

RESOLUTION

WHEREAS, on November 25, 2015, the City Council adopted the Mobility Plan 2035 (MP 2035) (Exhibit C), including adopting the Citywide Circulation System Maps as the update to the Highways and Freeways Map, and found the project was assessed in the Mobility Plan 2035 EIR, EIR No. 2013-0911-EIR; SCH No. 2013041012, certified on August 11, 2015 (Final EIR); and

WHEREAS, on January 20, 2016, the City Council adopted the entire Mobility Plan 2035 (including adopting the Citywide Circulation System Maps) with policy amendments related to equity, public safety and implementation (Updated MP 2035), and found pursuant to CEQA Guidelines Section 15162 and Addendum (First Addendum) No. ENV 2013-0911-EIR-ADD1, the project was assessed in the Final EIR, and no further subsequent or supplemental environmental document is required; and

WHEREAS, the Director of the Department of City Planning initiated a General Plan amendment to amend the Updated Mobility Plan 2035, which include (1) amendments to the text of the plan to reinforce the importance of equity and community and City Council input in implementing the plan and clean-ups and corrections; and (2) amendments to the enhanced network maps (Mobility Plan Amendments); and

WHEREAS, the Director of the Department of City Planning initiated General Plan amendments to the City's 35 Community Plans to emphasize already existing law that the Community Plans' goals, objectives, policies and programs regarding circulation are aspirational and to be implemented only to the extent feasible and appropriate in light of other complementary policies in the GP (Community Plan Amendments); and

WHEREAS, City Planning prepared a second addendum, dated January 28, 2016, No. ENV 2013-0911-EIR-ADD2 ("Second Addendum") to the Final EIR, pursuant to CEQA Guidelines section 15164 to consider the Mobility Plan Amendments and the Community Plan Amendments; and

WHEREAS, a notice of public hearing on the Mobility Plan Amendments and the Community Plan Amendments was published in the Daily Journal on February 1, 2016 in accordance with Section 11.5.6 of the Los Angeles Municipal Code; and

WHEREAS, on February 11, 2016 the City Planning Commission conducted a public hearing to consider the Mobility Plan Amendments and the Community Plan Amendments; and

WHEREAS, evidence, both written and oral, was duly presented to and considered by the City Planning Commission at the February 11, 2016 public hearing, including but not limited to a staff report, exhibits, appendices, and public testimony; and

WHEREAS, pursuant to the City Charter and ordinance provisions, the Mayor and the City Planning Commission have transmitted their recommendations, recommending approval of the Mobility Plan Amendments and Community Plan Amendments [WITH / WITHOUT] changes [as provided in Attachment A.1]; and

WHEREAS, the City Council held a duly noticed public hearing on the Mobility Plan Amendments and the Community Plan Amendments and considered the recommendations of the Mayor and the City Planning Commission, and all oral and written evidence presented before take action; and

WHEREAS, the City Council considered the Final EIR, the First Addendum, and the Second Addendum before taking action on the Mobility Plan Amendments and the Community Plan Amendments; and

WHEREAS, the City Council finds the Second Addendum was appropriate because only minor technical changes or additions to the Final EIR were warranted; and, as verified by the Second Addendum, there are no substantial changes to the project or to the circumstances under which the project will be undertaken, and no new information that was not available at the time the Final EIR was certified, that would require major revisions to the Final EIR.

NOW, THEREFORE, BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF LOS ANGELES AS FOLLOWS:

1. All the above recitals are true and correct and incorporated herein. Exhibits A.1 - A.3-Maps. attached to this Resolution are incorporated herein.
2. The City Council finds, based on its independent judgment, after consideration of the entire administrative record, including the Final EIR, the First Addendum, and the Second Addendum, that the Mobility Plan Amendments and the Community Plan Amendments, attached as Exhibit "A.1-A.3" to this resolution, were environmentally assessed in the Final EIR and that pursuant to CEQA Guidelines Section 15162 and 15164 and Public Resources Code Section 21166 no subsequent or supplemental EIR is required for approval of the Mobility Plan Amendments and the Community Plan Amendments.
3. Adopt the amendments to the Updated MP 2035 (Mobility Plan Amendments), as they read and are shown in Exhibit "A.2-A.3" to this resolution, including amendments to the Citywide Circulation Systems Map, as they are shown and read in Exhibit A.3 - Maps.
4. Adopt the amendments to the City's Community Plans (Community Plan Amendments), as they read in Exhibit A.1.
5. This resolution shall be effective upon its adoption.

EXHIBIT A.3: Mobility Plan 2035 Map Amendments

CPC-2013-0910-GPA-SP-CA-MS-C-M2
February 11, 2016

1. Circulation Map – Map A4

Fairfax Ave, from Hollywood Blvd down to Fountain Ave will be designated an Ave II (formerly an Ave I) to align the designation of the street with the character of the adjacent community.

2. Transit Enhanced Network (TEN) – Map B

- Add as a Comprehensive Transit Enhanced Network: Valley Boulevard from the Alhambra city limit to Soto Street.
- Add as a Moderate Transit Enhanced Network on: Eastern Avenue from Huntington Drive to Valley Boulevard.

3. Neighborhood Enhanced Network (NEN) – Map C2-C4

Map C2 – NEN

- Add O'Melveny St/Haddon Ave (Fox St. to Paxton St)

Map C3 – NEN

- Add Channel Rd/Entrada Dr (PCH to Adelaide Dr.). This is already included in the 2010 Bicycle Plan but was inadvertently left off the NEN.

Map C4 – NEN

- Add Wilhardt St. from Spring St to Main St.
- Add Llewellyn St from Rondout St to Main St.
- Add Avenue 46 from Eagle Rock Boulevard to York Boulevard
- Add Hill Drive from Eagle Vista Drive to Sierra Villa Drive (and extended west to Ellenwood)

4. Bicycle Enhanced Network (BEN) – Map D1

4.1

- Grand and Olive (Seventh to Washington) were added as Tier 1 Protected Bicycle Lanes.

4.2

- Front St and Harbor Blvd were removed from the Tier 1 Protected Bicycle Lanes.

4.3

- Move from BLN and place on BEN:
 - Monterey Road from Via Marisol to Avenue 60
 - Olympic Boulevard from Lorena Street to Soto Street
 - Valley Boulevard from the Alhambra City Limit to Soto Street

5. Bicycle Lane Network (BLN) – Map D2

5.1

- Zelzah Ave (from Lassen to Plummer) was added to the Tier 2 Bicycle Lanes

- Zelzah Ave (from Plummer to Nordhoff) was added to the Tier 3 Bicycle Lanes

5.2

- Crescent Ave was removed from the Tier 2 Bicycle Lanes
- Seaside Ave was removed from the Tier 3 Bicycle Lanes

5.3

- Place on Tier 2 BLN:
 - Mission Road from Cesar Chavez Avenue to Jesse Street
 - Eastern Avenue from Huntington Drive to Valley Boulevard
 - Marengo Avenue from Soto Street to Fickett Street
 - Verdugo Road from Eagle Rock Boulevard to the Glendale city limit
- Place on Tier 3 BLN:
 - Alhambra Avenue from Eastern Avenue to the Alhambra city limit

6. Pedestrian Enhanced Districts (PEDs) – Map F

6.1

- Add to PEDs – all segments within CD 1 that are on the BLN and BEN

6.2

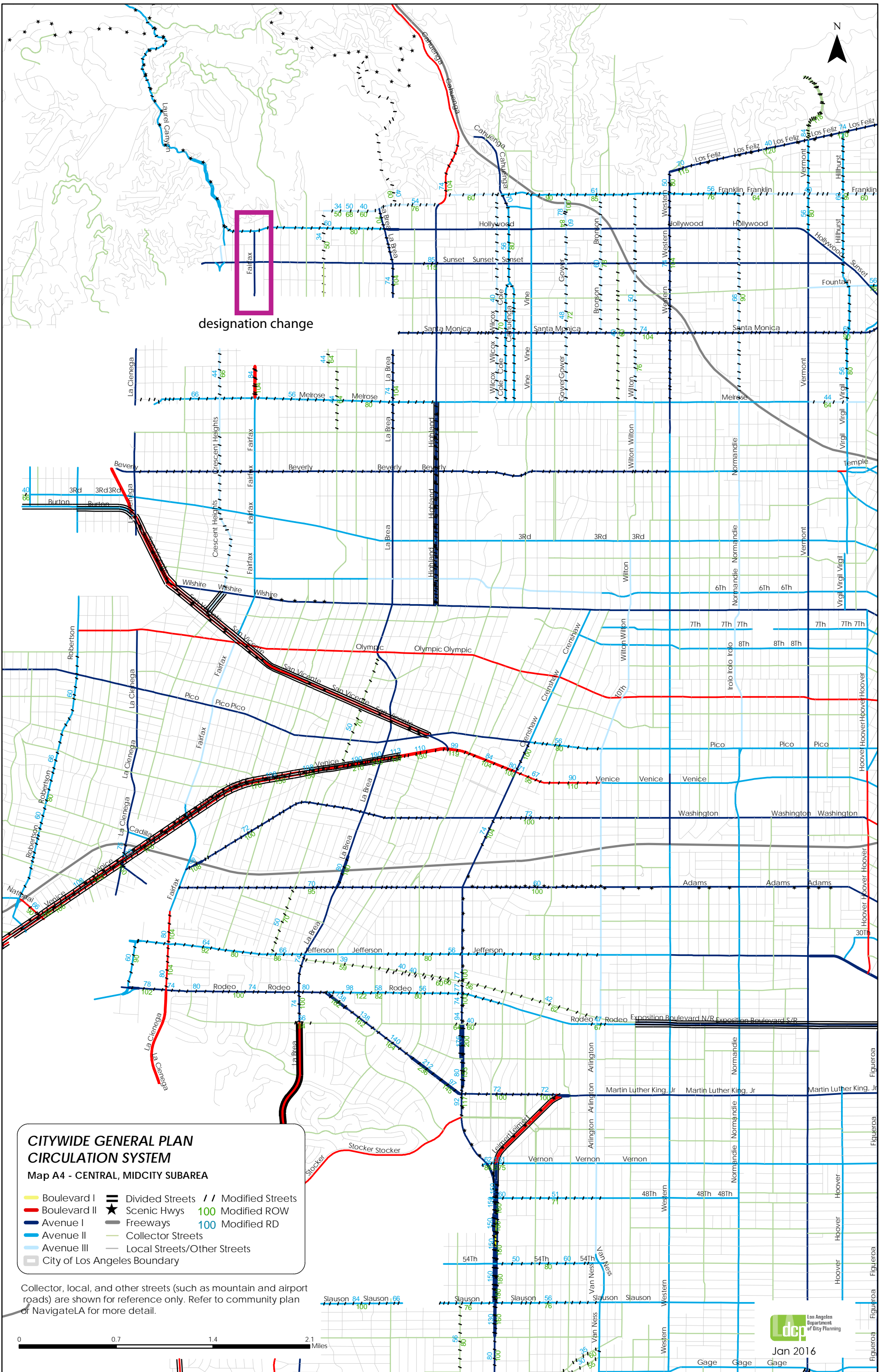
- Add to Pedestrian Enhanced District in CD 14:
 1. York Boulevard from Eagle Rock Boulevard to San Pascual Avenue
 2. Santa Fe Avenue between Center Street and 7th Street
 3. Mateo Street between Santa Fe Avenue and 7th Street
 4. Figueroa Street from York Boulevard to Colorado Boulevard
 5. 6th Street from Mateo Street to Mesquit Street
 6. Mesquit Street from 6th Street to Jesse Street
 7. Myers Street from Jesse Street to 7th Street
 8. Jesse Street from Mission Road to Clarence Street
 9. Clarence Street from 4th Street to Jesse Street
 10. Anderson Street from 4th Street to 7th Street
 11. Rio Street from Jesse St to 7th St
 12. 6th Street from Mission Road to Clarence Street
 13. Mission Road from 1st Street to Jesse Street
 14. Colorado Boulevard from Glendale city limit to Pasadena city limit
 15. Huntington Drive from Mission Road to Kendall Avenue
 16. 4th Street from Alameda Street to the County of Los Angeles line

Add the following text as a footnote to the Neighborhood Enhanced Network Maps:

Consider incorporating NEN type improvements to any street that serves a school, park, community gathering place or major employment destination within Cal EPA's SB 535 list of Disadvantaged Communities to ensure a safe and pleasant active transportation option.

This map may further be amended, as described in program PL 4, as a result of future analysis during a community plan update.

Add the following text as a footnote to the PED Map:



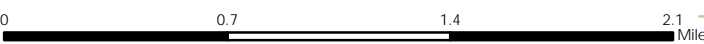
designation change

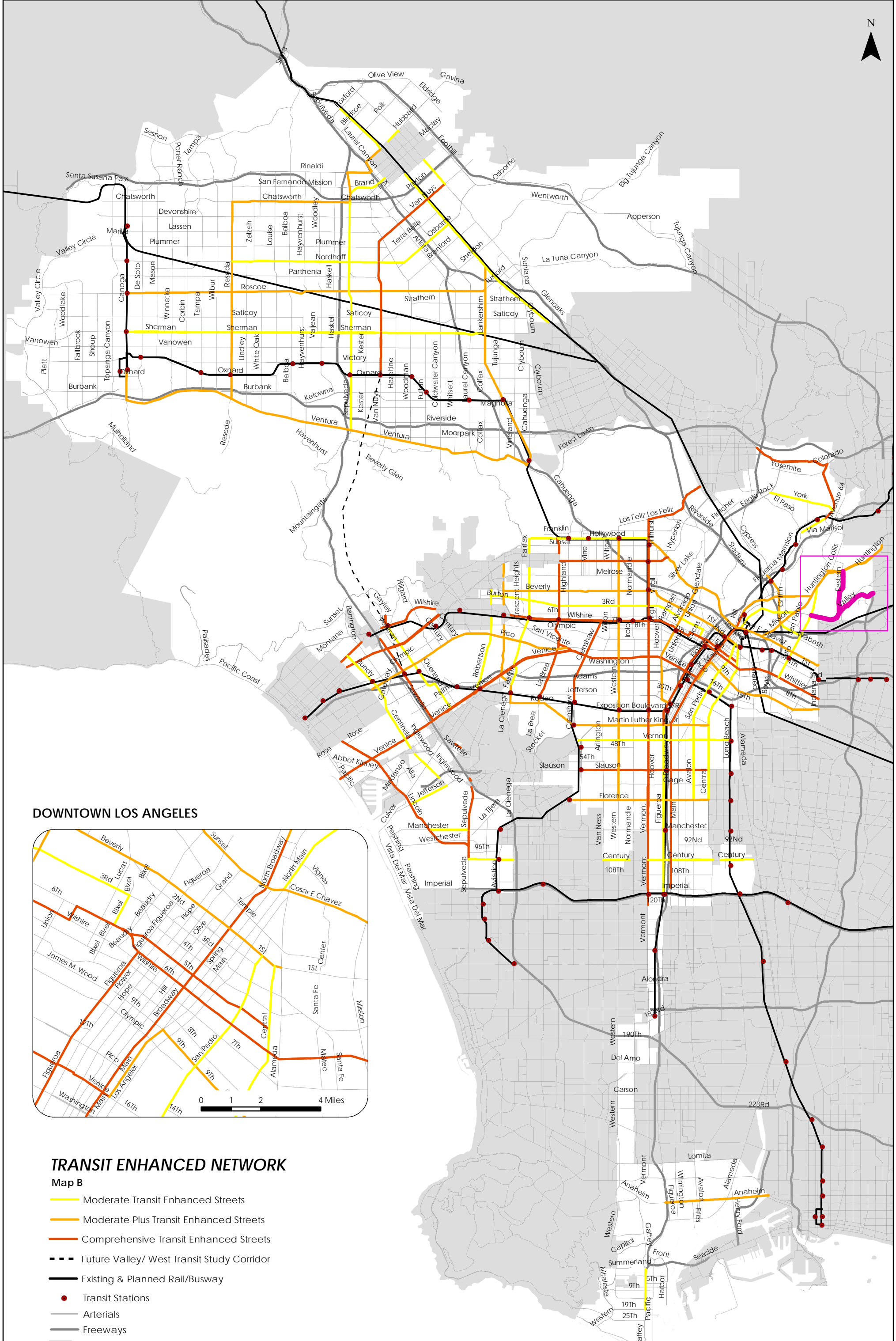
**CITYWIDE GENERAL PLAN
CIRCULATION SYSTEM**

Map A4 - CENTRAL, MIDCITY SUBAREA

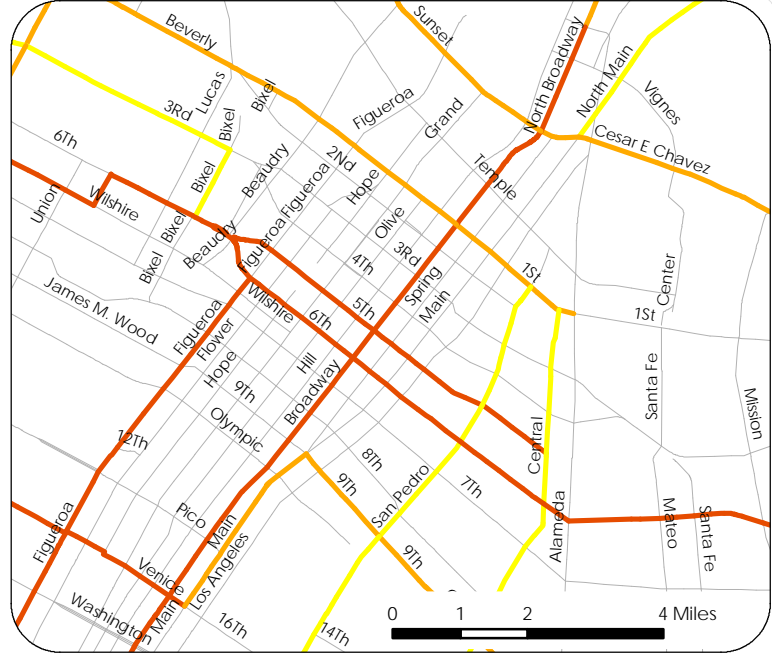
- Boulevard I
- Boulevard II
- Avenue I
- Avenue II
- Avenue III
- City of Los Angeles Boundary
- Divided Streets
- Scenic Hwys
- Freeways
- Collector Streets
- Local Streets/Other Streets
- // Modified Streets
- 100 Modified ROW
- 100 Modified RD

Collector, local, and other streets (such as mountain and airport roads) are shown for reference only. Refer to community plan or NavigateLA for more detail.





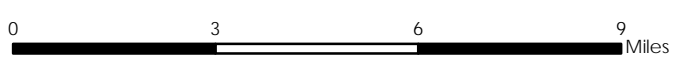
DOWNTOWN LOS ANGELES



TRANSIT ENHANCED NETWORK

Map B

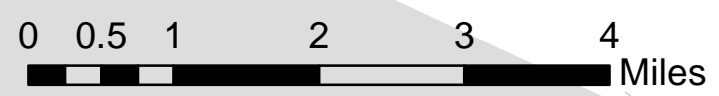
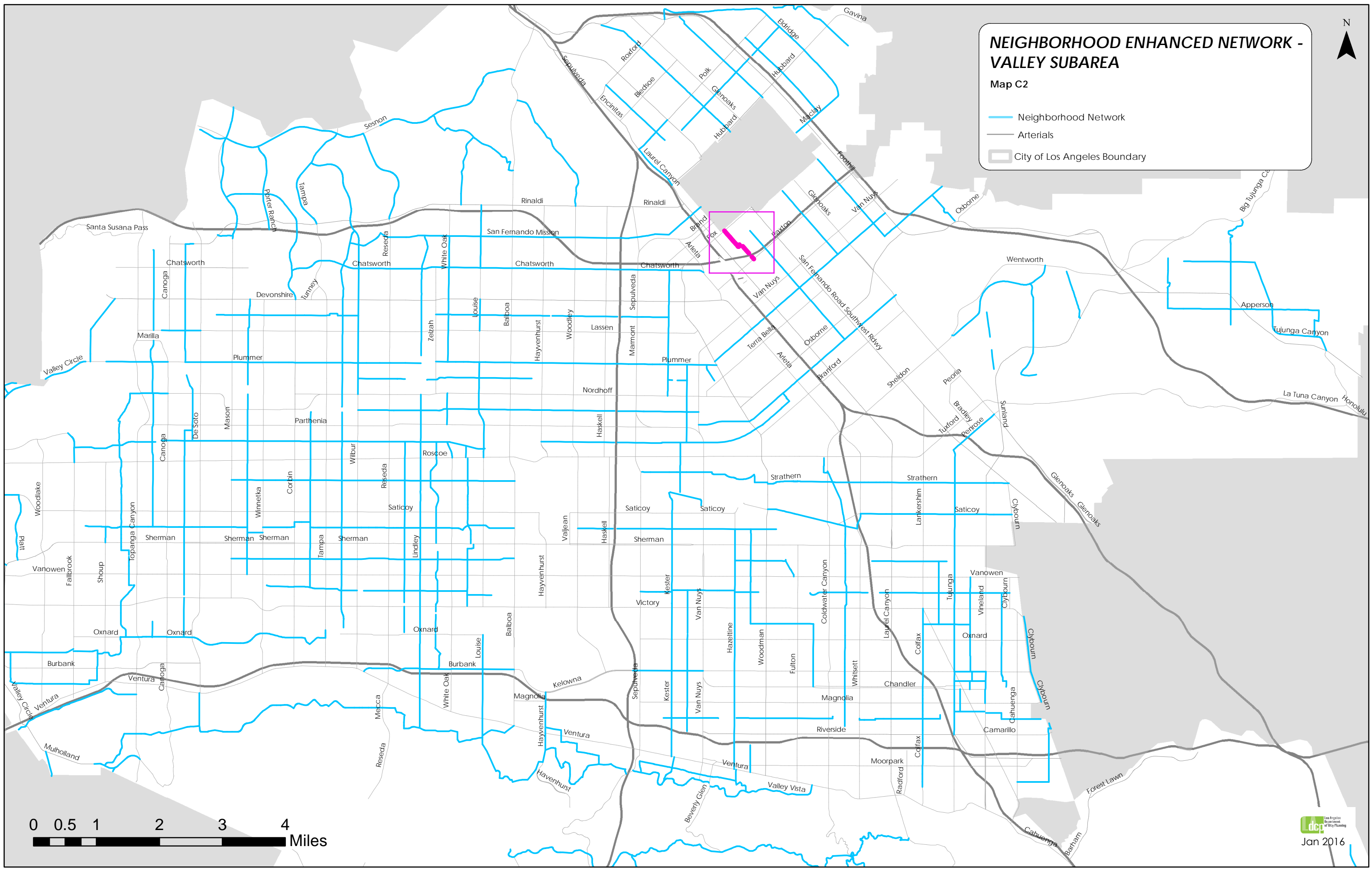
- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- - - Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary

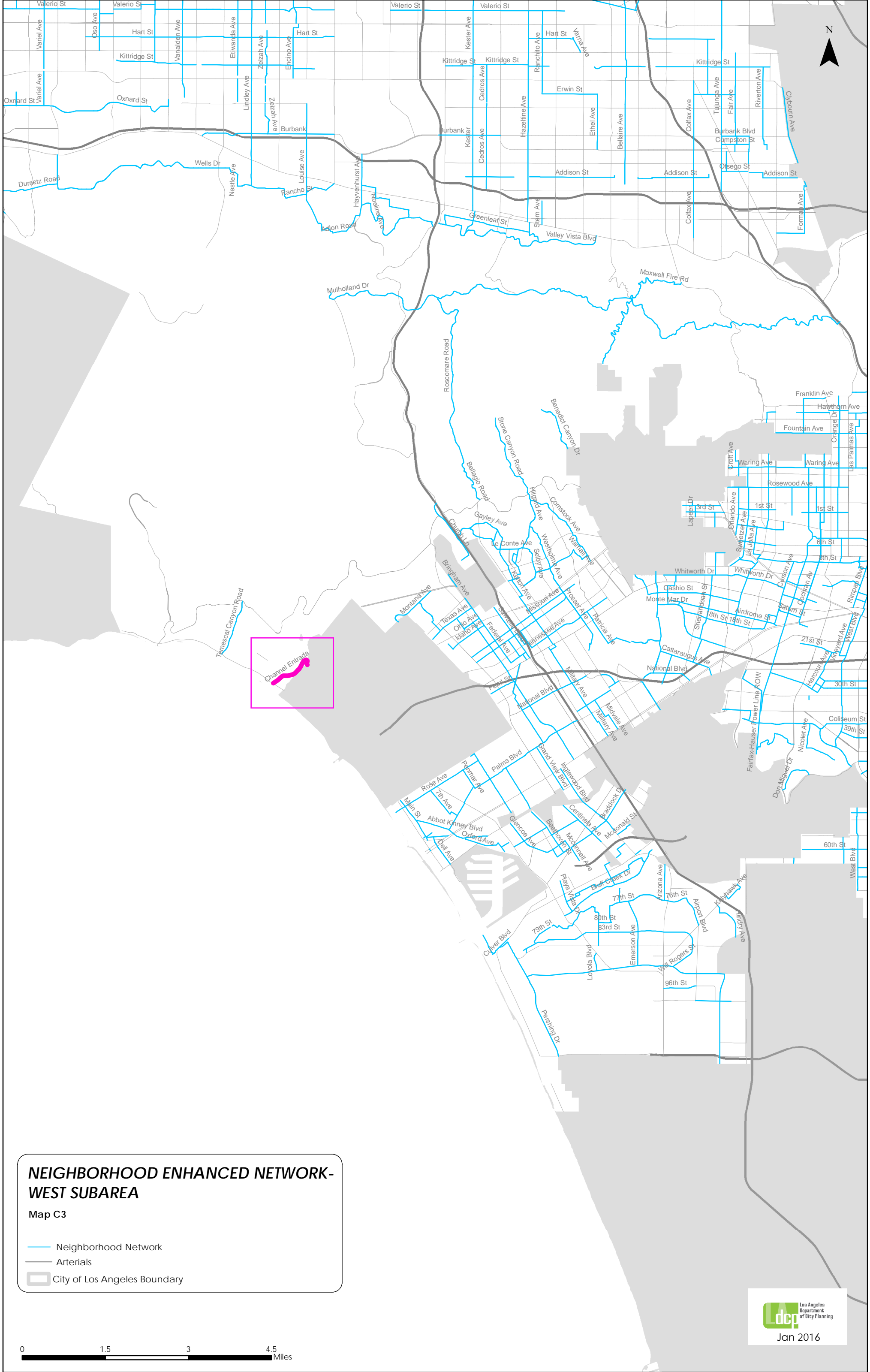


NEIGHBORHOOD ENHANCED NETWORK - VALLEY SUBAREA

Map C2




- Neighborhood Network
- Arterials
- City of Los Angeles Boundary

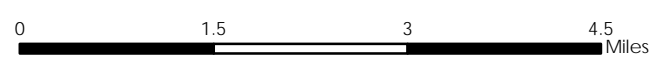


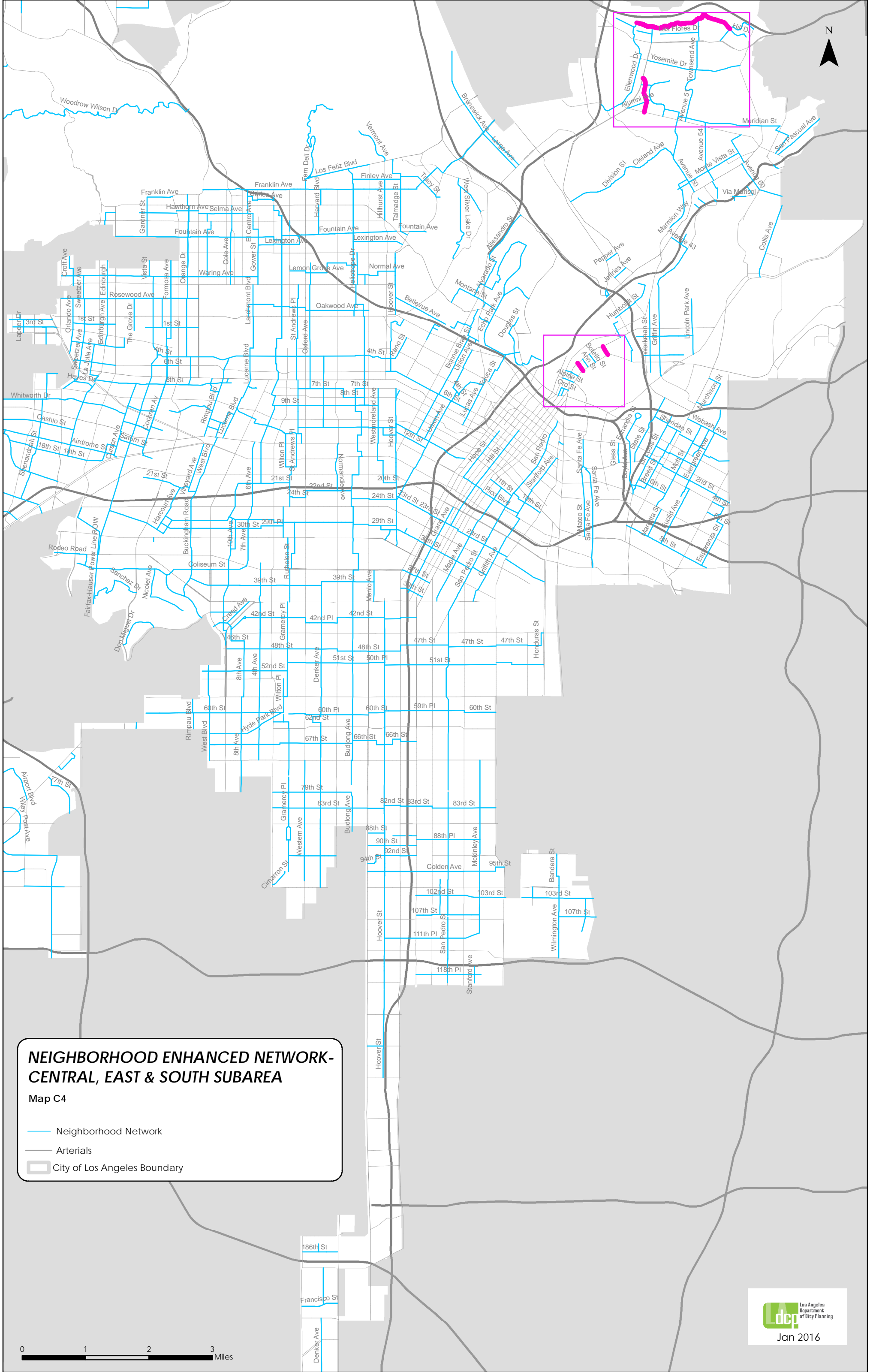


NEIGHBORHOOD ENHANCED NETWORK- WEST SUBAREA

Map C3




-  Neighborhood Network
-  Arterials
-  City of Los Angeles Boundary

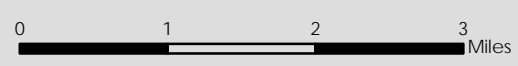


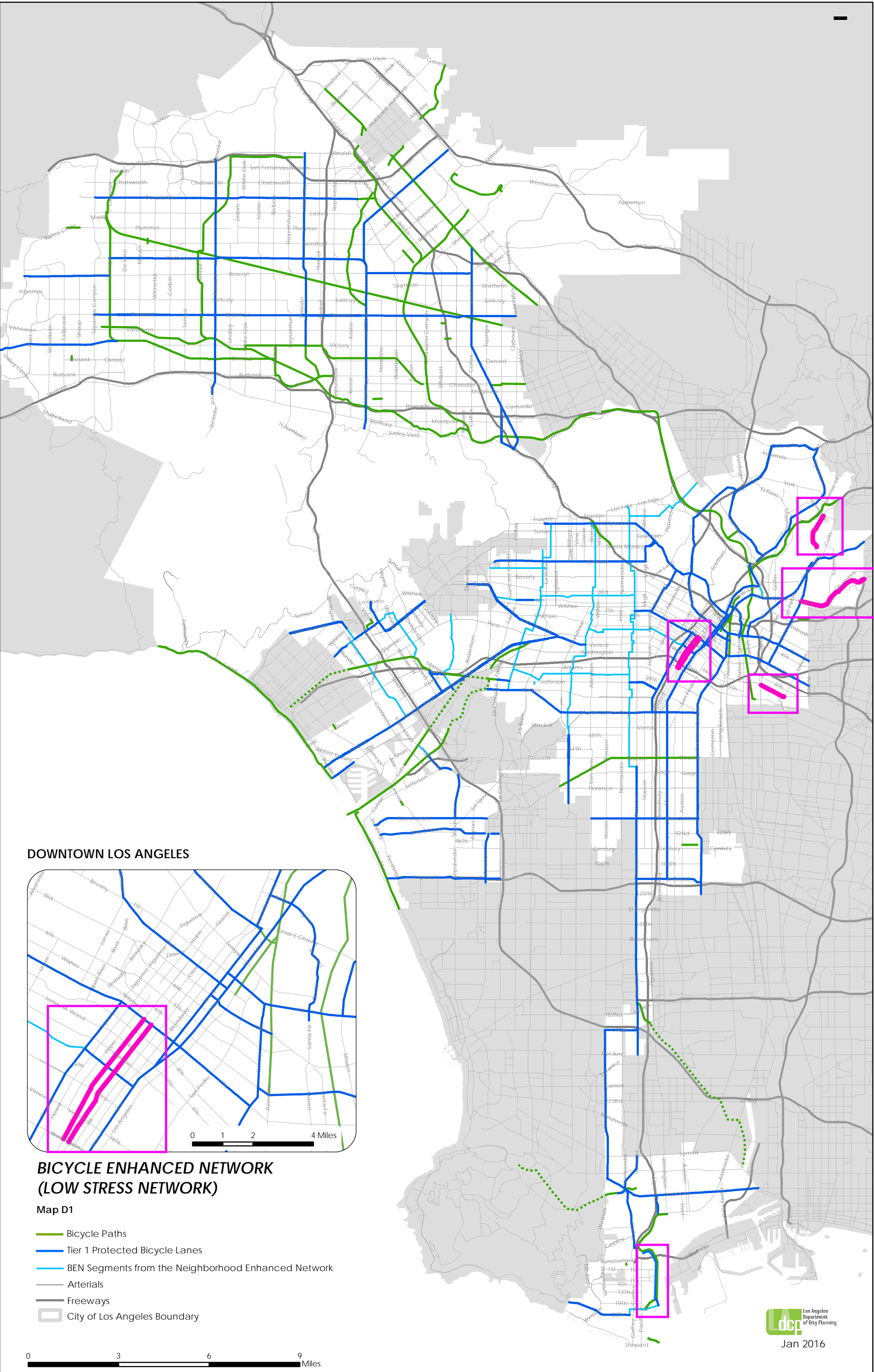


NEIGHBORHOOD ENHANCED NETWORK- CENTRAL, EAST & SOUTH SUBAREA

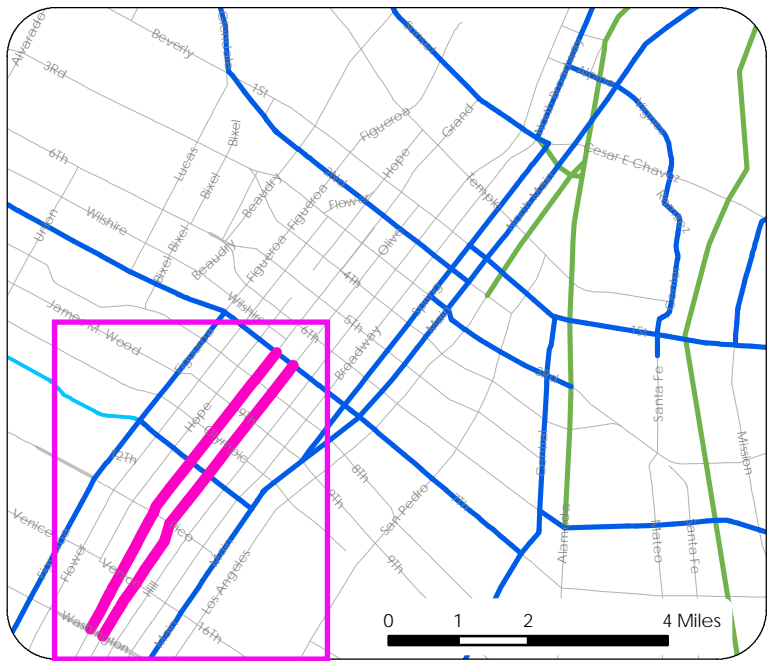
Map C4

-  Neighborhood Network
-  Arterials
-  City of Los Angeles Boundary





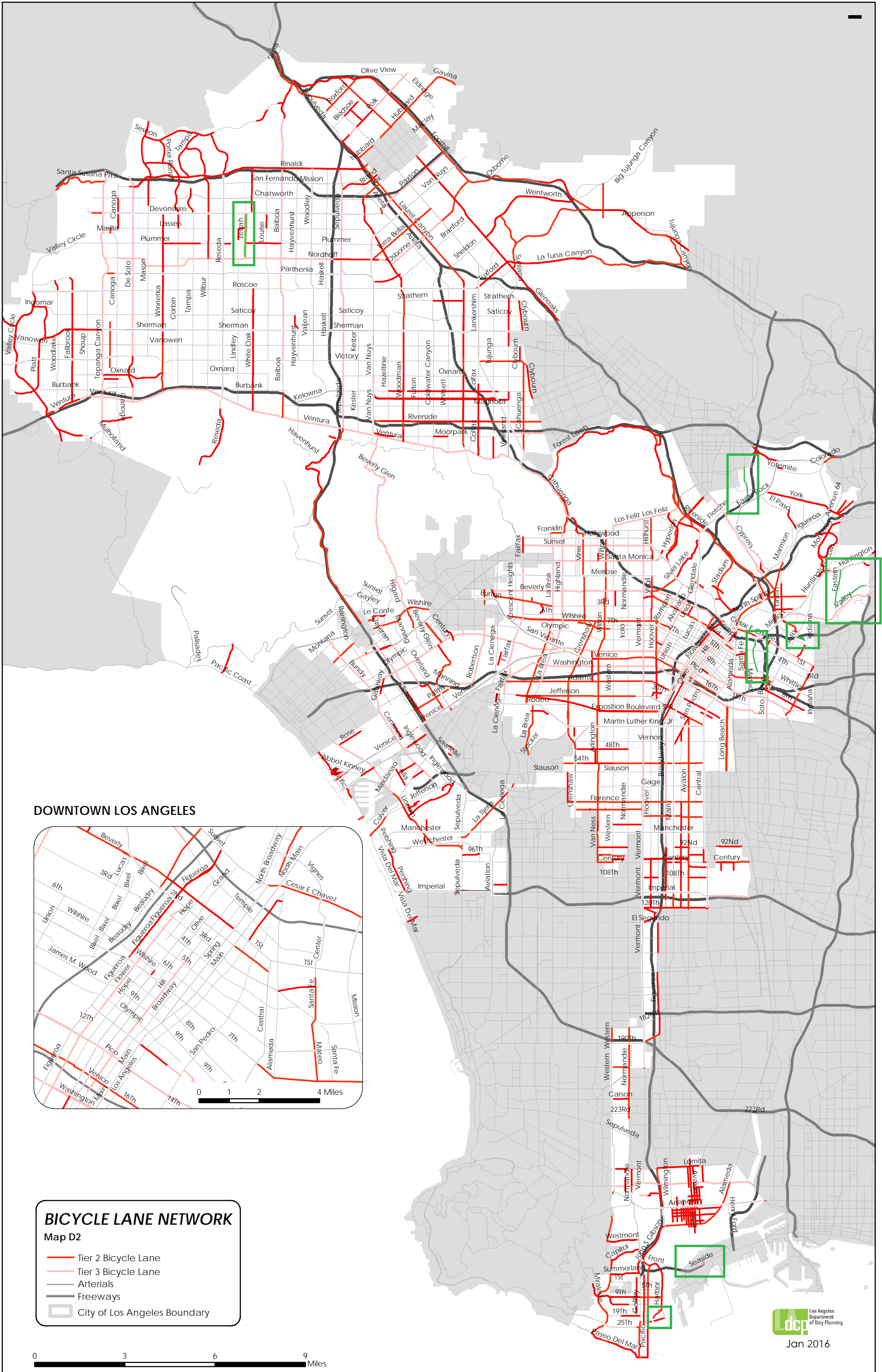
DOWNTOWN LOS ANGELES



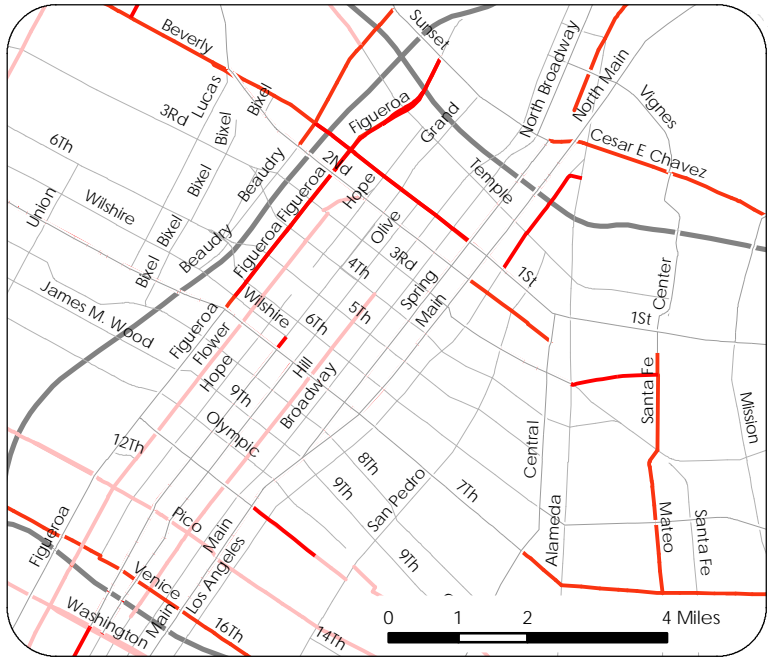
**BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)**

Map D1

- Bicycle Paths
- Tier 1 Protected Bicycle Lanes
- BEN Segments from the Neighborhood Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

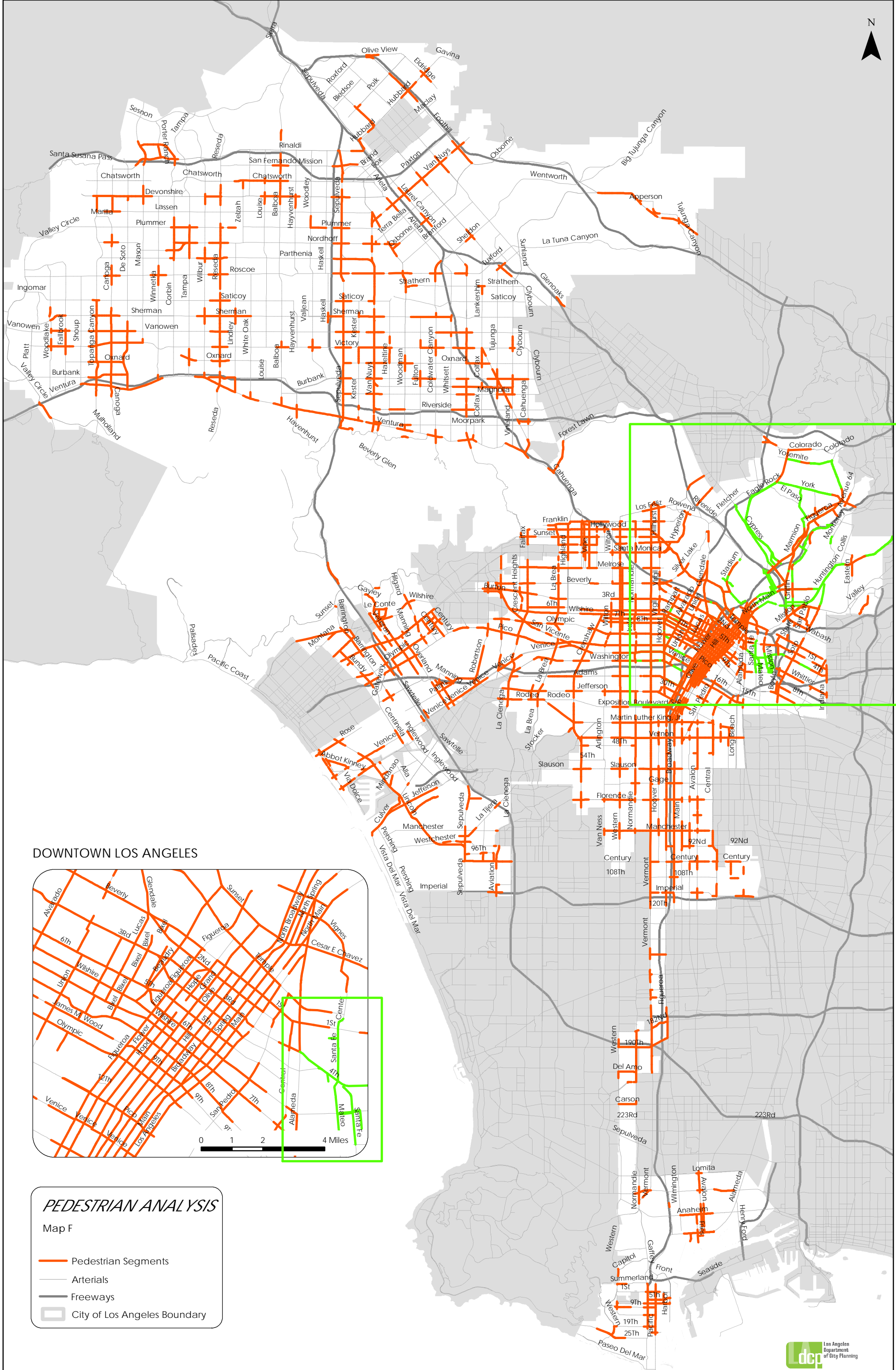


DOWNTOWN LOS ANGELES

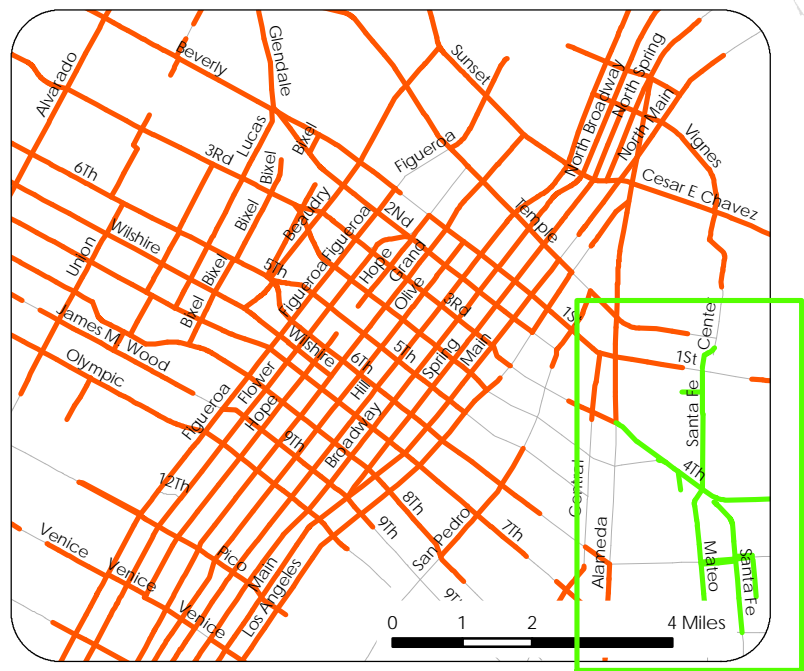


BICYCLE LANE NETWORK
Map D2

- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary



DOWNTOWN LOS ANGELES



PEDESTRIAN ANALYSIS

Map F

- Pedestrian Segments
- Arterials
- Freeways
- City of Los Angeles Boundary

