

**Minutes of Bicycle Advisory Committee of the City of Los Angeles  
Planning and Bikeways Engineering Subcommittee meeting -  
Tuesday, July 16, 2024, 1:00 p.m.**

**Location: Little Tokyo Library, Community Room, 203 S. Los Angeles Street, Los Angeles, CA 90012**

**Emailed 7/24/24 11 AM**

**Online Meeting Access Information**

<https://us02web.zoom.us/j/81051063004>

Meeting ID: 810 5106 3004

Guests: Eleanor Hunts (LADOT Vision Zero Team), Jack Moreau (LADOT ATP Team), Elliott Shaw (LADOT ATP Team), Connor Webb (North Westwood Neighborhood Council [NWWNC])

Members attending: Jennifer Gill (vice chair), Philip Armstrong (chair), and Karen Canady

Members attending on Zoom but not counted as present: Glenn Bailey, Michael Schneider (briefly)

**Minutes**

1. Call to Order and Introductions and approval of minutes. Please see 3.19.24 and 5.21.24 minutes at:

[https://labikecommittee.org/wp-content/uploads/2024/03/Subcom-minutes-3-19-24\\_V1.pdf](https://labikecommittee.org/wp-content/uploads/2024/03/Subcom-minutes-3-19-24_V1.pdf)

[https://labikecommittee.org/wp-content/uploads/2024/06/Subcom-minutes-5-21-24\\_V2.pdf](https://labikecommittee.org/wp-content/uploads/2024/06/Subcom-minutes-5-21-24_V2.pdf)

Meeting is called to order at 1:03 PM. Quorum is three for the Planning and Bikeways Engineering Subcommittee and is met. Karen moved and Jennifer seconded approval of 3.19.24 and 5.21.24 minutes. Motion passed 3-0-0.

2. Public Comment on non-agenda items.

There was no public comment on non-agenda items.

3. Active Transportation project updates. Elliott Shaw

- Jack clarified that Elliott is the official LADOT ATP representative to the LABAC for the ATP program and so Elliott prepares the written report.
- Koreatown Wilshire Center Neighborhood Enhanced Network: Elliott said a popup in June in front of the Hobart Street Elementary School went very well. They converted the street in front of the elementary school to one-way only and

added a valet lane for student drop off and pickup similar to, but on a much smaller scale than, Shatto Place. The popup streamlined the drop off process in the morning. This project is consultant-led and is funded by a Southern California Association of Governments (SCAG) grant. One of the requirements of the SCAG grant was a popup style engagement process. LADOT is assisting with some of the outreach and engagement and with the final implementation when that happens sometime next year. Now, LADOT is moving into preliminary design where they are going to figure out exactly what the infrastructure is and where they will be installing improvements and finalizing scope with the consultant.

- In terms of the rest of that ATP project scope, it is in the early stages of environmental documentation, and detailed design won't begin until 2026. There is a mix of proposed Class 2, 3, and 4 bike facilities as part of the project, below:
  - Commonwealth (Beverly to 6th), Class 3 and 4 facilities
  - New Hampshire (Beverly to 7th), Class 2 and 3
  - 1st St (new from Mariposa to Vermont, upgraded from Vermont to Beverly), Class 3 and 4
  - 2nd St (Oxford to Mariposa), Class 3
  - Enhancements along 4th St (Oxford to Hoover), Class 3
  - Upgrades on 7th St (Catalina to Shatto), Class 2 and 4
  - Shatto Pl (4th to 7th), Class 3 and 4
  - Westmoreland Ave (Beverly to 1st), Class 3 and 4

Eleanor clarified that this is part of the scope right now, but it's subject to change because the process isn't starting until 2026 and a lot can happen in the interim.

- Bike Corrals
  - The final location list has been submitted on the environmental clearance forms and LADOT is waiting for a response before they can send the project to construction bid and get it built out. Estimated Date of install is 2026. Please see the final location list at the end of these minutes.
  - The bike corral project is funded by a federal grant that requires LADOT to 1) prepare the environmental clearance and 2) bid it out to a contractor for construction. It cannot be constructed by LADOT's teams.
- Westside Mobility, Jack
  - Got contract - back in design - meeting with North Westwood NC this month. Design for Santa Monica to Westwood and Connect Del Rey are underway. Connect Del Rey is on-street and primarily Class IV bikeways that connect to the Ballona Creek path with north and south connections. Santa Monica to Westwood is partly like a Neighborhood Enhanced Network and partly Class IV cycle track on Ohio which will provide essentially a continuous bicycle facility between the City of Santa Monica and Westwood Boulevard. Both were started as part of a contract with "tool" to develop the concept design.
  - Some delays in contracting have now been resolved. They've resumed the concept design phase and are scheduled to complete the concept designs by the end of September. Then, they are bringing the design in-house to bring it to 100% and then implement. They are planning some community outreach in the coming months to get some feedback, including with the North Westwood

Neighborhood Council, and they are planning the next phase of the community engagement plan. Anticipate two years to complete from today with design work to be complete in 2025.

- Connect Del Rey is a simpler project. They anticipate the design work to be complete in the next 12 months and then they will move straight from there into implementation. The Santa Monica – Westwood Project is more complex, including more traffic signal work and more impacts to parking and possible traffic delay. They estimate more like an 18-month design time line and then a one-year schedule for implementation so two and a half years in total. Both projects to be completed well ahead of the Olympics and provide direct access to the UCLA campus where the Olympic Village will be. Connect Del Rey is just a fantastic new resource that'll come on line bringing people in a protected facility to the Ballona Creek path.
- Glenn asked what other Neighborhood Councils, besides NWWNC, does the project cross. In response, Jack said they include Sawtelle/West LA and he can report back. He said during last summer and the fall there have been five workshops, including popups and presentations to all the Neighborhood Councils, and public noticing. The project only catches three blocks of Ohio on one side in the NWWNC and they are the only one Neighborhood Council that it passes through that was notified and didn't receive a full presentation and discussion. That's why next week they are going to present to NWWNC. Connor Webb, the NWWNC Transportation Committee Chair, said that's correct. The other Neighborhood Councils are West LA/Sawtelle, Westwood, and North Westwood and most of the users are stakeholders of NWWNC. Glenn said UCLA folks, yep.
- HLA Implementation
  - Last meeting we mentioned the Transportation Committee passing several directions which need to go through the Public Works committee before heading to Council. In early July, the PW committee voted in favor of implementing Mobility Plan 2035 and asked BSS/BOE to work on reports related to implementation. No policy guidance provided at this stage, waiting for August 7 when the Transportation Committee addresses formal guidelines on Mobility Plan 2035 Networks and we will get those guidelines from the Council.
  - Jack suggested the LABAC look out for the August 7 Transportation Committee agenda, this is where discussion will be had and decisions will be made and if we feel strongly about the HLA implementation, it would be an opportunity to submit public comment or a letter.
  - Karen asked what are the steps for implementation, do we also have to get action from the Public Works Committee? Jack said in the August 7 meeting, the City Attorney will introduce a draft ordinance and potentially some design guidelines or clarifications to clear up gray areas around HLA, which is what staff need. He said he doesn't know what discussion they will have around it or whether they are going to change it, but it will hopefully be on the table and they will vote to approve it or approve it with amendments. Next, it needs to go back to the Public Works Committee for approval as well before eventually

going to the full City Council. The Public Works Committee directed the City Attorney to draft the implementation ordinance to the Transportation Committee on August 7.

- Michael said they are waiting to see what the City will come back with. The draft ordinance was supposed to pass Council before recess and it was continued after a long delay in the Public Works Committee. He understands they will pass it as a formality the first week of Council. Streets for All doesn't know yet what the messaging is going to be. We don't know yet if the messaging will be to show up to support this or to show up to get these corrections.

#### 4. Vision Zero Update, Eleanor Hunts

- Hollywood Boulevard Safety and Mobility Project. The installation began last month and is almost done! The final striping and bollards are being done this week. They have received a lot of positive feedback and their employees are out riding the lanes. Be on the lookout for an opening press conference sometime before the CicLAvia in August. LADOT will be at the CicLAvia on August 18 to do more outreach for Phase 2, reconfiguring that Hollywood-Sunset-Virgil-Hillhurst intersection in order to connect the new bike lanes to the existing bike lanes at Sunset and Fountain. LADOT will have one table in the middle of the project and one at the Hillhurst intersection.
- Michael reported that Streets For All will be doing a popup event for "Hollywood Plaza for a Sunday" at Hollywood and Vermont on August 4 through a grant they received from SCAG. The Council Offices will be there and they are shutting down the streets between Hollywood and Rodney. He said the LABAC is invited.

5. Accommodation of cyclists when bike lanes close in construction areas. Need more research on council files and/or city ordinances. CD 4 draft motion. We could weigh in. Glenn, Jennifer, and Curtis. Please refer to [Council File 20-1469](#) and [LADOT's Protocols to Minimize Public Impacts during Constructions](#). Elliott.

- Michael provided an update. We understand CD 4 will submit the motion the first week of Council. The motion asks for a report back on creating a program where anytime a bike facility is blocked, whether it's for construction or anything else as we do for sidewalks, an equivalent and safe facility is created temporarily while the bike lane is blocked. After it is submitted the last week of July or first week of August, it will go through the Transportation Committee and then get passed by the full Council and go to LADOT for a report back. Michael clarified that this is a motion to get an equivalent facility versus a notification. In answer to Glenn's question about whether the subcommittee members have seen the motion, Michael said it's the same motion as it was the last time it was presented except on sentence was changed to give it more teeth. He said he can ask Curtis, or we can ask Curtis, to share it with us.
- Glenn said it's important that we ask for a placeholder on the upcoming full LABAC meeting agenda specifically stand alone for that CD 4 motion and put a placeholder for the council file number. We should have the council file number in time to put it on the agenda but, if not, have a stand alone there and we can

plug it in because that would allow us to take formal action. If we put the council file number there, then we could have a link to the motion on the council file. This would be an item for discussion and possible action on the motion.

- In answer to Jennifer's question, Philip said the Rampart Village Neighborhood Council (RVNC) observed middle school students walking in the eastern traffic lane on the northbound side of Vermont Avenue between their school and the nearby Metro station. When they filed a service request to resolve this issue, they were told by the Bureau of Street Services that there was an A-Permit that allowed the developer to close the sidewalk. Upon communicating with the Bureau of Engineering and obtaining a copy of the A-Permit for the sidewalk closure, the RVNC learned that the A-Permit included requirements for providing vehicular and pedestrian access at all times and for an inspection prior to closing the sidewalk. In addition, the RVNC was told by the Bureau of Contract Administration, which performs the inspections, that there is a pattern of noncompliance with these temporary closure permits because Bureau of Contract Administration is short-staffed and the City Attorney doesn't enforce LAMC 62.61(f), penalties for noncompliance. In response, CD 13 told us Council File 20-1469 provides the authority and, at this point, flagging the noncompliance so that they can request enforcement agencies investigate and cite is the appropriate process.

6. Hardening bike lanes: bollards, curbs and other options. Update on city research and tests. Cost comparison between standard approach of bollards/paint + ongoing maintenance vs. hardened infrastructure over 5-10 year periods. Eleanor.

- The order for the Zicla zippers was placed and LADOT is expecting them to be delivered in August. They hope to have them installed this fall and will keep us updated. They will pilot them downtown this fall and then install them in Hollywood and on the new bike lanes following the pilot. They don't have the installation timeline yet because they haven't received the order but they will keep us posted.
- In answer to a question about whether LADOT has engaged council offices to understand where there might be appetite for testing or trialing hardening for upcoming and/or successful facilities already in place, Eleanor said LADOT is piloting them downtown first and they will have a plan for potential expansion depending on how the downtown pilot goes. They have not reached out to any council offices. If the pilot downtown goes well, they are hoping that they can use the Zicla product interchangeably with plastic bollards/paint, both to retrofit existing bollard-only projects and for new projects with protected facilities. When/if that happens, they will work with the council districts on identifying locations where the product might be appropriate.
- Cost comparison between standard approach of bollards/paint + ongoing maintenance vs. hardened infrastructure over 5-10 year periods. Eleanor asked their engineering team who is handling the order about a cost comparison and provided the following response: their team has not done a specific installation cost comparison (between bollard treatment with and without Zicla Zippers), and they won't be able to do a maintenance comparison until the zippers have been

installed for a while. She is making a note that the LABAC is interested in a comparison.

7. Active Transportation Infrastructure Capital Improvement Plan. Council File 23-0919. Discussion and possible action on the recommendation by the NWWNC to compile and implement global best practices to better coordinate Public Right-of-Way projects, to cut down the administrative steps needed for streets improvements, to streamline design and construction processes, to fund the implementation of the Mobility Plan 2035 and other planned projects, and potentially to merge the Bureau of Street Services and Department of Transportation.

- As mentioned in the 5.21.24 subcom minutes, Jennifer invited Jessica Meany to our August or October LABAC meeting.
- Glenn said he wants Council File 23-0919 to be on the list of council files in Item 14 that we keep on our radar screen. City Council passed this motion but it's important that we continue to monitor this council file. The motion was for the CAO with the assistance of other departments as needed to report with recommendations and best practices to implement a 5-year capital infrastructure plan for all public right of way projects as part of the fiscal year 2024-2025 budget proposal and future fiscal years. Sometimes all of the departments, like Street Services and there may be others, don't report back as quickly as they should. His request is that we incorporate Item 7 into Item 14.
- The idea of merging Street Services into LADOT has been out there for many years. He didn't see that as part of this council file. That merger could impact how we deal with the different departments and we should monitor it with that in mind. Street Services puts down the asphalt and then DOT stripes the lines. There are sometimes disconnects and delays because they are different departments.

8. Century City Bikeway Network plan. Report update of prioritized projects from [Metro FLM](#) for the Purple Line (D Line) extension through Century City. Elliott/Amanda.

- Elliott said there is no update from LADOT. He is waiting to hear from Metro whether they're available to provide a short presentation at a future LABAC meeting.

9. Expo Bikeway, Northvale gap update. Elliott

- Elliott said they anticipate design to be completed in 2025 and bids for construction in Summer 2025. Construction should follow shortly after. Project is currently at 70% design and close to finalizing environmental and right-of-way in a matter of months. They are hoping to address National sooner than that. They are working on a design that proposes a protected bike lane between Palms and Motor, and they are actively working on designing that segment right now.
- In answer to Jennifer's question, Jack said the [Northvale Gap](#) runs along the Expo right of way. The right of way backs up to residences and securing those permits has been challenging. In addition, there is a parallel route on National itself that is another way of closing the gap on-street that they are pursuing in tandem. Elliott said he will get the clarification of the Northvale Gap closure

project from the project managers for the next meeting. Because closing the Northvale Gap was so challenging, some City staff found a parallel route on National where building a protected bicycle facility could also close the gap. It might be simpler because it can be done on the public right of way and doesn't require any takes of right of way. It's difficult to predict the Northvale Gap project timeline because much more permitting is required.

- Connor said the Northvale Gap is from Overland to Motor and the majority of it is off-street bikeway. Motor to Palms is that currently unprotected Class II bike lane on National that the off-street bike lane will lead into from Motor so these are not necessarily parallel projects covering the same gap but just adjacent to each other. Based on the cross streets that were given in the report, it sounds as though the eastern end of the off-street bike path will be the western starting point for the Motor to Palms bike lane hardening.
- Karen clarified that these two projects are not overlapping. They are two separate segments and together they are improving the existing unprotected bikeway on that segment that's already been there along the National border. In response, Jennifer said that segment goes to Motor and the next segment is from Motor over to Overland and it ends at Overland along the Metro right of way. We've been looking at that segment for a long time and you're saying it's adjacent. It sounds like they are connecting them. Karen said the part that's the gap currently goes through a residential area on residential streets and it's hilly. That's the gap and it starts on Motor going west Jennifer said there is another segment we've been working on finishing where they have to work on the grading along the Metro Expo Line. She has ridden both. This is the Northvale Road and that's what is meant by the Northvale Gap and there is currently no bike path there. Karen said there is no bike path on the Northvale Road but there is a right of way. Jennifer said she's asking where they are on the Metro Expo Line right of way. She understood they were close to finishing the designs for the right of way and then she heard Palm to Motor and apparently that was moving on to a separate topic.
- In response, Elliott said the Palms to Motor is the limits of a parallel project which they are hoping to address more quickly than the original Northvale Gap project. In conclusion, Jennifer said the National Boulevard existing bike lane is on one side and then on the other side the Northvale Gap currently has no bike path. There are two different terminologies for the gap, one going along the Expo Line and the other one is the Northvale Road. It's not the street but it's parallel to the street. The Northvale Gap is the part that runs along the Metro Expo Line and is not complete between Motor and Overland. Elliott agreed that is the Northvale Gap project. He asked Jennifer to put this in writing and send it to him for him to confirm with the project manager.

10. Permanent slow streets update. Roundabouts at 4<sup>th</sup> Street and Norton and at 4<sup>th</sup> Street and New Hampshire. Elliott

- Elliott said there is no update from LADOT.

11. Streets For All update. Discussion and possible action on implementation of Measure HLA. Please refer to [Council File 15-0719-S26](#). Michael Schneider

- This item was discussed under Item 3 above.
- In the joint report for the Transportation and Public Works Committees, two of the four items were: #2 instructed LADOT and the Department of Public Works with the assistance of the City Administrative Officer, to provide an annual report on the Interdepartmental MOU Oversight Committee, or any successor or replacement management committee, to include an overview of the signed project agreements; and #3 instructed LADOT and the Bureau of Street Services to provide a workplan for projects on the bicycle enhanced network or bike lane network that can be completed by the end of fiscal year 2023-2024, although that fiscal year has already passed.

12. How can we ensure that there is public engagement and notice before bike lanes are removed, or removed from approved plans? Report on whether LADOT can move forward with better documentation and a more formal process. Elliott and the Active Transportation Team. Please see the Streets Blog article linked here:

<https://la.streetsblog.org/2023/11/02/where-l-a-city-is-quietly-removing-bike-lanes-and-adding-on-street-car-parking>

- Elliott said he talked to their external affairs team and asked them to work with District Engineering to establish some formal communication. It's a larger issue that doesn't just affect these permanent lane closures. So, he will let us know when there is an update. He expects Measure HLA will make removing bike lanes more difficult going forward because with HLA they have to pay attention to the Mobility Plan 2035 and what it says. In the future, he's hoping to hear an update on how they as an active transportation team could get notifications. In response, Karen said it would be great as that moves forward to have a policy to notify the LABAC as part of the public hearing. In response to Elliott's question of whether the LABAC used to get notification of closures, Karen said we were getting email notifications that someone had asked for a permit for anything that involved any street. Elliott said the ATP Team was only notified when the lane closure is permitted under a certain type of permit.

13. Discussion item: Bike parking best practices. Draft motion (copy attached) to establish design guidelines for bicycle parking. Elliott and Quirino.

- Philip said he attached Quirino's motion to the agenda. Jennifer said the motion proposes the establishment of design guidelines for bicycle parking in accordance with the implementation of Measure HLA. Elliott said in his report he sent the subcom information on design guidelines for bike racks and information that addresses a lot of what's in the motion (please see the following links: [https://clkrep.lacity.org/online/docs/2012/12-1297-S1\\_ORD\\_185480\\_05-09-2018.pdf](https://clkrep.lacity.org/online/docs/2012/12-1297-S1_ORD_185480_05-09-2018.pdf) and [https://apps.engineering.lacity.gov/techdocs/stdplans/s-600/S-671-2\\_B-4785%2006-28-19.pdf](https://apps.engineering.lacity.gov/techdocs/stdplans/s-600/S-671-2_B-4785%2006-28-19.pdf) ). Elliott said the current guidelines are established by the Bureau of Engineering and LADOT follows those guidelines when they install bike parking. There is a section of their team that handles bike parking requests and if there is an area where we think there needs to be more bike



parking, please submit [requests](#). Those requests will go onto a public list, and their team will address the list item by item. In response, Philip said he will ensure that Quirino receives this information on the design guidelines for bicycle parking that already exist.

- In response, Jennifer said she understood Quirino is interested in the design and placement of bike racks. For example, either aesthetically or they put a wave rack right against a concrete wall where we could hardly park because it's right up against the fence. She understood Quirino is interested in adding to the design. In that regard, Elliott said there used to be a program funded by grants that worked with artists to design them. The funding for that is exhausted and the City is no longer doing that. Now, if you make a request, it's only going to be those U-shaped ones that the City will install. Karen said her impression when Quirino brought this up was that he was concerned that new buildings have to have bike parking but older buildings don't have any and parking on the sidewalk is like advertising your bike to thieves. Consequently, it would be nice if businesses and office buildings provided bike parking that was out of public view like in a secure garage. Elliott said the City doesn't have any jurisdiction over older developments while new developments are required to have bike parking and they are in charge of installing the bike parking. If there is a change in business type, sometimes they may have to put in new bike parking. Karen asked whether there is a way to incentivize private parties to provide bike parking who are not required to do it through their development permit, to make it rewarding for them to think about people arriving by bike. For example, give them a break on something else they had to do if they were to improve their bike parking. In response, Elliott said this is something that the LABAC could take up with a council motion.

#### 14. City Council files related to bicycling ([link](#)) updates.

- Are there council files missing that should be added? Are there council files that should be removed from the list? Add Council File 20-1469.
- Which of these files should Planning and Engineering actively monitor? And who wants to be a point person for those files? And which ones do we think are more related to the Advocacy and Education Subcommittee?
- On June 11, subcommittee chairs went through the list and claimed the ones that applied to them so that someone takes responsibility for tracking each one.
- Reviewed NWWNC Community Impact Statement for Council File 24-0000-S4: "Except Bikes"/"Bicycles Exempted" signs are standard signs compliant with the California Manual on Uniform Traffic Control Devices (sign "R118": "EXCEPT Bicycle Plaque") and should be able to be easily mounted on the same pole below the existing timed no entry signs on Kelton Avenue at Wilkins Avenue and at Midvale Avenue at Wilkins Avenue as examples. This proposal was added to Project Suggestion List.
- Philip said he suggested adding Council File 20-1469. At the June 11 meeting, this subcommittee took responsibility for monitoring eight of the council files that fit our subcom's scope of responsibility. We agreed to talk offline about who would be responsible for monitoring each of those.

15. Road resurfacing schedule-bikeway implementation matrix. For current status, please see:

<https://docs.google.com/spreadsheets/d/1yGOX-qlbloDbt8exw-v4Bt1Bs8TZoAOo8wmjvtyD7FU/edit#gid=304220517>

- We need to keep this list up to date because of the implications for Measure HLA.

16. Project Suggestion list.

[https://docs.google.com/spreadsheets/d/1nG7dZ5QJUd8bsi\\_VJN3QDh\\_qhEIG12fsrB913uGkrA/edit#gid=0](https://docs.google.com/spreadsheets/d/1nG7dZ5QJUd8bsi_VJN3QDh_qhEIG12fsrB913uGkrA/edit#gid=0)

17. Announcements

- Council File 23-0002-S144, SB 960 (Wiener) / Caltrans Transportation Projects / Complete Street Facilities / Safe Streets / Bicycle Lanes / Accessible Sidewalks (Raman – Soto-Martinez): Introduced June 26, 2024 and referred to Rules, Elections and Intergovernmental Relations Committee. Resolution is requesting that the City of Los Angeles include in its 2023-24 State Legislative Program SUPPORT for SB 960 (Wiener), which seeks to ensure all transportation projects funded or overseen by Caltrans provide complete street facilities, IF AMENDED to remove the phrase “to the extent feasible.”

18. Adjournment in honor of people killed in crashes with motor vehicles.

- Jennifer moved to adjourn in honor of Jesse Simon’s life and death. As Jennifer explained, Jesse Simon evolved Metro’s bicycling department back in the 1980s. He got racks on buses and he use to ride to work every day with his wife. He would go to bike shops and bring bikes to Metro for them to decide how you’re going to implement bikes on buses and rail. So, he’s a hero and then is riding in Arizona by himself and gets whacked by a mirror on a big RV. Karen seconded the motion.
- The meeting was adjourned at 2:35 PM.

Next Meeting: Tuesday, September 17, 2024, 1:00PM.

LABAC Planning and Bikeways Engineering Subcommittee Mtg

Submitted Location List:

# Corral Address

1 10006 Success Ave

2 1109 Westwood Blvd

3 1544 W 7th St

4 1547 Sunset Blvd

5 1572 Echo Park Ave

6 1905 Sawtelle Blvd

7 3651 Vermont Ave

8 6107 W 3rd St  
9 6141 Piedmont Ave  
10 8813 S Hoover St  
11 12111 W Ohio Ave  
12 12508 Moorpark St  
13 14537 Ventura Blvd  
14 16731 Chatsworth St  
15 3023 S Figueroa St  
16 3821 Sunset Blvd, Los Angeles, CA 90026  
17 578 W C St, Wilmington, CA 90744  
18 6300 S Avalon Blvd  
19 9231 Reseda Blvd  
20 12570 Filmore St  
21 13142 Borden Ave  
22 14044 Burbank Blvd  
23 2404 2nd Ave  
24 3220 W 4th St  
25 4781 La Roda Ave  
26 5228 Tujunga Ave  
27 7031 Gazette Ave  
28 8401 Winnetka Ave  
29 8737 Kester Ave  
30 8778 Parthenia Pl