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February 19, 2015

**NOTICE OF AVAILABILITY OF A
RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT
CITY CASE NO. ENV-2013-0911-EIR
RELATED CASE NO. CPC-2013-0910-GPA-SP-CA-MS-C
STATE CLEARINGHOUSE NO. 2013041012**

TO: Affected Agencies, Organizations, and Interested Parties

PROJECT NAME: City of Los Angeles Mobility Plan 2035 (MP 2035)

PROJECT LOCATION: City of Los Angeles

COMMUNITY PLANNING AREA AND COUNCIL DISTRICTS: All

COMMENT REVIEW PERIOD: February 19, 2015 to April 6, 2015

The City of Los Angeles Department of City Planning (DCP) has prepared this Recirculated Draft Environmental Impact Report (EIR) in compliance with Section 15121(a) of the State Guidelines and the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act (CEQA) California Code of Regulations (CCR), Title 14, Division 6 in order to inform the general public, the local community, and responsible and interested public agencies of the nature of the proposed projects, their possible environmental effects, possible measures to mitigate those effects, and alternatives to the proposed projects. Comments from interested parties are requested as to the content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the proposed project.

PROJECT DESCRIPTION:

The proposed project is a comprehensive revision of the adopted 1999 City of Los Angeles Transportation Element of the General Plan that will guide mobility decisions in the City through year 2035 coupled with supporting documents and discretionary actions to further align the City's street standards, processes and procedures with the goals of the Mobility Plan 2035 (MP 2035). The MP 2035 includes:

- **Policies** – that support the goals and objectives described above.
- **A Map Atlas** – that identifies:
 - Enhanced Complete Street System that includes selected roadways for pedestrian, bicycle, transit, or vehicle enhancements and proposed and programmed projects from a variety of sources
 - Generalized Circulation System (Highways and Freeways Map)
 - Scenic Highways
 - Goods Movement System.
- **An Action Plan** – that identifies programs that support implementation of the Plan's goals and policies and aids the City in achieving its objectives. (Implementation of all or a portion of the Action Plan is incumbent upon staffing capacity and future funding. See Five-Year Implementation Strategy below)

The MP 2035 is further supported by the following documents

- A **Complete Streets Design Guide** – a living document that provides a compilation of design concepts and best practices that promote the major tenets of Complete Streets-safety and accessibility.
- **Update of Standard Plan S-470** to include an expanded suite of complete street arterials and non-arterials.
- A **Five-Year Implementation Strategy** – that prioritizes programs in the Action Plan for implementation within a defined five-year time period and identifies metrics upon which the success of each program should be evaluated. The Strategy is incumbent upon staff and funding availability.

The proposed MP 2035 includes a number of changes from the initial version circulated in February 2014, including additional miles on the Transit Enhanced Network (TEN), a Neighborhood Enhanced Network (NEN) to support neighborhood pedestrian activity, and an expanded Bicycle Enhanced Network (BEN). One important change to Westwood Boulevard was made in response to the multiple transportation demands on Westwood Boulevard, now and in the future, with the opening of Exposition Phase II. The MP 2035 now proposes to include Westwood Boulevard on the TEN while retaining existing short portions on the BEN (north of Santa Monica Boulevard to Le Conte Avenue). The TEN designation on Westwood Boulevard is proposed as a Moderate enhancement which would not remove a vehicle travel lane. Remaining portions of Westwood Boulevard would retain their existing bicycle lanes.

The MP 2035 EIR is being recirculated to reflect the updated project description based on continued agency coordination and public comments received on the Draft MP 2035 and Draft EIR. In addition, the revised EIR includes a more comprehensive analysis of installing bicycle lanes, along with additional miles on the Transit Enhanced Network. The Recirculated Draft EIR reflects a conservative view of potential reductions in vehicular capacity from bicycle lanes as well as additional miles of transit enhancements. In the analysis of MP 2035, bicycle lanes on corridors that are not already designated as part of the BEN, NEN, TEN or Vehicle Enhanced Network (VEN), are assumed to require the conversion of a vehicle travel lane, where in the previous Draft EIR it was assumed that bicycle lanes would not reduce vehicular roadway capacities. Assuming that all bicycle lanes would require the conversion of a vehicular lane of travel in each direction is a worst-case assumption for vehicle impacts, and it is anticipated that some bicycle lanes can be accomplished by removing only one vehicle lane from the roadway or without removing any travel lanes. However, without specific roadway designs it is not possible to determine at the city scale where bicycle lanes can be accommodated, and therefore, in the interests of providing a conservative analysis all bicycle lanes are assumed to require the conversion of a vehicle travel lane.

The Recirculated Draft EIR analyzes environmental impacts of the proposed MP 2035 including all changes and has been reformatted to more clearly present the project description and project impacts; each threshold is separately described and impacts assessed. (The Draft MP 2035 is being recirculated for comment at the same time as the Recirculated Draft EIR.)

The MP 2035 is being prepared in compliance with the 2008 Complete Streets Act (Assembly Bill 1358), which mandates that the circulation element of the General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. Compliance with the Complete Streets Act is expected to result in increased options for mobility; managed congestion and reduced greenhouse gas emissions; more walkable communities; and fewer travel barriers for active transportation and those who cannot drive such as children or people with disabilities. Complete streets play an important role for those who would choose not to drive if they had an alternative as well as for those who do not have the option of driving. The Complete Streets Act specifically encourages an increase in non-driving modes of travel while also recognizing the value that streets play in facilitating the vehicular movement of goods and people. The project is also consistent with the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The Recirculated Draft EIR identifies three additional alternatives (one of which is similar to the old project analyzed in the previous Draft EIR) to the proposed project for a total of five project alternatives.

REQUIRED APPROVALS: In addition to a General Plan Amendment amending the Transportation Element the related actions will include an update of the City's Street Standards S-470 as Complete Street Standards; specific plan amendments and code amendments to align streets, previously adopted by ordinance, to reflect the corresponding revised S-470 Complete Street Standards; update LAMC 17.05 to expand the role of the Street Standards Committee and to reflect the City's new focus on complete streets; and update the Street Dedication Guidelines/Checklist to reflect the revised S-470 Complete Street Standards.

ANTICIPATED SIGNIFICANT ENVIRONMENTAL EFFECTS: Based on the analysis contained in the Recirculated Draft EIR, the proposed project would result in unavoidable significant environmental impacts with regard to: Transportation and Traffic (circulation, neighborhood intrusion, freeways/Congestion Management Plan and emergency access), Noise (noise from increased bus frequency along certain transit routes), and Biological Resources (special status species, protected habitats, wetlands). Other issues addressed in the EIR include: Air Quality; Greenhouse Gases; Land Use and Planning; and Vibration. Impacts associated with these topics were determined to be less than significant, or less than significant with the implementation of mitigation measures. The Recirculated Draft EIR newly identifies freeways/CMP, emergency access and neighborhood intrusion as significant impacts; these were not identified as significant impacts in the Draft EIR.

DOCUMENT REVIEW AND COMMENT: A copy of the Recirculated Draft EIR and the documents referenced in the Recirculated Draft EIR are available for review at the City of Los Angeles, Department of City Planning at 200 North Spring Street, Room 667, Los Angeles. Copies of the Recirculated Draft EIR are also available for general public review at the following City of Los Angeles Public Library branches:

City Hall

200 N. Spring Street
Los Angeles, CA 90012

Van Nuys Civic Center

14410 Sylvan Street
Van Nuys, CA 91401

Central Library

630 W. 5th Street
Los Angeles, CA 90071

Exposition Park Library

3900 S. Western Avenue
Los Angeles, CA 90062

San Pedro Library

931 S. Gaffey Street
San Pedro, CA 90731

Arroyo Seco Library

6145 N. Figueroa Street
Los Angeles, CA 90042

North Hollywood Library

5211 Tujanga Avenue
North Hollywood, CA 91601

Mid-Valley Library

16244 Nordhoff Street
North Hills, CA 91343

West Valley Library

19036 Vanowen Street
Reseda, CA 91335

Goldwyn-Hollywood Library

1623 N. Ivar Avenue
Los Angeles, CA 90028

West Los Angeles Library

11360 Santa Monica Boulevard
Los Angeles, CA 90025

The Recirculated Draft EIR can be downloaded or reviewed via the Internet at the Department of City Planning's website [<http://planning.lacity.org/> (click on "Environmental" and then "Draft Environmental Impact Reports")]. The Recirculated Draft EIR can be purchased on cd-rom for \$7.50 per copy. Contact **My La** of the City of Los Angeles at My.La@lacity.org for purchase.

It is important to note that the comments already received on the Draft EIR will be responded to in the Final EIR. Therefore, if reviewers have the same comments on the Recirculated Draft EIR as they had on the Draft EIR, they need not submit the same comments on the Recirculated Draft EIR, as the comments will be addressed in the Final EIR.

HOW TO COMMENT ON THE DRAFT EIR: If you wish to submit comments following review of the Recirculated Draft EIR, please reference the file number above, and submit them in writing via mail, fax, or e-mail by 4:00 pm on **April 6, 2015**. Please direct your comments to:

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