therefore, impacts upon a historic landmark would be less than significant.

**Visual Impacts:**  
 The character of this area is dominated by the presence of the I-5 Freeway, the Balboa Boulevard overcrossing, San Fernando Road and public utility easements and high power lines. The area is a heavily traveled transportation corridor with steep disturbed and natural open space hillsides to the east and west. Billboards located along this corridor would be prominent and highly visible, but they would be considered compatible and consistent with the public viewpoints of and from the public roadways. The site is located at a lower grade than the freeway, so views of adjacent hillsides would not be obstructed. Due to the southern facing orientation of the Cascades (aqueduct waterfall), and the project site's location north of Balboa Boulevard, unobstructed views of the Cascades are not available from this location. Visual impacts would therefore be less than significant.

**Location 3** San Fernando Road at Gentili Ranch Road (I-5 W/L S/O Gentili Ranch Road)

<b>Project Site</b>	B09
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	481 (D2)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2601-005-906
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1



**Summary of Adjacent Land Uses:**  
 This area is surrounded by transportation, public facility, and utility easements. The Sunshine Canyon Landfill is located on the hillside to the northwest. The Cascades (LA aqueduct waterfall) is located to the southeast, east of the I-5-Freeway at Balboa Boulevard.

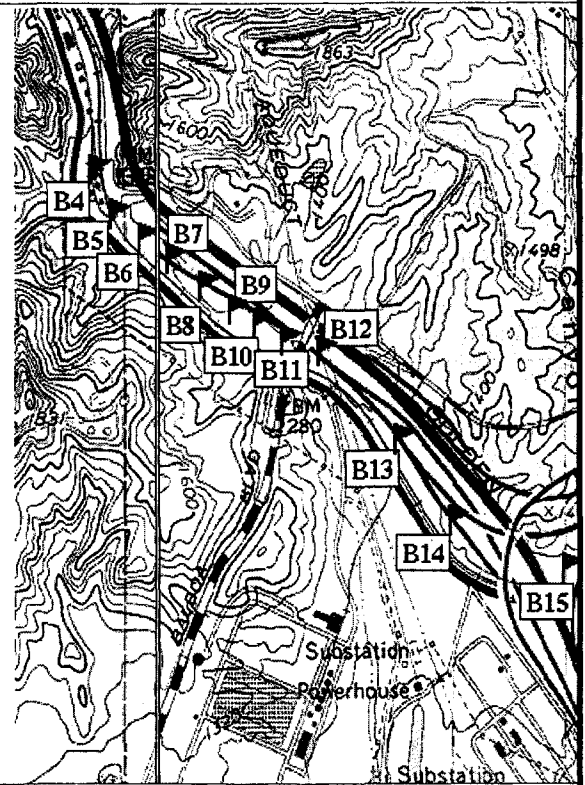
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad, San Fernando Road, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon archaeological resources would be less than significant. This site is located in close proximity to the Cascades (e.g., LA Aqueduct), a state and locally designated historical resource. The placement of a billboard at this location could obstruct an existing viewpoint of the Cascades waterfall. The primary and most prominent view of the Cascades in this area is provided via Balboa Boulevard, and the I-5 freeway. Billboards along this easement would not obstruct existing views of the Cascades from the prominent vantage points. Obstruction of Cascade views, as available from San Fernando Road, would be intermittent. Therefore, impacts upon a historic landmark would be less than significant.

**Visual Impacts:**  
 The character of this area is dominated by the presence of the I-5 Freeway, the Balboa Boulevard overcrossing, San Fernando Road and public utility easements and high power lines. The area is a heavily traveled transportation corridor with steep disturbed and natural open space hillsides to the east and west. Billboards located along this corridor would be prominent and highly visible, but they would be considered compatible and consistent with the public viewpoints of and from the public roadways. The site is located at a lower grade than the freeway, so views of adjacent hillsides would not be obstructed. Due to the southern facing orientation of the Cascades (aqueduct waterfall), and the project site's location west of the I-5 Freeway, unobstructed views of the Cascades are not available from San Fernando Road at this location. Visual impacts would therefore be less than significant.

**Location 3** San Fernando Road at Balboa (I-5 W/L N/O Balboa Boulevard)

<b>Project Site</b>	B10
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	481 (D2)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2601-005-907
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1



**Summary of Adjacent Land Uses:**

This area is surrounded by transportation, public facility, and utility easements. The Sunshine Canyon Landfill is located on the hillside to the northwest. The Cascades (LA aqueduct waterfall) is located to the southeast, east of the I-5-Freeway at Balboa Boulevard.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**

Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad, San Fernando Road, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon archaeological resources would be less than significant. This site is located in close proximity to the Cascades (e.g., LA Aqueduct), a state and locally designated historical resource. The placement of a billboard at this location could obstruct an existing viewpoint of the Cascades waterfall. The primary and most prominent view of the Cascades in this area is provided via Balboa Boulevard, and the I-5 freeway. Billboards along this easement would not obstruct existing views of the Cascades from the prominent vantage points. Obstruction of Cascade views, as available from San Fernando Road, would be intermittent. Therefore, impacts upon a historic landmark would be less than significant.

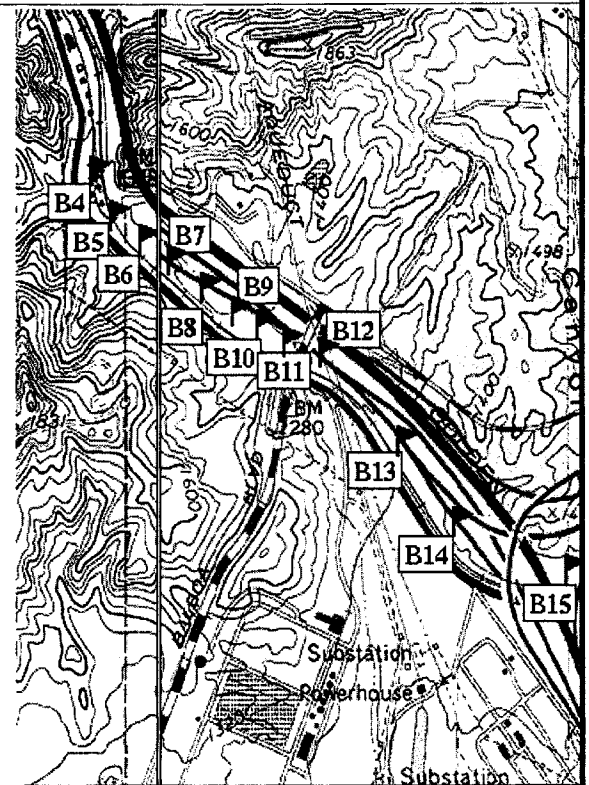
**Visual Impacts:**

The character of this area is dominated by the presence of the I-5 Freeway, the Balboa Boulevard overcrossing, San Fernando Road and public utility easements and high power lines. The area is a heavily traveled transportation corridor with steep disturbed and natural open space hillsides to the east and west. Billboards located along this corridor would be prominent and highly visible, but they would be considered compatible and consistent with the public viewpoints of and from the public roadways. The site is located at a lower grade than the freeway, so views of adjacent hillsides would not be obstructed. Due to the southern facing orientation of the Cascades (aqueduct waterfall), and the project site's location west of the I-5 Freeway, unobstructed views of the Cascades are not available from this location. Visual impacts would therefore be less than significant.



**Location 3** San Fernando Road at Balboa (I-5 W/L N/O Balboa Boulevard)

<b>Project Site</b>	B11
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	481 (D2)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2601-005-906
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1



**Summary of Adjacent Land Uses:**

This area is surrounded by transportation, public facility, and utility easements. The Sunshine Canyon Landfill is located on the hillside to the northwest. The Cascades (LA aqueduct waterfall) is located to the southeast, east of the I-5-Freeway at Balboa Boulevard.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**

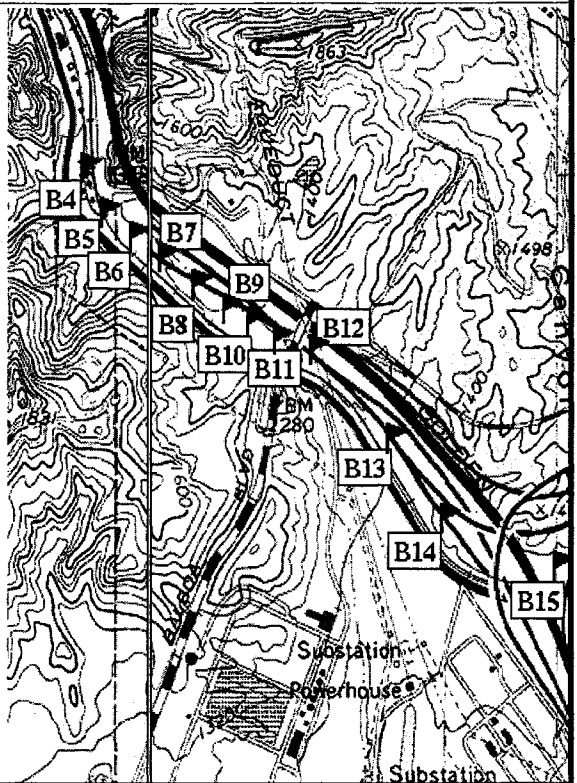
Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad, San Fernando Road, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon archaeological resources would be less than significant. This site is located in close proximity to the Cascades (e.g., LA Aqueduct), a state and locally designated historical resource. The placement of a billboard at this location could obstruct an existing viewpoint of the Cascades waterfall. The primary and most prominent view of the Cascades in this area is provided via Balboa Boulevard, and the I-5 freeway. Billboards along this easement would not obstruct existing views of the Cascades from the prominent vantage points. Obstruction of Cascade views, as available from San Fernando Road, would be intermittent. Therefore, impacts upon a historic landmark would be less than significant.

**Visual Impacts:**

The character of this area is dominated by the presence of the I-5 Freeway, the Balboa Boulevard overcrossing, San Fernando Road and public utility easements and high power lines. The area is a heavily traveled transportation corridor with steep disturbed and natural open space hillsides to the east and west. Billboards located along this corridor would be prominent and highly visible, but they would be considered compatible and consistent with the public viewpoints of and from the public roadways. The site is located at a lower grade than the freeway, so views of adjacent hillsides would not be obstructed. Due to the southern facing orientation of the Cascades (aqueduct waterfall), and the project site's location west of the I-5 Freeway, unobstructed views of the Cascades are not available from San Fernando Road at this location. Visual impacts would therefore be less than significant.

<b>Location 3</b>	San Fernando Road at Balboa (I-5 W/L/ S/O Balboa Boulevard)
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<b>Project Site</b>	B12
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	481 (D2)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2605-001-913
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1-VL



**Summary of Adjacent Land Uses:**  
 This area is surrounded by transportation, public facility, and utility easements. The Cascades (LA aqueduct waterfall) is located to the southeast, east of the I-5-Freeway at Balboa Boulevard. The DWP facility is located to the west.

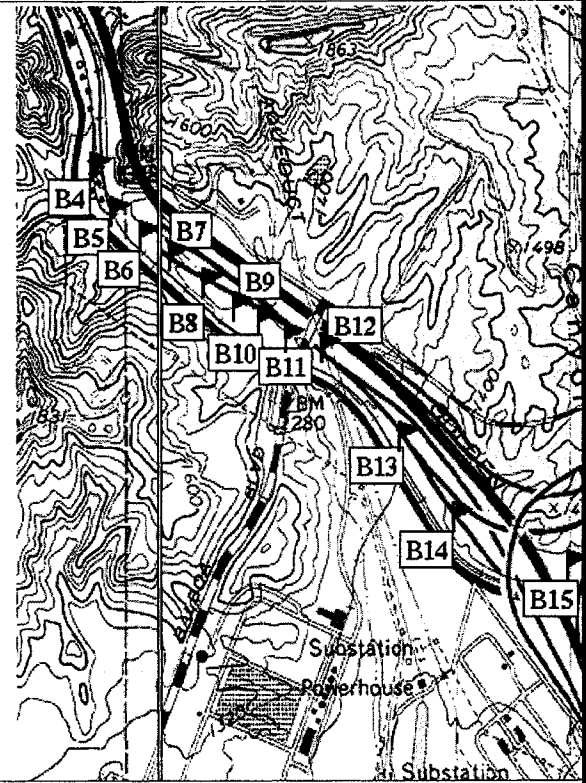
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad, San Fernando Road, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon archaeological resources would be less than significant. This site is located in close proximity to the Cascades (e.g., LA Aqueduct), a state and locally designated historical resource. The placement of a billboard at this location could obstruct an existing viewpoint of the Cascades waterfall. The primary and most prominent view of the Cascades in this area is provided via Balboa Boulevard, and the I-5 freeway. Billboards along this easement would not obstruct existing views of the Cascades from the prominent vantage points. Obstruction of Cascade views, as available from San Fernando Road, would be intermittent. Therefore, impacts upon a historic landmark would be less than significant.

**Visual Impacts:**  
 The prominent view of this area is provided via the I-5 Freeway, the Balboa Boulevard overcrossing, and San Fernando Road. The area is a heavily traveled transportation corridor dominated by the freeway and railroad right-of ways, public utility easements and the DWP facility. Billboards located along this corridor would be prominent and highly visible, but they would be considered compatible and consistent with the public viewpoints of and from the public roadways. Due to the location of the billboards on the west side of the I-5 Freeway, views of the Cascades would only be partially obstructed by billboards along this corridor. Visual impacts would therefore be less than significant.

**Location 3** San Fernando Road at I-5/I-210 Interchange (I-5 W/L N/O I-210 Interchange)

<b>Project Site</b>	B13
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	481 (D2)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2605-001-911
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1-VL



**Summary of Adjacent Land Uses:**  
 This area is surrounded by transportation, public facility, and utility easements. The Cascades (LA aqueduct waterfall) is located to the southeast, east of the I-5-Freeway at Balboa Boulevard. The DWP facility is located to the west.

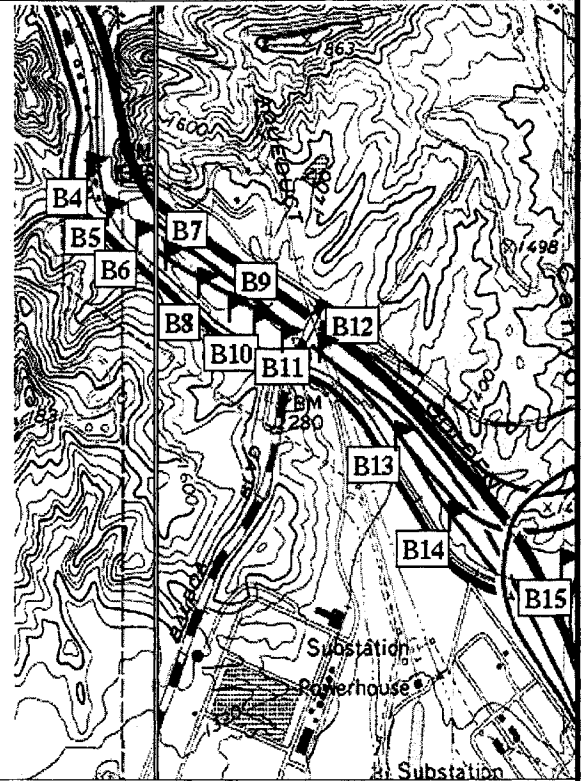
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad, San Fernando Road, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon archaeological resources would be less than significant. This site is located in close proximity to the Cascades (e.g., LA Aqueduct), a state and locally designated historical resource. The placement of a billboard at this location could obstruct an existing viewpoint of the Cascades waterfall. The primary and most prominent view of the Cascades in this area is provided via Balboa Boulevard, and the I-5. Billboards along this easement would not obstruct existing views of the Cascades from the prominent vantage points. Obstruction of Cascade views, as available from San Fernando Road, would be intermittent. Therefore, impacts upon a historic landmark would be less than significant.

**Visual Impacts:**  
 The prominent view of this area is provided via the I-5 Freeway, the Balboa Boulevard overcrossing, and San Fernando Road. The area is a heavily traveled transportation corridor dominated by the freeway and railroad right-of ways, public utility easement

**Location 3** San Fernando Road at I-5/I-210 Interchange (I-5 W/L at I-210 interchange)

<b>Project Site</b>	B14
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	481 (E3)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2605-001-911
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1-VL



**Summary of Adjacent Land Uses:**  
 This area is surrounded by transportation, public facility, and utility easements. The Cascades (LA aqueduct waterfall) is located to the southeast, east of the I-5-Freeway at Balboa Boulevard. The DWP facility is located to the west.

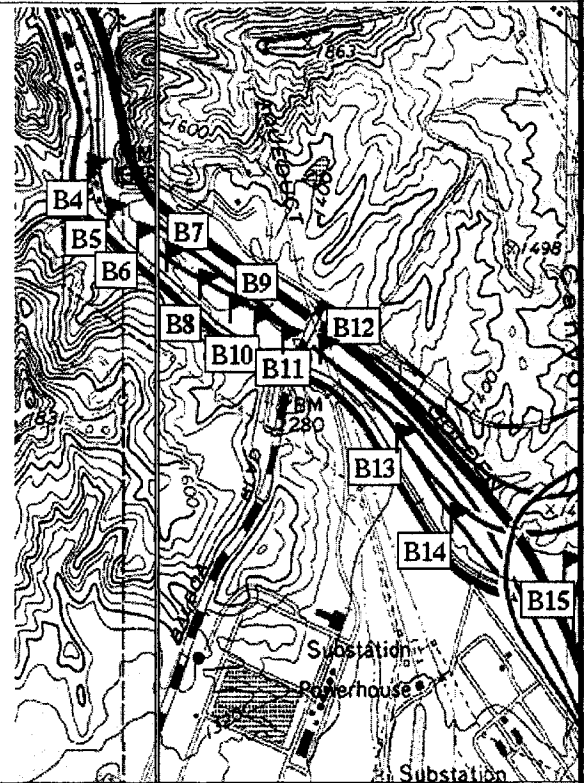
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad, San Fernando Road, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon archaeological resources would be less than significant. This site is located in close proximity to the Cascades (e.g., LA Aqueduct), a state and locally designated historical resource. The placement of a billboard at this location could obstruct an existing viewpoint of the Cascades waterfall. The primary and most prominent view of the Cascades in this area is provided via Balboa Boulevard, the I-5 and 210 freeway. Billboards along this easement would not obstruct existing views of the Cascades from the prominent vantage points. Obstruction of Cascade views, as available from San Fernando Road, would be intermittent. Therefore, impacts upon a historic landmark would be less than significant.

**Visual Impacts:**  
 The prominent view of this area is provided via the I-5 Freeway, the Balboa Boulevard overcrossing, and San Fernando Road. The area is a heavily traveled transportation corridor dominated by the freeway and railroad right-of ways, public utility easements and the DWP facility. Billboards located along this corridor would be prominent and highly visible, but they would be considered compatible and consistent with the public viewpoints of and from the public roadways. Due to the location of the billboards on the west side of the I-5 Freeway, views of the Cascades would not be obstructed by billboards along this corridor. Visual impacts would therefore be less than significant.

**Location 3** San Fernando Road at I-5/I-210 Interchange (I-5 E/L N/O ramp to I-210)

<b>Project Site</b>	B15
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	481 (E3)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2603-001-901
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	A1-1



**Summary of Adjacent Land Uses:**

This site is located inside the right of way easement at the I-5-Freeway and 210 Freeway eastbound interchange. Surrounding land uses consist of industrial uses to the north and east, and satellite dish yards to the south.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**

Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad, San Fernando Road, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The potential for impacts upon archaeological resources would be less than significant. This site is located in close proximity to the Cascades (e.g., LA Aqueduct), a state and locally designated historical resource. The placement of a billboard at this location could obstruct an existing viewpoint of the Cascades waterfall. The primary and most prominent view of the Cascades in this area is provided via Balboa Boulevard, the I-5 and 210 freeway. Billboards along this easement would not obstruct existing views of the Cascades from the prominent vantage points. Obstruction of Cascade views, as available from San Fernando Road, would be intermittent. Therefore, impacts upon a historic landmark would be less than significant.

**Visual Impacts:**

The prominent view of this area is provided via the I-5 Freeway, the Balboa Boulevard overcrossing, and San Fernando Road. The area is a heavily traveled transportation corridor dominated by the freeway and railroad right-of ways, public utility easements and the DWP facility. Billboards located along this corridor would be prominent and highly visible, but they would be considered compatible and consistent with the public viewpoints of and from the public roadways. Due to the location of the billboards on the west side of the I-5 Freeway, views of the Cascades would not be obstructed by billboards along this corridor. Visual impacts would therefore be less than significant.



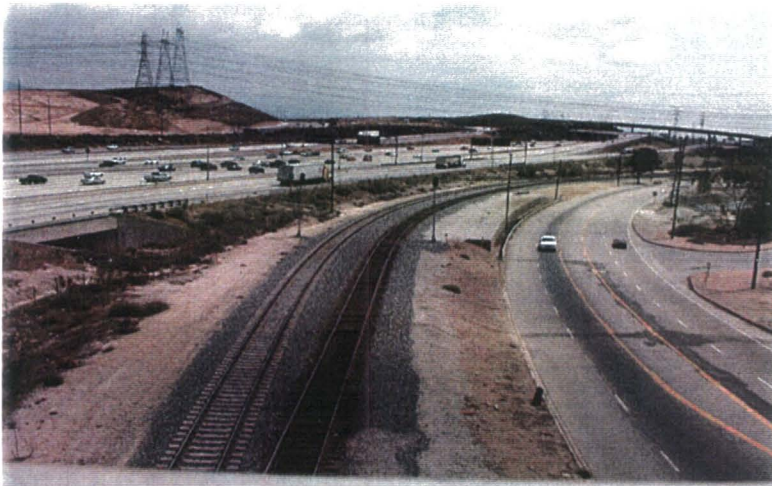
B4-11: View looking northwest along the MTA right-of-way, east of San Fernando Road. The Sunshine Canyon Landfill is located on the west side of San Fernando Road. The area is rural with minimal development other than transportation and utility easements.



B4-11: View looking north along the MTA right-of-way, from the Balboa bridge overcrossing. The Sunshine Canyon Landfill is located on the west side of San Fernando Road.



B12: View looking southeast along the railroad right-of-way towards Balboa Boulevard. The site is located on the other side of the bridge. San Fernando Road is seen on the right and the I-5 Freeway on the left. The area contains minimal development. On the other side of the I-5 Freeway there are new industrial park developments.



B12-14: View from Balboa Bridge looking south along the MTA right-of-way, parallel to the I-5 and San Fernando Road.



B13-14: View looking northwest along the MTA right-of-way, towards Balboa Boulevard. San Fernando Road runs along the tracks on the left and 5 Freeway is on the right. The Cascades (L.A. Aqueduct) and industrial center can be seen in the background.



B14: View looking northwest along the MTA right-of-way towards Balboa Boulevard, from the 210 westbound connector to the southbound I-5 Freeway. San Fernando Road is seen on the left.



B15: View looking northwest on Sepulveda Boulevard. The 210 Freeway and the I-5 Freeway are seen overhead. The area is dominated by the presence of freeway and railroad right-of-ways.



B15: View from the westbound 210 Freeway connector ramp to the southbound I-5 Freeway, looking southeast. Sepulveda Boulevard runs parallel to the MTA right-of-way on the right. The I-5 northbound / 210 eastbound connector ramp is seen below.



**Location 4** CA-118 & San Fernando Road (CA-118 N/L @ San Fernando Rd)

<b>Project Site</b>	B16
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	502 (C2)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2523-001-901
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1-XL



**Summary of Adjacent Land Uses:**

The area is surrounded by light manufacturing and industrial buildings. No sensitive land uses occur in this area.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

Due to extensive disturbance connected with construction of CA-118, San Fernando Road, and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties or landmarks have been recorded within a one-quarter mile radius of the site. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

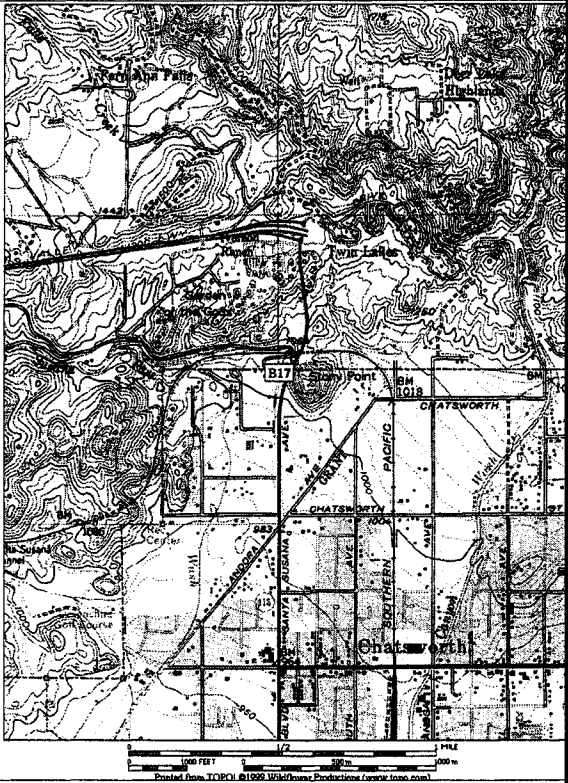
This site is located in a predominantly industrial area with single story industrial buildings. The prominent views in this area are from San Fernando Road and the I-118 Freeway. Other billboards and outdoor advertising signs occur along this transportation corridor. Therefore, visual impacts would be considered less than significant.



B16: View looking southeast on San Fernando Road, towards the 118 Freeway overcrossing. The area is composed of light-industrial land uses. There are outdoor advertisements and billboards in the general vicinity.

**Location 5** Topanga Cyn & Sta. Susana Pass (Topanga Cyn W/L S/O Sta. Susana Pass Road)

<b>Project Site</b>	B17
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	500 (A2)
<b>Right of Way</b>	Coast Subdivision
<b>Assessor's Parcel Number</b>	2723-002-901
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1-XL



**Summary of Adjacent Land Uses:**  
 This site is located just south of the Stony Point Recreational Area. Nearby land uses include rural residential (agricultural) properties and a preschool facility.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to the presence of prehistoric and historic properties within a one-quarter mile radius of the project site, and the presence of recorded archaeological sites in the immediate vicinity, it is recommended that a field survey be conducted prior to any earth moving activities. Project impacts to cultural resources at this location would be considered significant, unless appropriate mitigation is provided. It is therefore recommended that this site be removed from the list of potential billboard locations.

**Visual Impacts:**  
 This site is located in a rural and scenic setting. Prominent scenic features of this area are characterized by natural open space areas and views of nearby mountain views and rock outcroppings. The proposed billboard site is just below the viewshed of the Stony Point Recreation Area, a popular rock climbing area. A billboard structure would be considered an incompatible use as it could potentially obstruct existing views of Stony Point from nearby residential uses, as well as be intrusive to the scenic views from the top of Stony Point. A billboard at this location would change the rural and scenic character of the area. Visual impacts would be considered significant.



B17: View looking north from Santa Susanna Pass, towards Topanga Canyon Boulevard. The area to the south of the tracks contains residential homes and a pre-school. Directly above the site, is Stoney Point Park.



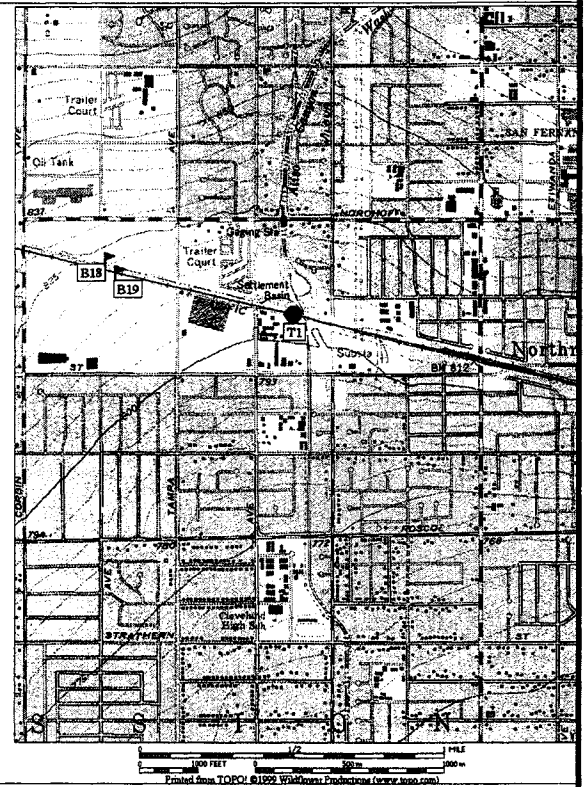
B17: View looking west from Topanga Canyon Boulevard. The site is directly below. The area is rural with residential uses, as seen in the background



B17: View looking north from Topanga Canyon Boulevard, towards the site. A pre-school facility is located below, directly across from the project site.

<b>Location 6</b>	Nordhoff Way & Tampa (Nordhoff Way N/L W/O Tampa)
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<b>Project Site</b>	B18
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	500 (F7)
<b>Right of Way</b>	Coast Subdivision
<b>Assessor's Parcel Number</b>	2783-028-900
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	OS-1-XL



**Summary of Adjacent Land Uses:**  
 Surrounding properties are developed with retail and commercial uses, including car sales lots. No residential uses occur in this immediate area.

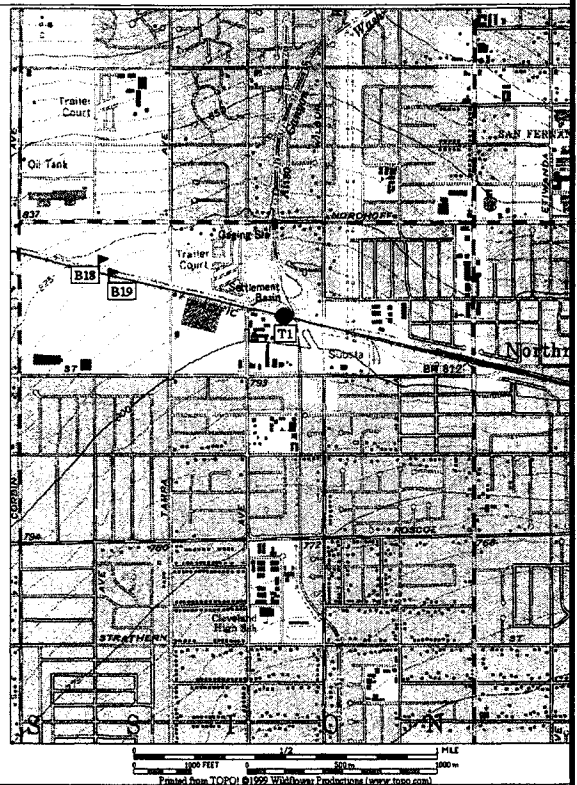
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Southern Pacific Railroad, the Metrolink Northridge Station, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. An historic resource property has been recorded within a one-quarter mile radius of the project site. However, the property is not eligible for the National Register and would not be significantly impacted by a billboard at this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is located in an urban environment with commercial and car lot properties. The prominent view of the proposed Billboard would be from the Nordhoff Way overcrossing and the railroad right-of-way. A billboard placed at this location would be consistent with the existing built environment, since other outdoor signs and billboards are visible in the area. Visual impacts would be less than significant.

**Location 6** Nordhoff Way & Tampa (Nordhoff Way S/L W/O Tampa)

<b>Project Site</b>	B19
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	500 (F7)
<b>Right of Way</b>	Coast Subdivision
<b>Assessor's Parcel Number</b>	2783-028-901
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1-XL



**Summary of Adjacent Land Uses:**

Surrounding properties are developed with retail and commercial uses, including car sales lots. No residential uses occur in this immediate area.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**

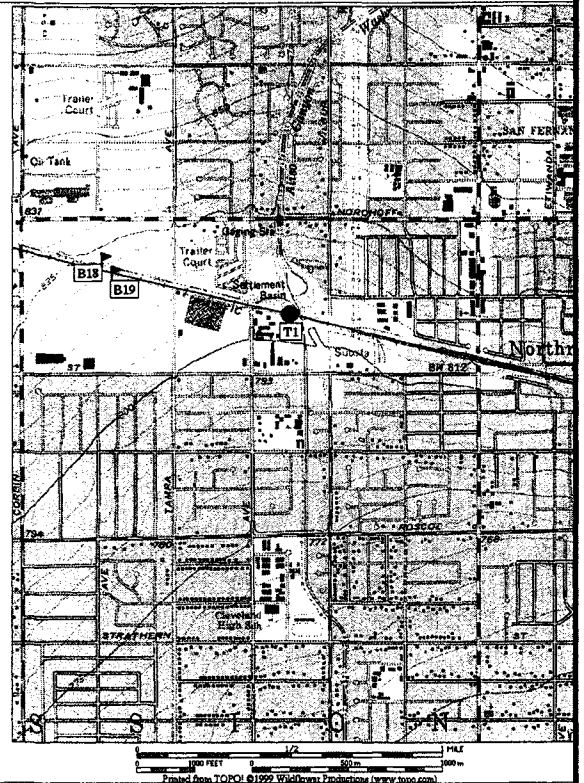
Due to extensive disturbance connected with construction of the Southern Pacific Railroad, the Metrolink Northridge Station, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. An historic resource property has been recorded within a one-quarter mile radius of the project site. However, the property is not eligible for the National Register and would not be significantly impacted by a billboard at this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

This site is located in an urban environment with commercial and car lot properties. The prominent view of the proposed Billboard would be from the Nordhoff Way overcrossing and the railroad right-of way. A billboard placed at this location would be consistent with the existing built environment, since other outdoor signs and billboards are visible in the area. Visual impacts would be less than significant.

**Location 6** Metrolink Northridge Station (Wilbur Avenue W/L N/O Parthenia Street)

<b>Project Site</b>	T01
<b>Project Feature</b>	Toilet
<b>Thomas Guide Page (grid)</b>	530 (H1)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	N/A (City of LA)
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1-XL



**Summary of Adjacent Land Uses:**  
 This area is characterized by industrial and commercial uses surrounding the Metro Station site. Adjacent land uses include a power plant and a wreckage/salvage yard.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Southern Pacific Railroad, the Metrolink Northridge Station, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. An historic resource property has been recorded within a one-quarter mile radius of the project site. However, the property is not eligible for the National Register and would not be affected by a APT at this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 The Northridge Metro Station site is currently in the last phases of construction. The area is newly developed with a circular driveway and hardscape walkways. An APT structure will be a consistent use with the public transit station and will be compatible with the visual design of the MTA station. Visual impacts would be less than significant.



B18-19: View facing east from Corbin Avenue along the MTA right-of-way, north of Nordhoff Way . To the north (left) is a car dealership. To the south (right) is a strip mall. There is existing outdoor advertising in the area.

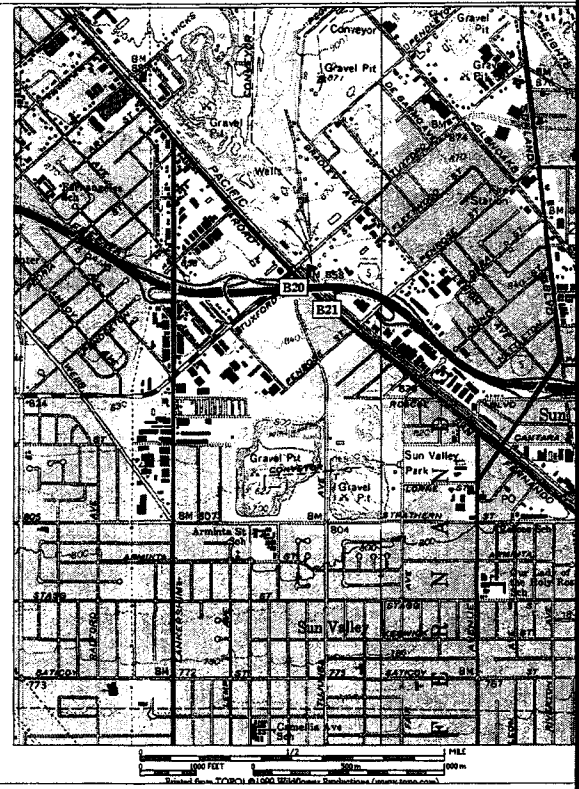


T1: View of the Northridge Metro Station located at the northwest corner of Wilbur Avenue and Parthenia Street. A power plant is located to the east (right) and a wreckage yard to the west (left).



**Location 7** | I-5 & Tuxford (I-5 E/L S/O Tuxford)

<b>Project Site</b>	B20
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	532 (J1)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2632-001-900
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1-XL



**Summary of Adjacent Land Uses:**  
 Surrounding land uses include commercial businesses, surface mining activities and light industrial uses.

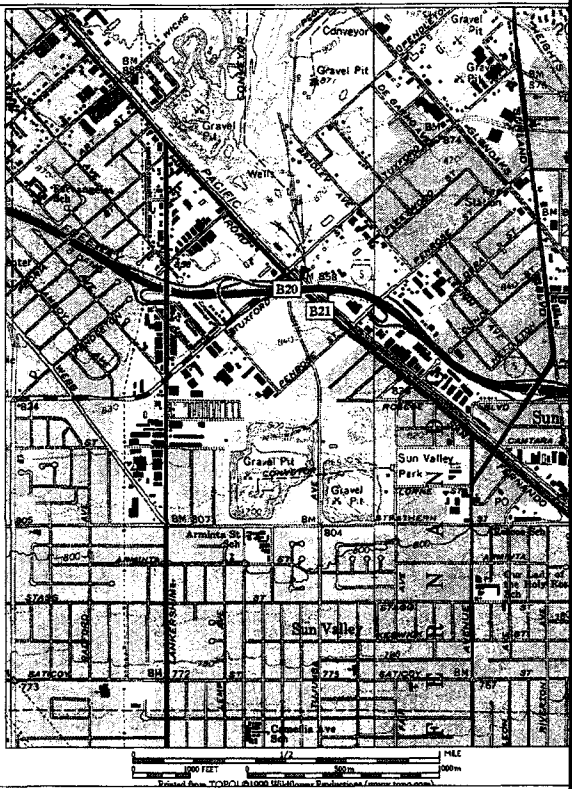
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of San Fernando Road, I-5, and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric properties have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site would be most visible from the I-5 Freeway and along the adjacent surface roadways. San Fernando Road is a commercial corridor in an area with surface mining and light industrial activities. A billboard would be compatible with the general character of the area, as other outdoor advertisements and billboards are located in the area. Visual impacts would be less than significant.

**Location 7** | I-5 & Tuxford (I-5 W/L S/O Tuxford)

<b>Project Site</b>	B21
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	532 (J1)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2408-038-901
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1-XL



**Summary of Adjacent Land Uses:**  
 Surrounding land uses include commercial businesses, surface mining activities and light industrial uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of San Fernando Road, I-5, and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric properties have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site would be most visible from the I-5 Freeway and along the adjacent surface roadways. San Fernando Road is a commercial corridor in an area with surface mining and light industrial activities. A billboard would be compatible with the general character of the area, as other outdoor advertisements and billboards are located in the area. Visual impacts would be less than significant.



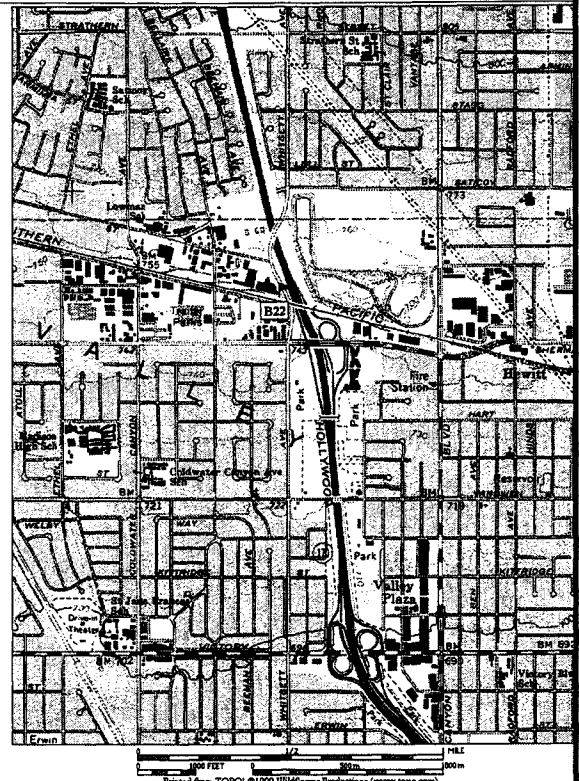
B20: View looking southeast along the MTA right-of-way towards Penrose Street. San Fernando Boulevard runs parallel to the west (right) of the MTA right-of-way. The I-5 Freeway runs above the surface right-of-way. The area contains surface mining activities and industrial uses.



B21: View looking northbound along the MTA right-of-way towards Tuxford Street and the I-5 Freeway overcrossing. San Fernando Boulevard runs parallel to the tracks on the east (right).

**Location 8** CA-170 & Sherman Way (CA-170 W/L N/O Sherman Way)

<b>Project Site</b>	B22
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	532 (F4)
<b>Right of Way</b>	Coast Subdivision
<b>Assessor's Parcel Number</b>	2307-021-901 2324-002-901
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1-VL



**Summary of Adjacent Land Uses:**

Area is defined by light industrial and commercial uses. A storage warehouse is located to the west of the I-5-Freeway just north of the railroad right-of-way.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

Due to extensive disturbance connected with construction of CA-170, the Southern Pacific Railroad, previous surveys of the project location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric properties have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

Due to extensive disturbance connected with construction of CA-170, the Southern Pacific Railroad, previous surveys of the project location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric properties have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.



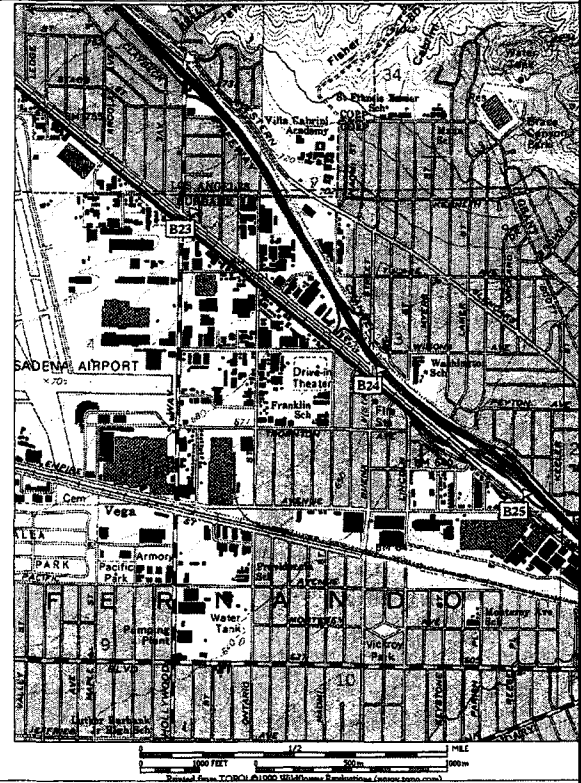
B22: View looking south on Whitsett Avenue. The MTA crossing is seen in the background. The 170 Freeway is to the west (right). A Department of Transportation building is to the east (left). The area is composed of light-industrial land uses.



B22: Close-up view of the site pictured above.

**Location 9** Hollywood Way & San Fernando Blvd. (Hollywood Way E/L N/O San Fernando Rd.)

<b>Project Site</b>	B23
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	533 (C4)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2466-002-900+
<b>Municipality</b>	Burbank
<b>Zoning Designation</b>	RR-1



**Summary of Adjacent Land Uses:**  
 Area is characterized by light industrial land uses and transportation easements. The Burbank Airport is located nearby to the west of this location.

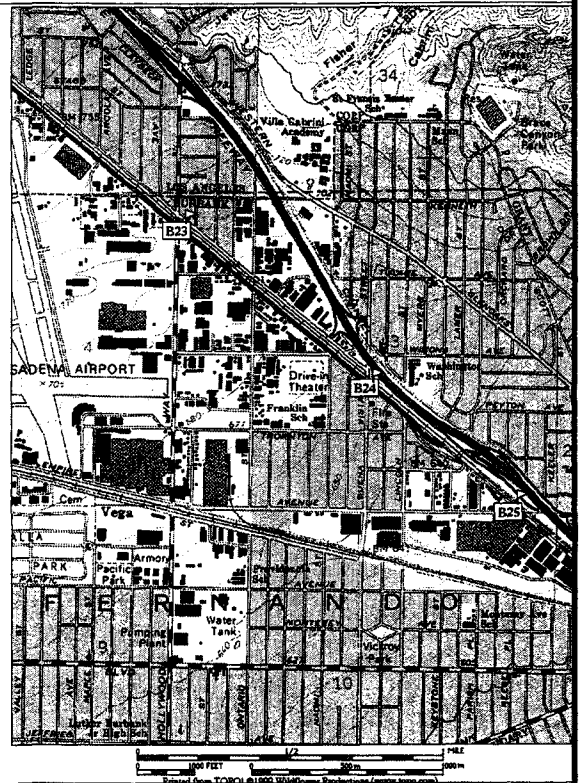
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of I-5, and the Southern Pacific Railroad, a previous survey of the project location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric properties have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is characterized as an urban developed area with light industrial, manufacturing and commercial office uses. Prominent views of the billboard will be from Hollywood Way, San Fernando Road, and from the railroad right-of way. Billboard structures would be consistent with the transportation/commercial corridor of this general area. Visual impacts would be less than significant.

**Location 9** | I-5 & Buena Vista (I-5 W/L S/O Buena Vista Street)

<b>Project Site</b>	B24
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	533 (D5)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2464-018-902+
<b>Municipality</b>	Burbank
<b>Zoning Designation</b>	RR-1



**Summary of Adjacent Land Uses:**  
 Area is located in a light industrial, commercial, and retail corridor. The site is flanked by commercial and retail uses to the west and the I-5 Freeway to the east. The Burbank Airport is located nearby to the west of this location.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of I-5, and the Southern Pacific Railroad, a previous survey of the project location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric properties have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant

**Visual Impacts:**  
 This site is characterized as an urban developed area with light industrial, manufacturing and commercial office uses. Prominent views of the billboard will be from San Fernando Road, the I-5 Freeway, and from the railroad right-of way. Billboard structures would be consistent with the transportation/commercial corridor of this general area. Visual impacts would be less than significant.

**Location 9** | I-5 & San Fernando Blvd (I-5 W/L at San Fernando Boulevard N/O Empire Avenue)

<b>Project Site</b>	B25
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	533 (E5)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2464-081-901 +
<b>Municipality</b>	Burbank
<b>Zoning Designation</b>	RR-1



**Summary of Adjacent Land Uses:**  
 Area is located in a light industrial and commercial corridor. A 2- to 3-story commercial office building is located at the corner of Empire Avenue and San Fernando Road.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of I-5, and the Southern Pacific Railroad, a previous survey of the project location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric properties have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is characterized as an urban developed area with light industrial, manufacturing and commercial office uses. Prominent views of the billboard will be from San Fernando Road, the I-5 Freeway, and from the railroad right-of way. Billboard structures would be consistent with the transportation/commercial corridor of this general area. Visual impacts would be less than significant.





B23: View looking southeast on San Fernando Boulevard. Hollywood Way runs under the railroad tracks. The area is scattered with light-industrial land uses, within the Burbank Airport area.



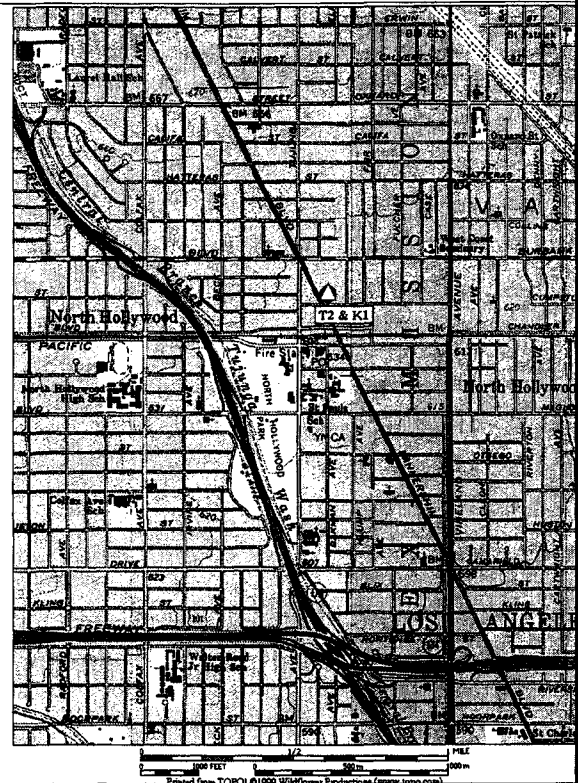
B24: View looking northwest on San Fernando Boulevard, towards Buena Vista Street. The I-5 Freeway is to the east (right) and light-industrial/commercial uses are located on the west (left).



B25: View looking northwest on San Fernando Boulevard, towards Empire Avenue. There is a vacant lot to the west (left) and the I-5 Freeway to east (right). There is a multi-story office building on the corner of Empire Avenue and San Fernando Boulevard (background).

**Location 10** Red Line North Hollywood Station (N/E Corner of Lankershim and Cumpston)

<b>Project Site</b>	K01
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	562 (J2)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	2350-012-915+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C2-2D



**Summary of Adjacent Land Uses:**  
 This site is a public transportation facility (North Hollywood MetroRail Station). Surrounding land uses include retail and commercial uses and car dealerships.

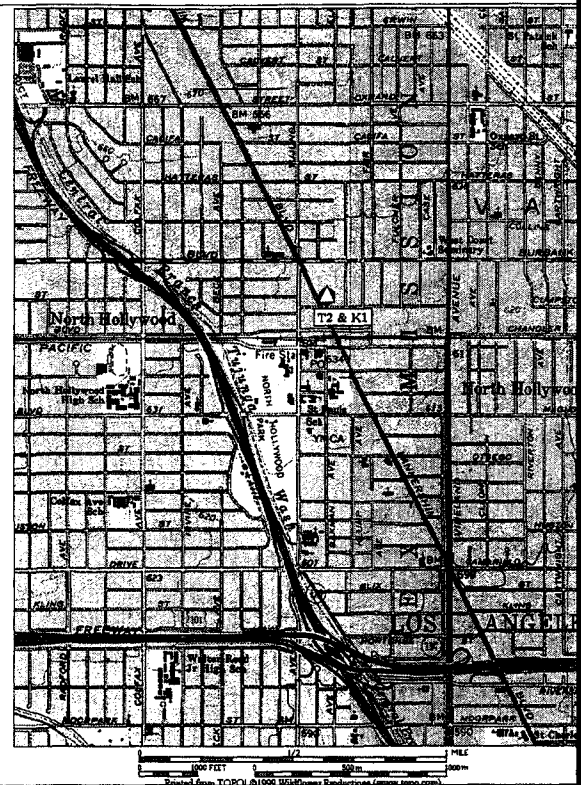
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Southern Pacific Railroad and the Red Line North Hollywood Station, two previous surveys of the project location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. Two historic properties have been recorded at a location one block from the project site. The placement of kiosks and APTs at this location would have no direct or indirect impacts to these historic properties. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 The North Hollywood Metro Station is currently under construction. Kiosk structures will be integrated into the design and open space pedestrian walkways at the station. Visual impacts would be less than significant.

**Location 10** Red Line North Hollywood Station (NE corner of Lankershim and Cumpston)

<b>Project Site</b>	T02
<b>Project Feature</b>	Toilet
<b>Thomas Guide Page (grid)</b>	562 (J2)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	2350-012-915+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C2-2D



**Summary of Adjacent Land Uses:**  
 This site is a public transportation facility (North Hollywood Metrolink Station). Surrounding land uses include retail and commercial uses and car dealerships.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Southern Pacific Railroad and the Red Line North Hollywood Station, two previous surveys of the project location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. Two historic properties have been recorded at a location two blocks from the project site. The placement of kiosks and APTs at this location would have no direct or indirect impacts to these historic properties. The potential for impacts upon cultural resources would therefore be less than significant.

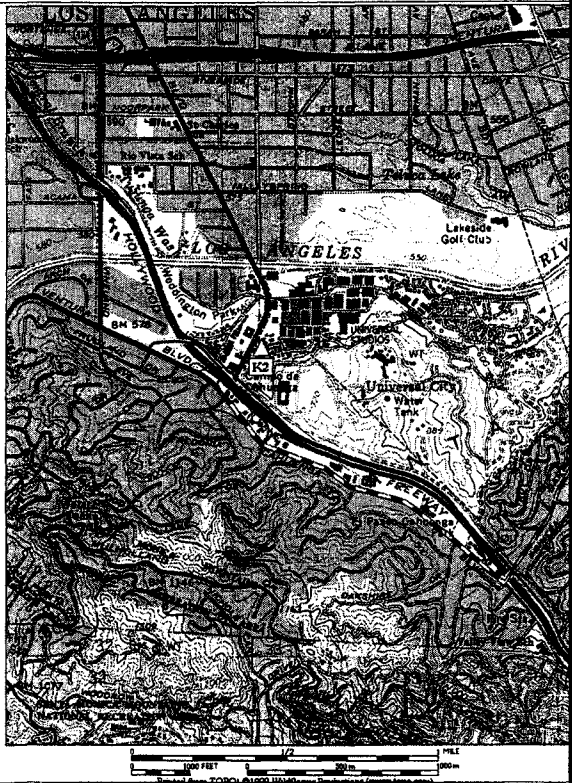
**Visual Impacts:**  
 The North Hollywood Metro Station is currently under construction. Proposed APT units will be integrated into the design of the station. Visual impacts would be less than significant.



T2 & K1: View looking northbound from Cumpston Street. Lankershim Boulevard is seen to the west (right). The Metro Station is next to a lot being graded for future development. The area consists of light-industrial/commercial uses. There are existing billboards and outdoor advertisements in the area.

**Location 11** | Red Line Universal City Station (Lankershim Blvd/ Universal Terrace Parkway)

<b>Project Site</b>	K02
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	563 (B6)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	2423-036-9002423-036-908
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C2-1L



**Summary of Adjacent Land Uses:**  
 This area is currently being developed as the Universal City MetroRail Station. Lankershim Boulevard is a commercial corridor and Universal City is located to the east off of Universal Terrace Parkway. Commercial office uses are the dominant land uses features in this area.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	High	<b>Historic Resources</b>	High
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**Recommendations:**  
 Two historic properties are recorded within a one-quarter mile radius of the project site (Campo de Cahuenga and Casa Adobe Hacienda). The placement of a kiosk at this location would have no direct or indirect impacts on these historic properties. The potential for impacts upon cultural resources would therefore be less than significant. The Universal City Station area is an important cultural resource that has yielded significant archaeological, prehistoric and historic artifacts and data concerning pre-history to the present. Particularly important is the Campo de Cahuenga, a city park, and nearby parcels which contain the foundation and floors of the original adobe where, in 1847, the Mexican and American forces signed the articles of capitulation ending Mexican-American war hostilities in California.

**Visual Impacts:**  
 This location is currently under construction. The kiosk structure will be integrated into the public open space areas at the Universal City MetroRail Station. Visual impacts would be less than significant.



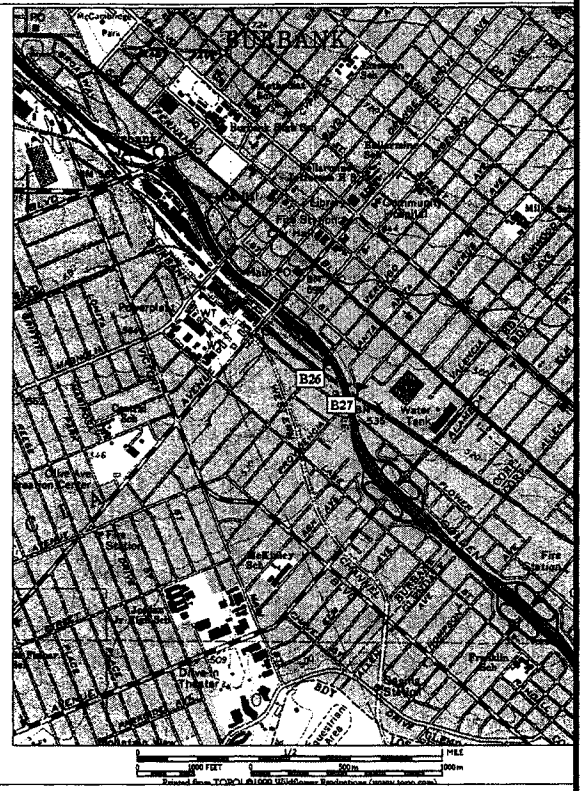
K2: View looking southwest on Lankershim Boulevard. On the east (left) is the entrance to Universal Studios. The area consists of office and commercial uses. There are existing billboards and outdoor advertisements in the area.



K2: Close-up view of the site pictured above. Access to the site is currently limited due to construction.

**Location 12** I-5 & Flower Street (I-5 W/L at Flower Street)

<b>Project Site</b>	B26
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	563 (H1)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2451-005-903
<b>Municipality</b>	Burbank
<b>Zoning Designation</b>	RR-1



**Summary of Adjacent Land Uses:**

Surrounding land uses are composed of light industrial uses and recycling and salvage yards.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

Due to extensive disturbance connected with construction of I-5, and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric properties have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

This area is characterized by industrial land uses and the freeway and railroad right-of-way transportation corridors. A billboard structure would be consistent with the overall character of the area and visual impacts would be less than significant.

**Location 12** | I-5 & Flower Street (I-5 E/L at Flower Street)

<b>Project Site</b>	B27
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	563 (H1)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	2453-042-901
<b>Municipality</b>	Burbank
<b>Zoning Designation</b>	RR-1



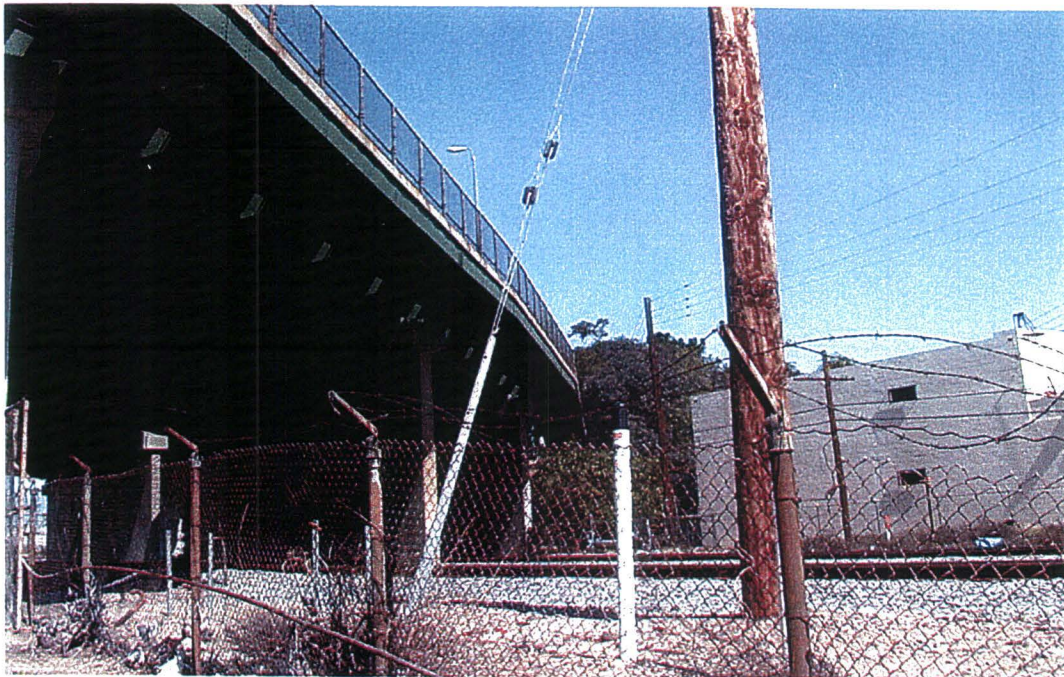
**Summary of Adjacent Land Uses:**  
 Surrounding land uses are composed of light industrial uses and recycling and salvage yards.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of I-5, and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric properties have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This area is characterized by industrial land uses and the freeway and railroad right-of-way transportation corridors. A billboard structure would be consistent with the overall character of the area and visual impacts would be less than significant.





B26: View looking northeast along the MTA right-of-way from a Caltrans equipment and vehicle storage area, off of Flower Street. The I-5 Freeway runs over the tracks. The area consists of light-industrial uses.



B27: View facing southeast along the MTA right-of-way, towards the I-5 Freeway. The area consists of light-industrial uses and recycling and salvage yards.

**Location 13** CA-134 & San Fernando Road (CA-134 N/L S/O San Fernando Road)

<b>Project Site</b>	B28
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	564 (C4)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	5593-004-910+
<b>Municipality</b>	Glendale
<b>Zoning Designation</b>	M2



**Summary of Adjacent Land Uses:**  
 This urban area is developed with commercial, light industrial, and public facility uses. A power plant is located on the west side of San Fernando Road.

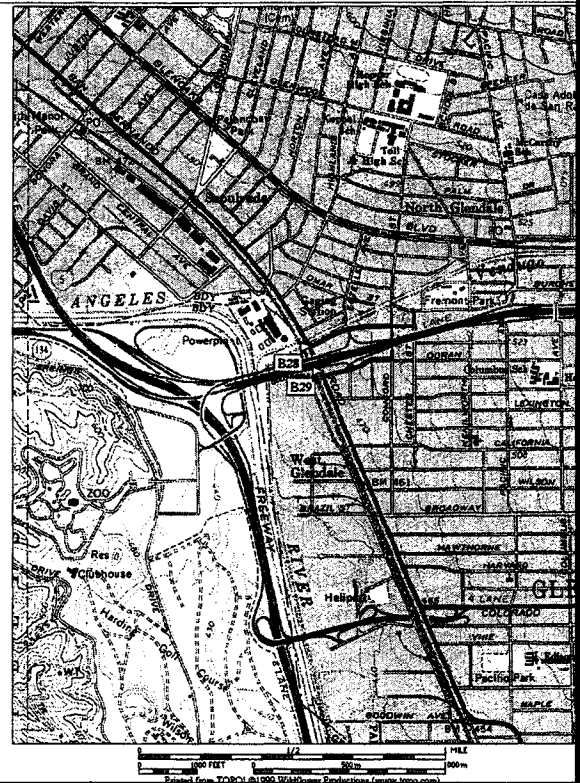
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the 134 Freeway and the Southern Pacific Railroad, a previous survey of the property, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This area is characterized by light-industrial and public facility (power plant yard) uses. Other billboards exist in the immediate vicinity along the San Fernando Road corridor. Billboards would be consistent with the existing character of this area and visual impacts would be less than significant.

**Location 13** CA-134 & San Fernando Road (CA-134 S/L S/O San Fernando Road)

<b>Project Site</b>	B29
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	564 (C4)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	5638-021-900+
<b>Municipality</b>	Glendale
<b>Zoning Designation</b>	M2



**Summary of Adjacent Land Uses:**  
 This urban area is developed with commercial, light industrial, and public facility uses. A power plant is located on the west side of San Fernando Road.

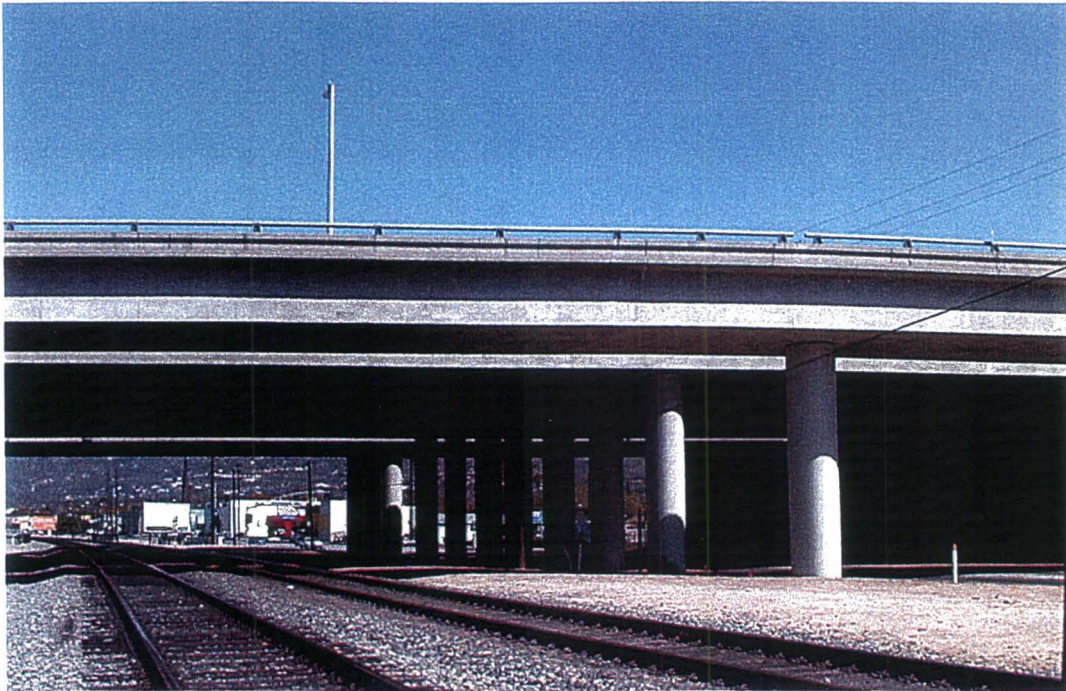
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the 134 Freeway and the Southern Pacific Railroad, a previous survey of the property, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This area is characterized by light-industrial and public facility (power plant yard) uses. Other billboards exist in the immediate vicinity along the San Fernando Road corridor. Billboards would be consistent with the existing character of this area and visual impacts would be less than significant.



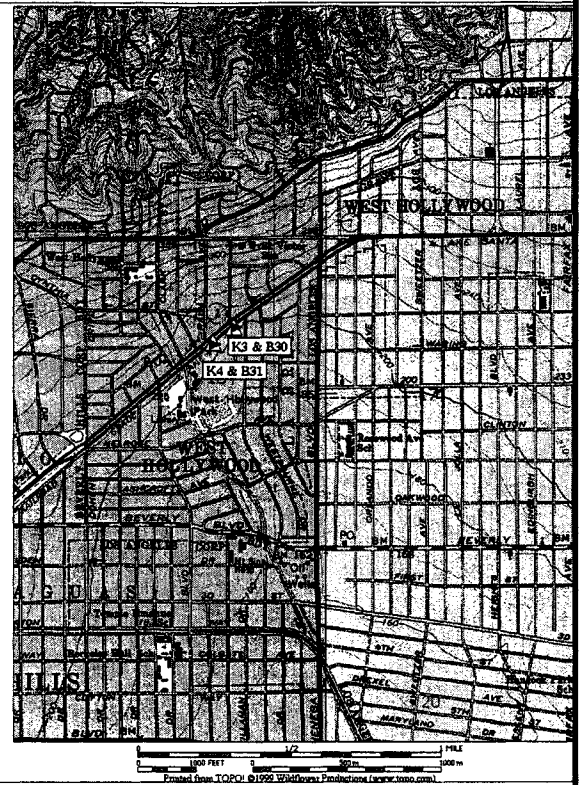
B28: View looking southbound along the MTA right-of-way, towards the 134 Freeway. San Fernando Road runs parallel with the tracks. The area consists of light-industrial uses.



B29: View looking northbound along the MTA right-of-way, towards the 134 Freeway. San Fernando Road is on the east (right). The area consists of light-industrial uses. A power plant neighbors the site to the west (left).

**Location 14** Division 7 (Santa Monica Blvd. S/L W/O Huntley Dr.)

<b>Project Site</b>	B30
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	592 (J6)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	4337-017-900+
<b>Municipality</b>	West Hollywood
<b>Zoning Designation</b>	P



**Summary of Adjacent Land Uses:**

Area is a heavily traveled commercial corridor composed of commercial and retail establishments.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

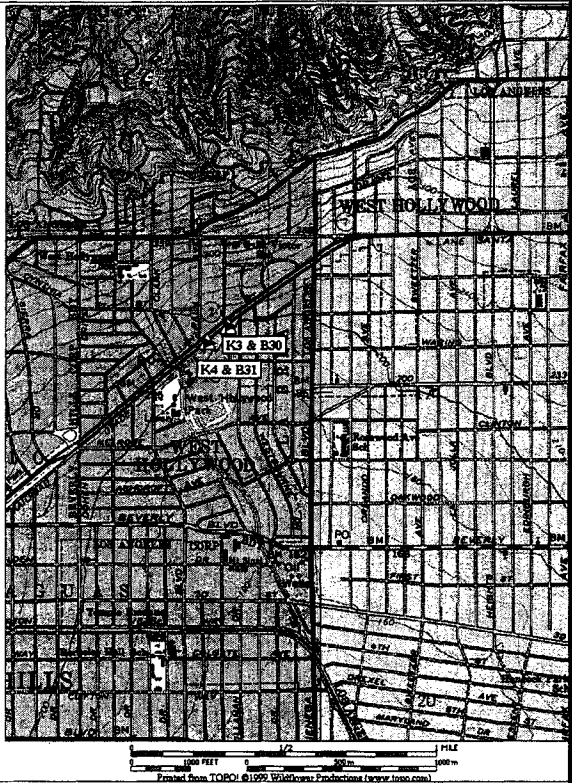
Due to extensive disturbance connected with construction of Santa Monica Boulevard, and the former Pacific Electric Railway, a previous survey of the property, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

This area is heavily developed with commercial and retail uses. Outdoor advertising signs and billboards are prevalent along the Santa Monica commercial corridor. A billboard in this area would be consistent with the existing built environment and visual impacts would be less than significant.

**Location 14** | Division 7 (Santa Monica Blvd. S/L E/O San Vicente Blvd.)

<b>Project Site</b>	B31
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	592 (J6)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	4337-017-900+
<b>Municipality</b>	West Hollywood
<b>Zoning Designation</b>	P



**Summary of Adjacent Land Uses:**  
 Area is a heavily traveled commercial corridor composed of commercial and retail establishments. A two story parking structure is located on the south side of Santa Monica Boulevard.

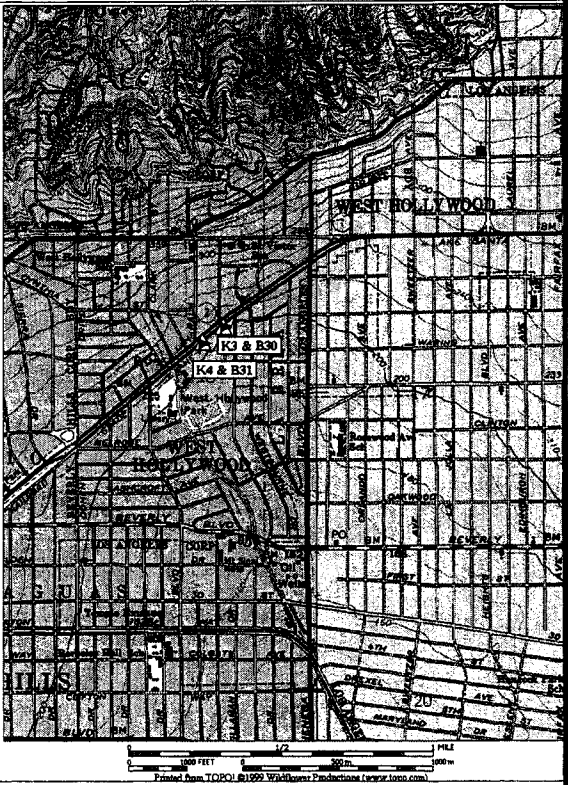
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of Santa Monica Boulevard, and the former Pacific Electric Railway, a previous survey of the property, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This area is heavily developed with commercial and retail uses. Outdoor advertising signs and billboards are prevalent along the Santa Monica commercial corridor. A billboard in this are would be consistent with the existing built environment and visual impacts would be less than significant.

**Location 14** Division 7 - West Hollywood (Santa Monica Blvd. S/L W/O Huntley Dr.)

<b>Project Site</b>	K03
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	592 (J6)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	4337-017-900+
<b>Municipality</b>	West Hollywood
<b>Zoning Designation</b>	P



**Summary of Adjacent Land Uses:**  
 Area is a heavily traveled commercial corridor composed of commercial and retail establishments.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of Santa Monica Boulevard, and the former Pacific Electric Railway, a previous survey of the property, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 Kiosk structures can easily be integrated into the existing streetscape and pedestrian right-of-way along Santa Monica Boulevard. Visual impacts would be consistent with other outdoor signage and impacts would be less than significant.

**Location 14** | Division 7 - West Hollywood (Santa Monica Blvd. S/L E/O San Vicente Blvd.)

<b>Project Site</b>	K04
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	592 (J6)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	4337-017-900+
<b>Municipality</b>	West Hollywood
<b>Zoning Designation</b>	P



**Summary of Adjacent Land Uses:**  
 Area is a heavily traveled commercial corridor composed of commercial and retail establishments. A two story parking structure is located on the south side of Santa Monica Boulevard.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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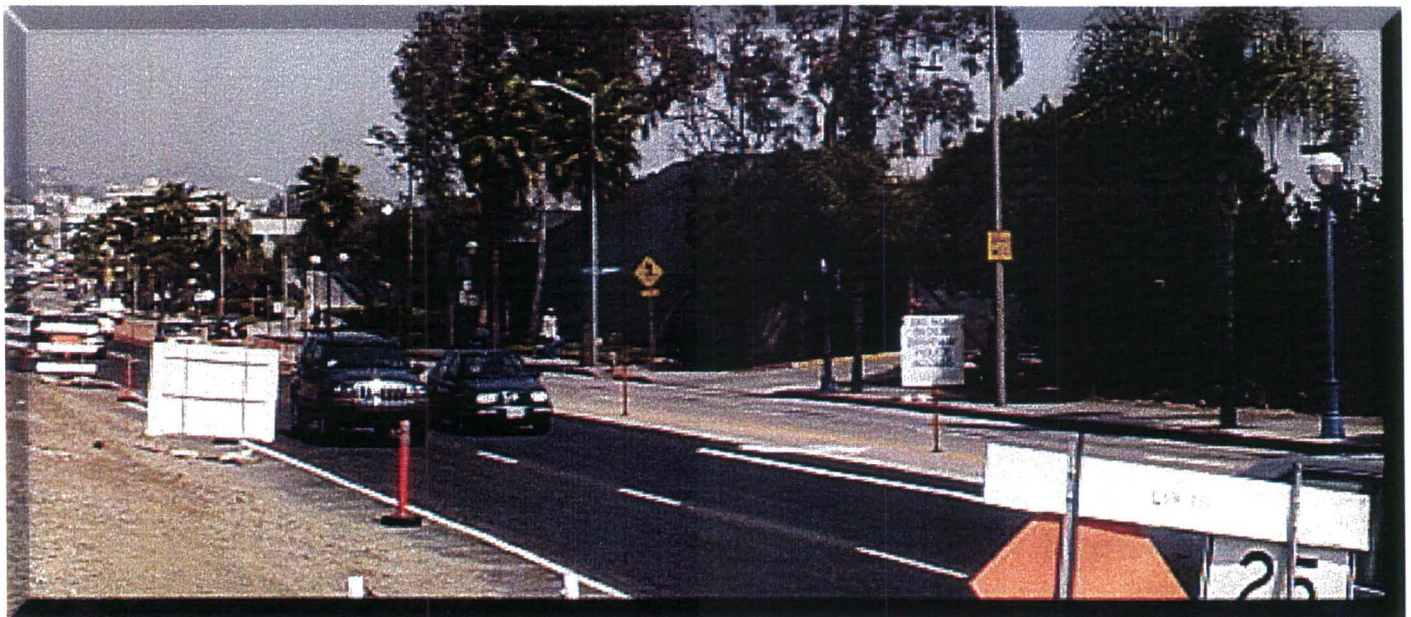
**Recommendations:**  
 Due to extensive disturbance connected with construction of Santa Monica Boulevard, and the former Pacific Electric Railway, a previous survey of the property, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic or prehistoric resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 Kiosk structures can easily be integrated into the existing streetscape and pedestrian right-of-way along Santa Monica Boulevard. Visual impacts would be consistent with other outdoor signage and impacts would be less than significant.





B-30: View facing eastbound on the north side of Santa Monica Boulevard, west of Huntley Drive. Santa Monica Boulevard in this vicinity is characteristic of a typical commercial corridor with heavy signage and other billboards in the vicinity.



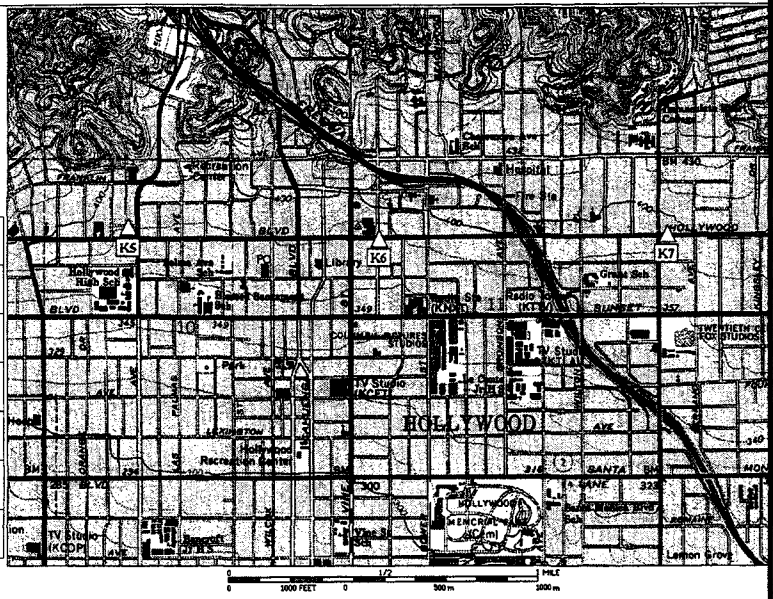
K3: View is facing eastbound on the north side of Santa Monica Boulevard, west of Huntley Drive. Roadway area is currently under construction with commercial and retail uses in the immediate vicinity.



B31and K4: View is facing eastbound from the south side of Santa Monica Boulevard, just east of San Vicente. Area is heavily developed with commercial uses and billboard advertisements along the north side of Santa Monica Boulevard.

**Location 15** Red Line Hollywood/Highland Station (Hollywood Boulevard N/L E/O Highland Avenue)

<b>Project Site</b>	K05
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	593 (E4)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5548-005-900
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C4-2



**Summary of Adjacent Land Uses:**  
 Surrounding area is a heavily developed commercial corridor. Surrounding land uses include retail shops, hotels, and multi-story commercial office buildings. The Hollywood and Highland revitalization project is and Metro Station currently under construction.

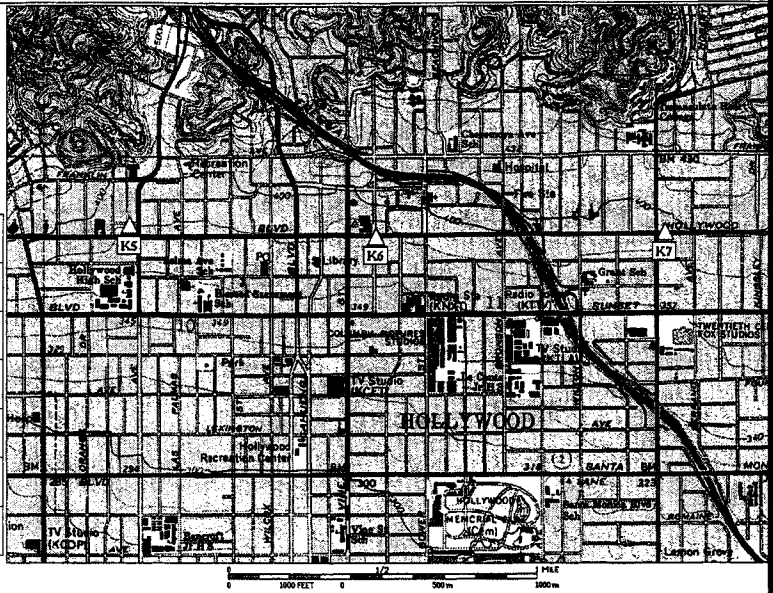
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	High
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**Recommendations:**  
 Due to extensive disturbance connected with construction of Metro Red Line, previous survey of the property, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric resources have been recorded within a one-quarter mile radius of this location. Numerous historic properties are located in proximity to the project site. However the placement of kiosk structures at this location would not directly or indirectly impact historic resources. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 The Hollywood and Highland area is heavily developed with retail and commercial uses. Numerous signs and billboards are present in the area. Kiosks can easily be integrated into the streetscape which experiences heavy pedestrian activity. Visual impacts would be less than significant.

**Location 15** Red Line Hollywood/Vine Station (Hollywood Boulevard S/L W/O Argyle Street)

<b>Project Site</b>	K06
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	593 (F4)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5546-029-900
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C4-2D



**Summary of Adjacent Land Uses:**  
 Surrounding area is a heavily developed commercial corridor. Surrounding land uses include retail shops, theaters, and multi-story commercial office buildings.

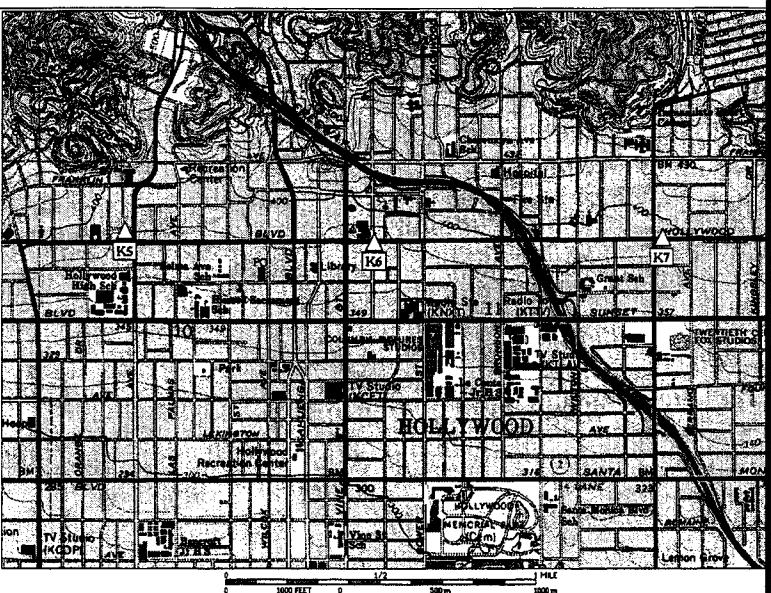
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	High
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**Recommendations:**  
 Due to extensive disturbance connected with construction of Metro Red Line, previous survey of the property, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric resources have been recorded within a one-quarter mile radius of this location. Numerous historic properties are located in proximity to the project site. However the placement of kiosk structures at this location would not directly or indirectly impact historic resources. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 The Hollywood and Vine area is heavily developed with retail and commercial uses. Numerous signs and billboards are present in the area. Kiosks can easily be integrated into the streetscape which experiences heavy pedestrian activity. Visual impacts would be less than significant.

**Location 15** Red Line Hollywood/Western Station (Hollywood Boulevard S/L E/O Western Avenue)

<b>Project Site</b>	K07
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	593 (H4)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5544-021-900+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C2



**Summary of Adjacent Land Uses:**  
 Surrounding land uses include 4-5 story commercial office buildings, retail uses, and high-density residential structures.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of Metro Red Line, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric resources have been recorded within a one-quarter mile radius of this location. Numerous historic properties are located within a few blocks of the project site. However the placement of kiosk structures at this location would not directly or indirectly impact historic resources. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 The Hollywood Boulevard corridor Western Avenue is heavily developed with retail and commercial. Numerous signs and billboards are present in the area. Kiosks can easily be integrated into the streetscape which experiences heavy pedestrian activity. Visual impacts would be less than significant.



K5: View is facing the northwest corner of Hollywood Boulevard and Highland Avenue, the future home of the Redline Hollywood & Highland Metro Station and mixed use commercial project (i.e., The “Hollywood & Highland” project site).



K6: View of the Red Line Metro Station at Hollywood and Vine at the southwest corner of Hollywood Boulevard and Argile Street. Hollywood Boulevard is heavily commercialized with several billboard structures in close proximity.



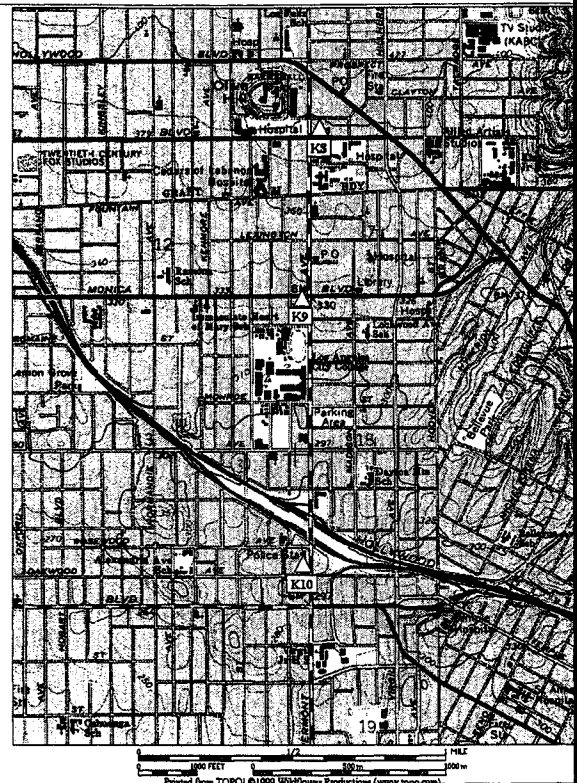
K7: View of the Red Line Hollywood /Western Station located on the southeast corner of Hollywood Boulevard and Western Street. Area is characteristic of a typical commercial corridor with multi-story and mixed use retail/commercial uses and high density residential land uses.



K7: View looking northwest from the Red Line Hollywood and Western Station. Note the existing Billboard in the center of the photograph.

**Location 16** Red Line Vermont/Santa Monica Station (Vermont Avenue W/L S/O Santa Monica Boulevard)

<b>Project Site</b>	K08
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	594 (A5)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5542-015-900+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C2



**Summary of Adjacent Land Uses:**  
 This area is developed with retail, commercial and high-rise commercial office uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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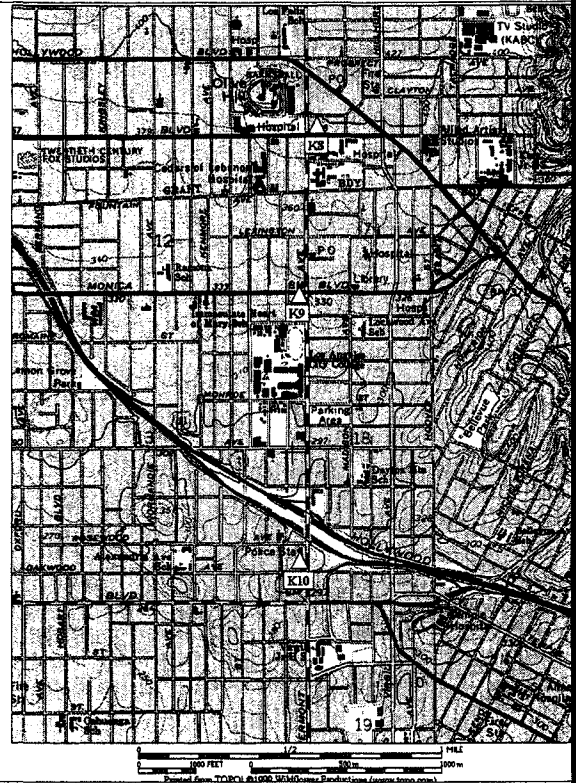
**Recommendations:**  
 Due to extensive disturbance connected with construction of Metro Red Line, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric resources have been recorded within a one-quarter mile radius of this location. Numerous historic properties are located within a few blocks of the project site. However the placement of kiosk structures at this location would not directly or indirectly impact historic resources. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This area is urban and commercially developed. High rise office buildings and advertising billboards are located along this commercial corridor. The area has wide sidewalks to accommodate heavy foot traffic and a wide pedestrian plaza. Kiosk structures can be integrated into the streetscape and visual impacts would be less than significant.



**Location 16** Red Line Vermont/Beverly Station (Vermont Avenue W/L N/O Beverly Boulevard)

<b>Project Site</b>	K09
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	594 (A7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5538-022-900+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C2-1D



**Summary of Adjacent Land Uses:**

This area is developed with low rise retail and commercial uses. Some residential uses are located behind the commercial corridor frontage.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**

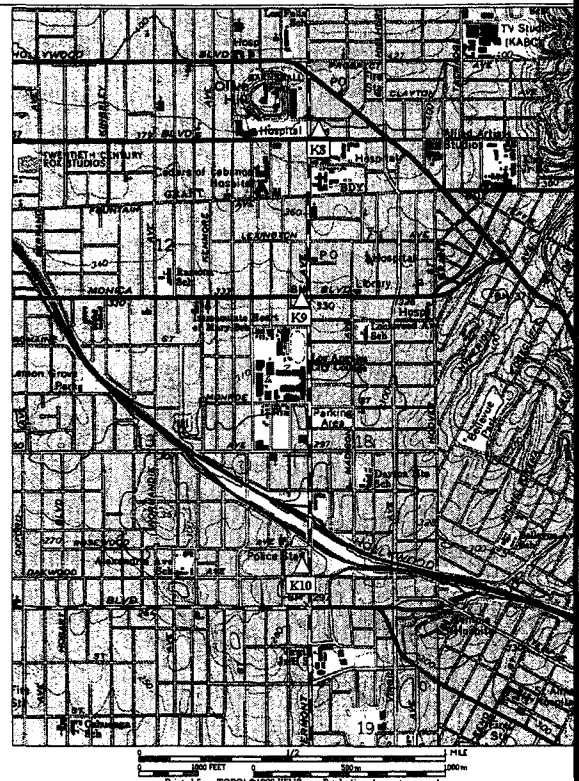
Due to extensive disturbance connected with construction of Metro Red Line, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric resources have been recorded within a one-quarter mile radius of this location. Numerous historic properties are located within a few blocks of the project site. However the placement of kiosk structures at this location would not directly or indirectly impact historic resources. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

The area is characterized by wide sidewalks and a wide pedestrian plaza at the Metro Station entryway. Kiosk structures would be compatible with the existing built environment and can easily be integrated into the streetscape. Visual impacts would be less than significant.

**Location 16** Red Line Vermont/Sunset Station (Vermont Avenue E/L N/O Sunset Boulevard)

<b>Project Site</b>	K10
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	594 (A4)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5520-019-900+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C2



**Summary of Adjacent Land Uses:**  
 This area is developed with retail, commercial and multi-story commercial office uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of Metro Red Line, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric resources have been recorded within a one-quarter mile radius of this location. Numerous historic properties are located within a few blocks of the project site. However the placement of kiosk structures at this location would not directly or indirectly impact historic resources. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 The area is characterized by wide sidewalks and a wide pedestrian plaza at the Metro Station entryway. Billboards and other outdoor advertisements exist in the area. Kiosk structures would be compatible with the existing built environment and can easily be integrated into the streetscape. Visual impacts would be less than significant.



K8: View of the Red Line Vermont/ Sunset Station, located at the northeast corner of Vermont Avenue and Sunset Boulevard. Area is characterized by high rise commercial development along both commercial corridors. Outdoor advertisements and billboard structures occur along both Vermont and Sunset Boulevards in the vicinity of the protect site.



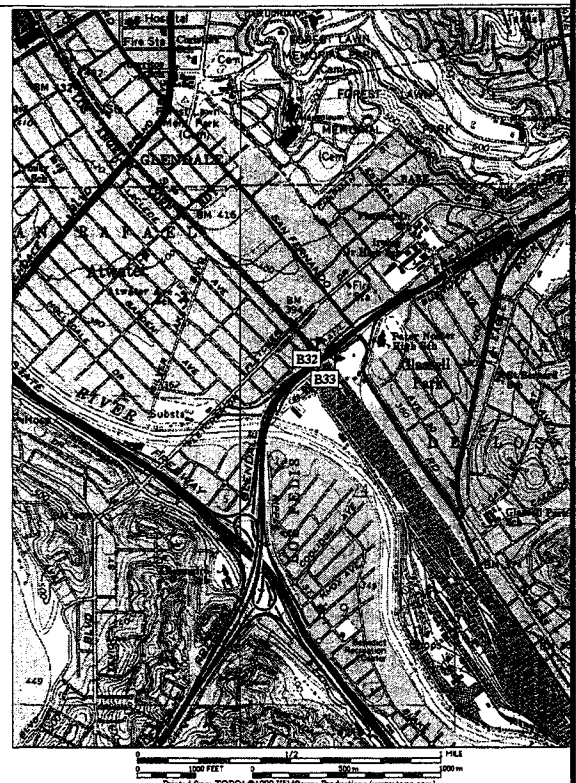
K9: View of the Redline Santa Monica Vermont Station at the southwest corner of Santa Monica Boulevard and Vermont Avenue. The area is commercially developed with some residential uses in close proximity to the site. Billboards and other outdoor advertisements occur in the immediate vicinity.



K 10: View of the Red Line Vermont and Beverly Station at the northwest corner of Vermont Avenue and Beverly Avenue. Area is heavily developed with commercial and retail uses with a number of outdoor advertising and billboards erected in the vicinity. Some residential uses are present east and west of Vermont Avenue.

**Location 17** CA-2 & N. San Fernando Road (CA-2 N/L W/O North San Fernando Road)

<b>Project Site</b>	B32
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	594 (F2)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	5458-001-903
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	M1-1



**Summary of Adjacent Land Uses:**  
 The area is composed of light industrial uses with some residential areas in close proximity.

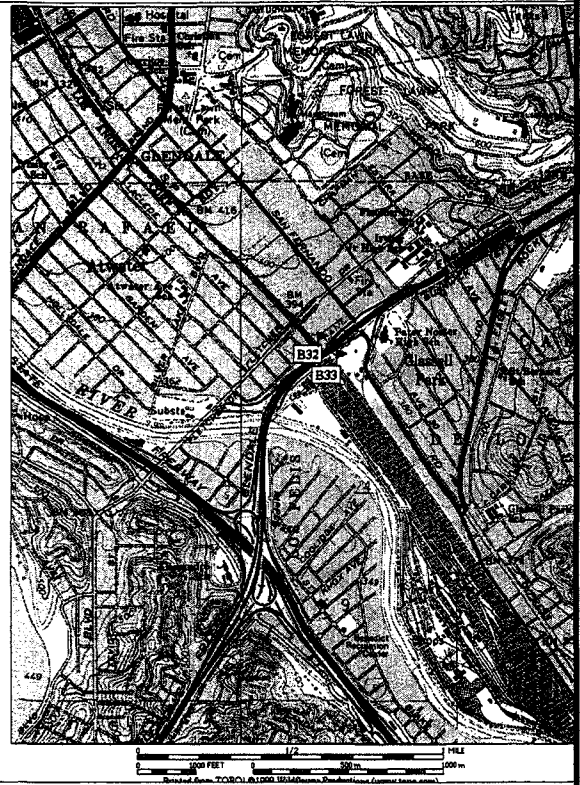
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Glendale Freeway, the Southern Pacific Railroad, previous surveys at the project site, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric resources have been recorded within a one-quarter mile radius of this location. One locally designated historic property (the Van de Kamps Holland Dutch Bakery) is located in the vicinity of the project site. However, the placement of a billboard structure at this location would not have a significant impact upon this historic building. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 The character of this area is dominated by the presence of the CA State Route 2 over-crossing, San Fernando Road, and the railroad right-of-way. The prominent views would be from along the transportation corridors. A billboard at this location would be consistent with existing signage in the area and would be compatible with the freeway over-crossing. Visual impacts would be less than significant.

**Location 17** CA-2 & N. San Fernando Road (CA-2 S/L W/O North San Fernando Road)

<b>Project Site</b>	B33
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	594 (F2)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	5442-001-900
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	M1-1



**Summary of Adjacent Land Uses:**  
 This area is defined by light industrial residential land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Glendale Freeway, the Southern Pacific Railroad, previous surveys at the project site, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric resources have been recorded within a one-quarter mile radius of this location. One locally designated historic property (the Van de Kamps Holland Dutch Bakery) is located in the vicinity of the project site. However, the placement of a billboard structure at this location would not have a significant impact upon this historic building. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is characterized by the wide railroad right-of-way easement and the I-5 over-crossing. Billboard structures would be consistent as they would primarily attract the attention of people on the freeway and railroad right of ways. Other billboards and signs are located in this area. Therefore, visual impacts would be less than significant.



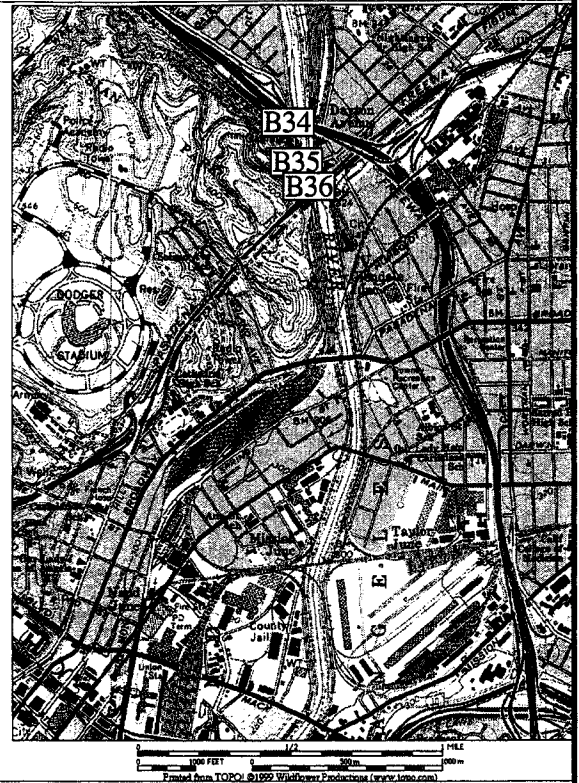
B32: View looking towards CA State Route 2, west of N. San Fernando Road and north of CA State Route 2. Some billboards occur in the immediate area. The area is comprised of industrial uses to the east and residential uses to the northwest.



B33: View looking at CA State Route 2, west of North San Fernando Road and south of State Route 2. Some billboards occur in the general vicinity. The area is characterized by industrial land use corridor to the east with some residential uses to the northwest.

**Location 18** I-5 & L.A. River (I-5 E/L on ROW at LA River)

<b>Project Site</b>	B34
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	594 (H6)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	5445-007-903
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	M3-1



**Summary of Adjacent Land Uses:**

Area primarily consists of transportation right of ways, the LA River Channel and the railroad right-of way. Light industrial and manufacturing uses are the nearest land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**

Due to extensive disturbance connected with construction of the I-5 and Pasadena Freeways, the Southern Pacific Railroad, a previous survey at the property, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric resources have been recorded within a one-quarter mile radius of this location. One locally designated historic property (the Lincoln Heights Jail) is located in the vicinity of the project site. However, the placement of a billboard structure at this location would not have a significant impact upon this building. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

The primary view of the site in this area is provided via the I-5 Freeway. The freeway, the railroad right-of-way, and the LA River Channel are the prominent features characterizing the area. The area is also characterized by several bridge over-crossings. Distant views are available at a few view points from the heavily vegetated hillside to the west. A billboard structure at this location would be consistent with the built environment and would not create a significant visual impact.

**Location 18** I-5 & L.A. River (I-5 W/L on ROW at I-110 & L.A. River)

<b>Project Site</b>	B35
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	594 (H6)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	5415-002-903
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	M3-1



**Summary of Adjacent Land Uses:**  
 Area primarily consists of transportation right of ways, the LA River Channel and the railroad right-of way. Light industrial and manufacturing uses are the nearest land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-5 and Pasadena Freeways, the Southern Pacific Railroad, a previous survey at the property, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric resources have been recorded within a one-quarter mile radius of this location. One locally designated historic property (the Lincoln Heights Jail) is located in the vicinity of the project site. However, the placement of a billboard structure at this location would not have a significant impact upon this building. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 The primary view of the site in this area is provided via the I-5 freeway. The freeway, the railroad right-of-way, and the LA River Channel are the prominent features characterizing the area. The area is also characterized by several bridge overcrossings. Distant views are available at a few view points from the heavily vegetated hillside to the west. A billboard structure at this location would be consistent with the built environment and would not create a significant visual impact.



<b>Location 18</b>	CA-110 & LA River (CA-110 N/L E/O L.A. River)
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<b>Project Site</b>	B36
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	594 (J7)
<b>Right of Way</b>	Valley Subdivision
<b>Assessor's Parcel Number</b>	5415-003-9015415-003-913
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	OS1-XL



**Summary of Adjacent Land Uses:**  
 Area primarily consists of transportation right of ways, the LA River Channel and the railroad right-of way. Light industrial and manufacturing uses are the nearest land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-5 and Pasadena Freeways, the Southern Pacific Railroad, a previous survey at the property, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric resources have been recorded within a one-quarter mile radius of this location. One locally designated historic property (the Lincoln Heights Jail) is located in the vicinity of the project site. However, the placement of a billboard structure at this location would not have a significant impact upon this building. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 The primary view of the site in this area is provided via the I-5 Freeway. The freeway, the railroad right-of-way, and the LA River Channel are the prominent features characterizing the area. The area is also characterized by several bridge overcrossings. Distant views are available at a few view points from the heavily vegetated hillside to the west. A billboard structure at this location would be consistent with the built environment and would not create a significant visual impact.

**Location 18** Red Line Wilshire/Western Station (Wilshire Boulevard N/L E/O Western)

<b>Project Site</b>	K11
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	633 (H2)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5503-030-901+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C4-2



**Summary of Adjacent Land Uses:**  
 This site is a high density urban downtown environment with commercial, commercial office, and public open space (hardscape) uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of commercial buildings along Wilshire Boulevard, previous surveys of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, none of the features appear to be on one of these historic properties. The presence of kiosks should not adversely impact the viewshed due to the high density of other urban structures already present. The potential for impacts upon cultural resources would therefore be less than significant.

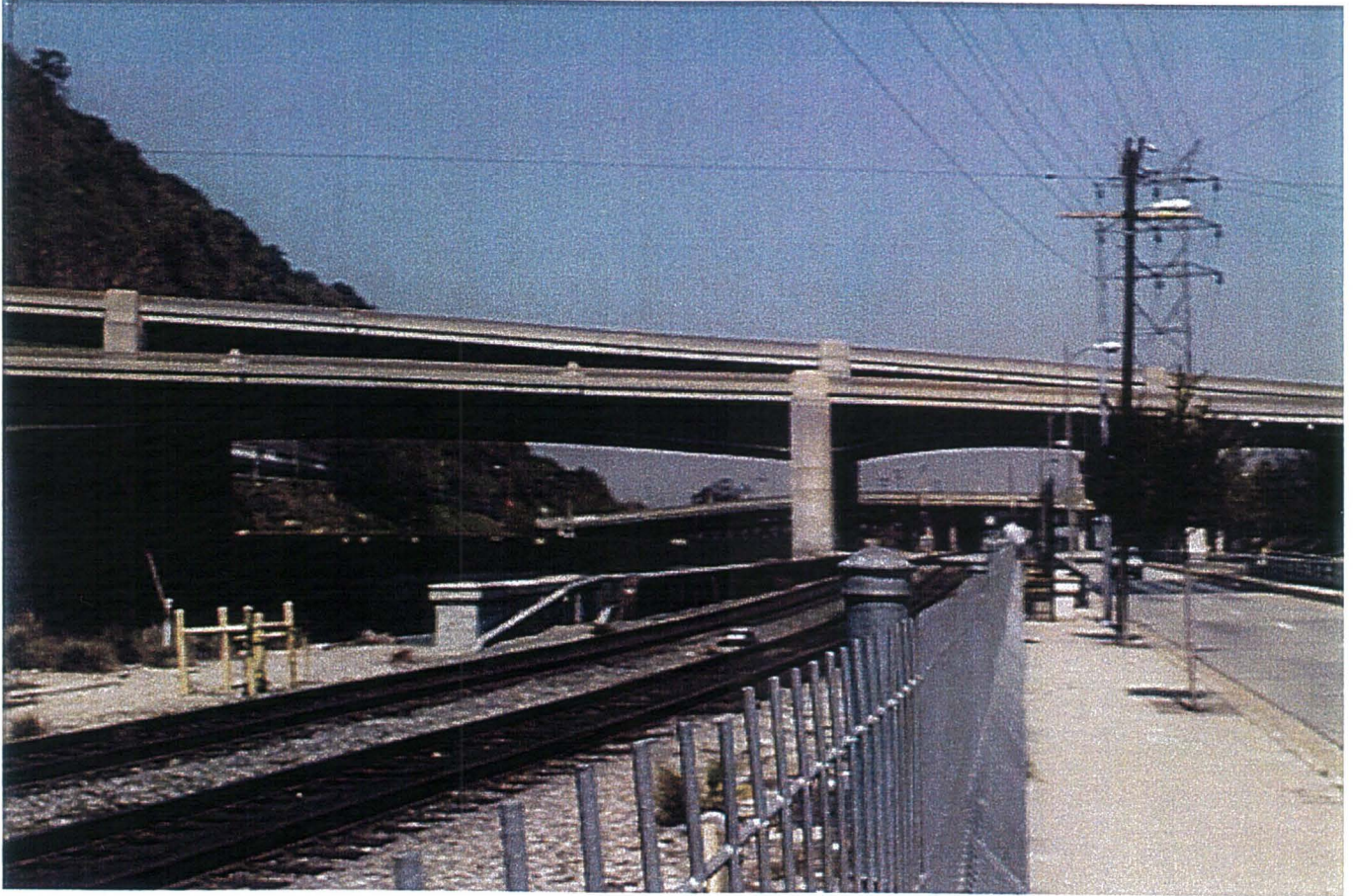
**Visual Impacts:**  
 This is a downtown commercial office environment with wide pedestrian walkways and hardscaped areas. Kiosks would be consistent with the existing pedestrian oriented environment. Other pedestrian-oriented signage exists in the area. Visual impacts would be less than significant.



B34: View looking northbound along the I-5 at the Los Angeles River overcrossing. Surrounding area is primarily composed of industrial uses with a convergence of highways, arterial streets, the LA River Basin, and railroad and utility easements. A few billboards were observed in the immediate area.



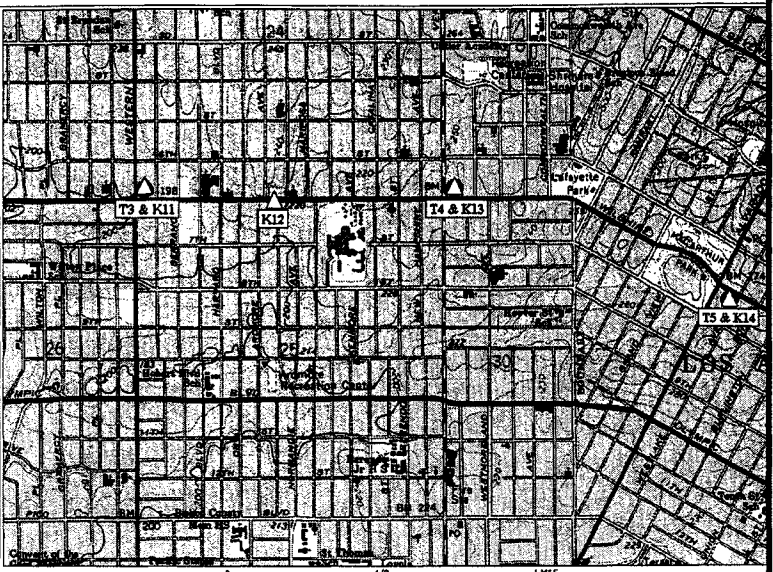
B35: View looking south from just north of the 110 freeway overcrossing at the LA River Channel. Immediate area is composed of industrial areas with Elysian Park hillside located to the west of the LA River Channel (right).



B36: View looking north at the 110-Freeway overcrossing at the LA River Channel. The immediately surrounding area is primarily industrial with a few billboard structures located in the area.

**Location 19** Red Line Wilshire/Normandie Station (Wilshire Boulevard S/L W/O Normandie Avenue)

<b>Project Site</b>	K12
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	633 (J2)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5094-001-020
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C4-2



**Summary of Adjacent Land Uses:**  
 This site is a high density urban downtown environment with commercial, commercial office, and public open space (hardscape) uses.

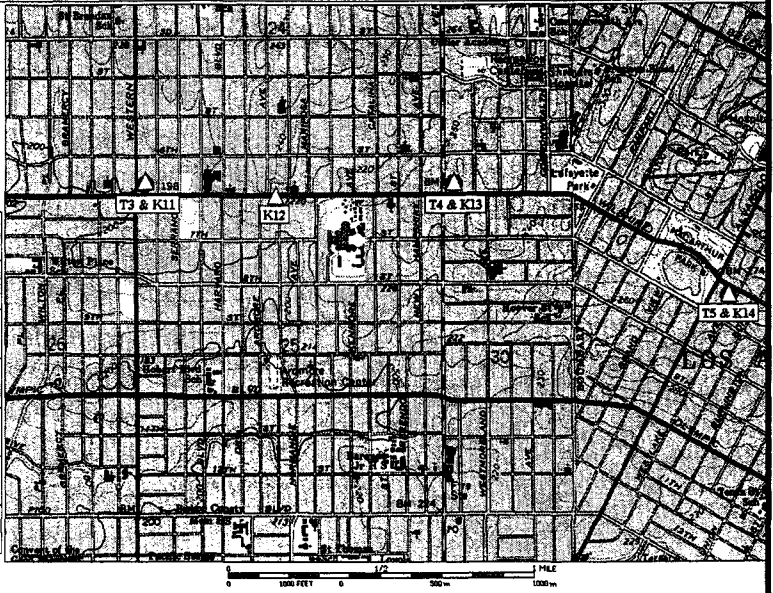
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of commercial buildings along Wilshire Boulevard, previous surveys of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, none of the features appear to be on one of these historic properties. The presence of kiosks should not adversely impact the viewshed due to the high density of other urban structures already present. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This is a downtown commercial office environment with wide pedestrian walkways and hardscaped areas. Kiosks would be consistent with the existing pedestrian oriented environment. Other pedestrian-oriented signage exists in the area. Visual impacts would be less than significant.

**Location 19** Red Line Wilshire/Vermont Station (Vermont Street E/L N/O Wilshire Boulevard)

<b>Project Site</b>	K13
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	634 (A2)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5503-030-900+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C2-2 and C4-2



**Summary of Adjacent Land Uses:**  
 This site is a high density urban downtown environment with commercial, commercial office, and public open space (hardscape) uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of commercial buildings along Wilshire Boulevard, previous surveys of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, none of the features appear to be on one of these historic properties. The presence of kiosks should not adversely impact the viewshed due to the high density of other urban structures already present. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This is a downtown commercial office environment with wide pedestrian walkways and hardscaped areas. Kiosks would be consistent with the existing public space and pedestrian-oriented environment. Visual impacts would be less than significant.

**Location 19** Red Line Westlake/MacArthur Park Station (Alvarado Street E/L S/O Wilshire Boulevard)

<b>Project Site</b>	K14
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	634 (C3)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5141-002-900+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C4-2



**Summary of Adjacent Land Uses:**

This site is a high density urban downtown environment with commercial, commercial office, and public open space (hardscape) uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**

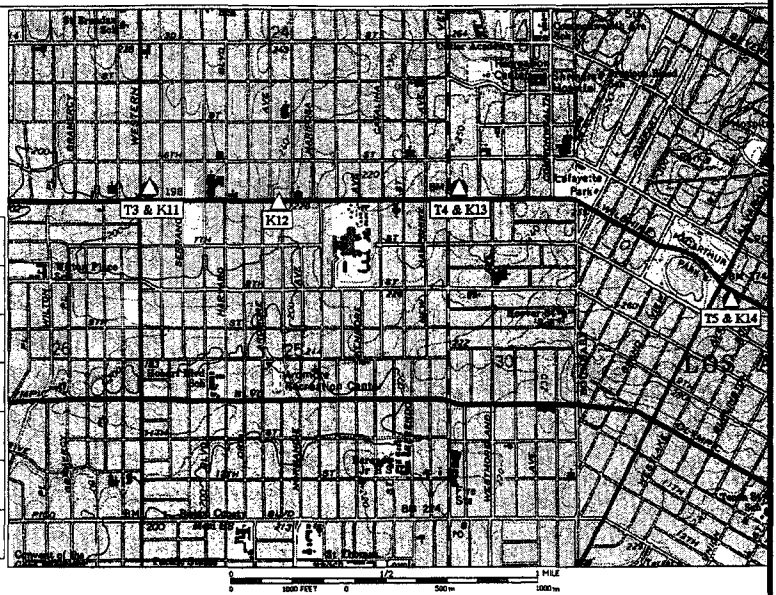
Due to extensive disturbance connected with construction of commercial buildings along Wilshire Boulevard, previous surveys of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, none of the features appear to be on one of these historic properties. The presence of kiosks should not adversely impact the viewshed due to the high density of other urban structures already present. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

This is a downtown commercial office environment with wide pedestrian walkways and hardscaped areas. Kiosks would be consistent with the existing public space and pedestrian-oriented environment. Visual impacts would be less than significant.

**Location 19** Red Line Wilshire/Western Station (Wilshire Boulevard N/L E/O Western)

<b>Project Site</b>	T03
<b>Project Feature</b>	Toilet
<b>Thomas Guide Page (grid)</b>	633 (H2)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5503-030-901+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C4-2



**Summary of Adjacent Land Uses:**

This site is a high density urban downtown environment with commercial, commercial office, and public open space (hardscape) uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**

Due to extensive disturbance connected with construction of commercial buildings along Wilshire Boulevard, previous surveys of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, none of the features appear to be on one of these historic properties. The presence of an APT should not adversely impact the viewshed due to the high density of other urban structures already present. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

This is a downtown commercial office environment with wide pedestrian walkways and hardscaped areas. APTs would be consistent with the existing public space and pedestrian-oriented environment. Visual impacts would be less than significant.



<b>Location 19</b>		Red Line Wilshire/Vermont Station (Vermont Street E/L N/O Wilshire Boulevard)	
<b>Project Site</b>		T04	
<b>Project Feature</b>		Toilet	
<b>Thomas Guide Page (grid)</b>		634 (A2)	
<b>Right of Way</b>		N/A	
<b>Assessor's Parcel Number</b>		5503-030-900+	
<b>Municipality</b>		City of Los Angeles	
<b>Zoning Designation</b>		C2-2 and C4-2	

**Summary of Adjacent Land Uses:**  
 This site is a high density urban downtown environment with commercial, commercial office, and public open space (hardscape) uses.

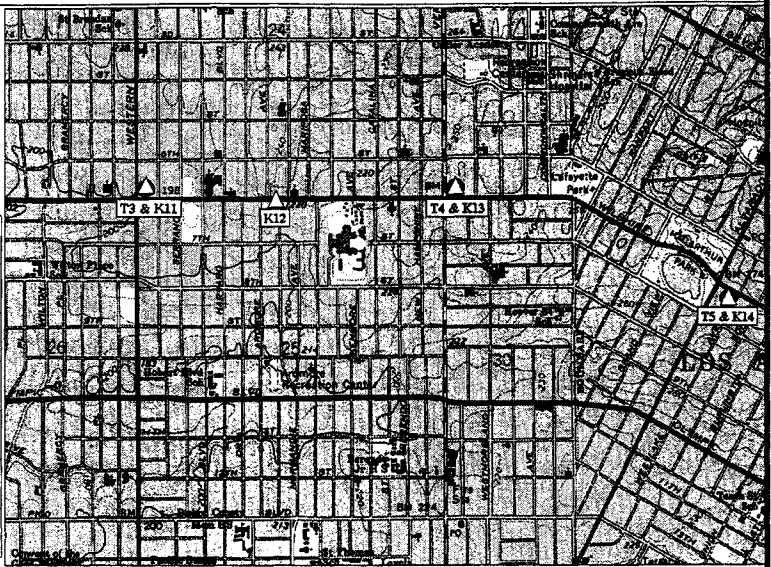
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of commercial buildings along Wilshire Boulevard, previous surveys of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, none of the features appear to be on one of these historic properties. The presence of these kiosks and APTs should not adversely impact the viewshed due to the high density of other urban structures already present. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This is a downtown commercial office environment with wide pedestrian walkways and hardscaped open space areas. APTs would be consistent with the existing public space and pedestrian-oriented environment. Visual impacts would be less than significant.

**Location 19** Red Line Westlake/MacArthur Park Station (Alvarado Street E/L S/O Wilshire Boulevard)

<b>Project Site</b>	T05
<b>Project Feature</b>	Toilet
<b>Thomas Guide Page (grid)</b>	634 (C3)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5141-002-900+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C4-2



**Summary of Adjacent Land Uses:**  
 This site is a high density urban downtown environment with commercial, commercial office, and public open space (hardscape) uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of commercial buildings along Wilshire Boulevard, previous surveys of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, none of the features appear to be on one of these historic properties. The presence of these kiosks and APTs should not adversely impact the viewshed due to the high density of other urban structures already present. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This is a downtown commercial office environment with wide pedestrian walkways and hardscaped open space areas. APTs would be consistent with the existing public space and pedestrian-oriented environment. Visual impacts would be less than significant.



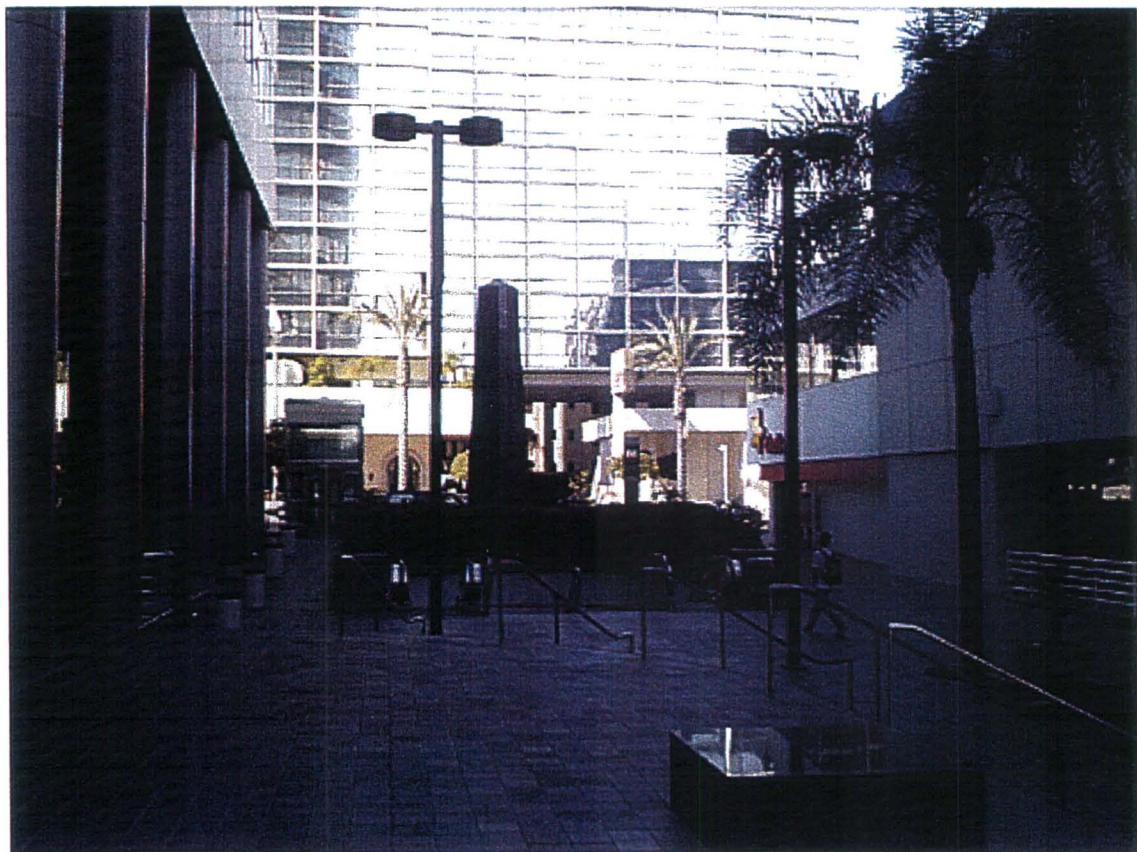
T3 and K11: View of the Red Line Wilshire and Western Metro Station located at the northeast corner of Wilshire Boulevard and Western Avenue.



T3 and K11: Same view as above but at a larger scale. Area is heavily developed with commercial and office use. The Station site is completely hardscaped and experiences high pedestrian traffic.



K12: View of the Red Line Wilshire/Normandie Metro Rail Station located on the south side of Wilshire Boulevard just west of Normandie Avenue.



K12: Same site as pictured above, looking out from the site towards the subway entrance and Wilshire Boulevard (background).



T4 and K 13: View of the Wilshire and Vermont Metro Rail Station at the northeast corner of Wilshire Boulevard and Vermont Avenue. The site is completely improved with hardscape and street tree landscaping. The surrounding area is heavily developed with commercial office uses and experiences heavy pedestrian traffic flow.



T4 and K13: Same site as shown above, but looking out from the site towards the southwest at the corner of Wilshire Boulevard and Vermont Avenue.



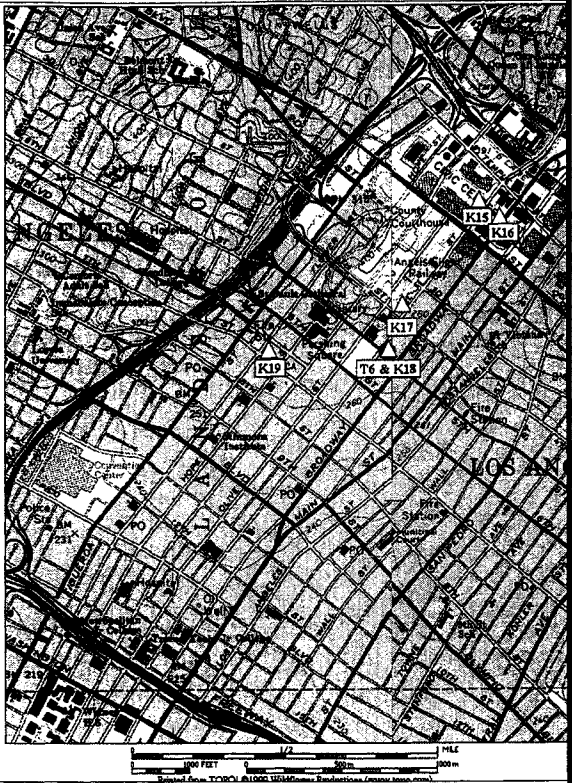
T5 and K14: View of the Red Line Westlake/Mac Arthur Park Station, just south of Wilshire Boulevard, on the east side of Alvarado Street. The surrounding area is heavily developed with commercial and retail land uses.



T5 and K14: Closer view of the same site as pictured above, facing the east. The downtown Los Angeles skyline is visible in the background.

**Location 20** Red Line Civic Center Station – Hill Street (Hill Street E/L N/O First Street)

<b>Project Site</b>	K15
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	634 (F3)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5149-001-903
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C4-2D



**Summary of Adjacent Land Uses:**  
 This site is a public transportation facility in a downtown commercial office center.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the downtown area of Los Angeles, and previous surveys of the feature locations, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, due to the high density of other structures in the downtown area, the presence of these kiosks and APT units would not adversely impact any viewsheds. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is located in a downtown commercial office center area with wide sidewalks and hardscaped pedestrian plaza areas. Kiosks can easily be integrated into the existing streetscape and visual impacts would be less than significant.

<b>Location 20</b>	Red Line Civic Center Station – Broadway (Broadway W/L N/O First Street)
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<b>Project Site</b>	K16
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	634 (F3)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5149-001-903
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C4-2D



**Summary of Adjacent Land Uses:**  
 This site is a public transportation facility in a downtown commercial office center with high-rise buildings. This site is directly in front of the City of LA City Hall Building.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the downtown area of Los Angeles, and previous surveys of the feature locations, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, due to the high density of other structures in the downtown area, the presence of these kiosks and APT units would not adversely impact any viewsheds. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is located in a downtown commercial office center area with wide sidewalks and hardscaped pedestrian plaza areas. Kiosks can easily be integrated into the existing streetscape and visual impacts would be less than significant.



**Location 20** Red Line Pershing Square Station - North ent. (Hill Street E/L N/O Fourth Street)

<b>Project Site</b>	K17
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	634 (F4)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5149-015-029
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C2-4D



**Summary of Adjacent Land Uses:**  
 This site is a public transportation facility in a downtown commercial office center with high-rise buildings.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the downtown area of Los Angeles, and previous surveys of the feature locations, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, due to the high density of other structures in the downtown area, the presence of these kiosks and APT units would not adversely impact any viewsheds. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is located in a downtown commercial office center area with wide sidewalks and hardscaped pedestrian plaza areas. Kiosks can easily be integrated into the existing streetscape and visual impacts would be less than significant.

**Location 20** Red Line Pershing Square Station – South ent. (Fifth Street S/L W/O Hill Street)

<b>Project Site</b>	K18
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	634 (F4)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5149-032-905
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C5-4D



**Summary of Adjacent Land Uses:**  
 This site is a public transportation facility in a downtown commercial office center with high-rise buildings.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the downtown area of Los Angeles, and previous surveys of the feature locations, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, due to the high density of other structures in the downtown area, the presence of these kiosks and APT units would not adversely impact any viewsheds. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is located in a downtown commercial office center area with wide sidewalks and hardscaped pedestrian plaza areas. Kiosks can easily be integrated into the existing streetscape at the Metro Station entrance and visual impacts would be less than significant.

<b>Location 20</b>	Red Line 7th Street/Metro Center Station (Seventh Street N/L E/O Flower Street)
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<b>Project Site</b>	K19
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	634 (E4)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5144-008-008+ 5144-006-018
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C2-4D



**Summary of Adjacent Land Uses:**  
 This site is a public transportation facility in a downtown commercial office center with high-rise buildings.

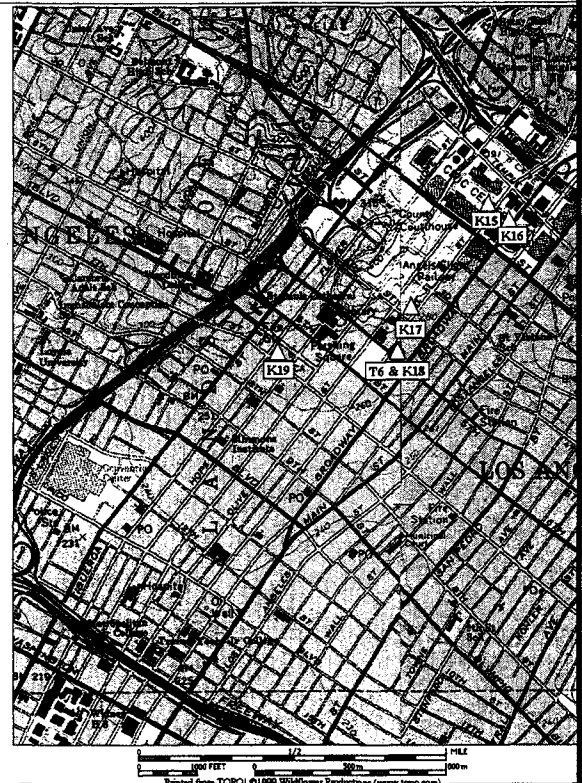
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the downtown area of Los Angeles, and previous surveys of the feature locations, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, due to the high density of other structures in the downtown area, the presence of these kiosks and APT units would not adversely impact any viewsheds. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is located in a downtown commercial office center area with wide sidewalks and hardscaped pedestrian plaza areas. Kiosks can easily be integrated into the existing streetscape at the Metro Station entrance and visual impacts would be less than significant.

<b>Location 20</b>	Red Line Pershing Square Station (Fifth Street S/L W/O Hill Street)
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<b>Project Site</b>	T06
<b>Project Feature</b>	Toilet
<b>Thomas Guide Page (grid)</b>	634 (F4)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5149-032-905
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C5-4D

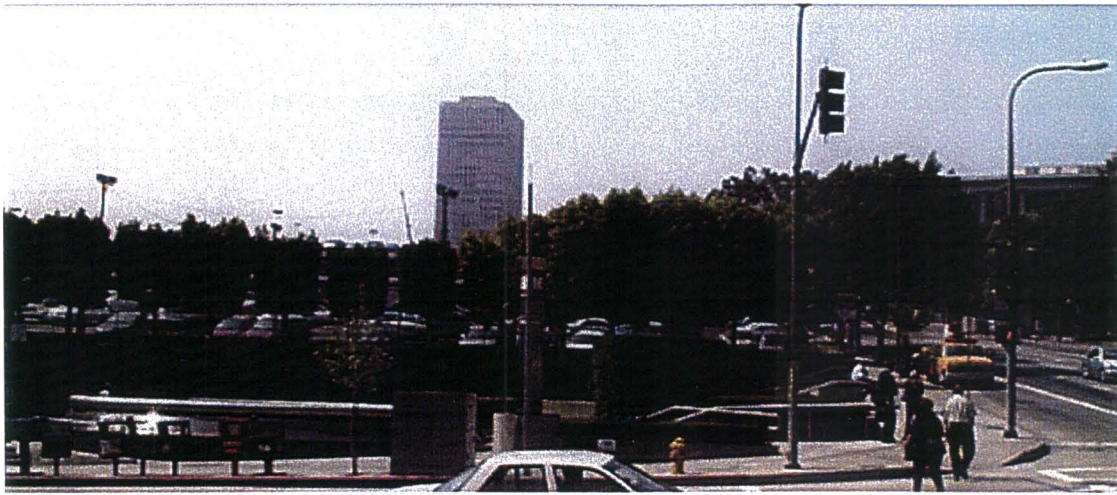


**Summary of Adjacent Land Uses:**  
 This site is a public transportation facility in a downtown commercial office center with high-rise buildings.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the downtown area of Los Angeles, and previous surveys of the feature locations, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, due to the high density of other structures in the downtown area, the presence of these kiosks and APT units would not adversely impact any viewsheds. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is located in a downtown commercial office center area with wide sidewalks and hardscaped pedestrian plaza areas. An APT can be integrated into the existing streetscape without changing the character of the existing environment. Visual impacts would be less than significant.



K15: View of the Red Line Civic Center Station, located on the northwest corner of First Street and Hill Street. Area is a characterized as a downtown commercial office center.



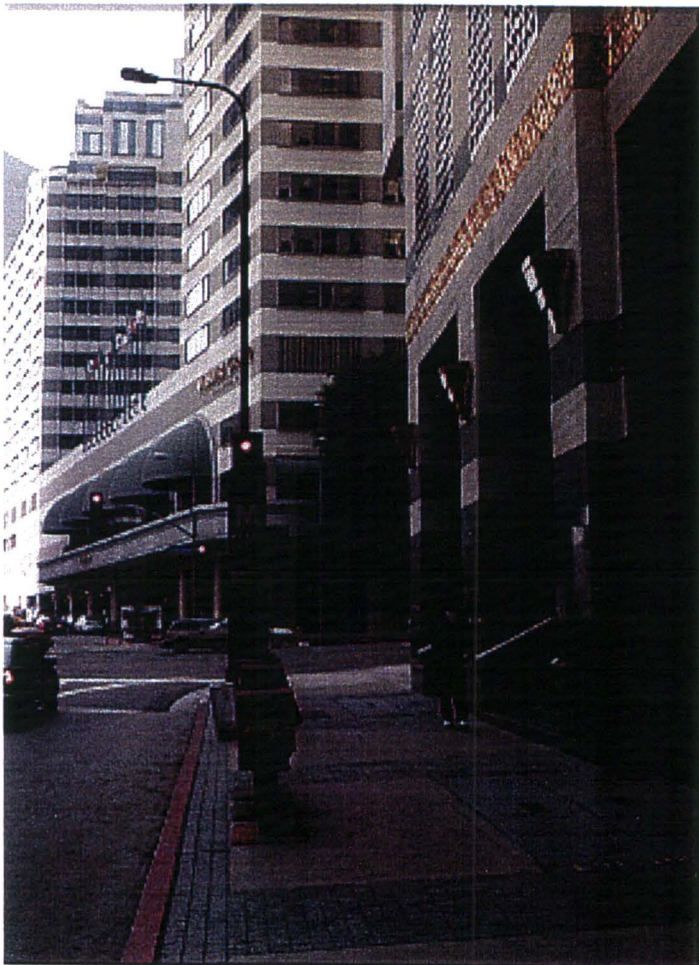
K16: View of the Red Line Civic Center Station, just east of the Metro Subway entrance, west of Temple Street on the south side of Hill Street. The City of Los Angeles City Hall building is pictured in the center.



K17: View of the north entrance of the Red Line Pershing Square Station at the northeast corner of Fourth Street and Hill Street.



K18 and T6: View of the Red Line Pershing Square Station located at the south entrance on the southeast corner of Hill Street and 5th Street. Area is heavily developed with commercial downtown uses.



K19: View of the 7th Street/Metro Center Station located on the northeast corner of Flower Street and Seventh Street.

**Location 21** Division 10 (I-10 N/L E/O Cesar Chavez)

<b>Project Site</b>	B37
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	634 (J3)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5410-009-9015410-009-902
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	MR1-1



**Summary of Adjacent Land Uses:**  
 The Division 10 Metro yard is surrounded by other industrial land uses, and the railroad right-of-way easement.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Union Station area, and multiple railroad lines, and the lack of recorded prehistoric archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, due to the high density of other structures in the area, the presence of a billboard would not impact any historic resource. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This area is characterized by industrial land uses and the railroad right-of-way. The main views in the area are that of the roadway corridor and railroad easements. A Billboard would be consistent with the industrial character of this area, as a number of other billboards exist in the area. Visual impacts would be less than significant.

**Location 21** Division 10 (I-10 N/L E/O Cesar Chavez)

<b>Project Site</b>	B38
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	634 (J3)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5410-009-907
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	MR1-1



**Summary of Adjacent Land Uses:**

The Division 10 Metro yard is surrounded by other industrial land uses, and the railroad right-of-way easement.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**

Due to extensive disturbance connected with construction of the Union Station area, and multiple railroad lines, and the lack of recorded prehistoric archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, due to the high density of other structures in the area, the presence of a billboard would not impact any historic resource. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

This area is characterized by industrial land uses and the railroad right-of-way. The main views in the area are that of the roadway corridor and railroad easements. A Billboard would be consistent with the industrial character of this area, as a number of other billboards exist in the area. Visual impacts would be less than significant.



**Location 21** Gateway Center Garage East Ramp (Vignes Street E/L S/O Cesar Chavez)

<b>Project Site</b>	B39
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	634 (H3)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5409-021-901
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1XL



**Summary of Adjacent Land Uses:**  
 This area is composed of light industrial land uses, a restaurant, and public transportation facilities. The City of Los Angeles Piper Tech Building is located on the east side of Vignes Street.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Union Station area, and multiple railroad lines, and the lack of recorded prehistoric archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, due to the high density of other structures in the area, the presence of a billboard would not impact any historic resource. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This location is south of and in close proximity to the Gateway Center site, which is newly developed in post-modern architecture. A billboard structure on this site would be prominent from the I-10 Freeway (I-5-Freeway convergence) and surface roadways adjacent the Gateway Center and the Piper Tech Building. Immediate views of the Gateway Center Building would not be obstructed. A view obstruction from the Gateway Center Building looking eastward would only block the elevated freeway ramps and distant land uses. Visual impacts would therefore be considered less than significant.

**Location 21** US 101 @ L.A. River (US 101 N/L E/O L.A. River)

<b>Project Site</b>	B40
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	634 (H3)
<b>Right of Way</b>	East Bank
<b>Assessor's Parcel Number</b>	5410-006-904
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	MR1-1



**Summary of Adjacent Land Uses:**

This area is surrounded by light industrial land uses and public transportation facilities.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**

Due to extensive disturbance connected with construction of the Union Station area, and multiple railroad lines, and the lack of recorded prehistoric archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, due to the high density of other structures in the area, the presence of a billboard would not impact any historic resource. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

This area is heavily developed with roadway infrastructure that precludes views of the surrounding areas. Utility easements and power lines are a prominent features in the skyline. A Billboard at this location would not change the character of this area. Visual impacts would be less than significant.

**Location 21** US 101 @ L.A. River (US 101 S/L W/O L.A. River)

<b>Project Site</b>	B41
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	634 (H3)
<b>Right of Way</b>	West Bank
<b>Assessor's Parcel Number</b>	5173-019-904
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	M3-1



**Summary of Adjacent Land Uses:**  
 This area is surrounded by light industrial land uses and public transportation facilities.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Union Station area, and multiple railroad lines, and the lack of recorded prehistoric archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, however, due to the high density of other structures in the area, the presence of a billboard would not impact any historic resource. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This area is heavily developed with roadway infrastructure that precludes views of the surrounding areas. Utility easements and power lines are prominent features in the skyline. A Billboard at this location would not change the character of this area. Visual impacts would be less than significant.

**Location 21** Patsouras Plaza – Gateway Center

<b>Project Site</b>	K20
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	634 (H3)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5409-023-919+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	N/A



**Summary of Adjacent Land Uses:**  
 This area is surrounded by light industrial land uses and public transportation facilities.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Union Station area, and multiple railroad lines, and the lack of recorded prehistoric archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius include National Register properties, and K20 is on a National Register site. K20 should be designed in the architectural style of the Patsouras Plaza to be less obtrusive. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 Patsouras Plaza within the Gateway Center site is newly developed in post-modern architecture that integrates the streetscape and driveway ramp into the landscaping and building materials of the site. A kiosk structure at this site could be integrated into the existing pedestrian walkways without altering the existing character of the plaza. Visual impacts would therefore be considered less than significant.



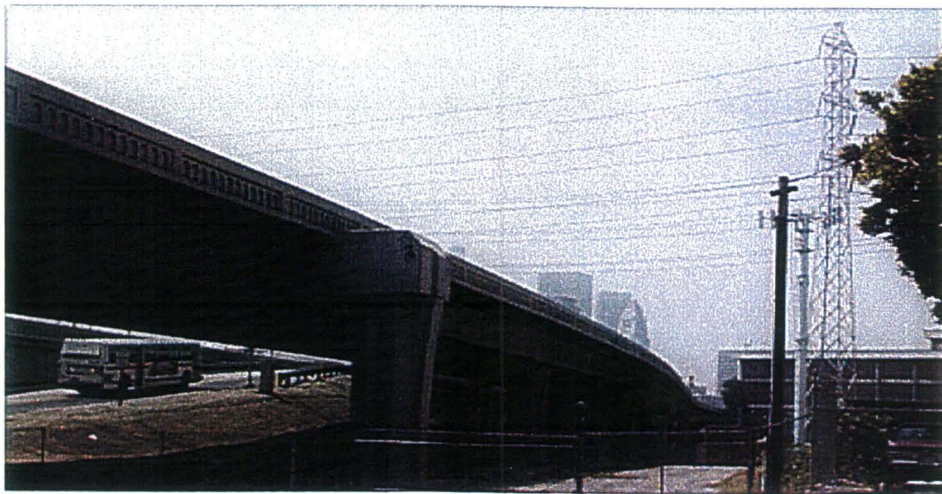
B37: View looking southwest along Mission Street towards Division 10. The surrounding area is developed with industrial uses and there are numerous billboards along the south side of Mission Street. The railroad right-of-way easement is located to the north (right) down a steep embankment.



B38: View looking northeast along Mission Street at Division 10. The area is comprised of light industrial uses. There are numerous billboards present along the south side of Mission Street.



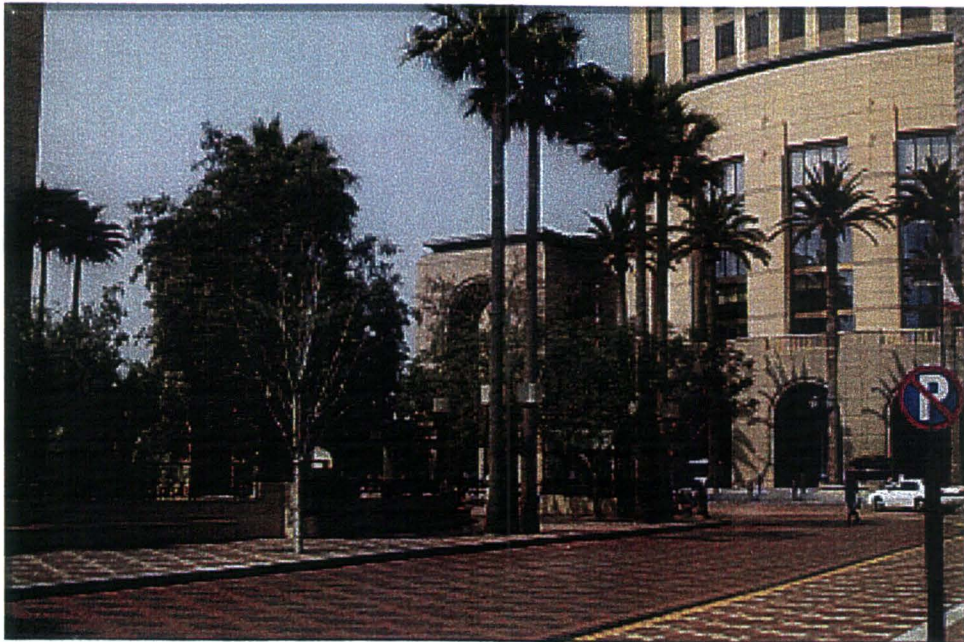
B 39: View looking west towards Gateway Center (Patsaouras Plaza) is visible to the right beneath the palm trees). The Santa Ana Freeway (I-5) at the I-10 convergence is located to the south (left). This view looks over the Denny's restaurant parking lot.



B40: View of the north lane of the I-101 Freeway from the east bank of the LA River Channel. The surrounding area is developed with industrial and commercial uses with some billboards located in the general area.



B41: View of the south lane of the I-101 Freeway from the west bank of the LA River Channel. Surrounding area is developed with industrial and commercial uses. Outdoor advertising and billboards are present in the surrounding area.



K20: View of Patsouras Plaza within the Gateway Center just south of Cesar Chavez Avenue on the west side of Vignes Street. Area is developed as a public transportation facility with hardscape, palm trees, and planter landscaping improvements.

<b>Location 22</b>	I-10 & I-5 (I-5 W/L N/O I-10)
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<b>Project Site</b>	B42
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	635 (A3)
<b>Right of Way</b>	San Gabriel Subdivision
<b>Assessor's Parcel Number</b>	5410-009-908+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	MR1-1



**Summary of Adjacent Land Uses:**  
 This area is developed with industrial, commercial, and high density residential land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-10 Freeway, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius are not National Register properties, however, the County-USC Complex is eligible and the Soto Street Market may be eligible. The presence of a billboard at this location would not adversely impact the viewsheds of these structures as they are one-quarter mile from the project location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This area is primarily defined by the prominence of the I-5 Freeway and industrial land uses. A billboard structure at this site would not alter the existing character of the area and visual impacts would be less than significant.

**Location 22** | I-10 & I-5 (I-5 E/L N/O I-10)

<b>Project Site</b>	B43
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	635 (A3)
<b>Right of Way</b>	San Gabriel Subdivision
<b>Assessor's Parcel Number</b>	5201-019-905 +
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	MR1-1



**Summary of Adjacent Land Uses:**  
 This area is developed with industrial, commercial, and high density residential land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-10 Freeway, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius are not National Register properties, however, the County-USC Complex is eligible and the Soto Street Market may be eligible. The presence of a billboard at this location would not adversely impact the viewsheds of these structures as they are one-quarter mile from the project location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This area is primarily defined by the prominence of the I-5 Freeway, the railway easement and industrial land uses. A billboard structure at this site would not alter the existing character of the area and visual impacts would be less than significant.



**Location 22** Terminal 47 (I-10 N/L W/O N. State Street)

<b>Project Site</b>	B44
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	635 (A3)
<b>Right of Way</b>	San Gabriel Subdivision
<b>Assessor's Parcel Number</b>	5201-019-906
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	MR1-1



**Summary of Adjacent Land Uses:**  
 This area is developed with industrial, commercial, and high density residential land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-10 Freeway, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius are not National Register properties, however, the County-USC Complex is eligible and the Soto Street Market may be eligible. The presence of a billboard at this location would not adversely impact the viewsheds of these structures as they are one-quarter mile from the project location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This area is primarily defined by the prominence of the I-5 Freeway, the railway easement and industrial land uses. A billboard structure at this site would not alter the existing character of the area and visual impacts would be less than significant.

**Location 22** I-10 & State Street (I-10 N/L E/O N. State Street)

<b>Project Site</b>	B45
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	635 (A3)
<b>Right of Way</b>	San Gabriel Subdivision
<b>Assessor's Parcel Number</b>	5201-020-905
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	M2-2



**Summary of Adjacent Land Uses:**

This area is developed with industrial, commercial and residential land uses. The County USC Medical Center is located in close proximity to the site.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**

Due to extensive disturbance connected with construction of the I-10 Freeway, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within one-quarter mile radius are not National Register properties, however, the County-USC Complex is eligible and the Soto Street Market may be eligible. The presence of a billboard at this location would not adversely impact the viewsheds of these structures as they are one-quarter mile from the project location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

This area is primarily defined by the prominence of the I-5 Freeway, the railway easement and industrial land uses. A billboard structure at this site would not alter the existing character of the area and visual impacts would be less than significant.

**Location 22** I-10 @ Soto & Marengo (I-10 N/L W/O intersection of Soto & Marengo)

<b>Project Site</b>	B46
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	635 (B3)
<b>Right of Way</b>	San Gabriel Subdivision
<b>Assessor's Parcel Number</b>	5202-007-904
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	M1-2



**Summary of Adjacent Land Uses:**  
 This area is developed with industrial, commercial, and residential land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-10 Freeway, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within a one-quarter mile radius are not National Register properties, however, the County-USC Complex is eligible and the Soto Street Market may be eligible. The presence of a billboard at this location would not adversely impact the viewsheds of these structures as they are one-quarter mile from the project location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This area is primarily defined by the prominence of the I-5 Freeway, the railway easement and industrial land uses. A billboard structure at this site would not alter the existing character of the area and visual impacts would be less than significant.

**Location 22** I-10 & Soto (I-10 N/L W/O Soto Street)

<b>Project Site</b>	B47
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	635 (B3)
<b>Right of Way</b>	San Gabriel Subdivision
<b>Assessor's Parcel Number</b>	5202-008-900+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	M1-2



**Summary of Adjacent Land Uses:**  
 This area is developed with industrial, commercial and high-density residential land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-10 Freeway, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within a one-quarter mile radius are not National Register properties, however, the County-USC Complex is eligible and the Soto Street Market may be eligible. The presence of a billboard at this location would not adversely impact the viewsheds of these structures as they are one-quarter mile from the project location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This area is primarily defined by the prominence of the I-5 Freeway, the railway easement and industrial land uses. A billboard structure at this site would not alter the existing character of the area and visual impacts would be less than significant.



B42: View of the southbound lane of the I-5 Freeway, north of the I-10 interchange. Area is developed with industrial, commercial and high density residential uses.



B43: View of the northbound lane of the I-5 Freeway, just north of the I-10 interchange. Area is developed with commercial, industrial, and high-density residential uses.



B44: View looking westbound along the railroad right-of-way, parallel to the I-10 Freeway at the State Street overcrossing. Area is developed with commercial, industrial, and high density residential uses.



B45: View of the east/west bound I-10 Freeway and rail road right of way, east of State Street. Area is developed with commercial and residential uses. The County USC Medical Center is located one block north of the site (not in view).



B46: View of the east/west bound I-10 Freeway from the southwest corner of Soto Street and Marengo Street. Area is developed with commercial and high-density residential uses.



B47: View looking over the I-10 and Soto Street overcrossing from Marengo Street. Area is developed with commercial and high-density residential uses. Numerous billboards are located in the vicinity.

**Location 23** | Division 2 (I-10 N/L E/O San Pedro)

<b>Project Site</b>	B48
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	634 (E7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5132-028-902
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	M2-2D



**Summary of Adjacent Land Uses:**  
 The surrounding area consists of light-industrial land uses and the I-10 Freeway.

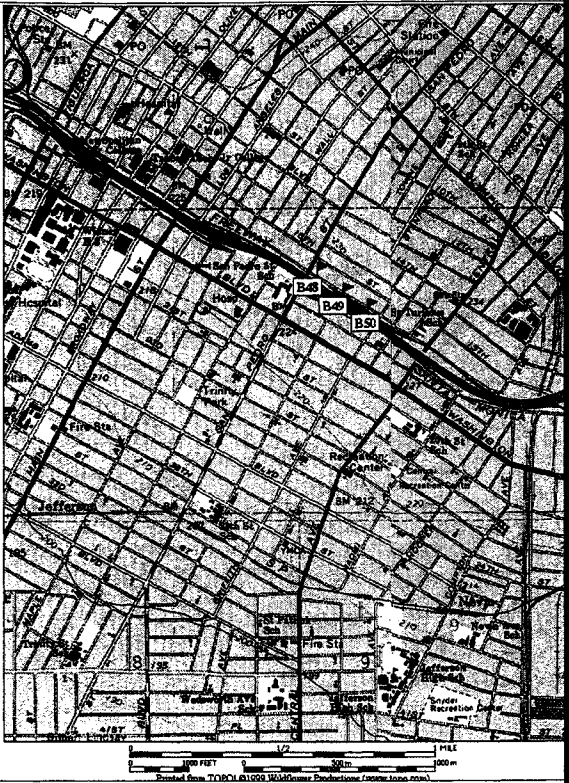
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-10 Freeway, a previous survey of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project site. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This area is primarily defined by the elevated I-10 Freeway, which precludes off site views to adjacent areas. Other billboards exist in the surrounding area. Therefore, a billboard structure at this site would not alter the existing character of the area and visual impacts would be less than significant.

<b>Location 23</b>	Division 2 (I-10 N/L E/O San Pedro)
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<b>Project Site</b>	B49
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	634 (E7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5132-028-905
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	M2-2D



**Summary of Adjacent Land Uses:**  
 The surrounding area consists of light-industrial land uses and the I-10 Freeway.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-10 Freeway, a previous survey of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project site. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This area is primarily defined by the elevated I-10 Freeway, which precludes off site views to adjacent areas. Other billboards exist in the surrounding area. Therefore, a billboard structure at this site would not alter the existing character of the area and visual impacts would be less than significant.



<b>Location 23</b>	Division 2 (I-10 N/L E/O San Pedro)
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<b>Project Site</b>	B50
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	634 (E7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	5132-028-907
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	M2-2D

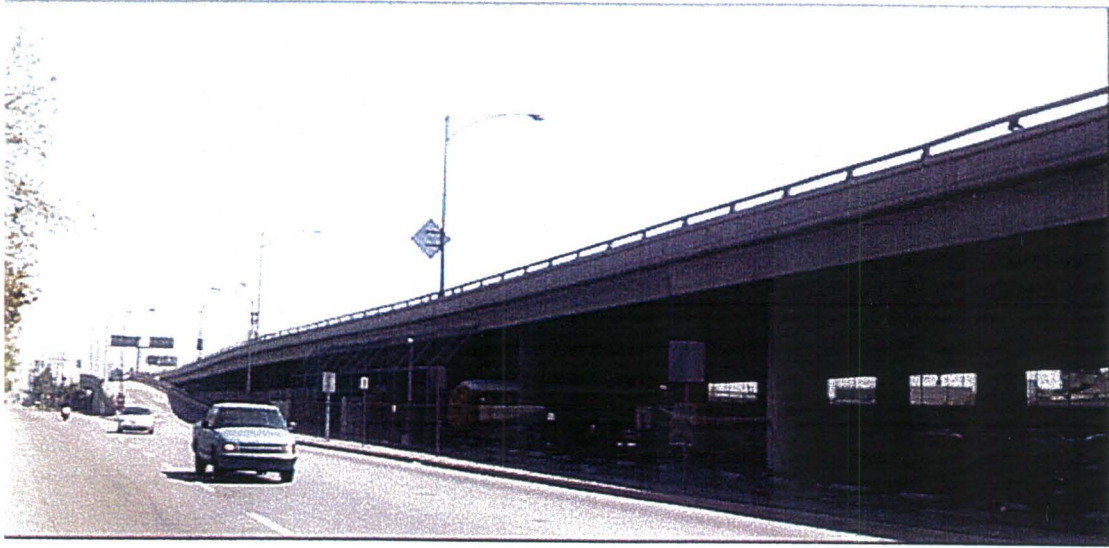


**Summary of Adjacent Land Uses:**  
 The surrounding area consists of light-industrial land uses and the I-10 Freeway.

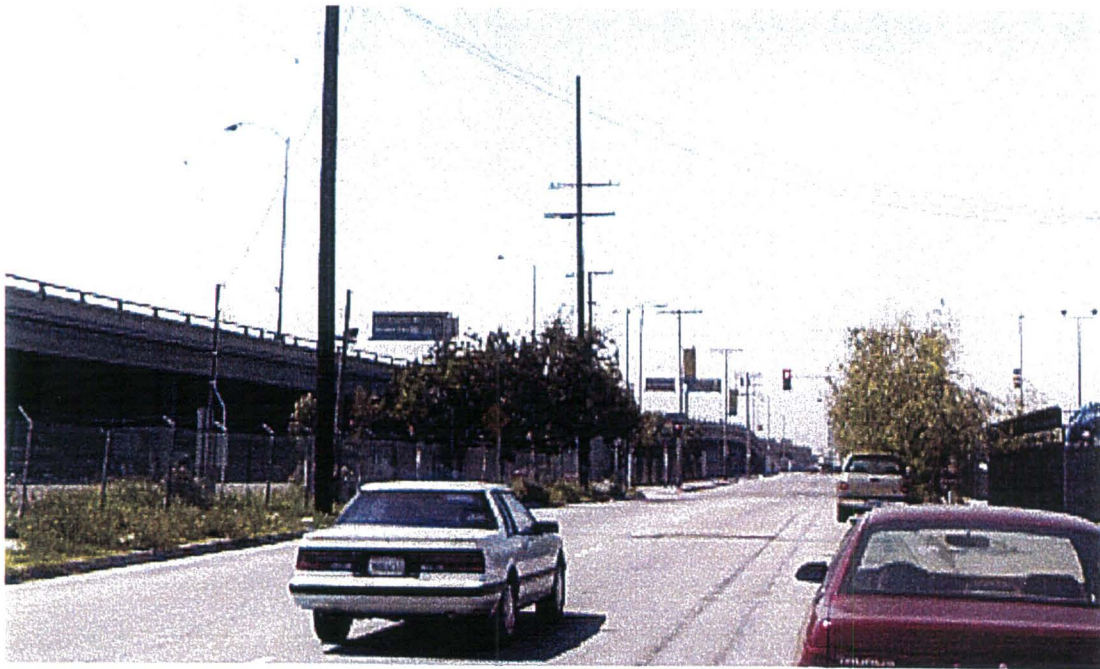
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-10 Freeway, a previous survey of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project site. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This area is primarily defined by the elevated I-10 Freeway, which precludes off site views to adjacent areas. Other billboards exist in the surrounding area. Therefore, a billboard structure at this site would not alter the existing character of the area and visual impacts would be less than significant.



B48: View of Division 2 looking east towards the I-10 Freeway, just east of San Pedro Street. Area is predominantly industrial with billboard advertisements in the vicinity.



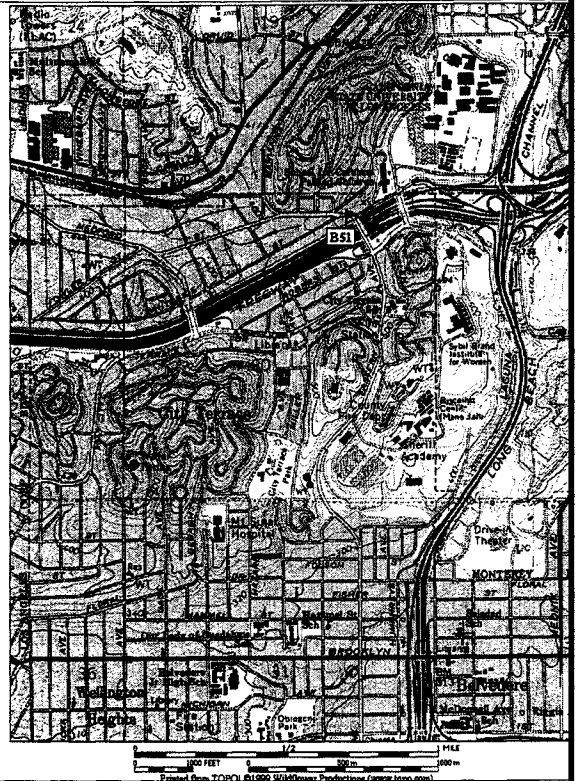
B49: View of Division 2 standing north of the I-10 Freeway looking westbound on 16th Street. Area is developed with industrial uses with several billboards in the general area.



B50: View of Division 2, looking west along the I-10 Freeway and E. 16th Street, just west of Griffith Avenue. Area is industrial with other billboards in the vicinity.

**Location 24** I-10 & Eastern (I-10 N/L @ Eastern)

<b>Project Site</b>	B51
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	635 (F2)
<b>Right of Way</b>	San Gabriel Subdivision
<b>Assessor's Parcel Number</b>	5223-036-900+
<b>Municipality</b>	Los Angeles County
<b>Zoning Designation</b>	M2 or M3



**Summary of Adjacent Land Uses:**

This area is surrounded by commercial and residential uses. Cal State University Los Angeles is located a few blocks to the northeast of the site.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

Due to extensive disturbance connected with construction of the I-10 Freeway, and the Metrolink Line, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project site. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**

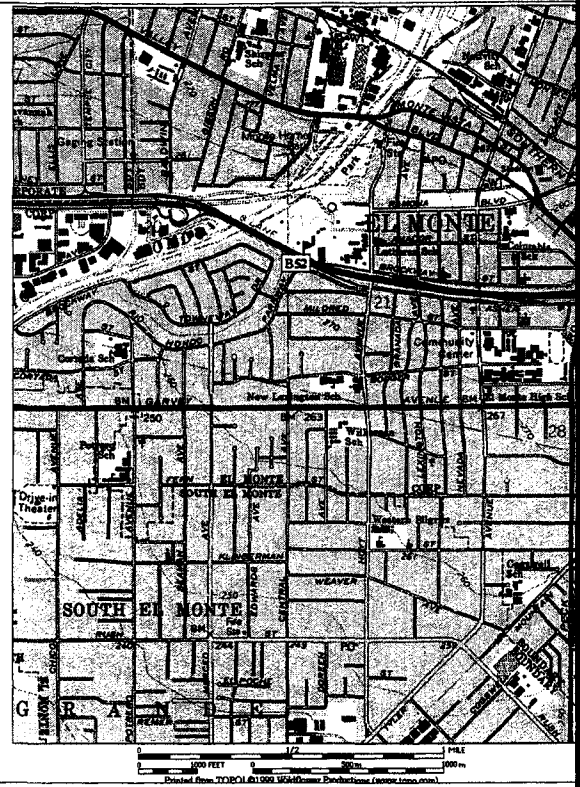
Views in this area are limited and focused towards the traffic on the I-10. Billboards are present in this general area. Thus the placement of another billboard structure would not alter the existing character of the area. Visual impacts would be less than significant.



B51: View looking eastbound along the I-10 Freeway at Eastern Avenue. Area includes commercial and residential uses with several billboards in the immediate and surrounding area. California State University Los Angeles is located to the northeast of this site (to the right, not pictured).

**Location 25** Division 9 (I-10 N/L W/O Santa Anita Blvd.)

<b>Project Site</b>	B52
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	597 (B7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	8578-019-901+8578-020-908
<b>Municipality</b>	El Monte
<b>Zoning Designation</b>	M2



**Summary of Adjacent Land Uses:**  
 This site is located in an area surrounded by commercial and residential uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-10 Freeway, a previous survey of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic property within a one-quarter mile radius of the project site is not a National Register property, and the presence of the billboard will not significantly impact the viewshed. Therefore, the potential for impacts upon cultural resources would be less than significant.

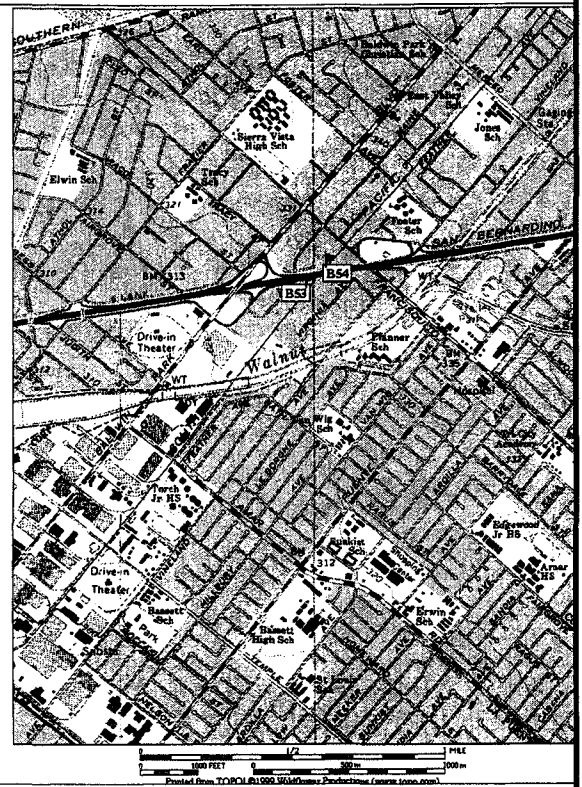
**Visual Impacts:**  
 This area is dominated by the presence of the I-10 freeway and the Division 9 El Monte MTA Center. The site is fenced off with a 10 to 12 foot high chain link fence with barbed wire. Other billboards are located in the area. Therefore, a billboard at this location would not change the existing character of the area. Visual impacts would be less than significant.



B52: View of Division 9 El Monte MTA Center facing towards the south with the I-10 Freeway in the background. Site is just west of Santa Anita Boulevard. Area includes commercial and residential uses with several billboards in the surrounding area.

**Location 26** I-10 & Baldwin Park Road (I-10 S/L E/O Baldwin Park Road)

<b>Project Site</b>	B53
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	638 (A1)
<b>Right of Way</b>	San Gabriel Subdivision
<b>Assessor's Parcel Number</b>	8559-002-900
<b>Municipality</b>	Baldwin Park
<b>Zoning Designation</b>	Industrial



**Summary of Adjacent Land Uses:**  
 This site is located in a general commercial area with light-industrial uses and residential uses in the outlying areas.

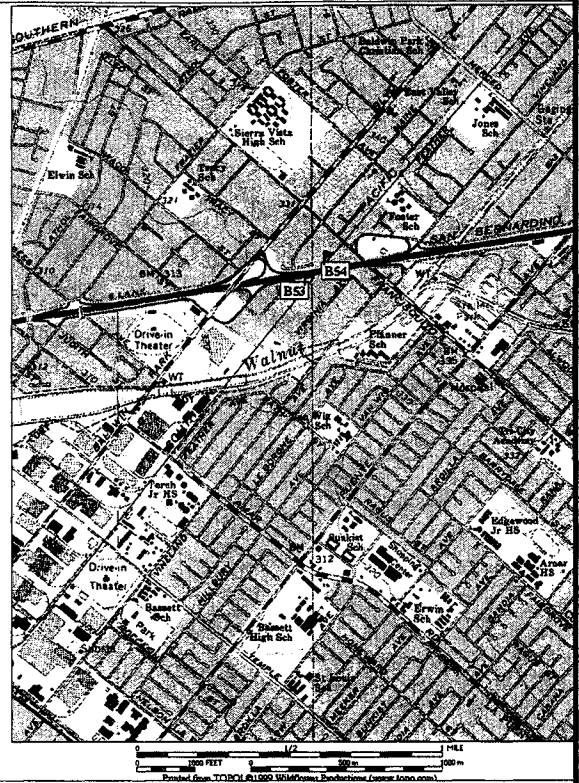
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-10 Freeway, and the Southern Pacific Railroad, previous surveys of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project site. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This area is dominated by the presence of the I-10 freeway and the In-and Out- Burger sign. The main viewpoint would be provided from the I-10 Freeway and along Baldwin Park Boulevard. Other billboards are located in the surrounding area. Therefore, a billboard at this location would not change the existing character of the area. Visual impacts would be less than significant.

**Location 26** | I-10 & Baldwin Park Road (I-10 N/L E/O Baldwin Park Road)

<b>Project Site</b>	B54
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	638 (A1)
<b>Right of Way</b>	San Gabriel Subdivision
<b>Assessor's Parcel Number</b>	8555-006-900
<b>Municipality</b>	Baldwin Park
<b>Zoning Designation</b>	C/ M



**Summary of Adjacent Land Uses:**  
 This area is located in a light-industrial and commercial area.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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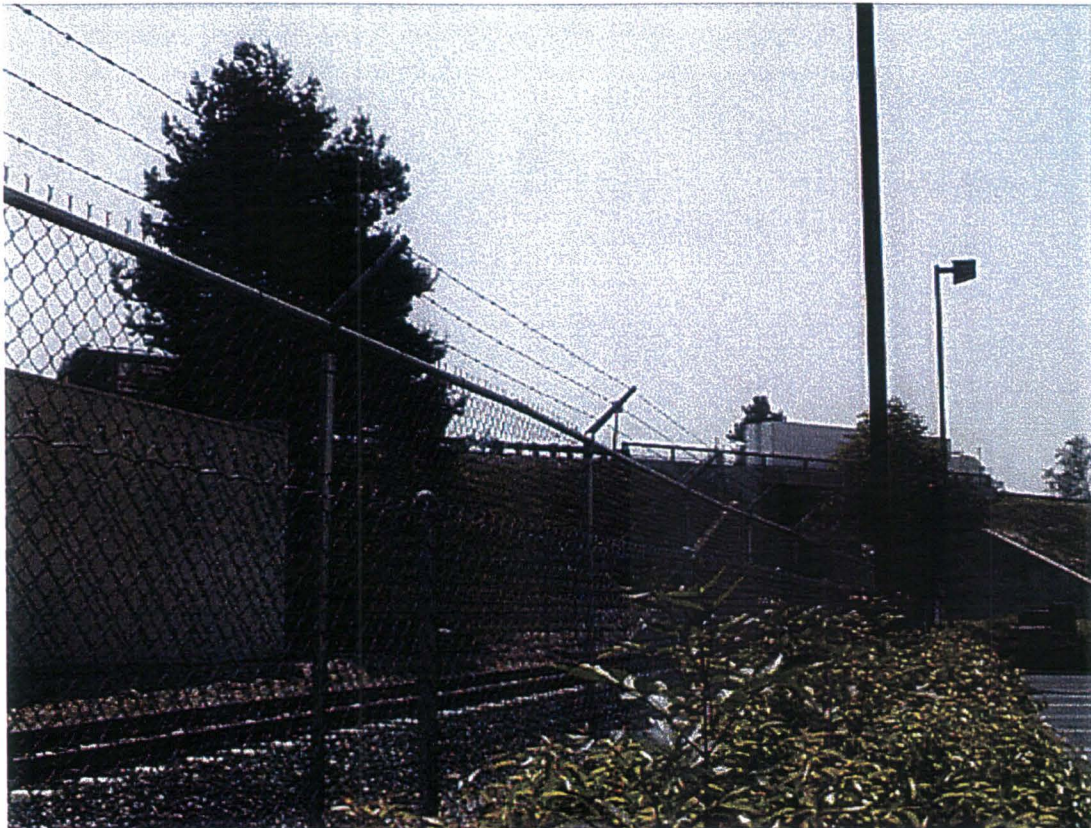
**Recommendations:**  
 Due to extensive disturbance connected with construction of the I-10 Freeway, and the Southern Pacific Railroad, previous surveys of the feature locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project site. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This area is dominated by the presence of the I-10 freeway. The site is fenced off with a chain link fence and barbed wire. Other billboards are located nearby and high level parking light poles exist in the immediate area. Therefore, a billboard at this location would not change the existing character of the area. Visual impacts would be less than significant.





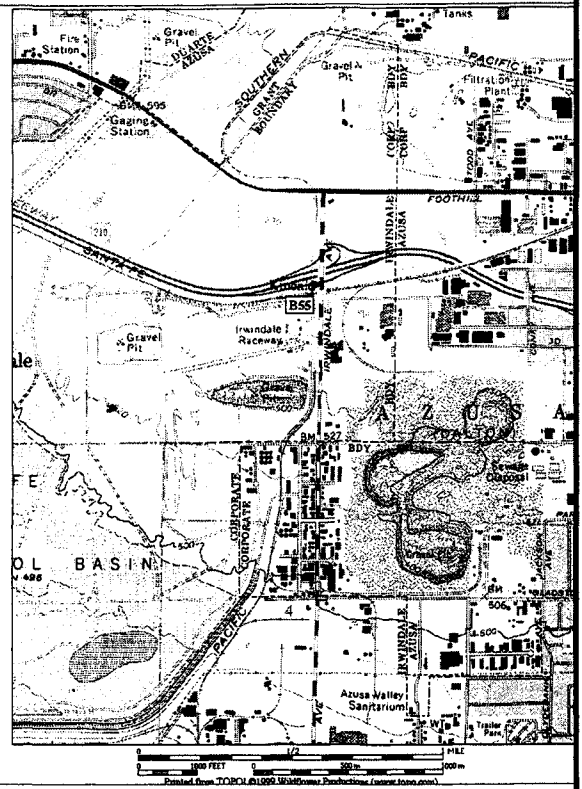
B53: View is looking northeast towards the I-10 Freeway just east of Baldwin Park Boulevard. Area is suburban with residential, commercial and industrial uses in the immediate area. Several on-site outdoor advertisements and billboards are located in the general area.



B54: View looking southwest towards the I-10 Freeway overcrossing the Railroad right-of way, just south of Francisquito Road.

**Location 27** I-210 & Irwindale (I-210 S/L W/O Irwindale Avenue)

<b>Project Site</b>	B55
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	568 (D6)
<b>Right of Way</b>	Azusa Branch
<b>Assessor's Parcel Number</b>	8533-009-906
<b>Municipality</b>	Irwindale
<b>Zoning Designation</b>	M-2



**Summary of Adjacent Land Uses:**  
 This rural area is primarily developed with sand and gravel surface mining operations.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the AT&SF Railroad, and the I-210 Freeway, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project site. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This site is located in a rural area developed with surface mining operations. The prominent views in the area are from the 210 Freeway. There are several billboards in the general area of the 210 Freeway corridor. Therefore a billboard structure at this location would be consistent with the existing visual characteristics of the area. Visual impacts would therefore be considered less than significant.



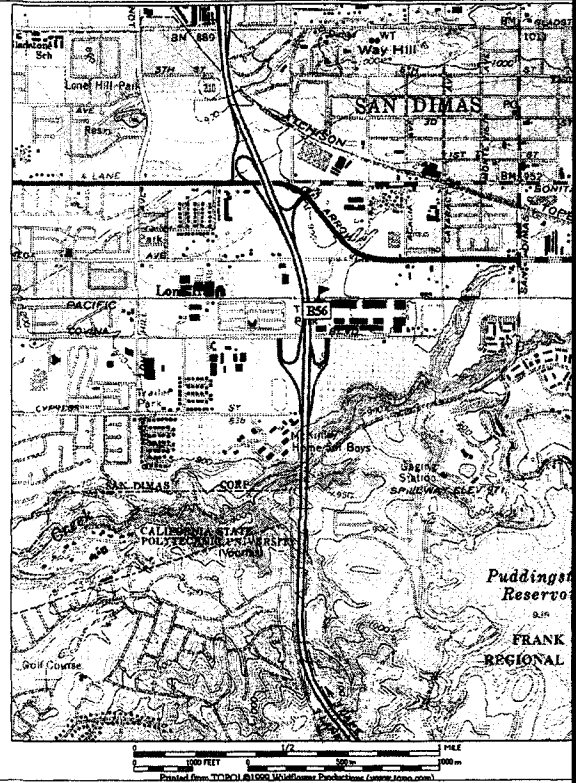
B55: View looking west towards the 210 Freeway. The area is developed with surface mining operations. There numerous billboards in the immediate area along the 210 Freeway corridor.



B55: View of the right-of way looking north towards the 210 Freeway. Other billboards are located in the immediate vicinity.

**Location 28** I-210 & W. Covina (I-210 E/L N/O W.Covina Blvd.)

<b>Project Site</b>	B56
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	600 (A3)
<b>Right of Way</b>	San Gabriel Subdivision
<b>Assessor's Parcel Number</b>	8382-001-920
<b>Municipality</b>	San Dimas
<b>Zoning Designation</b>	M1



**Summary of Adjacent Land Uses:**  
 This site is located in an area surrounded by industrial and warehouse uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Southern Pacific Railroad and the I-210 Freeway, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project site. Therefore, the potential for impacts upon cultural resources would be less than significant.

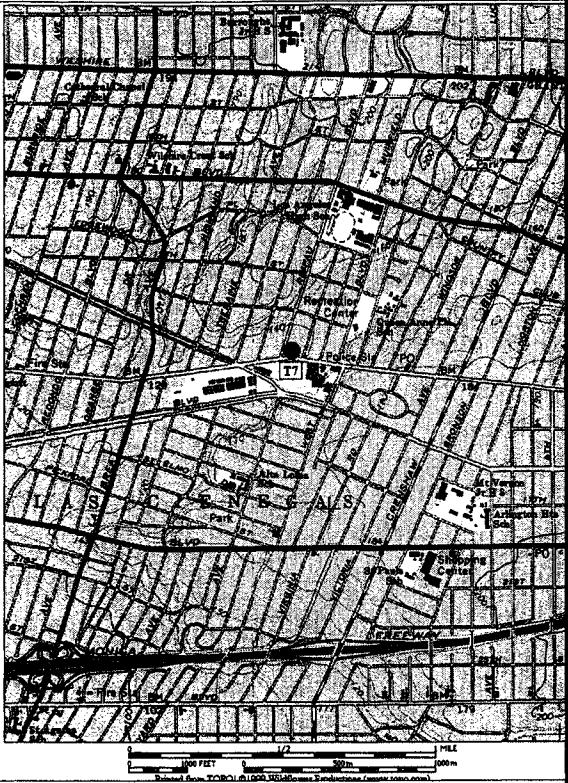
**Visual Impacts:**  
 This area is defined by light-industrial warehouse structures and parking lots built up to the right of way easement with no building set back. Views of the site are therefore limited and most prominent from the Freeway vantage point. A billboard structure would not alter the existing industrial character of the area. Visual impacts would thus be considered less than significant.



B56: View looking westbound along the railroad right-of-way towards the 210 Freeway. The area is predominately industrial, with buildings running along the both sides of the tracks.

**Location 29** Pico-Rimpau Bus Loop (Pico Boulevard S/L E/O Rimpau Boulevard)

<b>Project Site</b>	T07
<b>Project Feature</b>	Toilet
<b>Thomas Guide Page (grid)</b>	633 (E4)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	8578-021-902
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C4-1-0



**Summary of Adjacent Land Uses:**  
 This site is surrounded by residential and commercial uses in outlying areas.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to a previous surveys of the APT location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic properties within a one-quarter mile radius are not National Register properties, and the presence of an APT at this location would not affect the viewshed of historic resources. Therefore, the potential for impacts upon cultural resources would be less than significant.

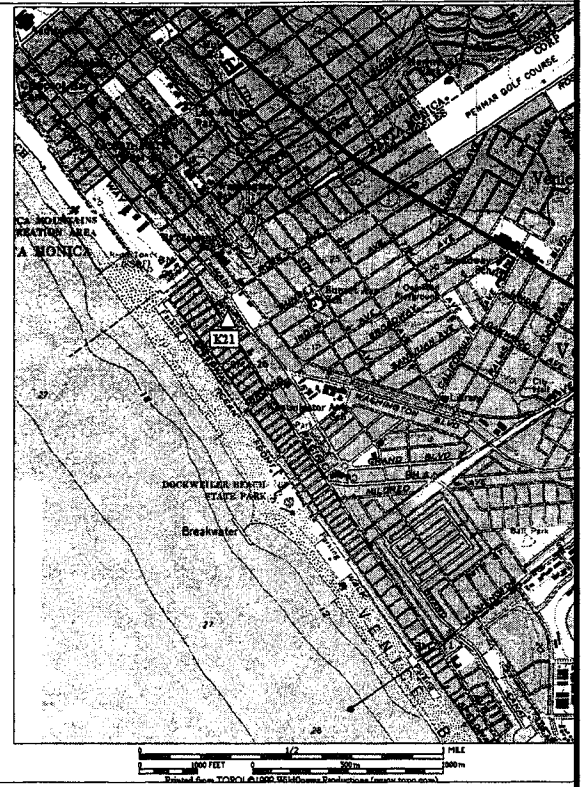
**Visual Impacts:**  
 This site is a Bus Loop location with a driveway surrounding a pedestrian platform. An APT unit would be compatible with the bus stop location and visual impacts would be less than significant.



T7: View of the Pico-Rimpau Bus Loop, just east of Rimpau Boulevard on the south side of Pico Boulevard.

<b>Location</b> 30	Division 6 - Venice
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<b>Project Site</b>	K21
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	N/A
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	4286-015-900
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	R3-1



**Summary of Adjacent Land Uses:**  
 This site is located along the pedestrian easement for a roadway in a residential neighborhood a small neighborhood park area.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic property within a one-quarter mile radius of the kiosk site is not a National Register property and a kiosk at the proposed location would not affect the viewshed of a historic resource. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This area is located in a residential neighborhood that is divided by Pacific Avenue which experiences heavy daily traffic volumes. There are no building or yard set backs and several structures or block walls are built right up to the rather narrow side walks. The site is just north of the Vietnam Memorial Wall which is the prominent feature in the area. A Kiosk structure would be visually compatible with the existing character of the streetscape and would help to identify the bus stop location. Visual impacts would be less than significant.





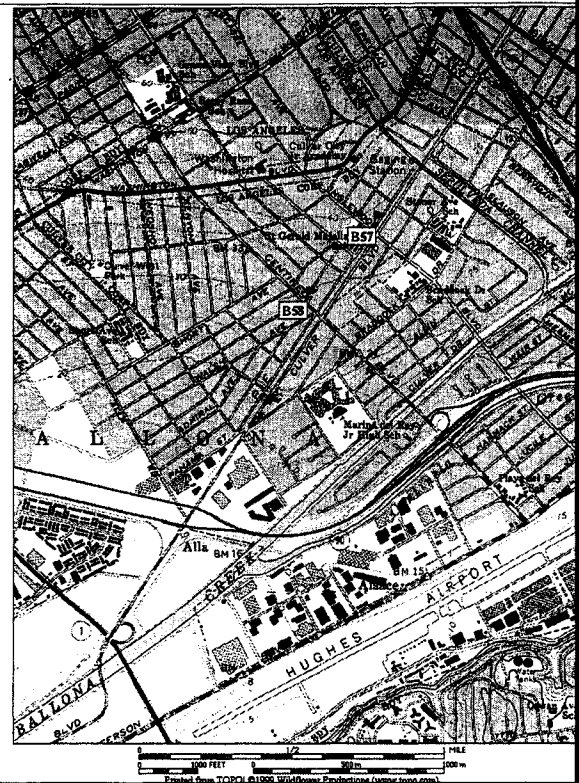
K21: View facing southwest on Pacific Avenue at a Metro Bus location. Area is predominantly residential, with some recreational and commercial uses along Pacific Avenue.



K21: View facing southeast on Pacific Avenue. Vietnam Memorial Wall is seen in the background.

**Location 31** Culver Blvd & Inglewood (Culver Blvd.& Inglewood, East & West Facing)

<b>Project Site</b>	B57
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	672 (E5)
<b>Right of Way</b>	Alla Branch
<b>Assessor's Parcel Number</b>	4233-021-901
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1-XL



**Summary of Adjacent Land Uses:**

This area is surrounded commercial and residential land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

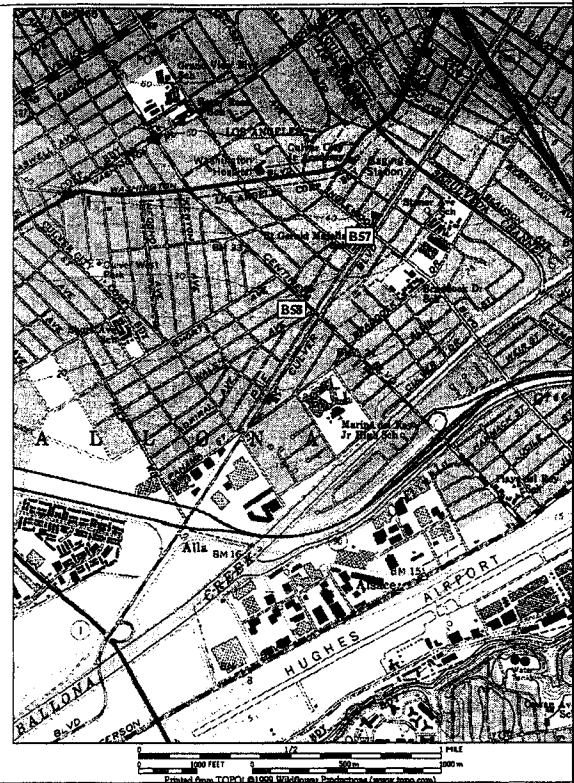
Due to a previous survey of the project location and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**

This site is along an abandoned railroad easement parallel to Culver Boulevard. The abandoned easement has been converted to a public bikeway and pedestrian trail. Several billboards are located along this corridor. Therefore, a billboard at this location would be consistent with the existing built environment and would not alter the character of the area. Visual Impacts would be less than significant.

**Location 31** Culver Blvd & Centinela (Culver Blvd.& Centinela N/W, East & West Facing)

<b>Project Site</b>	B58
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	672 (D5)
<b>Right of Way</b>	Alla Branch
<b>Assessor's Parcel Number</b>	4232-028-900+
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1XL



**Summary of Adjacent Land Uses:**  
 This area is surrounded commercial and residential land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to a previous survey of the project location and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This site is along an abandoned railroad easement parallel to Culver Boulevard which has been converted to a public bikeway and pedestrian trail. Several billboards are located along this corridor. Therefore, a billboard at this location would be consistent with the existing built environment and would not alter the character of the area. Visual impacts would be less than significant.



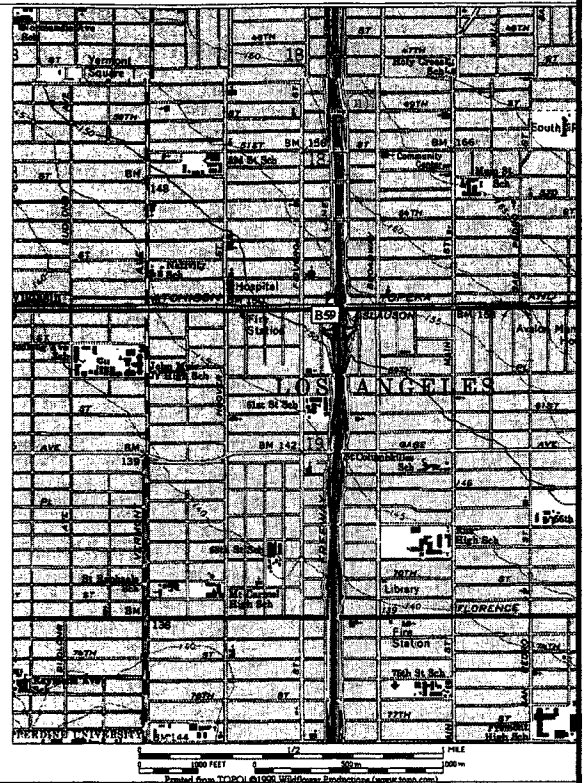
B57: View looking northeast on Culver Boulevard towards Centinela Avenue. Area is characterized by multi-family and commercial land uses. There is a church/school located to the north (left). The site is located along a bike path, which runs parallel to Culver Boulevard. There are additional billboards in the area.



B58: View looking northeast on Culver Boulevard, just west of Inglewood Boulevard. Multi-family development is located to the south, along with a DWP building. On the southeast corner of Culver Boulevard and Inglewood is a Police Station. The site is located on a bike path, which runs parallel to Culver Boulevard. There are additional billboards and outdoor advertisements in the area.

**Location 32** I-110 & Slauson (I-110 W/L N/O Slauson Ave)

<b>Project Site</b>	B59
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	674 (B5)
<b>Right of Way</b>	Harbor Subdivision
<b>Assessor's Parcel Number</b>	5001-037-907
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	C2-1VL



**Summary of Adjacent Land Uses:**

Area is surrounded by commercial, public facility, and residential land uses.

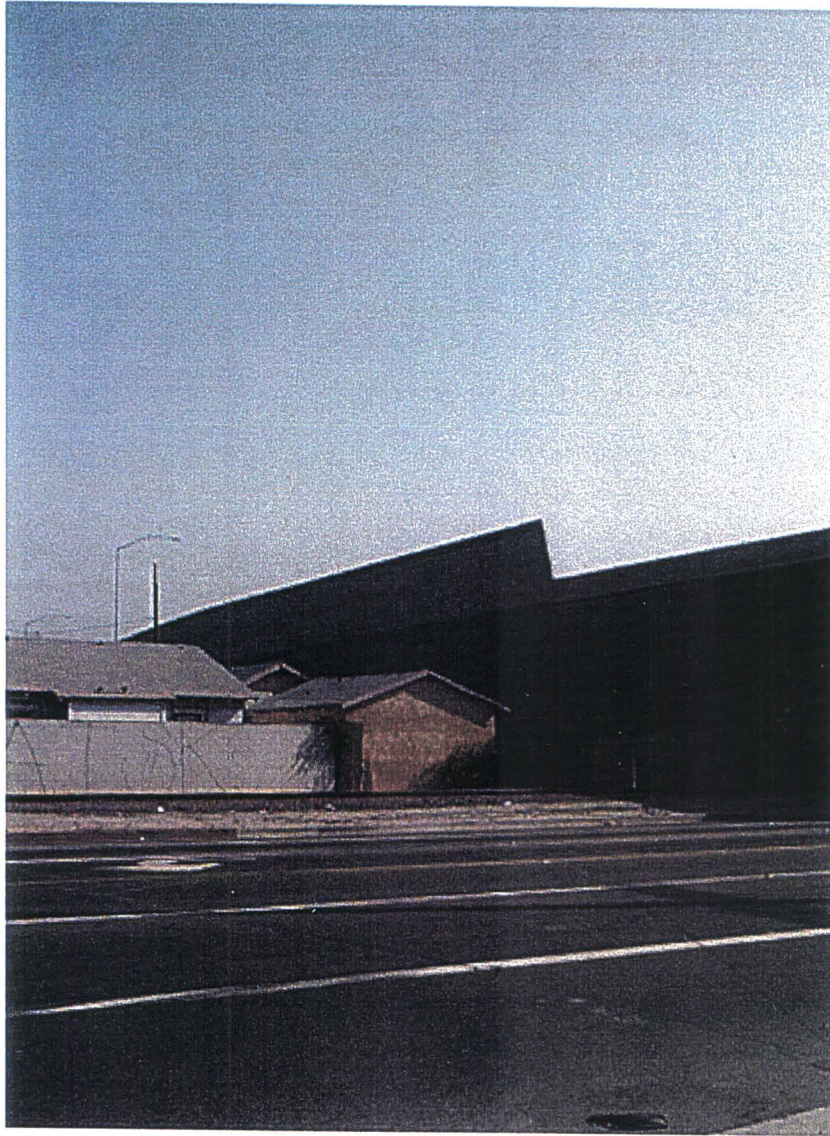
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

Due to extensive disturbance associated with the construction of the I-110 Freeway and the AT&SF Railroad, a previous survey of the project location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**

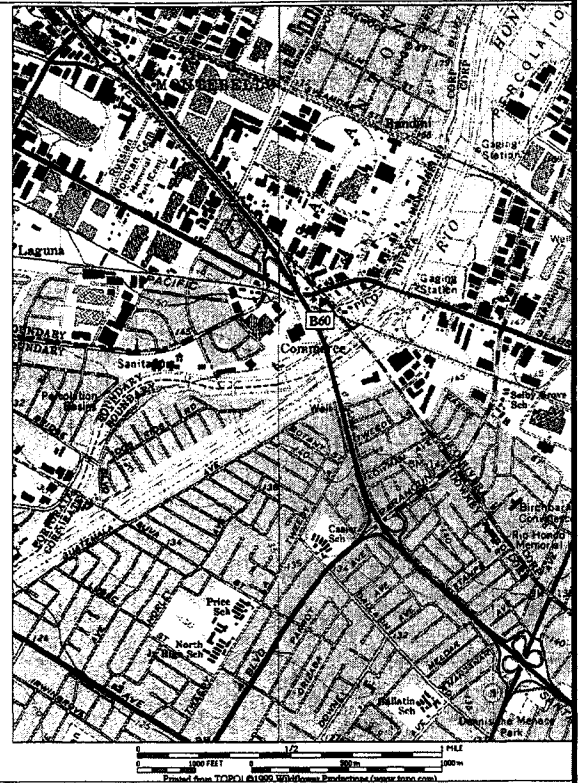
This site is dominated by the I-110 freeway over-crossing and the high noise abatement barrier constructed along edge the freeway. Residential uses are built adjacent to the freeway and across from the Park and Ride Parking Lot. The presence of other billboards in the area, and the prominence of the freeway over-crossing indicate that a billboard would be consistent with the overall character of the area. Visual impacts would be less than significant.



B59: View of the I-110 southbound lane at Slauson Avenue looking north. Surrounding area is comprised of commercial and residential uses. Several billboards are located in the immediate vicinity. A Park-and-Ride parking lot is located directly to the south of this site, on the south side of Slauson at the I-110 on ramp.

**Location 33** Division 4 (I-5 E/L S/O Slauson)

<b>Project Site</b>	B60
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	676 (C7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	6367-001-904+
<b>Municipality</b>	Downey
<b>Zoning Designation</b>	M1



**Summary of Adjacent Land Uses:**  
 This site is surrounded by industrial and commercial uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance associated with the construction of the I-5 Freeway and the Southern Pacific Railroad, a previous survey of the location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This area is located in an industrial and commercial area where several other billboards are present. A Billboard would therefore, be consistent with the existing setting and visual impacts would be less than significant.

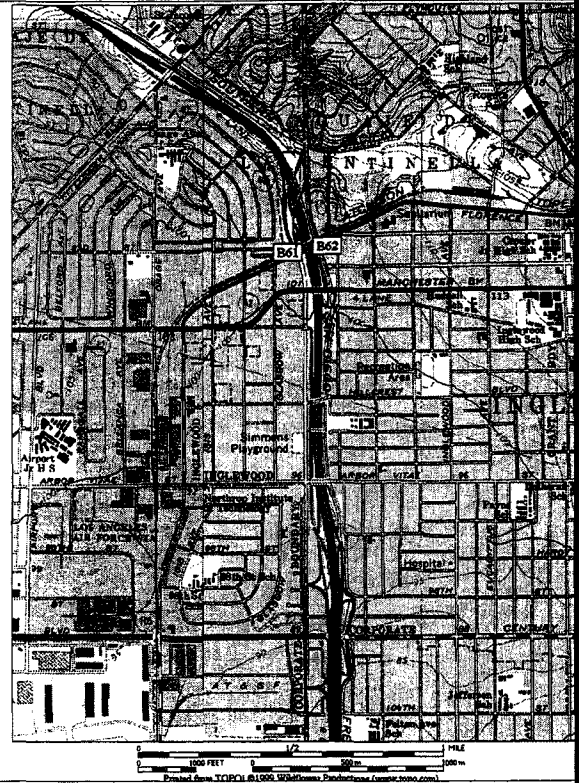


B60: View looking westbound towards the I-5 Freeway overcrossing just south of Slauson Avenue. Area is surrounded by industrial and commercial uses. As shown, several billboards occur in this area.



**Location 34** I-405 & Florence (I-405 W/L N/O Florence)

<b>Project Site</b>	B61
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	703 (A2)
<b>Right of Way</b>	Harbor Subdivision
<b>Assessor's Parcel Number</b>	4127-025-900
<b>Municipality</b>	Inglewood
<b>Zoning Designation</b>	TC



**Summary of Adjacent Land Uses:**

This site is surrounded by industrial and commercial uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

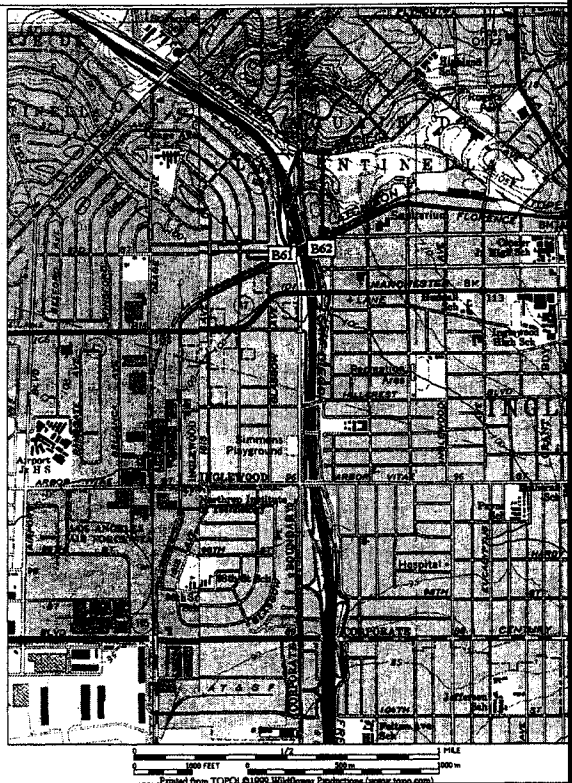
Due to extensive disturbance associated with the construction of the I-405 Freeway and the AT&SF Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**

This site is located along an industrial and commercial land use corridor. As several billboards and outdoor sign advertisements are located in the area, the addition of a billboard structure would be consistent with the existing setting. Visual impacts would be less than significant.

**Location 34** | I-405 & Florence (I-405 E/L N/O Florence)

<b>Project Site</b>	B62
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	703 (A2)
<b>Right of Way</b>	Harbor Subdivision
<b>Assessor's Parcel Number</b>	4018-006-903*
<b>Municipality</b>	Inglewood
<b>Zoning Designation</b>	TC



**Summary of Adjacent Land Uses:**  
 This site is surrounded by industrial, commercial, and residential land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance associated with the construction of the I-405 Freeway and the AT&SF Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This site is located along an industrial and commercial land use corridor. Nearby residential uses are oriented away from the site. As several billboards and outdoor sign advertisements are located in the area, the addition of a billboard structure would be consistent with the existing setting. Visual impacts would be less than significant.



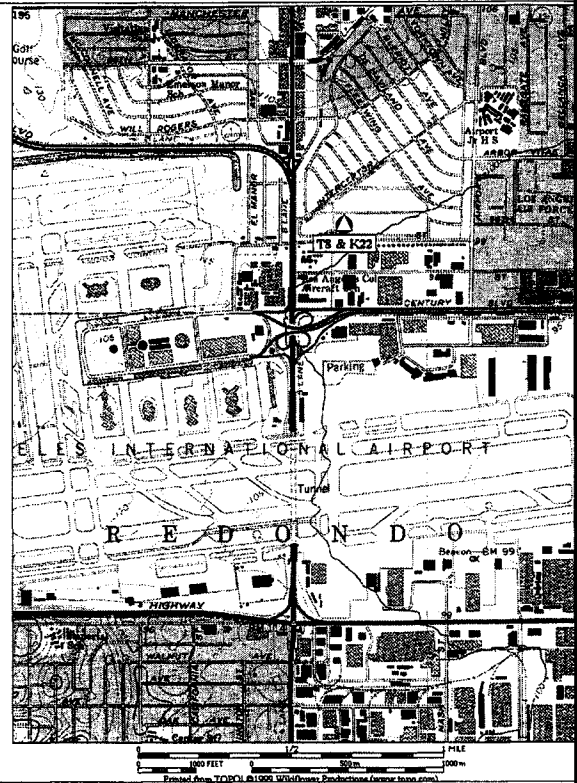
B61: View facing eastbound along the right-of-way parallel to Florence Avenue at 83rd Street. The area consists of office buildings and commercial land uses. Numerous outdoor billboards and advertisements are located in close proximity to the site.



B62: View is facing southwest on Florence Avenue, two blocks east of 83rd Street. Area includes light-industrial/commercial uses, to the right, and residential uses, to the left. There are billboards in the area of the site.

**Location 35** LAX Bus Terminal (96th Street N/L E/O Vicksburg Avenue)

<b>Project Site</b>	K22
<b>Project Feature</b>	Kiosk
<b>Thomas Guide Page (grid)</b>	702 (H4)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	4124-023-9134124-022-920
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	[T][Q]M2-1



**Summary of Adjacent Land Uses:**  
 Area is surrounded by car rental lots and other surface parking lot uses.

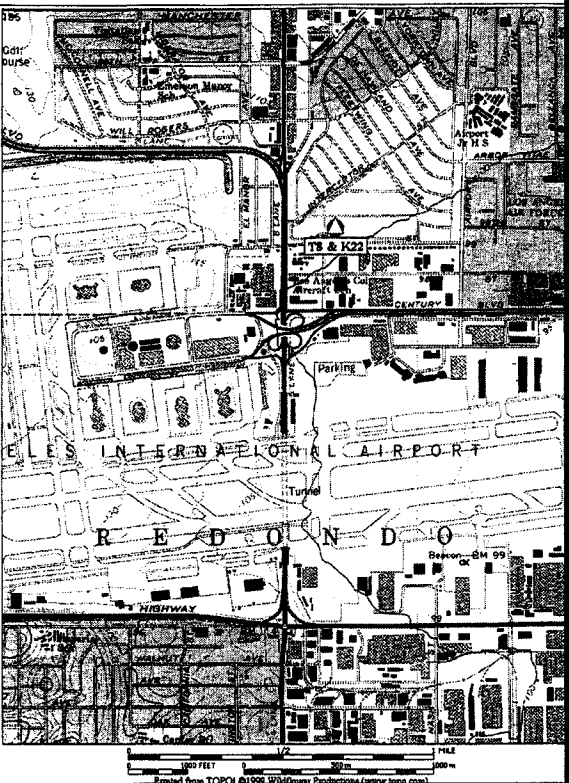
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance associated with the construction of Parking Lot C of LAX, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This site is at the LAX Bus Terminal. A kiosk structure can be integrated into the existing pedestrian platform and would not alter the existing character of the area. Visual impacts would be less than significant.

**Location 35** LAX Bus Terminal (96th Street N/L E/O Vicksburg Avenue)

<b>Project Site</b>	T08
<b>Project Feature</b>	Toilet
<b>Thomas Guide Page (grid)</b>	702 (H4)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	4124-023-9134124-022-920
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	[T][Q]M2-1



**Summary of Adjacent Land Uses:**  
 Area is surrounded by car rental lots and other surface parking lot uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance associated with the construction of Parking Lot C of LAX, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

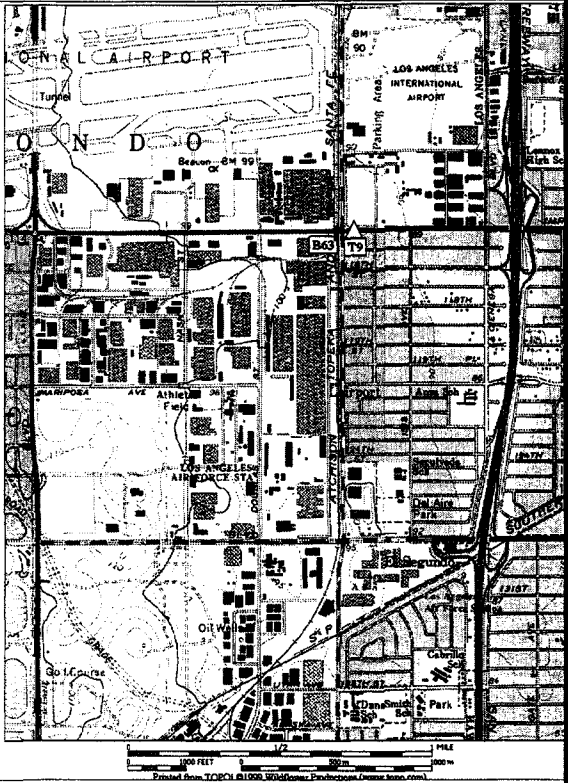
**Visual Impacts:**  
 This site is at the LAX Bus terminal. An APT can be integrated into the existing pedestrian platform, or adjacent to the surface parking lot area, and the existing character of the area would remain unchanged. Visual impacts would be less than significant.



K22 and T8: View of the LAX Bus Terminal facing north from 96th Street. The area consists of rental car lots and airport parking.

**Location 36** Imperial & Aviation (I-105 S/L W/O Aviation)

<b>Project Site</b>	B63
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	702 (J7)
<b>Right of Way</b>	Harbor Subdivision
<b>Assessor's Parcel Number</b>	4138-001-902
<b>Municipality</b>	El Segundo
<b>Zoning Designation</b>	MU-N



**Summary of Adjacent Land Uses:**  
 This area is located in close proximity to LAX Airport and is surrounded by an industrial center and commercial office land uses. Some residential uses are located behind the commercial fronting lots along Aviation Boulevard.

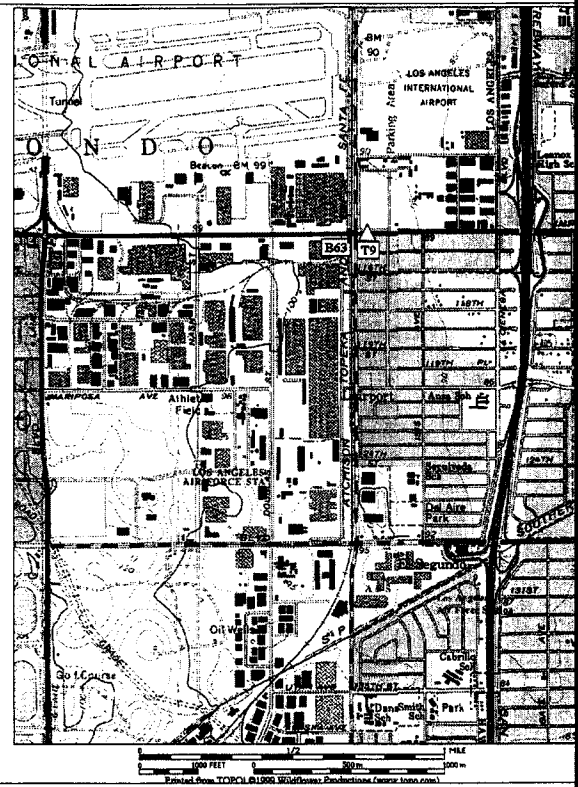
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance associated with the construction of the Green Line Aviation Station, the previous survey of the locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic property within a one-quarter mile radius of the project location is a National Register property, however it is not within the viewshed of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This site is located adjacent to the I-105-Freeway overpass which is elevated approximately 40 feet above the surface grade elevation. It is a prominent feature in the immediate area and precludes views of the skyline to outlying areas. A few billboards are located in the general area. Therefore, a billboard structure would be consistent with the built environment. Visual impacts would be less than significant.

**Location 36** Green Line Aviation Station (Aviation Boulevard E/L S/O Imperial Highway)

<b>Project Site</b>	T09
<b>Project Feature</b>	Toilet
<b>Thomas Guide Page (grid)</b>	703 (A7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	4138-001-008
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	PF-1-XL



**Summary of Adjacent Land Uses:**  
 This area is surrounded by light industrial and commercial office land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance associated with the construction of the Green Line Aviation Station, the previous survey of the locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. The historic property within a one-quarter mile radius of the project location is a National Register property, however it is not within the viewshed of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This site is at the Metro Green Line Aviation Station. The area consists of a raised platform area and a surface parking lot situated under the I-105 over crossing. An APT would be visually compatible within the existing station. Visual impacts would be less than significant.





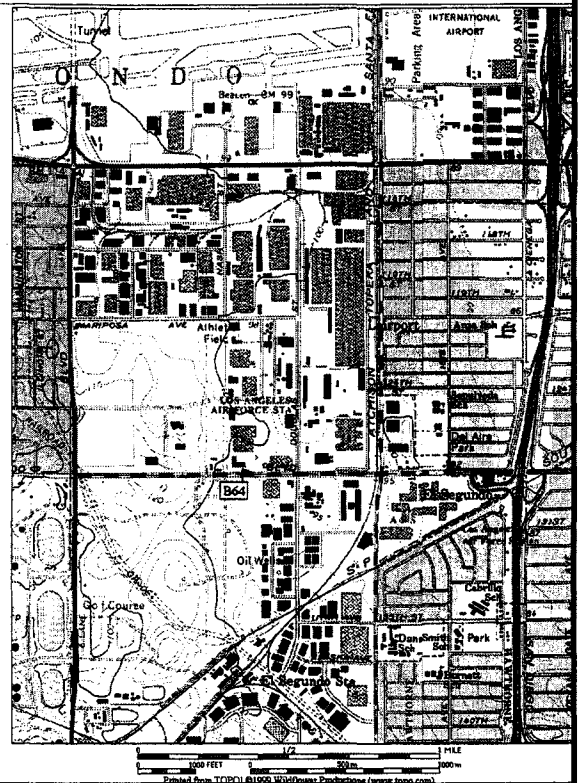
T9: View of the Green Line Aviation Station, located at the intersection of Imperial Highway and Aviation Boulevard. The 105 Freeway runs over the Metro Station. Development in the area consists of light-industrial and airport related uses. Outdoor advertisements occur along Aviation and Imperial Highway.



B63: View looking north from 118th Street. Aviation Boulevard is to the east (right) of the tracks. LAX parking is seen to the west (left). The area to the right is residential with some commercial uses. There are billboards and outdoor advertisements in the area.

**Location 37** El Segundo Blvd. Crossing (El Segundo Blvd. S/L W/O Douglas St.)

<b>Project Site</b>	B64
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	732 (H2)
<b>Right of Way</b>	Metro Green Line
<b>Assessor's Parcel Number</b>	4138-003-901+
<b>Municipality</b>	El Segundo
<b>Zoning Designation</b>	MU-1



**Summary of Adjacent Land Uses:**

This area is surrounded by light industrial and commercial office land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

Due to extensive disturbance associated with the construction of the Green Line, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. There are no historic properties within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**

The Green Line El Segundo Station is a prominent feature as viewed in either direction along El Segundo Boulevard. The industrial and commercial office character of the area, and the presence of other outdoor advertisements, indicates a billboard would be compatible use for this area. Visual impacts would be less than significant.



B64: View of the El Segundo Green Line Station parking lot, facing westbound on EL Segundo. Area is light industrial with some outdoor advertisements.



B64: View of the Green Line El Segundo Station, from the parking lot. Area consists of light industrial with some outdoor advertisements. The railroad right-of-way overcrossing is a prominent feature in the area.

**Location 38** | Rosecrans & Aviation (Aviation Blvd. & Rosecrans Ave. S/E)

<b>Project Site</b>	B65
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	732 (J4)
<b>Right of Way</b>	Harbor Subdivision
<b>Assessor's Parcel Number</b>	4149-012-906
<b>Municipality</b>	Hawthorne
<b>Zoning Designation</b>	M-2

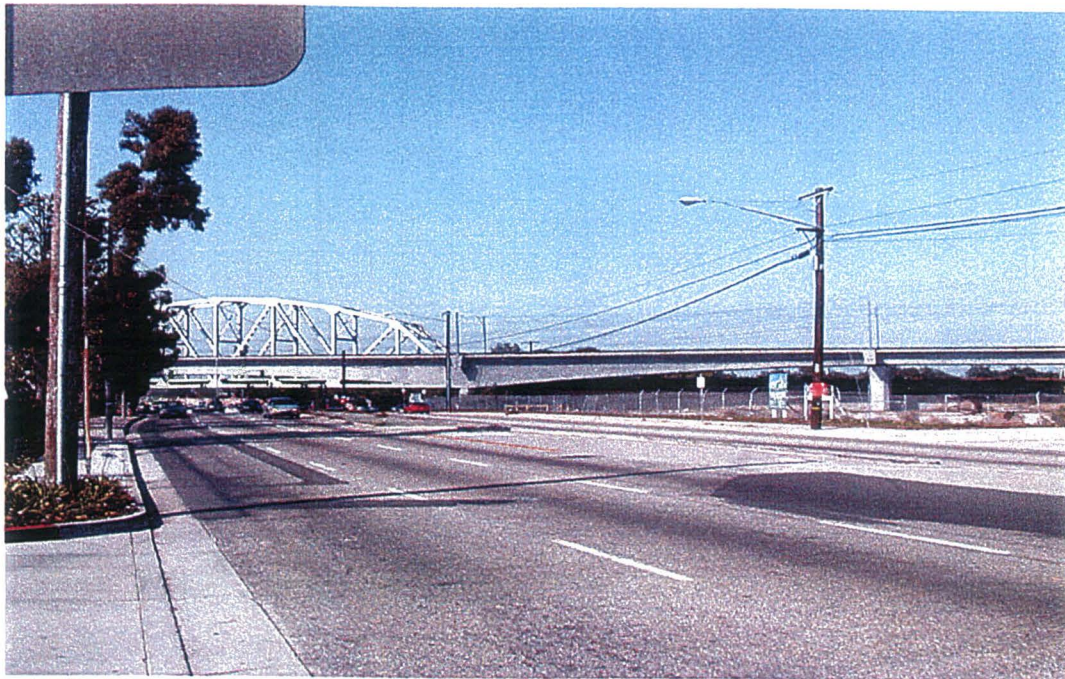


**Summary of Adjacent Land Uses:**  
 This area is surrounded by a regional commercial shopping center and other commercial uses and office buildings.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance associated with the construction of the AT&SF Railroad, one previous survey of the location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties are located within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 The Railroad overcrossing structure is a large and prominent feature in this commercial area. The site is in an area where other billboards are located nearby, so the introduction of a billboard would be considered compatible with the character of the general area. Visual impacts would be less than significant.



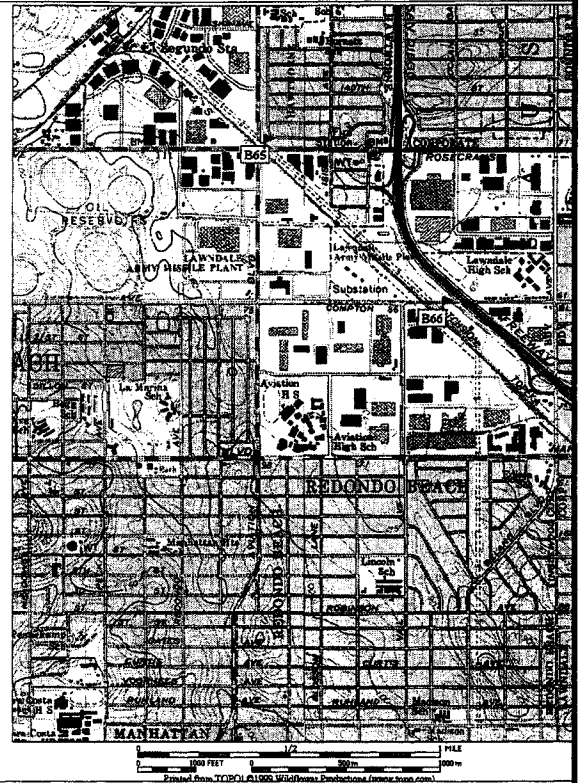
B65: View is looking southbound on Aviation Boulevard, one block south of Rosecrans Avenue. To the west (left) is a shopping center, to the east (right) is a vacant lot. Area is predominately commercial. There are other outdoor advertisements within the site area.



B66: View is looking westbound on Marine Avenue, east of Redondo Beach Avenue. Area is heavily developed with office and light industrial and railroad right-of-way is a prominent feature in the area.

**Location 38** I-405 & Marine (I-405 W/L N/O Marine Avenue)

<b>Project Site</b>	B66
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	733 (B5)
<b>Right of Way</b>	Harbor Subdivision
<b>Assessor's Parcel Number</b>	4149-009-904 +
<b>Municipality</b>	Hawthorne
<b>Zoning Designation</b>	M-1



**Summary of Adjacent Land Uses:**

This area is surrounded by industrial centers and commercial office buildings.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

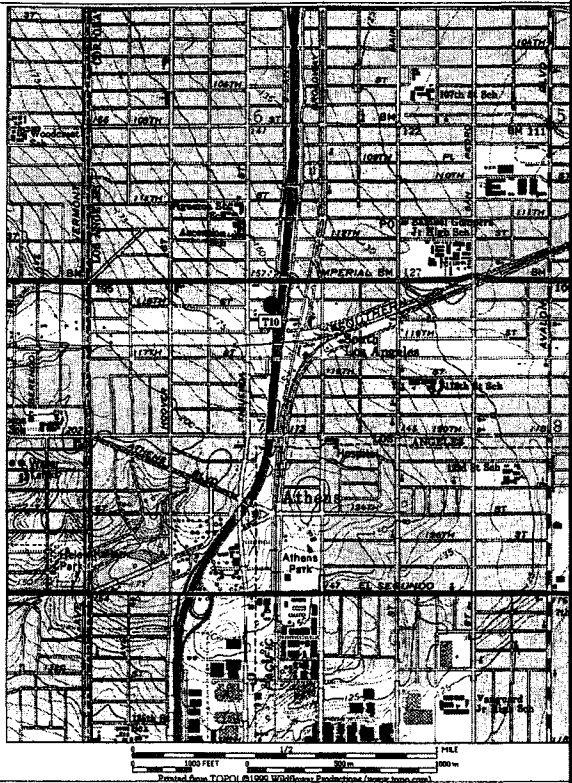
Due to extensive disturbance associated with the construction of the AT&SF Railroad, one previous survey of the location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties are located within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**

The MTA Railroad overcrossing at Marine Avenue is a prominent and tall feature. The scale and massing of a billboard structure would be compatible with the existing character of this site. Visual impacts would therefore be less than significant.

**Location 39** Green Line Harbor Station (Figueroa Street E/L S/O 115th Street)

<b>Project Site</b>	T10
<b>Project Feature</b>	Toilet
<b>Thomas Guide Page (grid)</b>	704 (C7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	N/A (Freeway)
<b>Municipality</b>	City of Los Angeles
<b>Zoning Designation</b>	R4-1

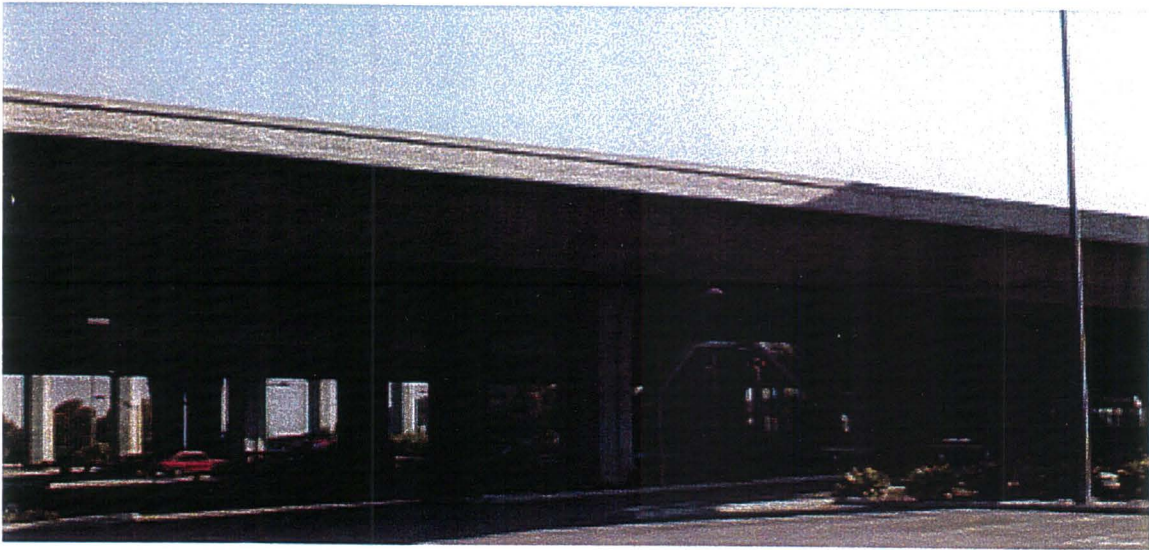


**Summary of Adjacent Land Uses:**  
 This area is surrounded by public facility and other commercial uses.

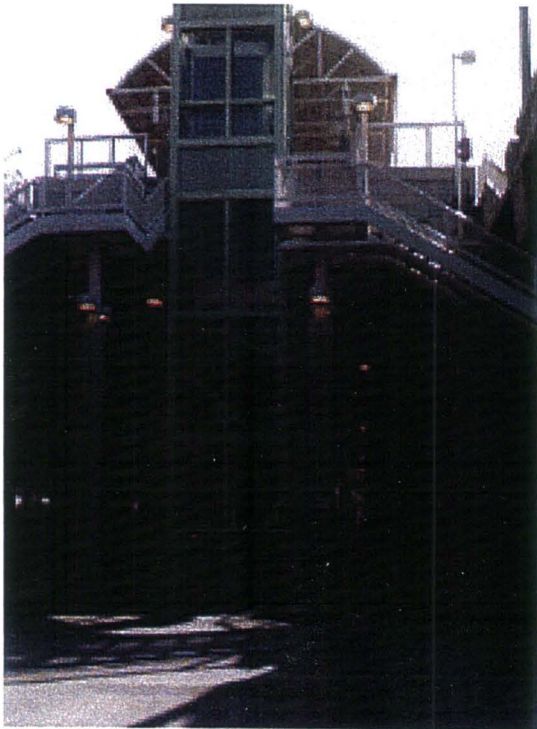
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance associated with the construction of the Green Line Harbor Station, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties are located within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 The Green Line Harbor Station Sits below the I-110 freeway at 115th Street. An APT would be compatible and consistent with the character of the station. Visual impacts would be less than significant.



T10: View of the Green Line Harbor Station just south of 115th Street on Figueroa Street. The Station is located directly beneath the I-110 Harbor Freeway.



T10: Close up view of the Green Line Harbor Station elevator and stairway.

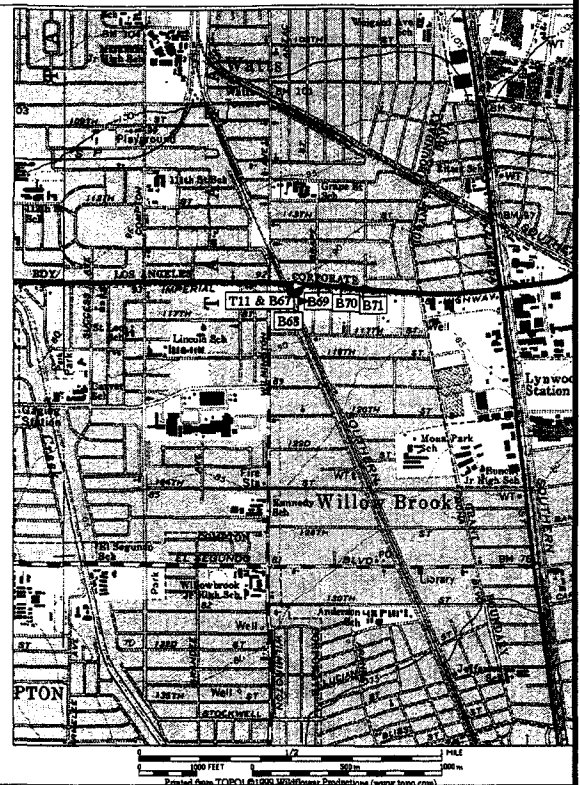


T10: Close up view of the Green Line Harbor Station platform.



**Location 40** I-105 & Wilmington (I-105 N/L E/O Wilmington)

<b>Project Site</b>	B67
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	704 (H7)
<b>Right of Way</b>	Metro Blue Line
<b>Assessor's Parcel Number</b>	6150-011-908
<b>Municipality</b>	Los Angeles County
<b>Zoning Designation</b>	R-3



**Summary of Adjacent Land Uses:**

This site is surrounded by commercial and residential land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

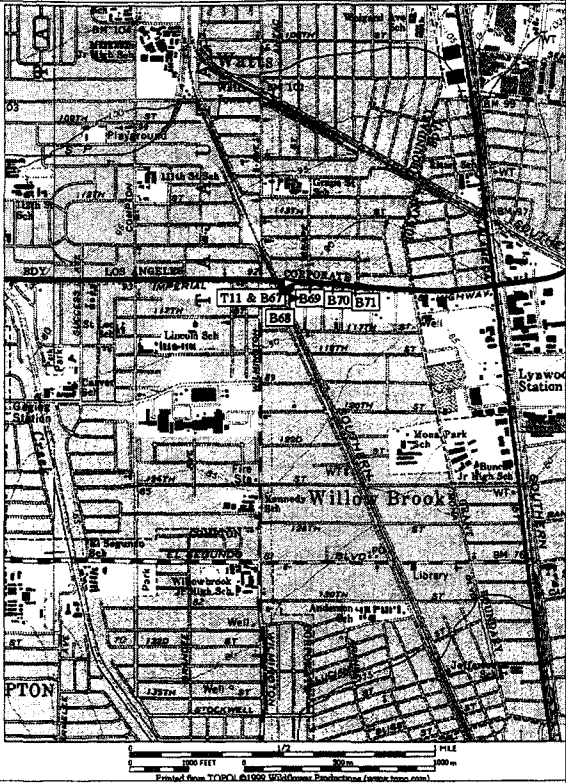
Due to extensive disturbance connected with the construction of the I-105 Freeway, the Blue Line, and the Imperial Wilmington Station, previous surveys of the locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties are located within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**

This site is characterized by the elevated Imperial/Wilmington Station and adjacent commercial uses with outdoor advertising. Numerous billboards appear on nearby roadways. A Billboard would thus be consistent with the existing built environment and visual impacts would be less than significant.

**Location 40** | I-105 & Wilmington (I-105 S/L E/O Wilmington)

<b>Project Site</b>	B68
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	704 (H7)
<b>Right of Way</b>	Metro Blue Line
<b>Assessor's Parcel Number</b>	6150-011-908
<b>Municipality</b>	Los Angeles County
<b>Zoning Designation</b>	R-3



**Summary of Adjacent Land Uses:**  
 This site is surrounded by commercial and residential land uses.

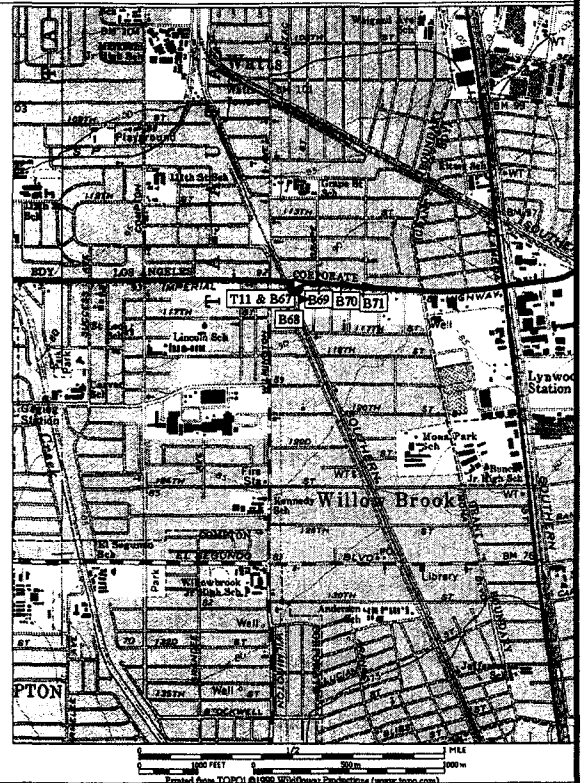
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with the construction of the I-105 Freeway, the Blue Line, and the Imperial Wilmington Station, previous surveys of the locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties are located within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This site is characterized by the elevated Imperial/Wilmington Station and adjacent commercial uses with outdoor advertising. Numerous billboards appear on nearby roadways. A Billboard would thus be consistent with the existing built environment and visual impacts would be less than significant.

**Location 40** Central Control Facility (1-105 N/L E/O Wilmington)

<b>Project Site</b>	B69
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	704 (H7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	6150-13-
<b>Municipality</b>	Los Angeles County
<b>Zoning Designation</b>	No zoning



**Summary of Adjacent Land Uses:**

This public facility site is surrounded by commercial and multi-family residential land uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

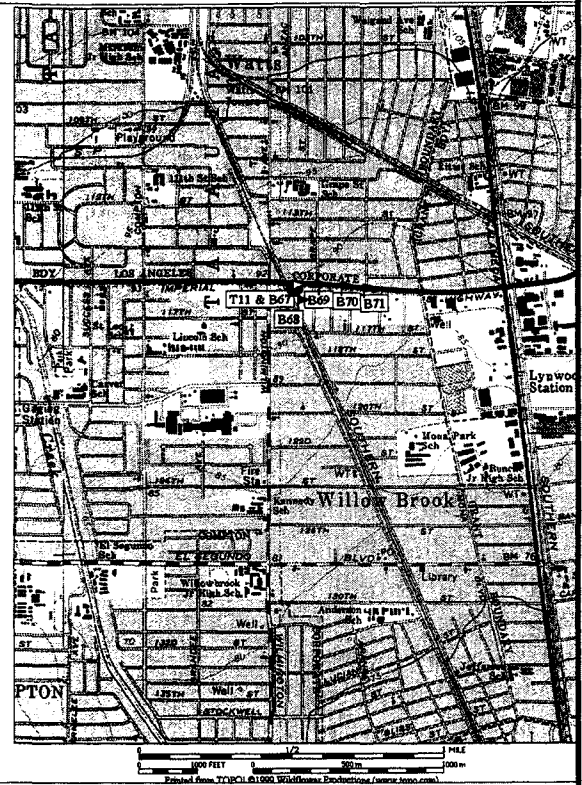
Due to extensive disturbance connected with the construction of the I-105 Freeway, the Blue Line, and the Imperial Wilmington Station, previous surveys of the locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties are located within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**

This site is located along the MTA right of way just east of the Imperial/Wilmington Station. The area is dominated by the presence of the MTA Station and the roadway and railway surface corridors. Billboards at this location would be consistent and compatible with the existing and roadway infrastructure and signage. Impacts would be less than significant.

**Location 40** Central Control Facility (1-105 N/L E/O Wilmington)

<b>Project Site</b>	B70
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	704 (H7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	6150-014-900
<b>Municipality</b>	Los Angeles County
<b>Zoning Designation</b>	C-2



**Summary of Adjacent Land Uses:**  
 The site is surrounded by commercial and multi-family residential uses.

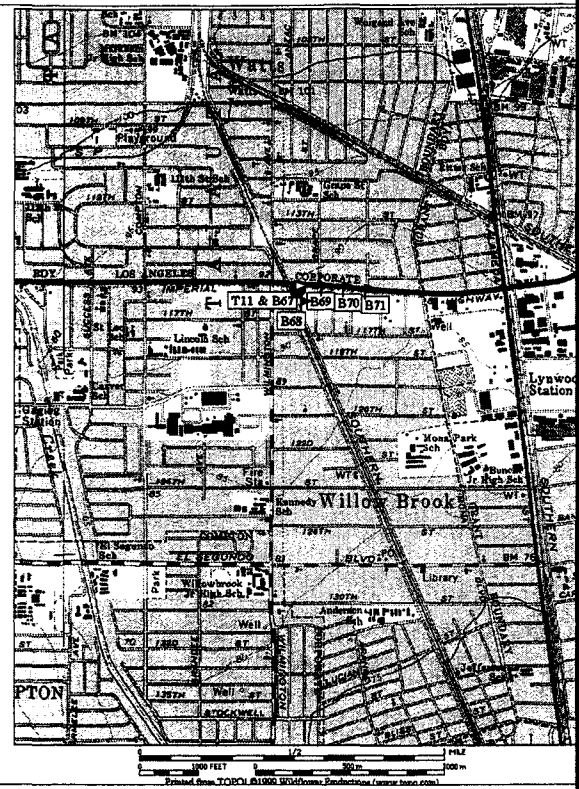
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with the construction of the I-105 Freeway, the Blue Line, and the Imperial Wilmington Station, previous surveys of the locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties are located within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This site is located along the MTA right of way just east of the Imperial/Wilmington Station. The area is dominated by the presence of the MTA Station and the roadway and railway surface corridors. Billboards at this location would be consistent and compatible with the existing and roadway infrastructure and signage. Impacts would be less than significant.

**Location 40** Central Control Facility (1-105 N/L E/O Wilmington)

<b>Project Site</b>	B71
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	704 (H7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	6150-015-
<b>Municipality</b>	Los Angeles County
<b>Zoning Designation</b>	No zoning



**Summary of Adjacent Land Uses:**  
 The site is surrounded by commercial and multi-family residential uses.

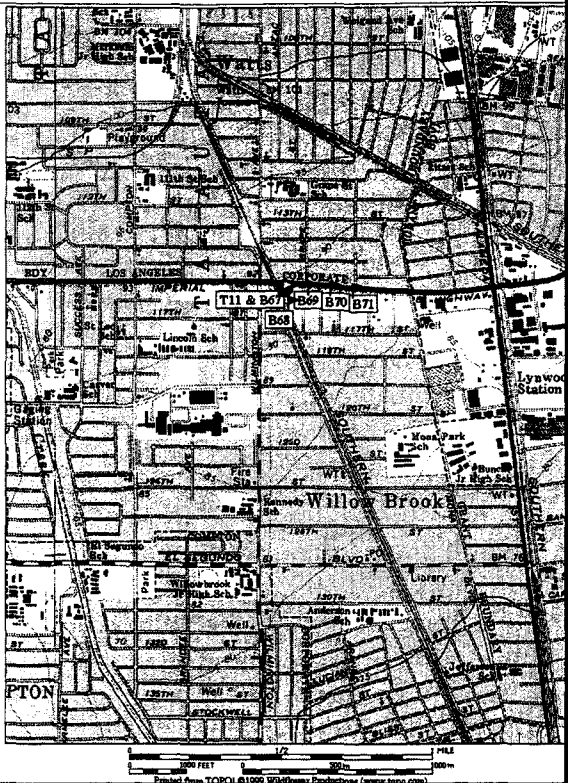
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with the construction of the I-105 Freeway, the Blue Line, and the Imperial Wilmington Station, previous surveys of the locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties are located within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This site is located along the MTA right of way just east of the Imperial/Wilmington Station. The area is dominated by the presence of the MTA Station and the roadway and railway surface corridors. Billboards at this location would be consistent and compatible with the existing and roadway infrastructure and signage. Impacts would be less than significant.

**Location 40** Blue Line Imperial-Wilmington Station (Imperial Highway S/L E/O Wilmington Avenue)

<b>Project Site</b>	T11
<b>Project Feature</b>	Toilet
<b>Thomas Guide Page (grid)</b>	704 (H7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	6150-011-907
<b>Municipality</b>	Los Angeles County
<b>Zoning Designation</b>	R-3

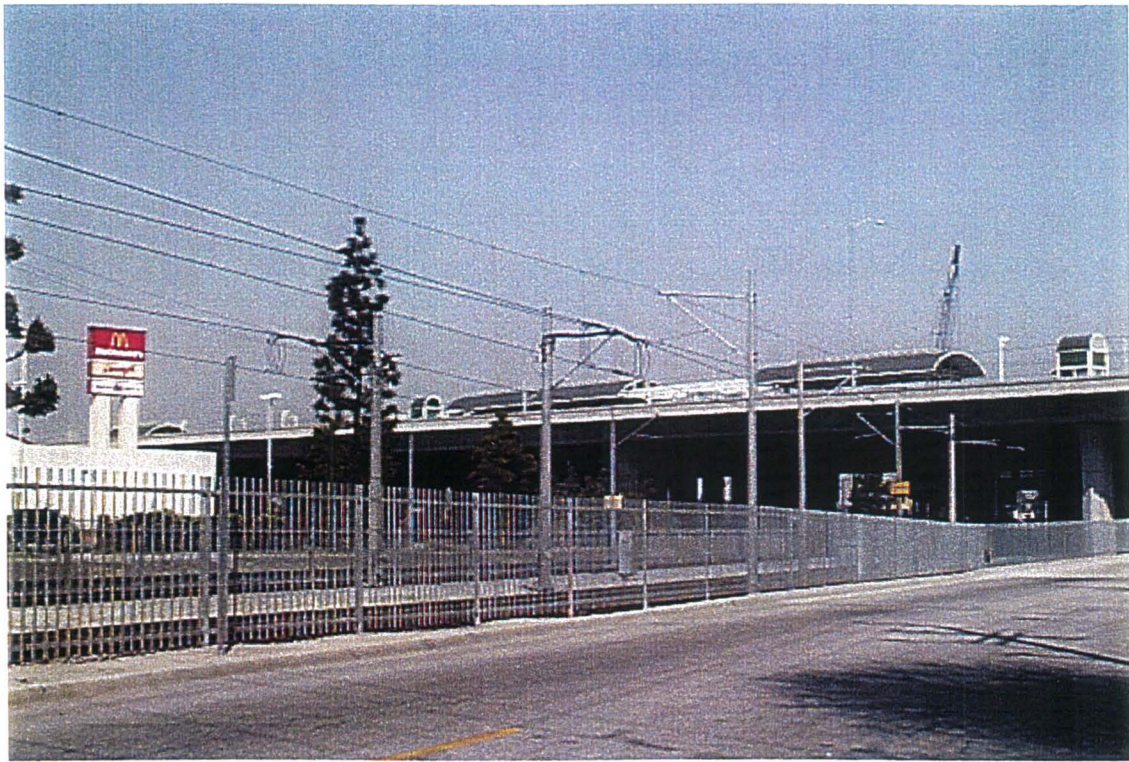


**Summary of Adjacent Land Uses:**  
 The site is surrounded by commercial and residential uses. Residential uses situated directly adjacent to the I-105 Freeway and the MTA railroad right-of-way.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with the construction of the I-105 Freeway, the Blue Line, and the Imperial Wilmington Station, previous surveys of the locations, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties are located within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This site is characterized by the elevated Imperial/Wilmington Station and adjacent commercial uses with outdoor advertising. An APT would be compatible with the existing character of the station and visual impacts would be less than significant.



B67 and 68: View of the Blue Line Imperial/Wilmington Station (Rosa Park Station) looking north on Wilmington Avenue, just south of Imperial Highway (I-105 overcrossing). Surrounding area is comprised of residential and commercial uses. Numerous billboards appear in the immediate vicinity.



T11: Close-up view of the Blue Line Imperial/Wilmington Station (Rosa Park Station), looking north towards Imperial Highway.



B69: View looking west on Imperial Highway, just east of Wilmington Avenue. The area is under construction for improvements to the right-of-way, which will include an overcrossing. The Rosa Parks Metro Station is located to the south (left), beneath the palm trees.



B70: View looking west along Imperial Highway. The MTA police vehicle yard and portable trailer offices are located along the south side of Imperial Highway. Multi-family residential and commercial uses are located along the north side of Imperial Highway in this vicinity.

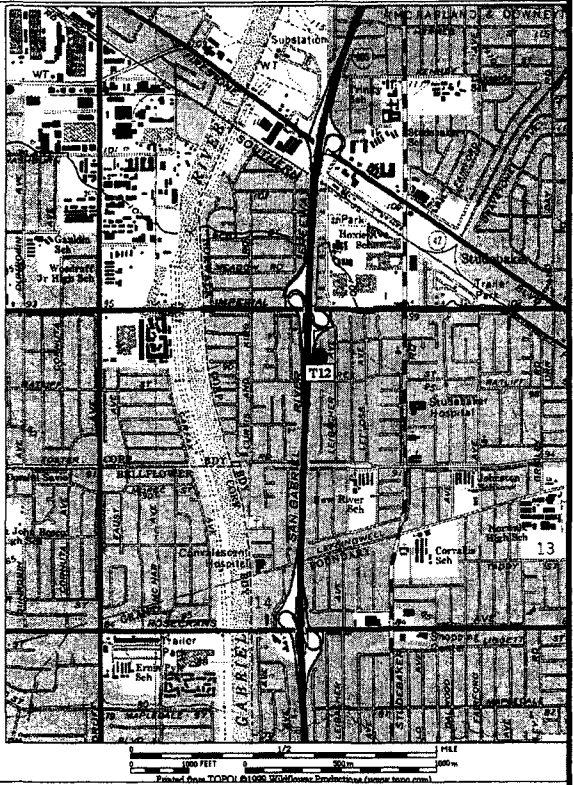


B71: View looking west along Imperial Highway, just east of Croesus Avenue. The area is dominated by the presence of the Rosa Parks Metro Station and the MTA communications tower. Land uses to the north include multi-family residential and commercial uses.



**Location 41** Green Line Norwalk Station (Hoxie Avenue W/L S/O Imperial Highway)

<b>Project Site</b>	T12
<b>Project Feature</b>	Toilet
<b>Thomas Guide Page (grid)</b>	736 (E1)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	N/A Freeway
<b>Municipality</b>	Norwalk
<b>Zoning Designation</b>	No Zoning



**Summary of Adjacent Land Uses:**  
 This site is a public facility and is located directly adjacent to the Imperial (I-105) Freeway.

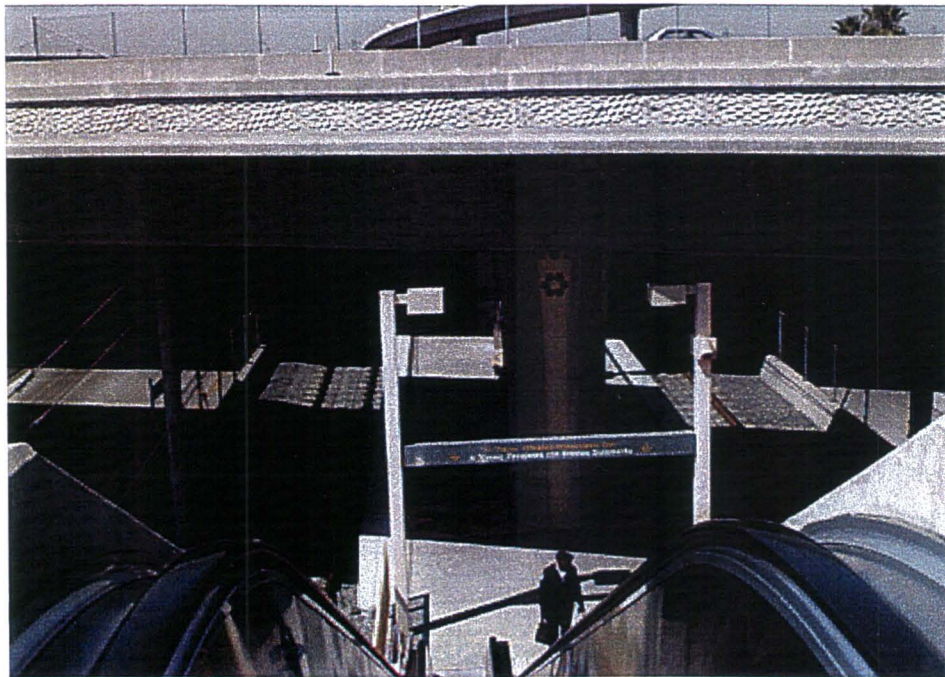
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the 605 and 105 Freeways, a previous survey of the property, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric or historic resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is located at the Green Line Norwalk Station, adjacent to the I-105 Freeway. Visual impacts would be limited to the site. A Toilet at this location would be consistent with the visual character of this public transportation facility. Visual impacts would be less than significant.



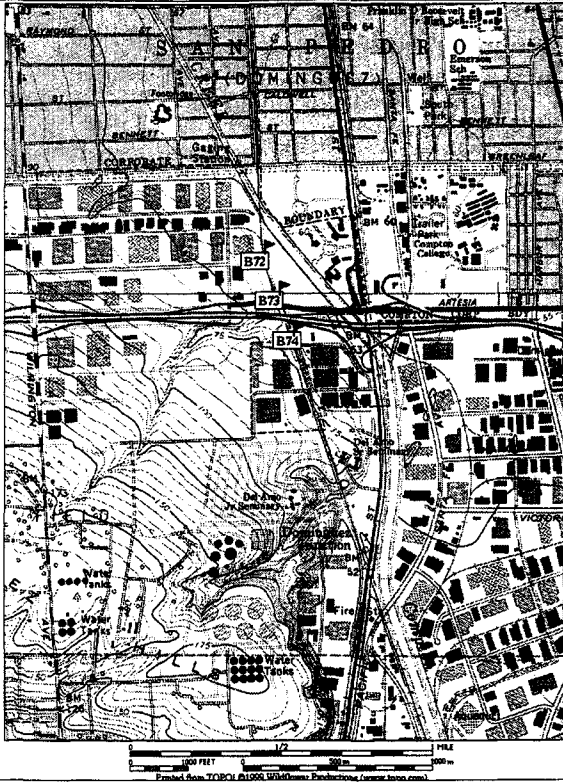
T12: View of the Green Line Norwalk Station on Hoxie Avenue, just south of Imperial Highway (I105) Freeway).



T12: View of the escalator and ground level of the Green Line Norwalk Station, standing on the raised platform.

**Location 42**    Artesia Station (CA-91 N/L W/O Alameda Street)

<b>Project Site</b>	B72
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	734 (J7)
<b>Right of Way</b>	Metro Blue Line
<b>Assessor's Parcel Number</b>	7318-013-904
<b>Municipality</b>	Compton
<b>Zoning Designation</b>	MH



**Summary of Adjacent Land Uses:**  
 The right of way transportation easements are adjacent to commercial and industrial uses.

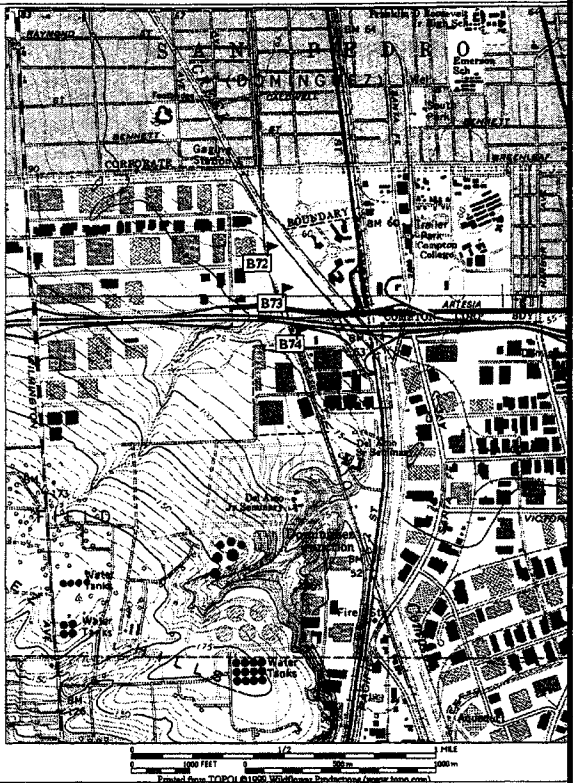
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with the construction of the CA-91 Freeway, the Artesia Station, and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties are located within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This site, located along the railroad right-of-way north of CA-91 freeway overcrossing is in an industrial area and views are dominated by the right of way easements. Other billboards are located along this transportation corridor, thus a billboard structure would be consistent with the existing visual environment. Impacts would be less than significant.

**Location 42** | Artesia Station right-of-way (CA-91 N/L W/O Alameda Street)

<b>Project Site</b>	B73
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	735 (A7)
<b>Right of Way</b>	Metro Blue Line
<b>Assessor's Parcel Number</b>	7318-003-929
<b>Municipality</b>	Compton
<b>Zoning Designation</b>	MH



**Summary of Adjacent Land Uses:**  
 The right of way transportation easements are adjacent to commercial and industrial uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with the construction of the CA-91 Freeway, the Artesia Station, and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties are located within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

**Visual Impacts:**  
 This site, located along the railroad right-of-way north of CA-91 freeway overcrossing is in a commercial/industrial area and views are dominated by the right of way easements. Other billboards are located along this transportation corridor, thus a billboard structure would be consistent with the existing visual environment. Impacts would be less than significant.

**Location 42** Artesia Station right-of-way (CA-91 S/L W/O Alameda Street)

<b>Project Site</b>	B74
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	735 (A7)
<b>Right of Way</b>	Metro Blue Line
<b>Assessor's Parcel Number</b>	7306-010-903
<b>Municipality</b>	Los Angeles County
<b>Zoning Designation</b>	MH



**Summary of Adjacent Land Uses:**

The right of way transportation easements are adjacent to commercial and industrial uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

Due to extensive disturbance connected with the construction of the CA-91 Freeway, the Artesia Station, and the Southern Pacific Railroad, a previous survey of the project location, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic properties are located within a one-quarter mile radius of the project location. Therefore, the potential for impacts upon cultural resources would be less than significant.

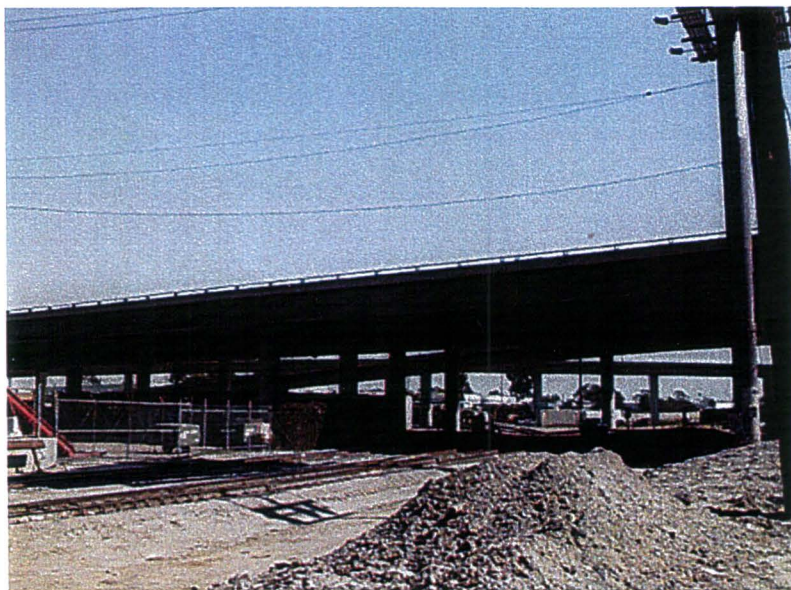
**Visual Impacts:**

This site, located along the railroad right-of-way north of CA-91 freeway overcrossing is in a commercial/industrial area and views are dominated by the right of way easements. Other billboards are located along this transportation corridor, thus a billboard structure would be consistent with the existing visual environment. Impacts would be less than significant.



B72 (left): View looking north along the railroad right of way, north of CA-91 and west of Alameda Street. Area is under construction and has numerous billboard advertisements in the immediate vicinity.

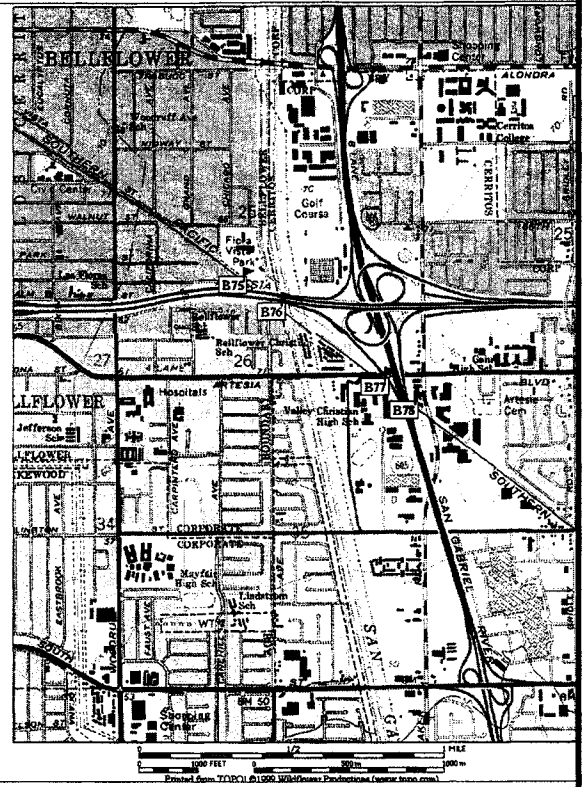
B73 (right): View looking south along the railroad right of way, north of CA-91, west of Alameda Street. Area is under construction and has numerous billboard advertisements in the immediate vicinity.



B74 (left): View looking south along the railroad right-of-way, at a point north of CA-91, west of Alameda Street. This billboard site is behind the CA-91 Freeway overpass. Numerous billboards occur in the immediate vicinity.

**Location 43** CA-91 & I-605 (CA-91 N/L W/O I-605)

<b>Project Site</b>	B75
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	736 (D6)
<b>Right of Way</b>	West Santa Ana
<b>Assessor's Parcel Number</b>	7017-026-909
<b>Municipality</b>	Bellflower
<b>Zoning Designation</b>	OS



**Summary of Adjacent Land Uses:**  
 This site is adjacent to the CA-91 Freeway and a neighborhood park facility. Nearby residential neighborhoods exist in the outlying surrounding area.

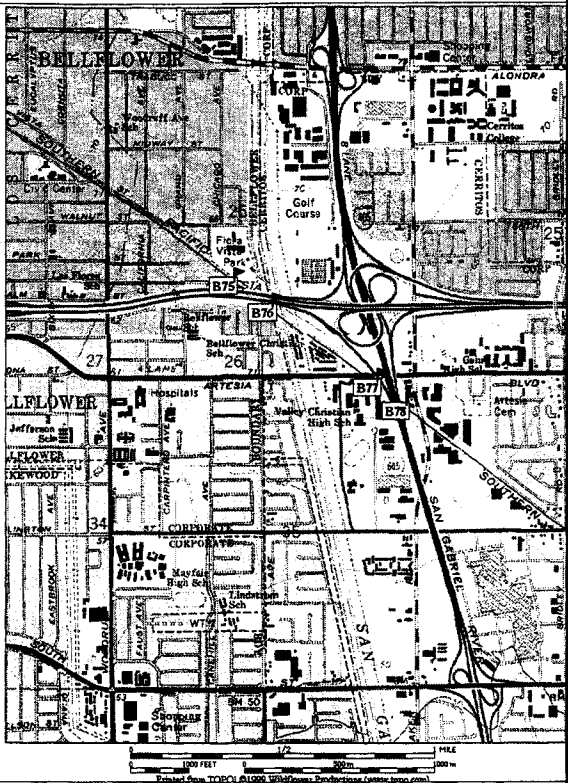
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the 605 and 91 Freeways, and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric or historic resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site an MTA right-of way easement located adjacent to a park and the CA-91 Freeway. The park is developed as a ballfield complex with nighttime lighting facilities. Placement of a billboard at this public location would not create a visual impact.

**Location 43** CA-91 & I-605 (CA-91 S/L W/O I-605)

<b>Project Site</b>	B76
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	736 (E7)
<b>Right of Way</b>	West Santa Ana
<b>Assessor's Parcel Number</b>	7017-026-909
<b>Municipality</b>	Bellflower
<b>Zoning Designation</b>	OS



**Summary of Adjacent Land Uses:**  
 This site is adjacent to the CA-91 freeway with nearby residential and park uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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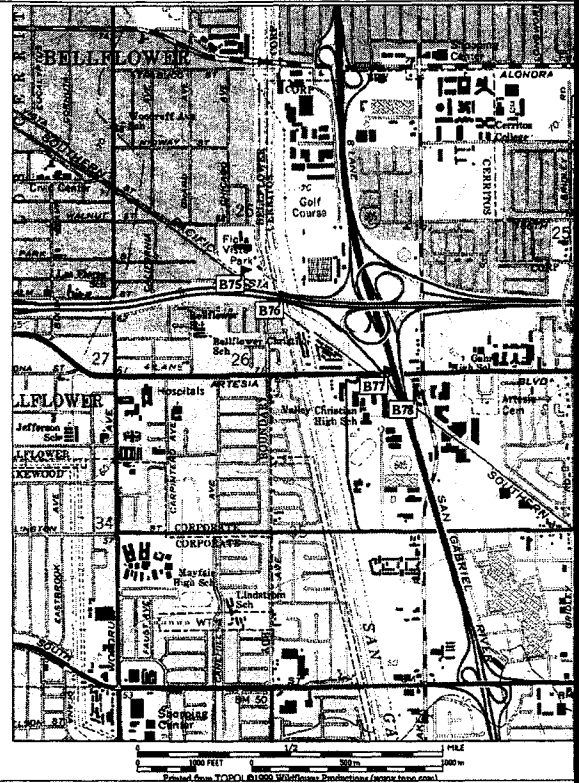
**Recommendations:**  
 Due to extensive disturbance connected with construction of the 605 and 91 Freeways, and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric or historic resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site an MTA right-of way easement located adjacent to a park and the CA-91 Freeway. The area is suburban in character and is surrounded by nearby residential and neighborhood park facilities. The adjacent freeway is elevated above grade and is buffered by a block wall noise attenuation barrier. The freeway and noise barrier wall are the dominating features of the immediate area. Placement of a billboard at this public location would not create a visual impact.



**Location 43** I-605 & CA-91 (I-605-W/L S/O CA-91)

<b>Project Site</b>	B77
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	736 (E7)
<b>Right of Way</b>	West Santa Ana
<b>Assessor's Parcel Number</b>	7034-017-908
<b>Municipality</b>	Cerritos
<b>Zoning Designation</b>	OS



**Summary of Adjacent Land Uses:**  
 This site is adjacent to commercial uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**

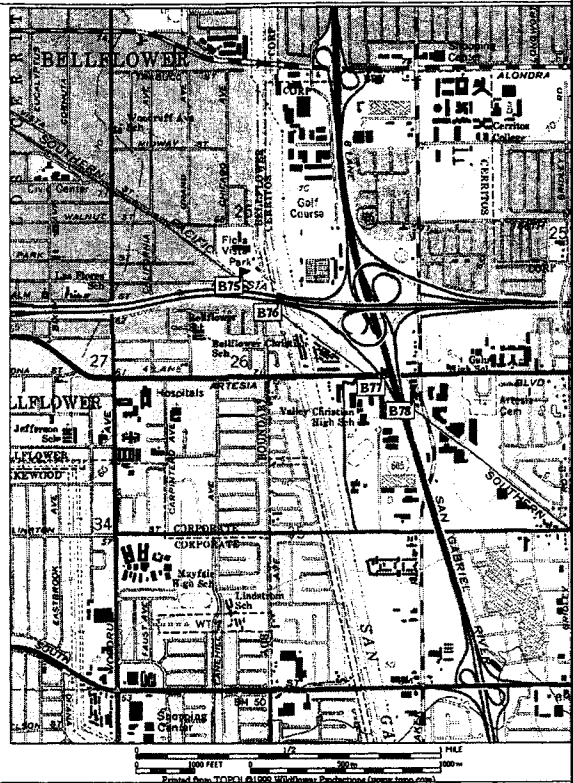
Due to extensive disturbance connected with construction of the 605 and 91 Freeways, and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric or historic resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**

This site an MTA right-of way easement located perpendicular to the CA-91 Freeway. The nearest land uses are commercial businesses. Placement of a billboard at this public location would not create a visual impact.

**Location 43** I-605 & CA-91 (I-605-E/L S/O CA-91)

<b>Project Site</b>	B78
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	736 (F7)
<b>Right of Way</b>	West Santa Ana
<b>Assessor's Parcel Number</b>	7034-016-907
<b>Municipality</b>	Compton
<b>Zoning Designation</b>	OS



**Summary of Adjacent Land Uses:**  
 This site is adjacent to commercial uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the 605 and 91 Freeways, and the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric or historic resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site an MTA right-of way easement located perpendicular to the CA-91 Freeway. The nearest land uses are commercial businesses. Placement of a billboard at this public location would not create a visual impact.



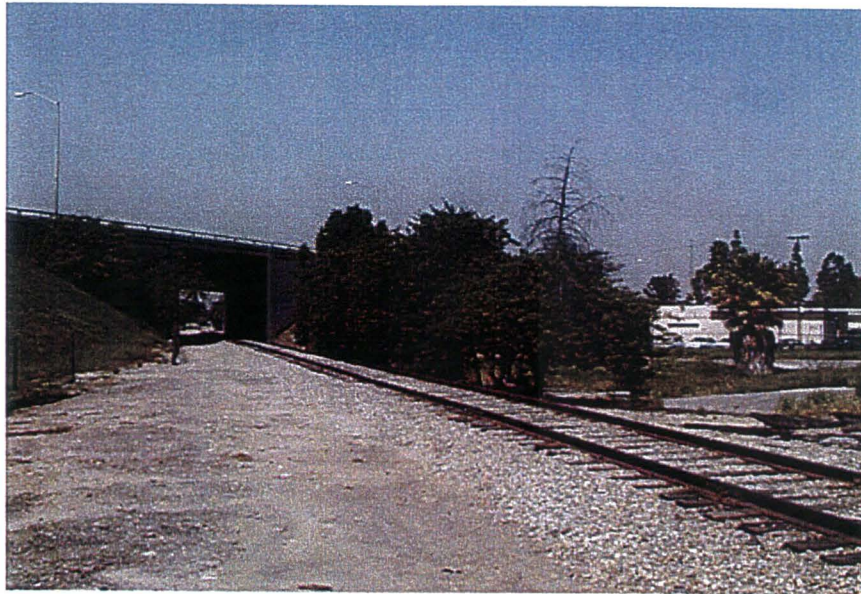
B75: View looking eastbound at the CA-91 overcrossing the Railroad right-of-way. Area is near residential uses with Fora Vista Park adjacent to the site (visible in background). The park has night lighting facilities. No billboards are located within this area.



B76: View looking eastbound along the CA-91 Freeway overpass at the Railroad easement. Surrounding area is suburban with nearby residential uses and neighborhood park facilities. No billboards are visible within proximity to this site.



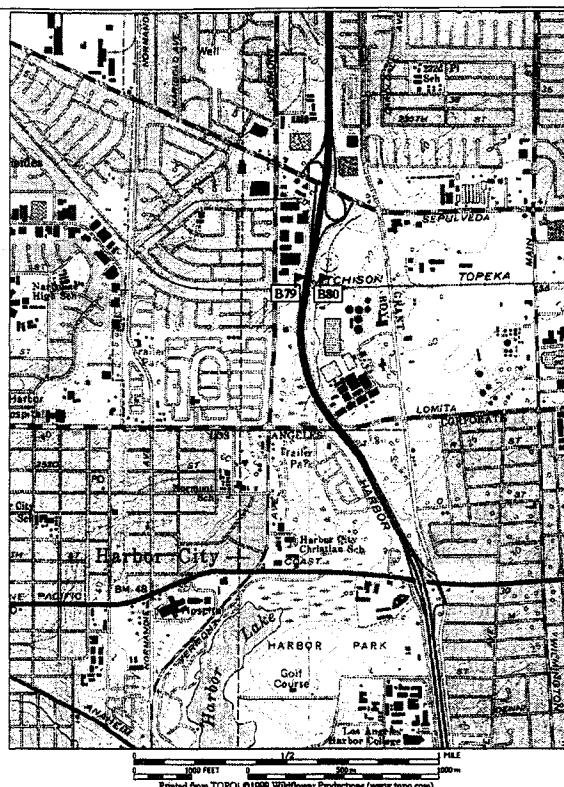
B77: View looking southeast towards the southbound lane of the I-605, just south of the CA-91 interchange. Area is suburban and developed with commercial uses. Billboards are located within this general area.



B78: View looking towards the northbound I-605 Freeway overcrossing the Southern Pacific right-of-way. Area is suburban and developed with commercial uses. A few billboards are located in the immediate area.

**Location 44** I-110 & Sepulveda (I-110 W/L S/O Sepulveda Blvd)

<b>Project Site</b>	B79
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	794 (B3)
<b>Right of Way</b>	Harbor Subdivision
<b>Assessor's Parcel Number</b>	7409-020-901
<b>Municipality</b>	Los Angeles County
<b>Zoning Designation</b>	M2



**Summary of Adjacent Land Uses:**  
Surrounding land uses include commercial and residential uses.

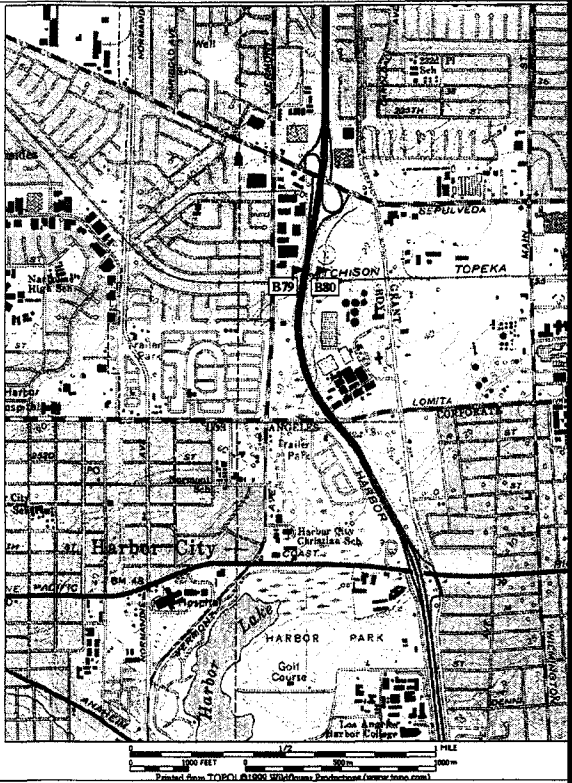
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
Due to extensive disturbance connected with construction of the Harbor Freeway and the AT&SF Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric or historic resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
This site an MTA right-of way easement located perpendicular to the CA-91 Freeway. A few billboards are visible from this site, which is surrounded by commercial uses. Placement of a billboard at this public location would not be out of character for the area and would not result in a visual impact.

**Location 44** | I-110 & Sepulveda (I-110 E/L S/O Sepulveda Blvd)

<b>Project Site</b>	B80
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	794 (B3)
<b>Right of Way</b>	Harbor Subdivision
<b>Assessor's Parcel Number</b>	7406-026-915
<b>Municipality</b>	Carson
<b>Zoning Designation</b>	MH



**Summary of Adjacent Land Uses:**  
 The site is located in an area with commercial uses.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Harbor Freeway and the AT&SF Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric or historic resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site an MTA right-of way easement located perpendicular to the San Diego 405 Freeway. A few billboards and freeway signs are visible from this site. Placement of a billboard at this public location would not create a visual impact.



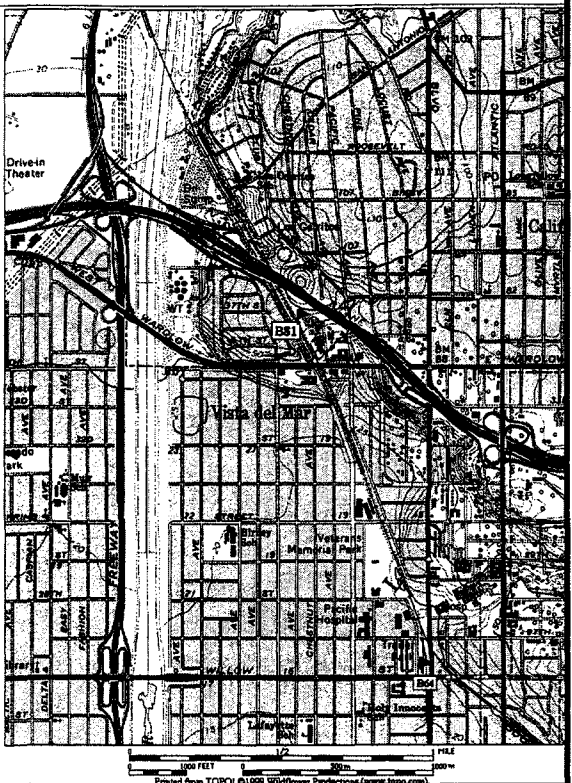
B79: View of the southbound lane of the I-110 Freeway, just south of Sepulveda Boulevard. Area is developed with light industrial and commercial uses. Several billboards are located along the I-110 Freeway corridor in this area.



B80: View looking east towards the northbound lane of the I-110 Freeway overcrossing the railroad right-of-way. Area is developed with commercial and light industrial uses. Numerous billboards are visible along the I-110 corridor in this area.

**Location 45** | I-405 & Pacific (I-405 W/L S/O Pacific)

<b>Project Site</b>	B81
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	765 (C7)
<b>Right of Way</b>	Metro Blue Line
<b>Assessor's Parcel Number</b>	7204-007-900
<b>Municipality</b>	Long Beach
<b>Zoning Designation</b>	PR



**Summary of Adjacent Land Uses:**  
 This site is adjacent to commercial and residential uses which are situated along side the railroad right-of-way.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Low
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Blue Line, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric or historic resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site an MTA right-of way easement located perpendicular to the San Diego 405 Freeway. A few billboards and freeway signs are visible from this site. Placement of a billboard at this public location would not be out of character for the area and would not result in a visual impact.

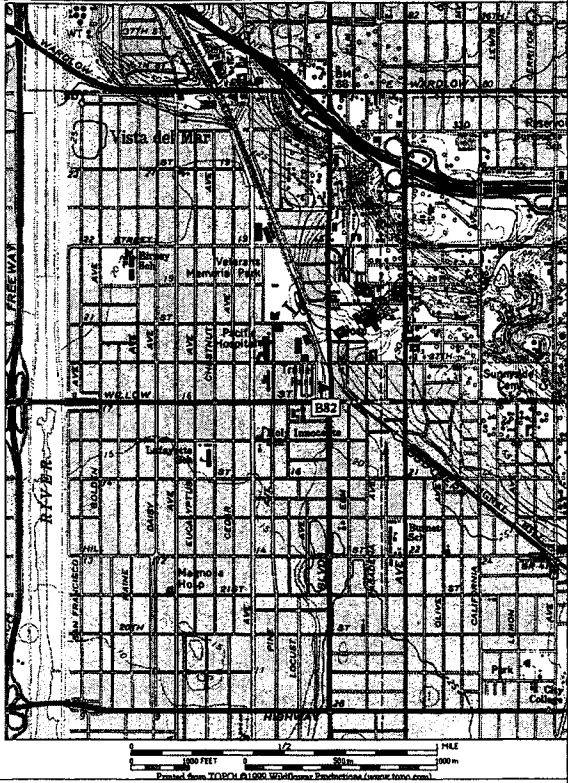




B81: View is looking north along the railroad right-of-way at the southbound lane of the I-405 Freeway, south of Pacific and north of West Wardlow. Area is comprised of commercial and residential uses. A few billboards exist in this general area.

**Location 46** Willow Station (Long Beach Blvd W/L N/O Willow Street)

<b>Project Site</b>	B82
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	795 (D3)
<b>Right of Way</b>	Metro Blue Line
<b>Assessor's Parcel Number</b>	7206-022-902
<b>Municipality</b>	Long Beach
<b>Zoning Designation</b>	PD-29



**Summary of Adjacent Land Uses:**  
 The site is located in a commercial area. Some residential uses are located nearby.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Low	<b>Historic Resources</b>	Moderate
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**Recommendations:**  
 Due to extensive disturbance connected with construction of the Willow Street Station, the Southern Pacific Railroad, and the lack of recorded archaeological sites in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at this location. No prehistoric resources have been recorded within a one-quarter mile radius of this location. One potentially historic property was listed within one-quarter mile of the project site. However, this property was not eligible for listing in the National Register, and the placement of a billboard structure at the site would not have a direct or indirect impact upon this property. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is located in a commercial area with existing billboards located in the immediate area. A billboard structure would be consistent with the existing character of the area and visual impacts would be less than significant.



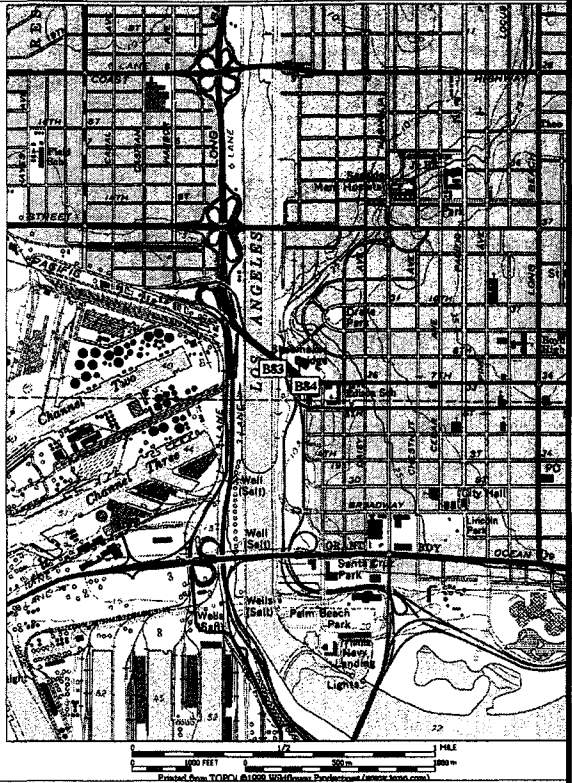
B82: View of the Willow Station at the northwest corner of Long Beach Boulevard and Willow Street. Area is developed with commercial and residential uses. Other billboards are located in the immediate vicinity.



B82: View of adjacent commercial uses along Willow Street. Other billboards are located in the area.

**Location 47** Division 12 (I-710 E/L S/O Anaheim St)

<b>Project Site</b>	B83
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	795 (C7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	7271-023-900
<b>Municipality</b>	Long Beach
<b>Zoning Designation</b>	I-L



**Summary of Adjacent Land Uses:**  
 This site is located in a heavily developed commercial area.

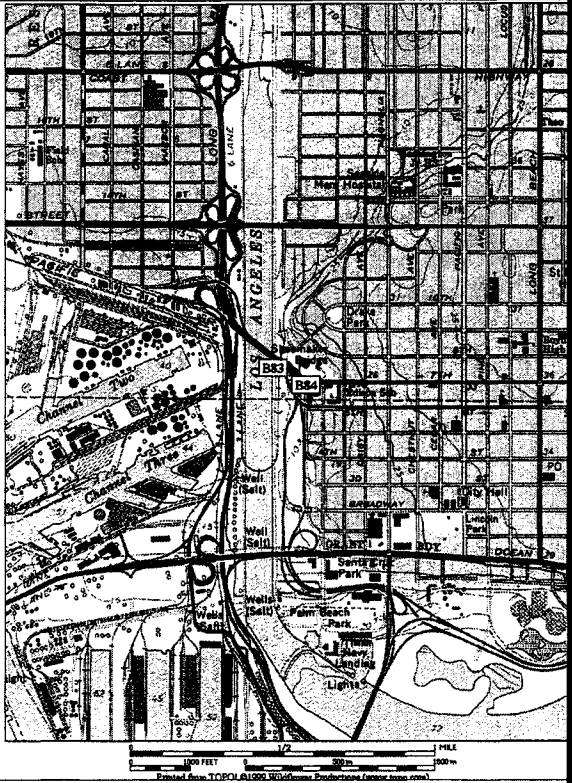
<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Low
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**Recommendations:**  
 One prehistoric archaeological site has been recorded within a one-quarter mile radius of the project site. However, due to extensive disturbance connected with construction of the 7th Street Bridge and the Southern Pacific Railroad, and a previous survey of the property, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is located in an area dominated by the presence of the railroad right-of-way and convergence of freeway on-ramps/overcrossings. There are other billboards in the immediate area and, as such, a billboard would be compatible and consistent with the existing environment. Visual impacts would be less than significant.

**Location 47** Division 12 (I-710 E/L S/O Anaheim St)

<b>Project Site</b>	B84
<b>Project Feature</b>	Billboard
<b>Thomas Guide Page (grid)</b>	795 (C7)
<b>Right of Way</b>	N/A
<b>Assessor's Parcel Number</b>	7271-023-900
<b>Municipality</b>	Long Beach
<b>Zoning Designation</b>	I-L



**Summary of Adjacent Land Uses:**  
 This site is located in a heavily developed commercial area.

<b>Cultural Resources Sensitivity Ratings:</b>	<b>Archaeological Resources</b>	Moderate	<b>Historic Resources</b>	Low
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**Recommendations:**  
 One prehistoric archaeological site has been recorded within a one-quarter mile radius of the project site. However, due to extensive disturbance connected with construction of the 7th Street Bridge and the Southern Pacific Railroad, and a previous survey of the property, it is concluded that there is little probability that intact archaeological resources are present at this location. No historic resources have been recorded within a one-quarter mile radius of this location. The potential for impacts upon cultural resources would therefore be less than significant.

**Visual Impacts:**  
 This site is located in an area dominated by the presence of the railroad right-of-way and convergence of freeway on-ramps/overcrossings. There are other billboards in the immediate area and, as such, a billboard would be compatible and consistent with the existing environment. Visual impacts would be less than significant.



B83: View of looking south at Division 12, where the I-710 crosses the Los Angeles River Channel, south of Anaheim Street. Area is comprised of light industrial and residential uses. A few billboards are located in this general area along the I-710 corridor.



B84: View of Division 12, where the I-710 crosses the Los Angeles River Channel, south of Anaheim Street. Area is comprised of light industrial and residential uses. A few billboards are located in this general area.



# **APPENDIX A**

**CULTURAL RESOURCE RECORDS SEARCH REPORTS**







# W.H. Bonner Associates

Archaeofaunal Studies  
Archaeological Surveys  
Historical & Genealogical Research

15619 Ogram Avenue  
Gardena, California 90249-4445

(310) 675-2745  
whbonner@aol.com

April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 1, B1.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **FOUR: LA680, LA1585, LA3017, LA4008. None of these investigations assessed the subject property.**

#### **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of CA-14, Old Sierra Highway and the Southern Pacific Railroad, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

Archaeofaunal Studies  
Archaeological Surveys  
Historical & Genealogical Research

15619 Ogram Avenue  
Gardena, California 90249-4445

(310) 675-2745  
whbonner@aol.com

April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 2, B2, B3.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 2 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B2	NO	NO	NO	NO	NO	NO	NO	LA467
B3	NO	NO	NO	NO	NO	NO	NO	LA467

## PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **ONE: LA467. This investigation did not assess either feature location on the subject property.**

## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of CA-14, Old Sierra Highway and the Southern Pacific Railroad, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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# W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 3, B4 - B15.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

### Location 3 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B4	NO	NO	NO	NO	NO	NO	NO	LA2231*, LA1730, UCAS-081B*
B5	NO	NO	NO	NO	NO	NO	NO	LA2231*, LA1730, UCAS-081B*
B6	NO	NO	NO	NO	NO	NO	NO	LA2231*, LA1730, UCAS-081B*
B7	NO	NO	NO	NO	653	NO	586	LA2231*, LA1510, LA4107, UCAS-081B*
B8	NO	NO	NO	NO	653	NO	586	LA2231*, LA1510, LA4107, UCAS-081B*
B9	NO	NO	NO	NO	653	NO	586	LA2231*, LA1510, LA4107, UCAS-081B*
B10	NO	NO	NO	NO	653	NO	586	LA2231*, LA1510, LA4107, UCAS-081B*
B11	NO	NO	NO	NO	653	NO	586	LA2231*, LA1510, LA4107, UCAS-081B*
B12	NO	NO	NO	NO	653	NO	586	LA2231*, LA1510, LA4107, UCAS-081B*
B13	NO	NO	NO	NO	NO	NO	NO	LA2231*, LA1510, LA4107, UCAS-081B*
B14	NO	NO	NO	NO	NO	NO	NO	LA2231*, LA2683, LA1510, LA4107, UCAS-081B*
B15	NO	NO	NO	NO	NO	NO	NO	LA2231*, LA1510, LA4107, UCAS-



## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (1999) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **ONE.**

**653-The Cascades**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **ONE.**

**586-The Cascades**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **EIGHT: LA2231, LA2683, LA1730, LA1510, LA4107, LA680, LA1585, UCAS-081B . Two of these investigations did assess all of the feature location on the subject property, LA2231 and UCAS-081B.**

## **RECOMMENDATIONS**

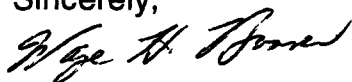
The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to extensive disturbance connected with construction of I-5, the Southern Pacific Railroad and San Fernando Road, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historical property within a one-quarter mile radius is not a Nation Register property, so the presence of these billboards will not adversely impact the viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 4, B16.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The California *Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **THREE: LA2892, UCAS-082B, LA4583. Two of these investigations assessed the subject property, LA2892 and UCAS-082B.**

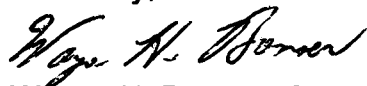
#### **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of CA-118, San Fernando Road and the Southern Pacific Railroad, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 5, B17.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **LAN-21, LAN-89, LAN-901.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The California *Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **ONE**.

### **132- The Stony Point Outcroppings**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **FOUR: LA2883, LA5301, LA160, LA2892. None of these investigations assessed the subject property.**

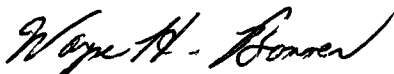
## **RECOMMENDATIONS**

The presence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **MODERATE**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to the presence of recorded archaeological sites in the immediate vicinity, and the lack of a survey of the project location, it is recommended that a field survey by an RPA Certified archaeologist be conducted prior to any earth moving to determine the presence or absence of archaeological remains.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 6, B18, B19 & T1.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 6 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B18	NO	NO	NO	NO	NO	NO	NO	LA2645*, LA2950*, LA160*, LA4328
B19	NO	NO	NO	NO	NO	NO	NO	LA2645*, LA2950*, LA160*, LA4328
T1	NO	NO	*	NO	NO	NO	NO	LA2645*, LA2950*, LA160*

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location:

**9015 Wilbur Avenue, determined to be ineligible for the National Register.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **FOUR: LA2645, LA2950, LA160, LA4328.**

**Three of these investigations did assess all feature locations on the subject property, LA2645, LA2950, and LA160.**

## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to extensive disturbance connected with construction of the Southern Pacific Railroad, the Metrolink Northridge Station, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.



The historic property within a one-quarter mile radius is not a National Register property nor is it eligible for the National Register, so the presence of these billboards and toilet will not adversely impact the viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **ONE: LA2950. This investigation did assess all feature locations on the subject property.**

## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of San Fernando Road, Interstate 5, and the Southern Pacific Railroad, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented

herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner". The signature is written in black ink and is positioned above the typed name.

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 8, B22.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## HISTORIC RESOURCES:

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The California *Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **THREE: LA2950, LA2645, LA160**. All of these investigations assessed the subject property.

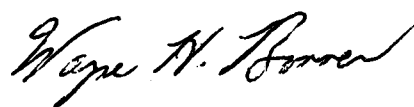
#### **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of CA-170, the Southern Pacific Railroad, previous surveys of the project location, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates





# W.H. Bonner Associates

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Archaeological Surveys  
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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 9, B23 - B25.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 9 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B23	NO	NO	NO	NO	NO	NO	NO	LA2950*, LA3726
B24	NO	NO	NO	NO	NO	NO	NO	LA2950*
B25	NO	NO	NO	NO	NO	NO	NO	LA2950*, LA2645, L160

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **FOUR. LA2950 assessed all three feature locations on the subject property.**

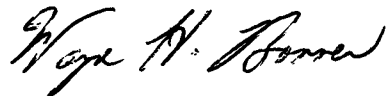
## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW.** The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW.**

Due to extensive disturbance connected with construction of I-5 and the Southern Pacific Railroad, a previous survey of the locations and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,

A handwritten signature in cursive script, reading "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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# W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 10, K1 & T2.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the California *State Historic Resources Inventory* (2000), the National *Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 10 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
K1	NO	NO	*	*	NO	NO	302	LA3789*, LA3725, LA1578*
T2	NO	NO	*	*	NO	NO	302	LA3789*, LA3725, LA1578*

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic property within a one-quarter mile radius of the project location. This property is the same for both K1 and T2:

**5401 Lankershim Blvd., Southern Pacific RR Station (Eligible by consensus and as a separate structure for the NR, criteria A&C).**

The *National Register of Historic Places* (1999) lists the following property located within a one-quarter mile radius of the project location. This property is the same for both K1 and T2:

**87001018: North Hollywood Branch Library, 5211 N. Tujunga Ave.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following property located within a one-quarter mile radius of the project location. This property is the same for both K1 and T2:

**302: North Hollywood Branch Library, 5211 N. Tujunga Ave.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA1578, LA3725, and LA3789. LA1578 and LA3789 did assess both feature locations on the subject property.**

## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW.** The presence of historic

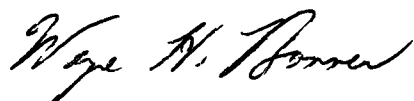
properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to extensive disturbance connected with construction of the Southern Pacific Railroad and the Red Line North Hollywood Station, two previous surveys of the project location, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

Two historical properties are within a one-quarter mile radius. One is a National Register property, the other is on the HRI. As the National Register property is located two blocks from the proposed kiosk and toilet, the presence of these features will not adversely impact the viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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# W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 11, K2.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

## HISTORIC RESOURCES:

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **LAn-2394H, LAn-1945H**.

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **ONE 3919 Lankershim Blvd., Casa Adobe Hacienda (Appears eligible for the NR as separate property).**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **SHL-151. Campo de Cahuenga.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **29: Campo de Cahuenga, 3919 Lankershim Blvd.**

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **FOURTEEN: LA3009, LA2301, LA3496, LA3920, LA3017, LA4461, LA3996, LA3510, LA3477, LA3153, LA1578, LA1101, LA3426, LA3427. Two of these investigations assessed the subject property: LA3426, LA3427.**

#### **RECOMMENDATIONS**

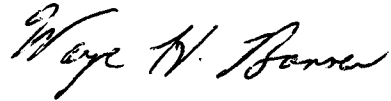
The presence of two historic archaeological sites within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **MODERATE**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to extensive disturbance connected with construction of the Hollywood Freeway (CA-170) and the Red Line Universal City Station, and the previous surveys of the location, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historical property within a one-quarter mile radius is not a National Register property, so the presence of this kiosk will not adversely impact the viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* 1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA2950. This investigation did assess both feature locations on the subject property.**

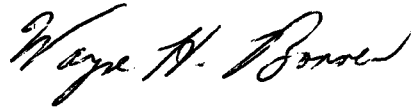
## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of Interstate 5 and the Southern Pacific Railroad, a previous survey of the property, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner". The signature is written in black ink and is positioned above the typed name.

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 13, B28 & B29.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 13 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B28	NO	NO	NO	NO	NO	NO	NO	LA2950*, LA2210, LA845
B29	NO	NO	NO	NO	NO	NO	NO	LA2950*, LA2210, LA845

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA2950, LA845, LA2210. LA2950 did assess both feature locations on the subject property.**

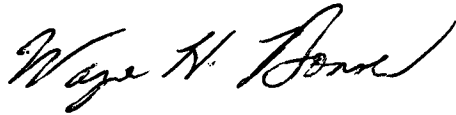
## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW.** The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW.**

Due to extensive disturbance connected with construction of the 134 Freeway and the Southern Pacific Railroad, the previous survey of the property, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner". The signature is written in black ink and is positioned above the typed name.

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA236, LA3765. LA37675 did assess all feature locations on the subject property.**

## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW.** The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW.**

Due to extensive disturbance connected with construction of Santa Monica Boulevard and the former Pacific Electric Railway, a previous survey of the property, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,

A handwritten signature in cursive script, appearing to read "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 15, K5 - K7.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

### Location 15 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
K5	NO	LAn-2393H	NO	1, 2, 3,4	NO	NO	495, 453, 545, 226, 584, 475, 194, 277, 248, 243, 55, 397, 192	LA447*, LA3319, LA4575, LA3682, LA1968*
K6	NO	NO	NO	2, 5, 6, 7	554	NO	567, 193, 334, 227	LA447*, LA1578
K7	NO	NO	NO	NO	NO	NO	336, 382, 441	LA447*, LA4573

#### PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

#### HISTORIC RESOURCES:

The following historic archaeological site has been identified within a one-quarter mile radius of the K5 location: **LAn-2393H**.

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location:

##### K5:

**86001950: Villa Bonita, 1817 Hillcrest Road**

**85000704: Hollywood Blvd. Commercial and Entertainment District,  
6200-7000 Hollywood Blvd, between Highland and Vine.**

**85000355: Hollywood Masonic Temple, Hollywood Blvd.**

**82002189: Whitley Heights District**

##### K6:

**Guaranty Building, 6331 Hollywood Blvd.**

**85000704: Hollywood Blvd. Commercial and Entertainment District, 6200-  
7000 Hollywood Blvd, between Highland and Vine.**

**Security Trust & Savings, 6381-6385 Hollywood Blvd.**

**La Belle Tour, 6200 Franklin Ave.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location:

**554: Cecil B. DeMille Studio Barn, 2100 N. Highland Avenue**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location:

**K5:**

**55: Mann's Chinese Theater, 6925 Hollywood Blvd.**

**192: Site of Franklin Garden Apts, 6917 - 6933 Franklin Ave.**

**194: Hollywood Walk of Fame, Hollywood Blvd. between Gower & Sycamore; Vine St between Yucca and Sunset Blvd.**

**226: Site of Masquers Club Bldg., 1765 N. Sycamore Ave.**

**243: Site of Garden Court Apts, 7021 Hollywood Blvd.**

**248: First United Methodist Church of Hollywood, 6817 Franklin Ave.**

**277: Hollywood Masonic Temple, 6840 Hollywood Blvd.**

**397: Roman Gardens, 2000 N. Highland Ave.**

**453: Artisans Patio Complex, 6727-6733 Hollywood Blvd.**

**475: Highland towers Apts, 1920-1928 N. Highland Ave.**

**495: El Capitan Theater, 6834 Hollywood Blvd.**

**545: Hollywood Roosevelt Hotel, 7000 Hollywood Blvd.**

**584: Egyptian Theater, 6706-6712 Hollywood Blvd.**

**K6:**

**193: Pantages Theater, 6233 Hollywood Blvd.**

**227: Janes House, 6541 Hollywood Blvd.**

**334: Security Trust & Savings, 6381-6385 Hollywood Blvd.**

**567: The Little Country Church of Hollywood, 1750 N. Argyle Ave.**

**K7:**

**336: Hollywood Western Bldg, 5500-5510 Hollywood Blvd.**

**382: The Falcon Studios, 5524 Hollywood Blvd.**

**441: Dunning House, 5552 Carleton Way**

**PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **NUMEROUS: LA447 assessed all three feature locations on the subject property.**

**RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The presence of historic

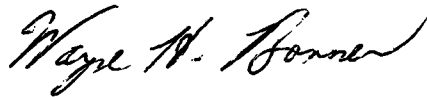
properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **HIGH**.

Due to extensive disturbance connected with construction of the Red Line, the previous survey of the property, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

Some of the historical properties within a one-quarter mile radius are National Register properties, however, the presence of these kiosks will not adversely impact their viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location:

**K8:**

**Barnsdall Park, 4800 Hollywood Blvd.**

**K9:**

**87001006: Library at 4591 W. Santa Monica Blvd.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location:

**K8:**

**12: Hollyhock house, Barnsdall Art Park, 4808 Hollywood Blvd.**

**33: Barnsdall Arts Center, "Residence A," 4800 Hollywood Blvd.**

**34: Barnsdall Art Park, 4800 Hollywood Blvd.**

**K9:**

**324: Cahuenga Branch Library, 4591 W. Santa Monica Blvd.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **NUMEROUS. None of these investigations assessed any feature location on the subject property.**

## RECOMMENDATIONS

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to extensive disturbance connected with construction of the Red Line Station and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historic properties within a one-quarter mile radius does include National Register properties, however, both are more than one block away from the proposed locations, so the presence of these kiosks will not adversely impact their viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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# W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 17, B32 & B33.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 17 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B32	NO	NO	NO	NO	NO	NO	569	LA2683, LA2950*, LA2517
B33	NO	NO	NO	NO	NO	NO	569	LA2683, LA2950*, LA2517*

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following property located within a one-quarter mile radius of the project location:  
**569: Van de Kamps Holland Dutch Bakery, 3020 San Fernando Road**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **NUMEROUS. LA2950 did assess both feature locations on the subject property. LA2527 assessed the location for B33 only.**

## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW.** The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE.**

Due to extensive disturbance connected with construction of the Glendale Freeway, the Southern Pacific Railroad, previous surveys of the locations, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is

little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historic property within a one-quarter mile radius is not a National Register property, so the presence of these billboards will not adversely impact the viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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# W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

**Subject:** Records Search Results for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project: Location 18, B34 - B36.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

Location 18 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B34	NO	NO	NO	NO	NO	NO	NO	LA3960, LA2950*, LA4390, LA1747
B35	NO	NO	NO	NO	NO	NO	587	LA3960, LA2950*, LA4390, LA1747
B36	NO	NO	NO	NO	NO	NO	587	LA3960, LA2950*, LA4390, LA1747

**PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

**HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **587: Lincoln Heights Jail / LA City Jail, 401-449 N. Avenue 19**

## PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **NUMEROUS: LA2950 did assess all feature locations on the subject property.**

## RECOMMENDATIONS

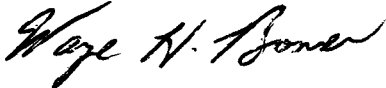
The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to extensive disturbance connected with construction of I-5 and Pasadena Freeways and the Southern Pacific Railroad, a previous survey of the property, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historic property within a one-quarter mile radius is not a National Register property, so the presence of these billboards will not adversely impact the viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 19, K11 - K14, T3 - T5.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

### Location 19 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
K11	NO	NO	*	*	NO	NO	116, 118	LA447*, LA3730, LA1578*, LA1968
K12	NO	NO	*	NO	NO	NO	209, 280, 386	LA447*, LA1578*
K13	NO	NO	*	**	NO	NO	56, 534	LA447*, LA4312, LA1578*
K14	NO	NO	*	NO	NO	NO	546, 100, 267	LA447*, LA4514, LA3103, LA1578*
T3	NO	NO	*	*	NO	NO	116, 118	LA447*, LA3730, LA1968, LA1578*
T4	NO	NO	*	*	NO	NO	56, 534	LA447*, LA4312, LA1578*
T5	NO	NO	*	NO	NO	NO	546, 100	LA447*, LA4514, LA3103, LA1578*

### PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

### HISTORIC RESOURCES:

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The California *Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location:

**K11 & T3:**

**3747-3763 Wilshire Blvd., McKinley Bldg**

**3780 Wilshire Blvd., Pellissier Bldg/Wiltern Theater**

**K12:**

**3545 Wilshire Blvd., Kemper Insurance Bldg.**

**3663 Wilshire Blvd., B'nai B'rith Church**

**K13 & T4:**

**3143 Cal Fed Bldg.**

**K14 & T5:**

**2001 Wilshire Blvd., The Wilshire Bldg.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location:

**K11 & T3:**

**South Serrano Historic District, 400 Block of Serrano Blvd**

**Pellissier Bldg./Wiltern Theater, 3780 Wilshire Blvd**

**B'nai B'rith Church, 3663 Wilshire Blvd**

**K13 & T4:**

**Bullocks Wilshire Bldg, 3050 Wilshire Blvd**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location:

**K11 & T3**

**116: Wilshire Blvd Temple, 3663 Wilshire Blvd**

**118: Pellissier Bldg/Wiltern Theater, 3780 Wilshire Blvd.**

**K12**

**209: Wilshire Christian Church Bldg, 634 S. Normandie Ave.**

**280: Chapman Park Studio Bldg, 3501-3519 W. 6th Street**

**386: Chapman Park Market Bldg, 3451 W. 6th Street**

**K13 & T4:**

**56: Bullocks Wilshire Bldg, 3050 Wilshire Blvd**

**534: I.Magnin and Co. Bldg, 3240 Wilshire Blvd.**

**K14 & T5:**

**546: The Westlake Theater Bldg, 636 1/2 S. Alverado St.**

**100: General Douglas MacArthur Park (formerly West Lake Park), 2230, W. 6th Street**

**267: Plaza Park Hotel, (formerly the Elks Bldg), 607 S. Park View St.**

**PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **SEVERAL(see table above). LA447 and LA1578 did assess all feature locations on the subject property.**

## RECOMMENDATIONS

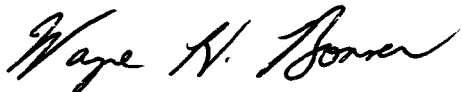
The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to extensive disturbance connected with construction of commercial buildings along Wilshire Blvd, previous surveys of the feature locations, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historic properties within a one-quarter mile radius include National Register properties, however, none of the features appear to be on one of these historic properties. The presence of these kiosks and toilets should not adversely impact the viewshed due to high density of other urban structures already present.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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April 25, 2000

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---

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 20, K15 - K19, T6.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

Location 20 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
K15	120015	NO	NO	*	NO	LA N-024	04, 150, 544	LA1577, LA1578, LA1642, LA1643, LA3103*, LA483
K16	120015	NO	NO	*	NO	LA N-024	04, 150, 544	LA1577, LA1578, LA1642, LA1643, LA3103*, LA483
K17	NO	NO	*	*	NO	NO	04, 06, 271, 288, 80, 385, 17	LA4214*, LA4215, LA1578, LA1642*, LA1643*, LA3103*, LA483*
K18	NO	NO	*	70 00 01 36, 83 00 45 29	567	NO	525, 449, 358, 278, 347, 398, 480, 354, 526, 61, 177, 524, 286, 60, 195, 522, 69, 225, 205, 46, 323, 288, 385, 80, 104	LA3103*, LA1642, LA483*, LA4214, LA1578
K19	NO	NO	*	70 00 01 36, 83 00 45 29	NO	NO	348, 398, 480, 356, 355, 357, 358, 354, 347, 66, 125, 43, 323, 195, 46, 286, 60	LA1578*, LA3103*, LA447*
T6	NO	NO	*	70 00 01 36, 83 00 45 29	567	NO	525, 449, 358, 278, 347, 398, 480, 354, 526, 61, 177, 524, 286, 60, 195, 522, 69, 225, 205, 46, 323, 288, 385, 80, 104	LA3103*, LA1642, LA483*, LA4214, LA1578

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location:

### **K15 & K16 only:**

**120015: The site of the Indian Village of Yangna**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location:

### **K17:**

**Numerous on S. Hill Street, including  
417 S. Hill, Old Subway Terminal Building**

### **K18 & T6:**

**410 W. 5th Street**

### **K19:**

**Numerous, including  
658, 713, 723, 729, 737, 741 and 757 S. Flower Street**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location:

### **K15 & K16:**

**Criminal Courts Bldg, Broadway & Temple Street.**

### **K17:**

**78000687: Million Dollar Theater, 307 S. Broadway  
71000144: Bradbury Bldg, 304 S. Broadway  
86002098: San Fernando Bldg, 400-410 S. Main Street**

### **K18 & K19 & T6:**

**70000136: Central Library, 630 W. 5th Street  
83004529: Oviatt Bldg., 617 S. Olive Street**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location:

**567: St. Vincent's Place, St. Vincent's Court, alley between  
Broadway & Hill, and 6th & 7th St.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location:

**LAN-24: Criminal Courts Bldg, Broadway & Temple Street.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location:

**K15 & K16:**

- 04: Site of Angeles Flight, 3rd & Hill Streets**
- 150: Los Angeles City Hall, 200 N. Spring St.**
- 544: Irvine/Byrne Bldg, 249 S. Broadway**

**K18 & T6:**

- 46: Central Library, 630 W. 5th Street**
- 60: Biltmore Hotel, 515 S. Olive Street**
- 61: Site of Philharmonic Auditorium, 427 W. 5th Street**
- 69: LA Athletic Club Bldg, 431 W. 7th Street**
- 80: Palm Court of refurbished Alexandria Hotel, 210 W. 5th Street**
- 104: Coles P. E. Buffet / Pacific Electric Building, 118 E. 6th Street**
- 177: Subway Terminal Bldg, 417 S. Hill Street**
- 195: Oviatt Bldg, 617 S. Olive Street**
- 205: LA Stock Exchange Bldg, 618 S. Spring St.**
- 225: LA Theater, 615 S. Broadway**
- 278: Title Guaranty & Trust Co. Bldg., 401-411 W. 5th Street**
- 286: Mayflower Hotel, 535 S. Grand Avenue**
- 288: Barclay Hotel, (formerly Van Nuys Hotel), 103 W. 4th Street**
- 323: Site of Church of the Open Door, 550 S. Hope Street**
- 347: One Bunker Hill Bldg (formerly SC Edison), 601 W. 5th St.**
- 354: Giannini / Bank of America, 649 S. Olive Street**
- 358: Brock Jewelers / Clifton's, 513 W. 7th Street**
- 385: Title Insurance & Trust Bldg, & Annex, 433 & 419 S. Spring St.**
- 398: Pacific Mutual Bldg, 526 W. 6th Street**
- 449: Palace Theater, 630 S. Broadway**
- 480: Spanish American War Memorial, Pershing Square**
- 522: State Theater Bldg, 701-713 S. Broadway, 300-314 W. 7th St**
- 524: Cameo Theater (formerly Klunes Broadway) 526-530 S. Bldg**
- 525: Arcade Theater, 532-536 S. Broadway**
- 526: Roxy Theater, 512-524 S. Broadway**

**K17:**

- 04: Site of Angeles Flight, 3rd & Hill Streets**
- 06: Bradbury Bldg, 304 S. Broadway**
- 17: St. Vibiana's Cathedral, 114 E. 2nd Street**
- 80: Palm Court of refurbished Alexandria Hotel, 210 W. 5th Street**
- 271: Farmers & Merchants Bank Bldg, 401 S. Main Street**
- 288: Barclay Hotel, (formerly Van Nuys Hotel), 103 W. 4th Street**
- 385: Title Insurance & Trust Bldg, & Annex, 433 & 419 S. Spring St.**

**K19:**

- 43: California Club Bldg., 538 S. Flower**
- 46: Central Library, 630 W. 5th Street**
- 60: Biltmore Hotel, 515 S. Olive Street**
- 66: Site of St. Paul's Cathedral, 615 S. Figueroa Street**
- 125: Fine Arts Bldg, 811 W. 7th Street**
- 195: Oviatt Bldg, 617 S. Olive Street**
- 286: Mayflower Hotel, 535 S. Grand Avenue**



- 323: Site of Church of the Open Door, 550 S. Hope Street
- 347: One Bunker Hill Bldg (formerly SC Edison), 601 W. 5th St.
- 348: Fire station No. 28, 644 S. Figueroa Street
- 354: Giannini / Bank of America, 649 S. Olive Street
- 358: Brock Jewelers / Clifton, 513 W. 7th Street
- 355: Roosevelt Bldg., 727 W. 7th Street
- 356: Parker Bros. Bldg, 818 W. 7th Street
- 357: Boston Store / J.W. Robinson's, 600 W. 7th Street
- 398: Pacific Mutual Bldg, 526 W. 6th Street
- 480: Spanish American War Memorial, Pershing Square

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **NUMEROUS (see table above; asterisk indicates survey assessed the feature). LA3103 assess all feature locations on the subject property.**

#### **RECOMMENDATIONS**


The presence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **MODERATE**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to extensive disturbance connected with construction of the downtown area of Los Angeles, and the previous surveys of the feature locations, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historic properties within a one-quarter mile radius include National Register properties, however, due to the high density of other urban structures in the downtown area, the presence of these kiosks and toilet should not adversely impact any viewsheds.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 21, B37 - B41, K20.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

Location 21 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B37	NO	NO	*	NO	NO	NO	NO	LA4048, LA1476, LA4625*, LA4219, LA4386*, LA2644*, LA2695
B38	NO	NO	*	NO	NO	NO	NO	LA3907, LA4048, LA4082, LA1476, LA4625*, LA4219, LA2712, LA2713, LA4386*, LA4448, LA2695, LA2644*
B39	NO	LAn-1575H, LAn-887H	*	*	NO	NO	101, 03	LA2618, LA483, LA2486, LA3103*, LA4448, LA2695, LA3501, LA3946, LA4080, LA3645, LA3813, LA3151, LA2712, LA2713, LA1642*, LA1643*
B40	NO	NO	*	NO	NO	NO	NO	LA4311, LA2695, LA2644*, LA766, LA3907, LA4048, LA4082, LA1476, LA2966, LA4219, LA4625, LA2712, LA2713, LA4448, LA4390, LA4625*, LA4219*, LA2712*, LA2713*
B41	NO	LAn-1575H	*	NO	NO	NO	NO	LA2644, LA2695, LA2618, LA4082, LA3946, LA3501, LA3813, LA2966*, LA1577, LA4625, LA219, LA3151, LA483, LA3103, LA4448, LA4390, LA2712, LA2713, LA1643, LA1643
K20	NO	LAn-1112H, 887H, 1575H	*	*	145 , 156 , 159 , 171 , 370 , 730	NO	26, 03, 101	LA982, LA2486, LA483, LA2618, LA850, LA3501, LA3986, LA4080, LA3908, LA3377, LA3905, LA3910, LA3645, LA3813, LA3814, LA3103*, LA2712, LA2713, LA2950, LA3783, LA1577, LA4447, LA2521, LA3197, LA3857, LA3812, LA3151*, LA2892, LA4262, LA1609, LA3510

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **LAN-1112H, LAN-887H, LAN-1575H. None of these sites are at the feature locations.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location:

**B37-41:**

**1030 Macy St, The Romain Grand House (Macy renamed Cesar Chavez)  
The Macy Street Bridge and Viaduct (Macy renamed Cesar Chavez)**

**K20:**

**841 Alameda, El Pueblo Historic District  
800 Alameda, Union Station**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location:

**B39: 80000811: Union Station, 800 N. Alameda Street**

**78000689: Plaza Substation, 10 Olvera Street**

**K20: 72000231: Los Angeles Plaza Historical District, roughly bounded by Spring, Macy (Cesar Chavez), Alameda and Arcadia Streets and old Sunset Blvd.**

**80000811: Union Station, 800 N. Alameda Street (K20 is on this NR property)**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location:

**145: Avila Adobe, Olvera Street**

**156: LA Plaza, 500 block N. Main Street**

**159: Pico House Hotel, 400 block N. Main Street**

**171: The Merced Theater, 420 Main Street**

**301: Site of Lugo Adobe, SE corner Los Angeles & Alameda Streets**

**730: Old Plaza Firehouse, 501 N. Los Angeles Street**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location:

**03: Plaza Church, 535 N. Main Street**

**26: Site of first Cemetery City of Los Angeles, 521 N. Main Street**

**101: Union Station Terminal & Landscaped Grounds, 800 N. Alameda Street**

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA4625, LA4386, LA2644, LA1642, LA1643, LA3103, LA2966, LA2712, LA2713, LA4219, LA3151.**

**All of the feature locations have been assessed by a previous survey. See table above (items with asterisks).**

#### **RECOMMENDATIONS**


The presence of historic archaeological resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **MODERATE**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to extensive disturbance connected with construction of the Union Station and multiple railroad lines, and the lack of recorded prehistoric archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historic properties within a one-quarter mile radius include National Register properties, and K20 is on a National Register site. K20 should be designed in the architectural style of the station to be less obtrusive. The other features should not adversely affect the viewshed of the other properties due to the high density of structures in this urban area.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 22, B42 - B47.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 22 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B42	NO	NO	*	NO	NO	NO	NO	NO
B43	NO	NO	*	NO	NO	NO	NO	NO
B44	NO	NO	*	NO	NO	NO	NO	NO
B45	NO	NO	*	NO	NO	NO	NO	NO
B46	NO	NO	*	NO	NO	NO	NO	LA161*
B47	NO	NO	*	NO	NO	NO	NO	LA161

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location:

**B42-45:**

**1200 N. State Street, Country-USC Hospital Complex & Street Lights**

**B46-47:**

**900 N. Soto Street, The Neighborhood Market**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (2000), lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA161. This survey only assessed feature B46 on the subject property.**

## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

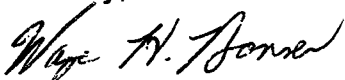


Due to extensive disturbance connected with construction of the I-10 Freeway, a previous survey of one feature, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historic properties within a one-quarter mile radius are not National Register properties, however, the County-USC Complex is eligible and the Soto Street Market may be eligible. The presence of these billboards may not adversely impact the viewsheds of these structures as they are one-quarter mile from the locations.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 23, B48 - B50.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 23 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B48	NO	NO	NO	NO	NO	NO	NO	LA4097*
B49	NO	NO	NO	NO	NO	NO	NO	LA4097*
B50	NO	NO	NO	NO	NO	NO	NO	LA4097*

## PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *City of Los Angeles Historic-Cultural Monuments Listing* (2000), lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA4097. This investigation did assess all feature locations on the subject property.**

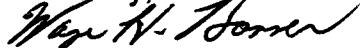
## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of Interstate 10, a previous survey of the feature locations, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



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April 25, 2000

Mr. Shane E. Parker  
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Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 24, B51.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## HISTORIC RESOURCES:

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **NONE**

#### **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the I-10 Freeway and the MetroLink Line, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



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April 25, 2000

Mr. Shane E. Parker  
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11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 25, B52.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location:

**LAN-47: Old Jail, Pioneer Park.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NOT APPLICABLE**.

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA2871. This survey did assess the feature location.**

#### **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to extensive disturbance connected with construction of I-10 Freeway, a previous survey of the location, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historic property within a one-quarter mile radius is not a National Register property, so the presence of this billboard will not adversely impact the viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates





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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 26, B53 & B54.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

### Location 26 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B53	NO	NO	NO	NO	NO	NO	NA	LA3056*, LA3101
B54	NO	NO	NO	NO	NO	NO	NA	LA3056*, LA3101

### PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA3056, LA3101. Only survey LA3056 assessed both feature locations.**

## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the I-10 Freeway and the Southern Pacific Railroad, previous surveys of the locations, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 27, B55.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## HISTORIC RESOURCES:

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA4116**. **This survey did not assess the feature location.**

#### **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the AT&SF Railroad ,and the I-210 Freeway, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 28, B56.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **LAN-348. This site is not at the feature location.**

## HISTORIC RESOURCES:

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA3170. This survey did not assess the feature location.**

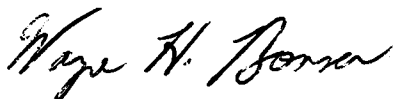
#### **RECOMMENDATIONS**

The presence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **MODERATE**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the Southern Pacific Railroad and the I-210 Freeway, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 29, T7.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The California *Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NUMEROUS, but none at the project address.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA1968. This report did assess the feature location.**

#### **RECOMMENDATIONS**

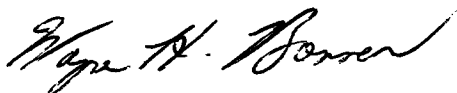
The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to a previous survey of the toilet location and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historic properties within a one-quarter mile radius are not National Register properties, so the presence of this toilet will not adversely impact the viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates





# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 30, K21.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The California *Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location:  
**417 Sunset Avenue.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA3691. This report did not assess the feature location.**

#### **RECOMMENDATIONS**

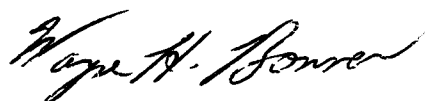
The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historical property within a one-quarter mile radius is not a National Register property, so the presence of this kiosk will not adversely impact the viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 31, B57 & B58.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

### Location 31 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B57	NO	NO	NO	NO	NO	NO	NA	LA4053*, LA4646
B58	NO	NO	NO	NO	NO	NO	NA	LA4053*, LA3911

### PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA4053, LA3911, LA4646. LA4053 assessed both feature locations.**

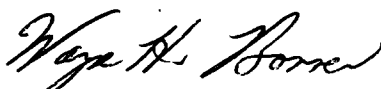
## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to a previous survey of the locations and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 32, B59.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the California *State Historic Resources Inventory* (2000), the National *Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the California *Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA4097**. **This survey did assess the feature location.**

#### **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the I-110 Freeway and the AT&SF Railroad, a previous survey of the location, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 33, B60.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The California *Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA358, LA2882, LA2970, LA3102, LA4082, LA4209. LA3102 did assess the feature location.**

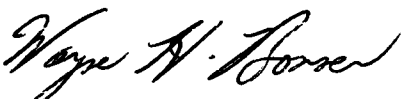
#### **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the I-5 Freeway and the Southern Pacific Railroad, a previous survey of the location, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates





# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 34, B61 & B62.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

### Location 34 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B61	NO	NO	NO	NO	NO	NO	NA	LA3673
B62	NO	NO	NO	NO	NO	NO	NA	LA3673

### PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The California *Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA3673. This survey did not assess the feature locations.**

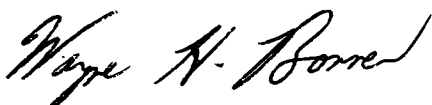
## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the I-405 Freeway, the AT&SF Railroad, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 35, K22 & T8.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 35 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
K22	NO	NO	NO	NO	NO	NO	NA	NO
T8	NO	NO	NO	NO	NO	NO	NA	NO

## PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **NONE**.

## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of Parking Lot C of LAX, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

Archaeofaunal Studies  
Archaeological Surveys  
Historical & Genealogical Research

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whbonner@aol.com

April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 36, B63 & T9.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

### Location 36 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B63	NO	NO	*	*	NO	NO	NA	LA78*
T9	NO	NO	*	*	NO	NO	NA	LA78*

### PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location:

**Hanger 1, 5701 W. Imperial Highway (for both B63 & T9)**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location:

**92000959: Hanger 1, 5701 W. Imperial Highway (for both B63 & T9)**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA78. This survey did assess all feature locations.**

## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to extensive disturbance connected with construction of the Green Line Aviation Station, the previous survey of the locations, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historic property within a one-quarter mile radius is a National Register property, however the presence of the billboard and toilet should not adversely impact the viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 37, B64.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## HISTORIC RESOURCES:

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The California *Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NOT APPLICABLE**.

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **NONE**

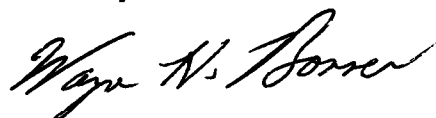
#### **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the Green Line, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 38, B65 & B66.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 38 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B65	NO	NO	NO	NO	NO	NO	NA	LA2570
B66	NO	NO	NO	NO	NO	NO	NA	LA2904*, LA4747

## PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA2570, LA2904, LA4747. Only survey LA2904 assesses the B66 feature location.**

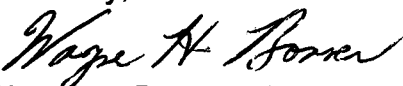
## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the AT&SF Railroad, one previous survey of one location, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 39, T10.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The California *Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

#### **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA78, LA2950, LA4075**. **None of these surveys assessed the feature location.**

#### **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the Green Line Harbor Station and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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---

April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 40, B67 B71 & T11.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

### Location 40 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B67	NO	NO	NO	NO	NO	NO	NA	LA78*, LA3202*, LA4009*
B68	NO	NO	NO	NO	NO	NO	NA	LA78*, LA3202*, LA4009*
B69	NO	NO	NO	NO	NO	NO	NA	LA78*, LA3202*, LA4009*
B70	NO	NO	NO	NO	NO	NO	NA	LA78*, LA3202*, LA4009*
B71	NO	NO	NO	NO	NO	NO	NA	LA78*, LA3202*, LA4009*
T11	NO	NO	NO	NO	NO	NO	NA	LA78*, LA3202*, LA4009*

#### PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

#### HISTORIC RESOURCES:

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.



## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA78, LA3202, LA4009. All three of these surveys did assess all feature locations.**


## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of I-105 Freeway, the Blue Line, and the Imperial/Wilmington Station, previous surveys of the locations, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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# W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 41, T12.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 41 Feature

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
T12	NO	NO	NO	NO	NO	NO	NA	LA78, LA4082, LA2660*

## PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA2660 did assess the feature location on the subject property.**

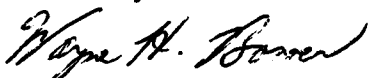
## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the 605 and 105 Freeways, a previous survey of the property, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



# W.H. Bonner Associates

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April 25, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 42, B72 - B74.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 42 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B72	NO	NO	NO	NO	NO	NO	NA	NO
B73	NO	NO	NO	NO	NO	NO	NA	NO
B74	NO	NO	NO	NO	NO	NO	NA	LA1290*

## PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *City of Los Angeles Historic-Cultural Monuments Listing* (1994), lists the following properties located within a one-quarter mile radius of the project location: **NOT APPLICABLE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA1290. This investigation assesses only the B74 feature location on the subject property.**

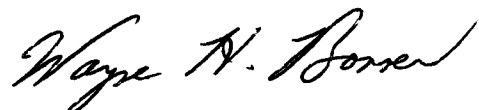
## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of CA-91 Freeway, the Artesia Station and the Southern Pacific Railroad, a previous survey of one of the feature locations, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner". The signature is written in black ink and is positioned above the typed name.

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE.**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **NONE.**

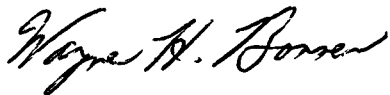
## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the 605 & 91 Freeways and the Southern Pacific Railroad, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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# W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 44, B79 & B80.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 44 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B79	NO	NO	NO	NO	NO	NO	NA	NO
B80	NO	NO	NO	NO	NO	NO	NA	LA4523*, LA83*, LA3089*, LA566*, LA4512*, LA660*

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **SEVERAL**. **The investigations listed did not assess the location for B79, but did assess the location for B80 on the subject property.**

## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the Harbor Freeway and the AT&SF Railroad, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.



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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 44, B79 & B80.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 44 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B79	NO	NO	NO	NO	NO	NO	NA	NO
B80	NO	NO	NO	NO	NO	NO	NA	LA4523*, LA83*, LA3089*, LA566*, LA4512*, LA660*

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **SEVERAL**. **The investigations listed did not assess the location for B79, but did assess the location for B80 on the subject property.**

## **RECOMMENDATIONS**

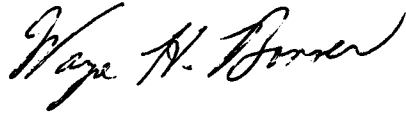
The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the Harbor Freeway and the AT&SF Railroad, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.



If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 45, B81.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

#### Location 45 Feature

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B81	NO	NO	NO	NO	NO	NO	NA	NO

#### PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **NONE.**

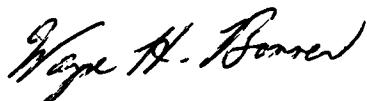
## **RECOMMENDATIONS**

The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the Blue Line, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,



Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates



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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 46, B82.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

### Location 46 Feature

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B82	NO	NO	*	NO	NO	NO	NA	NO

### PREHISTORIC RESOURCES:

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE.**

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location:  
**425 & 437 W. Willow Street (6Y2-ineligible for the NR, not evaluated for local listings)**

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE.**

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE.**

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **NONE.**

## **RECOMMENDATIONS**

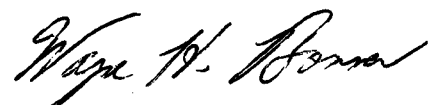
The absence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **LOW**. The presence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **MODERATE**.

Due to extensive disturbance connected with construction of Willow Street Station, the Southern Pacific Railroad, and the lack of recorded archaeological sites recorded in the immediate vicinity, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

The historic properties within a one-quarter mile radius are not National Register properties, so the presence of this billboard will not adversely impact the viewshed.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or whbonner@aol.com.

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

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April 17, 2000

Mr. Shane E. Parker  
Christopher A. Joseph & Associates  
11849 W. Olympic Boulevard, Suite 101  
Los Angeles, CA 90064

Subject: Records Search Results for the MTA/STI Automated Public Toilets,  
Billboards, and Kiosks Project: Location 47, B83 & B84.

Dear Mr. Parker,

At the request of Christopher A. Joseph & Associates, W.H. Bonner Associates has conducted a records search for the MTA/STI Automated Public Toilets, Billboards, and Kiosks Project at the South Central Coastal Information Center (SCCIC) at U.C.L.A. This search included a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project location, as well as a review of all known relevant cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the *California State Historic Resources Inventory* (2000), the *National Register of Historic Places* (1999), the listing of *California Historical Landmarks* (1996), and the *California Points of Historical Interest* (1992). For locations within the City of Los Angeles, the *Historic-Cultural Monuments Listing* (1994) was also consulted. The following is a discussion of our findings for the project location.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

## Location 47 Features

FEATURE	PREHISTORIC SITES	HISTORIC SITES	HRI	NR	CHL	CA-PHI	LA CITY	PREVIOUS SURVEYS
B83	LAn-693	NO	NO	NO	NO	NO	NA	LA3102*, LA3509, LA358
B84	LAn-693	NO	NO	NO	NO	NO	NA	LA3102*, LA3509, LA358

## **PREHISTORIC RESOURCES:**

The following prehistoric archaeological sites have been identified within a one-quarter mile radius of the project location: **LAN-693**.

## **HISTORIC RESOURCES:**

The following historic archaeological sites have been identified within a one-quarter mile radius of the project location: **NONE**.

The *California Historic Resources Inventory* (HRI) (2000) lists the following historic properties within a one-quarter mile radius of the project location: **NONE**.

The *National Register of Historic Places* (1999) lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

The *California Historical Landmarks* (1996) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following Landmarks located within a one-quarter mile radius of the project location: **NONE**.

The *California Points of Historical Interest* (1992) of the Office of Historic Preservation, California Department of Parks and Recreation, lists the following properties located within a one-quarter mile radius of the project location: **NONE**.

## **PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:**

The following surveys and/or excavations have been conducted within a one-quarter mile radius of the project location: **LA358, LA3509, and LA3102**. **LA3102 did assess both feature locations on the subject property.**

## **RECOMMENDATIONS**

The presence of prehistoric resources within a one-quarter mile radius of the project location rates an archaeological sensitivity rating of **MODERATE**. The absence of historic properties within a one-quarter mile radius of the project location rates an historical sensitivity rating of **LOW**.

Due to extensive disturbance connected with construction of the 7th Street Bridge and the Southern Pacific Railroad, and a previous survey of the property, it is concluded that there is little probability that intact archaeological resources are present at the location. Therefore, no field study is warranted and no further work in conjunction with cultural resources is recommended.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 675-2745 or [whbonner@aol.com](mailto:whbonner@aol.com).

Sincerely,

A handwritten signature in cursive script that reads "Wayne H. Bonner".

Wayne H. Bonner, C. Phil., RPA Archaeologist  
W.H. Bonner Associates

