

## **EXHIBIT A.1: General Plan Consistency Table**

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

Exhibit A.1: General Plan Consistency Table

Community Plan	Page #	Comment
Central City	P. 4-2	Objective 11-2: To Improve freeway movement and <u>capacity</u> adjacent to the Downtown area in a manner consistent with the Mobility Plan.
Central City	Pg. 4-5	"Key Arterial Corridor Improvements, consistent with the Mobility Plan, include:" (in regards to Alameda Street and Olympic Blvd at bottom of page).
Central City North	P. 3-20	First paragraph of Section D (on "TDM"): To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E. Although most major street intersections in Central City North are in compliance with the City's policy, the level of trips generated by future development in and surrounding the plan area requires the implementation of a Transportation Demand Management Program (TDM) and other improvements to enhance safety and mobility.
Central City North	P. 3-28	Goal 16: A system of highways, freeways, and streets that provides a circulation system which is consistent with the Mobility Plan 2035 and that supports existing, approved, and planned land uses while maintaining a desired level of service at <del>all</del> intersections where feasible.
Central City North	P. 3-28	Objective 16-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by <del>all</del> new development.
Central City North	P. 3-28	Policy 16-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, <del>m</del> Maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E", where feasible and consistent with the policies of the Mobility Plan.

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Central City North	P. 3-29	In the second paragraph on the page (part of the proposal for "1. Street Widening" in Policy 16-1.1): "Below is a list of substandard street segments in the project area where street widening is recommended, to the extent feasible and consistent with the policies of the Mobility Plan:"
Hollywood	4	In second paragraph under "Standards and Criteria": Where feasible, and in a manner consistent with the Mobility Plan 2035 adequate highway Improvements shall be assured prior to the approval of zoning permitting intensification of land use <del>in order to avoid congestion and assure proper development.</del>
Wilshire	P. 3-31	In program for policy 13-1.4: "Where feasible, and in a manner consistent with the policies of Mobility Plan 2035, <del>substantially</del> expand peak- hour parking restrictions for more restrictive days and times along <del>all</del> Boulevards II and Avenues, and along <del>all</del> Collector Streets currently operating at a Level of Service (LOS) of "D" or below, to maximize vehicle utilization of all available lanes in all directions.
Wilshire	P. 3-35	Goal 16 text: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, PROVIDE A COMMUNITY-WIDE CIRCULATION SYSTEM OF FREEWAYS AND STREETS WHICH SUPPORTS EXISTING AND PLANNED LAND USES AND ANTICIPATED TRAFFIC FLOW VOLUMES, WHILE MAINTAINING ACCEPTABLE LEVELS OF SERVICE AT <del>ALL</del> INTERSECTIONS.
Wilshire	P. 3-35	Objective 16-1 text: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway and Street access and improvements are provided to accommodate additional traffic anticipated from Wilshire Community Plan land use changes and/or by new development."
Wilshire	P. 3-35	Policy 16-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, <del>m</del> Maintain a satisfactory Level of Service (LOS) above LOS "D" for Boulevards II, especially those which serve Regional Commercial Centers and Community Commercial Centers; and above LOS "D" for Avenues and Collector Streets.

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Wilshire	P. 3-37	Second paragraph of Policy 16-2.1: The transportation infrastructure serving the project site and surrounding area, <del>specifically the Freeways, Highways, and Streets,</del> presently serving the affected area within the Wilshire Community Plan, have adequate capacity to accommodate the existing traffic flow volumes, and any additional traffic volume which would be generated from projects enabled by such discretionary actions.
Bel Air-Beverly Crest	P. 3-6	In fourth paragraph from top: No increase in density should be effected by zone change or subdivision unless it is determined that the transportation infrastructure <del>streets and highways</del> serving the property involved can accommodate the traffic generated.
Brentwood-Pacific Palisades	P. 3-24	Goal 13 text: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF FREEWAYS, HIGHWAYS AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING APPROVED AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT <del>ALL</del> INTERSECTIONS.
Brentwood-Pacific Palisades	P. 3-24	Objective 13-1 text: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by <del>all</del> new development.
Brentwood-Pacific Palisades	P. 3-24	Policy 13-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, <del>m</del> maintain a satisfactory LOS for streets and highways not to exceed LOS "D" for secondary arterials, collector streets; not exceed LOS "E" for Major Highways, and not to exceed LOS "E" in the community's major business districts.
Brentwood-Pacific Palisades	P. 3-24	Third program for Policy 13-1.1: Capital Improvement Program (to be implemented where feasible and in a manner consistent with the policies of the Mobility Plan)
Palms-Mar Vista-Del Rey	P. 3-16	First paragraph of "Transportation Demand Management Strategies": To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, the City's objective is that the traffic level of service (LOS) on the street system should not exceed LOS E. Although major street intersections in the plan area are in compliance with the City's policy, the level of trips which could be generated by future development in and surrounding the plan area requires the implementation of a Transportation Demand Management Program (TDM) and other improvements to enhance safety and mobility.

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Palms-Mar Vista-Del Rey	P. 3-22	Goal 16: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS AND STREETS THAT PROVIDE A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.
Palms-Mar Vista-Del Rey	P. 3-22	Objective 16-1 text: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
Palms-Mar Vista-Del Rey	P. 3-22	Policy 16-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E" if possible where feasible and consistent with the goals of the Mobility Plan 2035.
Palms-Mar Vista-Del Rey	P. 3-22	Under the third program for 16-1.1 ("Capital Improvements"): "The TIMP recommends the following street widening to expand the capacity of the street network along various corridors, to the extent feasible and consistent with the aims of the Mobility Plan:" (specific proposals continue to page 3-23)
Venice	P. 3-23	First paragraph of section on "Transportation Demand Management Strategies": Major street intersections in the plan area are consistent with the City's objective, to the extent feasible and compatible with the Mobility Plan's policies, to maintain a traffic level of service (LOS) of "E." However, the level of trips which could be generated by future development in and surrounding the Plan area requires the implementation of Transportation Demand Management (TDM) strategies and other improvements to enhance safety and mobility.
Venice	P. 3-29	Goal 16: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS AND STREETS THAT PROVIDE A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.
Venice	P. 3-29	Objective 16-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.

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Venice	P. 3-29	Policy 16-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, <del>m</del> <b>Maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for major highways, secondary highways and collector streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E" if possible where feasible and consistent with the goals of the Mobility Plan 2035.</b>
Venice	P. 3-30	The heading for the third program for Policy 16-1.1: "Implement the following capital improvements(Venice Traffic and Parking Study, TIMP) to the extent feasible and consistent with the policies of the Mobility Plan:"
Westchester-Playa del Rey	P. 1-6	In "Opportunities" section under "Transportation": Utilize the Coastal Transportation Corridor Specific Plan, to the extent feasible and consistent with the policies of the Mobility Plan, which provides for transportation improvements, promotes phased development of land uses, promotes methods of reducing peak hour work related trips, and promotes improved Level of Service on streets and interchanges.
Westchester-Playa del Rey	P. 3-34	Goal 11: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING ACCEPTABLE LEVELS OF SERVICE AT <del>ALL</del> INTERSECTIONS WHERE FEASIBLE.
Westchester-Playa del Rey	P. 3-34	Objective 11-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway, Highway and Street access and improvements are provided to accommodate additional traffic anticipated from Westchester-Playa del Rey Community Plan land use changes and/or by new development. ☐
Westchester-Playa del Rey	P. 3-34	Policy 11-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, <del>s</del> <b>Seek to maintain a satisfactory Level of Service (LOS) to extent possible for Major Highways, Secondary Highways and Collector Streets.</b>
Westchester-Playa del Rey	P. 3-34	Second Program for Policy 11-1.1: "Widen Highways and Streets in those roadway segments listed in the Westchester-Playa del Rey Transportation Improvement and Mitigation Plan, where feasible and consistent with the policies of the Mobility Plan. The TIMP identifies the following specific nonstandard roadway segments for capacity improvement consistent with their roadway classification in response to congestion levels projected for the Year 2025:" (list continues onto Pg. 3-35)

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Westchester-Playa del Rey	P. 3-35 to 3-36	Program: The TIMP identifies the following segments for additional street improvements in response to congestion levels projected for the Year 2025. These improvements are only to be implemented to the extent feasible and consistent with the policies of the Mobility Plan.
Westchester-Playa del Rey	P. 3-38	Second paragraph of Policy 11-2.1: <del>The transportation infrastructure serving the project site and surrounding area, specifically the Freeways, Highways, and Streets presently serving the affected area within the Westchester-Playa del Rey Community Plan,</del> have adequate capacity to accommodate the existing traffic flow volumes, and any additional traffic volume which would be generated from projects enabled by such discretionary actions.
Westchester-Playa del Rey	P. 3-39	Program for Policy 12-1.3: <del>Substantially</del> Where feasible and consistent with the Mobility Plan, expand peak- hour parking restrictions for more restrictive days and times along <del>all</del> Major and Secondary Highways, and along <del>all</del> Collector Streets currently operating at a Level of Service (LOS) of "D" or below, to maximize vehicle utilization of all available lanes in all directions.
Westchester-Playa del Rey	P. 3-39	Policy 12-1.4: Identify and implement intersection improvements (channelization, turn lanes, signal modifications) on <del>all</del> Major and Secondary Highways, and <del>along some</del> Collector Streets, throughout the Westchester-Playa del Rey Community Plan Area, as feasible and consistent with the policies and programs of the Mobility Plan 2035 and the Community Plans.
Westchester-Playa del Rey	P. 3-44	First paragraph of "Transportation Demand Management" section: <del>To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS D. Although studies indicate that most of Westchester-Playa del Rey's major street intersections are in compliance with this City policy, the level of trips generated by future development in Westchester-Playa del Rey and in the surrounding areas require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility to sustain the current level of service on the street system.</del>
West Los Angeles	P. 3-27	Goal 16: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS AND STREETS THAT PROVIDE A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT <del>ALL</del> INTERSECTIONS.

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West Los Angeles	P. 3-27 to 3-28	Objective 16-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.
West Los Angeles	P. 3-28	Policy 16-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Secondary Highways and Collector Streets; nor LOS "E" for Major Highways or major business districts.
West Los Angeles	P. 3-28	Under the second program for 16-1.1: Street Improvements - The Plan recommends only those street widening already approved in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (Ordinance No. 171,492) and consistent with the policies of the Mobility Plan (2035). The TIMP identifies the following specific nonstandard roadway segments for capacity improvement consistent with their roadway classification in response to congestion levels projected for the Year 2010.[TIMP]
Westwood	P. 3-25	Goal 15: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS AND STREETS THAT PROVIDES A CIRCULATION SYSTEM SUPPORTING EXISTING AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS, WHERE FEASIBLE.
Westwood	P. 3-25	Objective 15-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.
Westwood	P. 3-25	Policy 15-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for secondary highways and collector streets; nor LOS "E" for major highways or major business districts.
Westwood	P. 3-27	Objective 15-3 : To ensure that the circulation system is adequate to lessen traffic congestion in the Community, where feasible and appropriate.



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Northeast LA	P. 3-25	GOAL 10: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF FREEWAYS, HIGHWAYS AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.
Northeast LA	P. 3-25	<b>Objective 10-1:</b> To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service and ensure that necessary road access and street improvements are provided to accommodate traffic generated by <del>an</del> new development.
Northeast LA	P. 3-26	Policy 10-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, <del>m</del> Maintain Levels of Service for streets and highways not to exceed LOS "D" for secondary arterials, collector streets, and local streets; not to exceed LOS "E" on Major Highways or in the community's major business districts.
Northeast LA	P. 3-26	Second program for Policy 10-1.1: Encourage the completion of the following street programs in the City's Capital Improvement Program, where feasible and consistent with the Mobility Plan.
Silver Lake-Echo Park-Elysian Valley	Pps. 3-46 to 3-47	In TDM Section: To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, <del>it</del> is the City's objective to maintain acceptable Levels of Service (LOS E and F are considered unsatisfactory) throughout the Plan area as growth occurs. Studies indicate that the majority of the street segments are operating at acceptable Levels of Service. However, the level of trips generated by future development in the Plan area and surrounding communities requires implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility <del>to sustain the current level of service on the street system.</del>
Silver Lake-Echo Park-Elysian Valley	P. 3-49	Second program for policy 12-2.1: Institute peak hour parking restrictions to add travel lanes on boulevards as long as such measures do not conflict with existing bicycle facilities and Metro Rapid Bus service or the policies of Mobility Plan 2035.
Silver Lake-Echo Park-Elysian Valley	P. 3-49	GOAL 13: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS AND STREETS THAT PROVIDES ADEQUATE CIRCULATION TO SUPPORT EXISTING, APPROVED AND PLANNED LAND USES AND MAINTAINS A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.

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Silver Lake-Echo Park-Elysian Valley	P. 3-49	Objective 13-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
Silver Lake-Echo Park-Elysian Valley	P. 3-49	Policy 13-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets and highways, that should not exceed LOS D for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E" where feasible and consistent with the Mobility Plan.
Silver Lake-Echo Park-Elysian Valley	P. 3-50	Second Program for Policy 13-1.1: Where feasible and consistent with the policies of the Mobility Plan, implement street re-designations that will more accurately reflect the capacity and function of various streets in the Plan area and amend the Mobility Plan, an Element of the General Plan (see Figure 7).
Canoga Park-Winnetka-Woodland Hills-West Hills	P. 3-17	Under TDM section: To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E. Studies indicate that most of Canoga Park - Winnetka - Woodland Hills - West Hills major street intersections currently meet this standard. However, the level of trips generated by future development in the plan area and surrounding communities requires implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility to sustain the current level of service on the street system.
Canoga Park-Winnetka-Woodland Hills-West Hills	P. 3-19	Goal 13: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS, AND STREETS THAT PROVIDES ADEQUATE CIRCULATION TO SUPPORT EXISTING, APPROVED, AND PLANNED LAND USES AND MAINTAINS A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.
Canoga Park-Winnetka-Woodland Hills-West Hills	P. 3-19	Objective 13-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.

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Canoga Park-Winnetka-Woodland Hills-West Hills	P. 3-19	Policy 13-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a arterial or collector street, then the level of service for future growth should be maintained at LOS "E", where feasible and consistent with the Mobility Plan.
Canoga Park-Winnetka-Woodland Hills-West Hills	P. 3-19	In the first program for policy 13-1.1 (bottom): To the extent feasible and consistent with the policies of the Mobility Plan 2035, implement the Warner Center Specific Plan Phase I channelization and striping improvements on Burbank Boulevard from Topanga Canyon Boulevard to Ventura Freeway and Oxnard Street from Topanga Canyon Boulevard to Canoga Avenue.
Canoga Park-Winnetka-Woodland Hills-West Hills	P. 3-20	Second Program for Policy 13-1.1 (first on page): "Implement the following Warner Center Specific Plan Phase I peak hour parking restrictions or prohibitions, to the extent feasible and consistent with the policies and programs of the Mobility Plan 2035, to provide 6 through lanes of traffic, at least during peak traffic periods [TIMP]."
Canoga Park-Winnetka-Woodland Hills-West Hills	P. 3-20	Third program for policy 13-1.1 (second on page): In a manner feasible and consistent with the policies of the Mobility Plan (2035), implement intersection improvements (including right-of-way acquisition, intersection flaring, and signal improvements) recommended in the Ventura/Cahuenga Boulevard Corridor Specific Plan, Phase I and II. [TIMP].
Canoga Park-Winnetka-Woodland Hills-West Hills	P. 3-20	Fourth program for policy 13-1.1 (third on page): To the extent feasible and consistent with the policies of the Mobility Plan (2035), implement Warner Center Specific Plan Phase I intersection improvements as growth and traffic warrants [TIMP].
Canoga Park-Winnetka-Woodland Hills-West Hills	P. 3-20	Fifth Program for policy 13-1.1 (fourth on page): Improve to their designated standard specifications, substandard segments of arterials expected to experience heavy traffic congestion by the year 2010, to the extent feasible and consistent with the Mobility Plan. The following streets should be included in the City's Capital Improvement Program.
Canoga Park-Winnetka-Woodland Hills-West Hills	Pg. 3-20	Sixth Program for policy 13-1.1 (bottom of page): "Implement the following Warner Center Specific Plan Phase I street improvements, in a manner feasible and consistent with the policies and programs of the Mobility Plan:"

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Canoga Park-Winnetka-Woodland Hills-West Hills	P. 3-21	Seventh Program for policy 13-1.1 (middle of page): Implement the following street widenings, to the extent feasible and consistent with the policies and programs of the Mobility Plan. [TIMP]
Encino-Tarzana	P. 3-19	Under TDM section: To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS D. The level of trips generated by future development in the Encino-Tarzana area and the surrounding communities require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility <del>to sustain the current levels of service on the street system.</del>
Encino-Tarzana	P. 3-21	In the second program for policy 12-1.1: "2. Peak Parking Restrictions (to be implemented to the extent feasible and consistent with the policies of the Mobility Plan 2035):"
Encino-Tarzana	P. 3-22	In the second program for Policy 12-1.1 (for TSM strategies): "3. Intersection Improvements (to be implemented to the extent feasible and consistent with the policies of the Mobility Plan 2035):"
Encino-Tarzana	P. 3-22	Goal 13: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.
Encino-Tarzana	P. 3-22	Objective 13-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by <del>all</del> new development.
Encino-Tarzana	P. 3-23	Policy 13-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, <del>m</del> maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets, wherever possible. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E," where feasible and consistent with the Mobility Plan <del>if possible.</del>

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Encino-Tarzana	P. 3-23	In the third program for 13-1.1 ("Capital Improvements"): "1. Proposed street widenings (to be implemented to the extent feasible and consistent with the Mobility Plan)"
North Hollywood-Valley Village	P. 3-4	Third paragraph of the "Circulation" section: Adequate traffic infrastructure roadway improvements shall be assured prior to the approval of zoning, permitting intensification of land use in order to avoid congestion and assure proper development.
Reseda-West Van Nuys	P. 3-20	Amend the TDM introductory section: To the extent feasible and appropriate in light of the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not to exceed LOS D. Although studies indicate that most of Reseda - West Van Nuys- major street intersections are in compliance with this City policy, the level of trips generated by future development in Reseda - West Van Nuys- and in the surrounding North San Fernando Valley areas require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility <del>to sustain the current level of service on the street system.</del>
Reseda-West Van Nuys	P. 3-23	GOAL 13: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS AND STREETS THAT PROVIDES ADEQUATE CIRCULATION TO SUPPORT EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS. "
Reseda-West Van Nuys	P. 3-23	Objective 13-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by <del>all</del> new development.
Reseda-West Van Nuys	P. 3-23	Policy 13-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets, wherever possible. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E," where feasible and consistent with the Mobility Plan.

Exhibit A.1: General Plan Consistency Table

Community Plan	Page #	Comment
Reseda-West Van Nuys	Pg. 3-24	Second Program under Policy 13-1.1: <i>(Ryland's note, not plan text)</i> In lane addition and widening proposals starting at that for Saticoy Street (from Valjean to Woodley), add phrase "where feasible and consistent with the Mobility Plan" next to proposals to "improve" or "provide" lanes (first and second at top) or "improve and implement peak (hour) parking restrictions" (third through fifth on the page).
Reseda-West Van Nuys	P. 3-24	Third Program for Policy 13-1.1: Encourage the completion of the following street improvements in the City's Capital Improvement Program (Five Year Program - Pictorial Guide FY 1996-7 to 2000-2001), to the extent feasible and consistent with the policies of the Mobility Plan:
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass	P. 3-18	Under TDM section: To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E. Although studies indicate that most of Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass major street intersections are in compliance within this City policy, the level of trips generated by future development in the plan area and the surrounding communities require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility to sustain the current level of service on the street system.
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass	P. 3-20	Goal 13: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass	P. 3-21	Objective 13-1: To the extent feasible and consistent with the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass	P. 3-21	Policy 13-1.1: To the extent feasible and consistent with the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E," where feasible and consistent with the Mobility Plan.

Exhibit A.1: General Plan Consistency Table

Community Plan	Page #	Comment
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass	P. 3-21	First program for policy 13-1.1: Improve, to their designated standard specifications, substandard segments of those arterials which are expected to experience heavy traffic congestion by the year 2010. The following streets should be included in the City's Capital Improvement Program, but only improved to the extent feasible and consistent with the Mobility Plan:
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass	Pg. 3-22	Third program for policy 13-1.1: Capital Improvements (to be implemented to the extent feasible and consistent with the policies of the Mobility Plan). [TIMP]
Van Nuys-North Sherman Oaks	P. 3-20	Under TDM section: To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS D. Although studies indicate that most of the Van Nuys-North Sherman Oaks' major street intersections are in compliance with this City policy, the level of trips generated by future development in the Van Nuys-North Sherman Oaks and in the surrounding San Fernando Valley areas, require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility <del>to sustain the current level of service on the street system.</del>
Van Nuys-North Sherman Oaks	P. 3-23	Goal 14: <i>TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF FREEWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.</i>
Van Nuys-North Sherman Oaks	P. 3-23	Objective 14-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by <del>all</del> new development.
Van Nuys-North Sherman Oaks	P. 3-23	Policy 14-1.1: To the extent feasible and consistent with the Mobility Plan 2035's policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E" where feasible and consistent with the Mobility Plan's policies.

Exhibit A.1: General Plan Consistency Table

Community Plan	Page #	Comment
Van Nuys-North Sherman Oaks	Pps. 3-23 to 3-24	Under third program for policy 14-1.1 ("Capital Improvements"): "1. Proposed Street Widening [TIMP] (to be implemented to the extent feasible and consistent with the policies of the Mobility Plan):"
Van Nuys-North Sherman Oaks	Pg. 3-24	Under third program for policy 14-1.1 ("Capital Improvements"): "2. Proposed roadway extensions [TIMP] (only to be implemented to the extent feasible and consistent with the policies of the Mobility Plan):"
Van Nuys-North Sherman Oaks	Pg. 3-24	Fourth program for policy 14-1.1: "To the extent feasible and consistent with the policies of the Mobility Plan, encourage the completion of the following street improvements in the City's Capital Improvement Program (Five Year Program- Pictorial Guide FY 1996-97 to 2000-2001):"
Chatsworth-Porter Ranch	Pg. 8	Third paragraph of "Standards and Criteria" sub-section of "Circulation" section: Adequate traffic infrastructure highway improvements shall be assured prior to the approval of zoning permitting intensification of land use in order to <u>avoid congestion</u> and assure proper development.
Mission Hills-Panorama City-North Hills	P. 3-19	In first paragraph of the "TDM" Section: To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E. Although studies indicate that most of Mission Hills - Panorama City - North Hills' major street intersections are in compliance with this City policy, the level of trips generated by future development in Mission Hills - Panorama City - North Hills and in the surrounding North San Fernando Valley areas require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility to sustain the current level of service on the street system.
Mission Hills-Panorama City-North Hills	P. 3-22	Goal 13: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.
Mission Hills-Panorama City-North Hills	P. 3-22	Objective 13-1: To the extent feasible and consistent with the Mobility Plan's and Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.



Exhibit A.1: General Plan Consistency Table

Community Plan	Page #	Comment
Mission Hills-Panorama City-North Hills	P. 3-22	Policy 13-1.1: To the extent feasible and consistent with the Mobility Plan's and Community Plans' policies promoting multi-modal transportation (e.g. walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E", if feasible and consistent with the Mobility Plan's policies.
Mission Hills-Panorama City-North Hills	P. 3-22	(3rd) Program for Policy 13-1.1: To the extent consistent with the Mobility Plan, construct a new overpass and connect Saticoy Street across the Southern Pacific Railroad property between Woodman Avenue and Van Nuys Boulevard. This development would reduce traffic impacts on other streets and improve circulation. The extension of Arminta Street east of Van Nuys Boulevard should be joined with Saticoy Street as part of this project and the project on the General Motors Site.
Mission Hills-Panorama City-North Hills	Pps. 3-22 to 3-23	Under program on "Capital Improvements" (the fifth program for Policy 13-1.1), add the phrase "to be implemented to the extent feasible and consistent with the Mobility Plan" in parentheses after the headers titled "1. Proposed Street Widening" and "2. Proposed roadway extensions".
Northridge	Pg. 3-20	In first paragraph of "TDM" Section: To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS D. The level of trips generated by future development in Northridge and in the surrounding North San Fernando Valley areas require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility <del>to sustain the current level of service on the street system.</del>
Northridge	Pg. 3-23	Goal 13: <i>TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREE-WAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTER-SECTIONS.</i>
Northridge	Pg. 3-23	Objective 13-1: To the extent feasible and consistent with the Mobility Plan's and Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.

Exhibit A.1: General Plan Consistency Table

Community Plan	Page #	Comment
Northridge	Pg. 3-23	Policy 13-1.1: To the extent feasible and consistent with the Mobility Plan's and Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS F on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E", if possible feasible and consistent with the Mobility Plan's policies.
Northridge	Pg. 3-24	Under the Program on "Capital Improvements" add the phrase "to be implemented to the extent feasible and consistent with the Mobility Plan" in parentheses after the headers for "1. Proposed street widenings", "2. Proposed street extensions" and "3. The following streets are recommended to be restriped with peak hour parking prohibited to provide an additional travel lane in the peak direction during the peak hour [TIMP]."
Sunland-Tujunga-Lake View Terrace	Pg. 3-19	In the first paragraph in the section on TDM: To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E.
Sunland-Tujunga-Lake View Terrace	Pg. 3-22	Goal 13: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USE WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.
Sunland-Tujunga-Lake View Terrace	Pg. 3-22	Objective 13-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
Sunland-Tujunga-Lake View Terrace	Pg. 3-22	Policy 13-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E" if possible feasible and consistent with the Mobility Plan.
Sunland-Tujunga-Lake View Terrace	Pg. 3-22	Next to the program (second under Policy 13-1.1) for "Highway Improvements (TIMP)," add the parenthetical phrase, "to be implemented to the extent feasible and consistent with the Mobility Plan."

Exhibit A.1: General Plan Consistency Table

Community Plan	Page #	Comment
Sun Valley-La Tuna Canyon	Pg. 3-23	Goal 13: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.
Sun Valley-La Tuna Canyon	Pg. 3-23	Objective 13-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by <del>all</del> new development.
Sun Valley-La Tuna Canyon	Pg. 3-23	Policy 13-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, <del>m</del> Maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. Whenever possible and in a manner consistent with the Mobility Plan, if existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should not be allowed to further deteriorate.
Sun Valley-La Tuna Canyon	Pg. 3-23	2nd Program for Policy 13-1.1: "In a manner consistent with the policies of the Mobility Plan, implement the following peak-hour parking restrictions:"
Harbor Gateway	P. 3-4	In third paragraph of "Freeways and Streets" section: No increase in zoning density or intensity shall be effected unless it is determined that the traffic infrastructure <del>Local Streets and the Major and Secondary Highways</del> serving the general area of the property involved, <del>is</del> are adequate to serve traffic needs. Where feasible and warranted, adequate improvement of abutting highways and streets shall be required in connection with the approval of any such zoning intensification.
Wilmington-Harbor City	P. 3-29	In first paragraph of section on TDM: To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, <del>it</del> is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E. Although studies indicate that most of Wilmington-Harbor City's major street intersections are in compliance with this City policy, the level of trips generated by future development in Wilmington-Harbor City and in the surrounding South Bay areas require the implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility <del>to sustain the current level of service on the street system.</del>

Exhibit A.1: General Plan Consistency Table

Community Plan	Page #	Comment
Wilmington-Harbor City	P. 3-34	Goal 15: TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF HIGHWAYS, FREEWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.
Wilmington-Harbor City	P. 3-34	Objective 15-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
Wilmington-Harbor City	P. 3-34	Policy 15-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E" where feasible and consistent with the Mobility Plan.
Wilmington-Harbor City	P. 3-34	Second program (for policy 15-1.1): "Funded Capital Improvements. The following capital improvements are planned for the area, to the extent that they are feasible and consistent with the policies of the Mobility Plan:"



## **EXHIBIT A.2: Mobility Plan 2035 Text Amendments**

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



## 1. Equity

page 13

Edit first paragraph, last sentence, to replace the word “diverse” with “varied”

Edit fourth paragraph, second sentence, to replace the phrase “geographic social” with “regional”

Edit last paragraph, first sentence to read: Mobility Plan 2035 includes goals that are equal in weight and define the City’s high-level mobility priorities.

Edit goals list by taking out numbering system and replacing with bullet points. Flip order of World Class Infrastructure and Access for All Angelenos to read:

- Safety First
- Access for All Angelenos
- World Class Infrastructure
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

Add to end of page after discussion of goals:

These goals represent a confluence of transportation and public policy health that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low-income communities. By placing a citywide emphasis on safety, access, and health the city can begin to equalize the playing field and address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

Page 14, Key Policy Initiatives

Edit second bullet point to read: Use data to prioritize transportation decisions that strive towards equity in safety, public health, access, social benefits, and/or economic benefits

Policy 4.6 Data-Driven Prioritization of Projects

Amend policy as follows:

Make the most of limited financial resources by utilizing data to prioritize transportation projects based upon achieving equity in safety, public health, access, social benefits, and/or economic benefits.

## 2. Policy 3.7: Regional Transit Connections

Policy 3.7, Chapter 3, page 108

Modify supporting text of policy 3.7 Regional Transit Connections to include information regarding the West Santa Ana Branch Transit Corridor to read: The West Santa Ana Branch (WSAB) Transit Corridor which is initially funded by Measure R would provide a thirty-four mile corridor connecting Union Station to Downtown Los Angeles with the south/eastern cities of Huntington Park, South Gate, Paramount, Bellflower, Artesia and Cerritos. These connections could improve passenger mobility while providing opportunities for transit oriented development and economic development.



### 3. Chapter 6 – Action Plan Programs

PL4. Network Additions. Identify ~~and designate~~ bicycle, neighborhood, and transit enhanced streets and pedestrian enhanced ~~designation~~ districts in Community Plan updates to provide local complements to the Citywide Transit, Neighborhood, and Bicycle Enhanced Networks, and Pedestrian Enhanced Destinations and increase access to area amenities including medical, schools, parks, major employment centers, and community facilities through continuous, predictable and safe sidewalks, intersections, bikeways, and transit support facilities.

#### **Add to Chapter 6 Action Plan a new program PL 14:**

PL.14: Community Engagement - Conduct extensive community engagement, develop detailed operational studies and design options and undertake additional environmental analysis for the following network segments within the Council District Four boundaries before implementing any street modifications: Melrose Avenue between Highland and Western Avenues; Lankershim between 134 Freeway and Cahuenga Boulevard, 4th Street between Highland and Western and segments of the BEN and/or TEN within the boundaries of the Sherman Oaks Neighborhood Council. The Council office and community stakeholders would play a critical role in finalizing any plans or projects for these corridors. Alternative parallel corridors, in lieu of the ones identified here, may be considered as potential network substitutes during this process.

## **EXHIBIT A.3: Mobility Plan 2035 Map Amendments**

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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:**

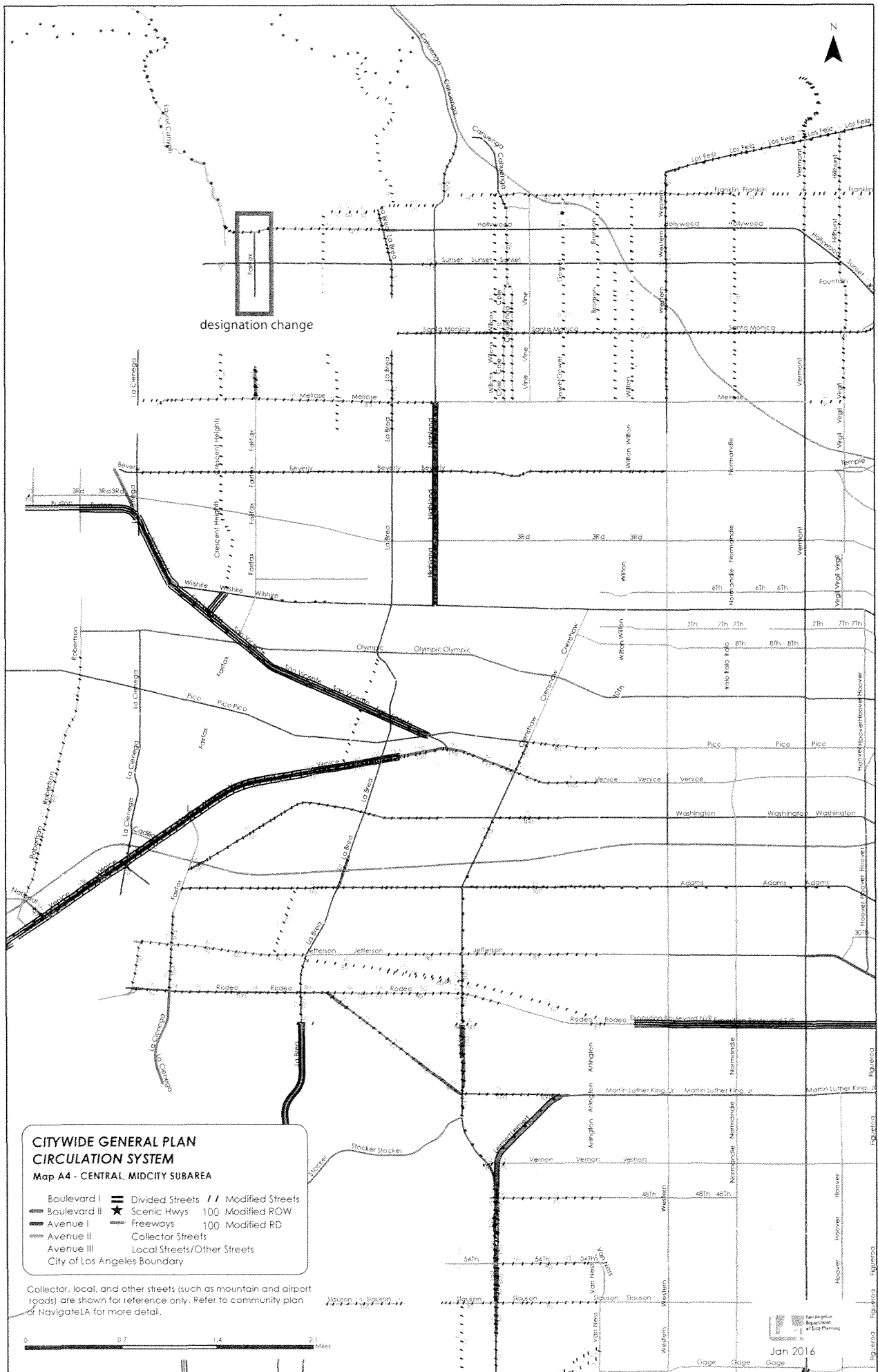
Consider incorporating NEN type improvements to any street that serves a school, park, community gathering place or major employment destination within Cal EPA's SB 535 list of Disadvantaged Communities to ensure a safe and pleasant active transportation option.

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:**

Consider incorporating pedestrian 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.



designated change

**CITYWIDE GENERAL PLAN  
CIRCULATION SYSTEM**  
Map A4 - CENTRAL MIDCITY SUBAREA

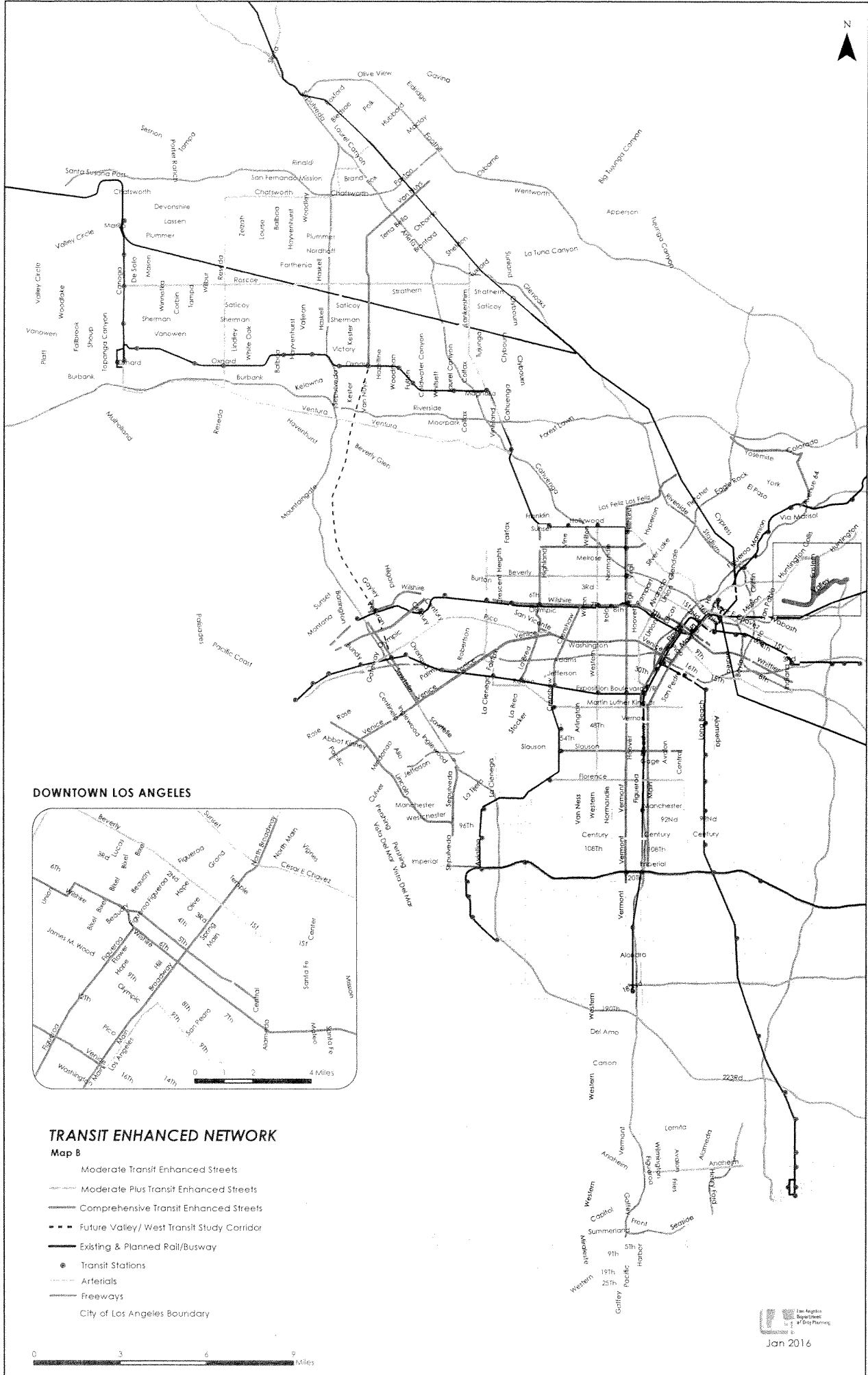
— Boulevard I	— Divided Streets	// Modified Streets
— Boulevard II	★ Scenic Hwys	100 Modified ROW
— Avenue I	— Freeways	100 Modified RD
— Avenue II	— Collector Streets	— Local Streets/Other Streets
— Avenue III	— Local Streets/Other Streets	— City of Los Angeles Boundary

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

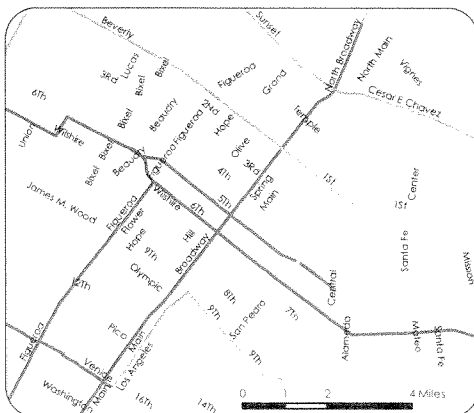


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**DOWNTOWN LOS ANGELES**



**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

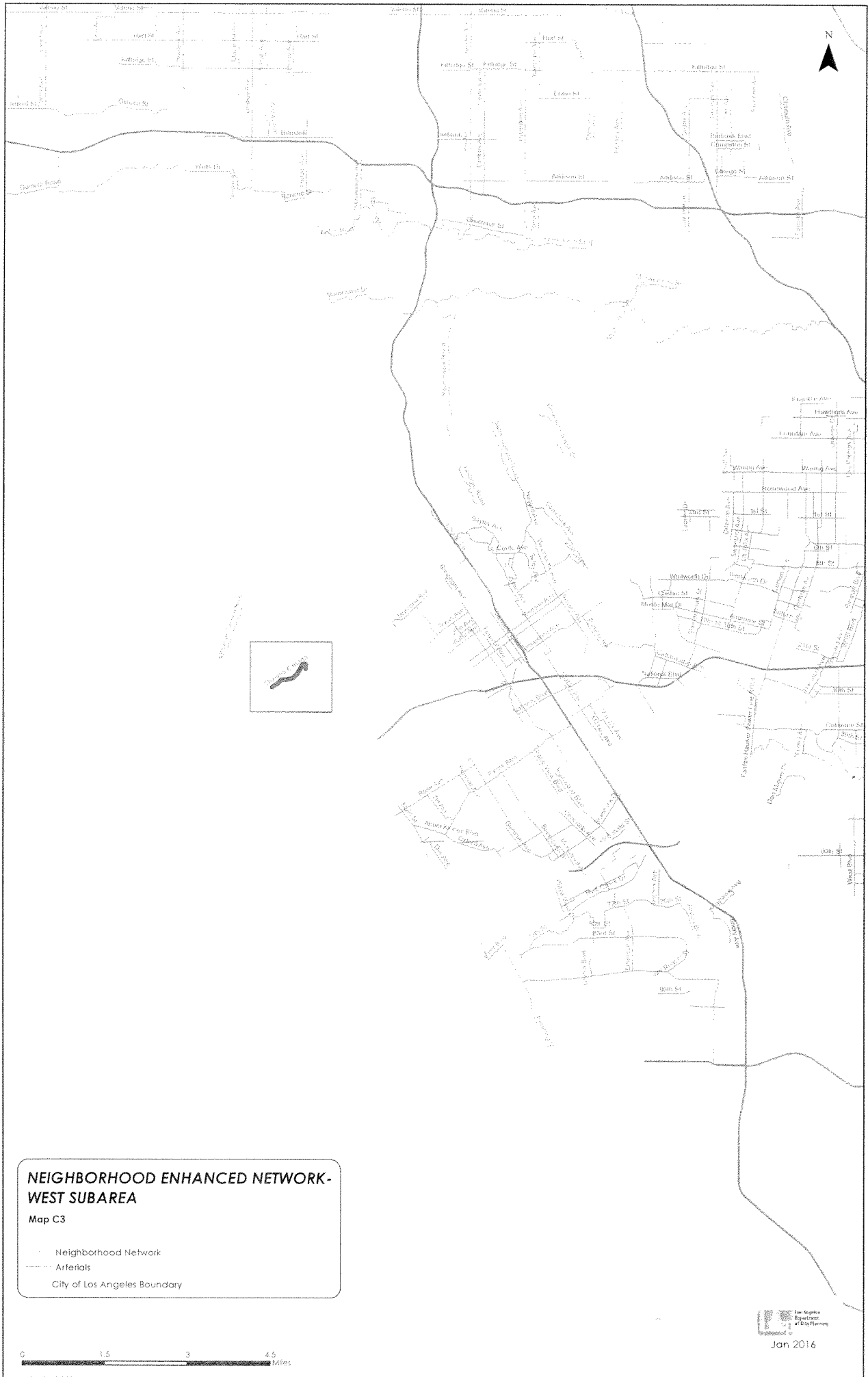
**NEIGHBORHOOD ENHANCED NETWORK - VALLEY SUBAREA**  
**Map C2**

Neighborhood Network  
 Arterials  
 City of Los Angeles Boundary



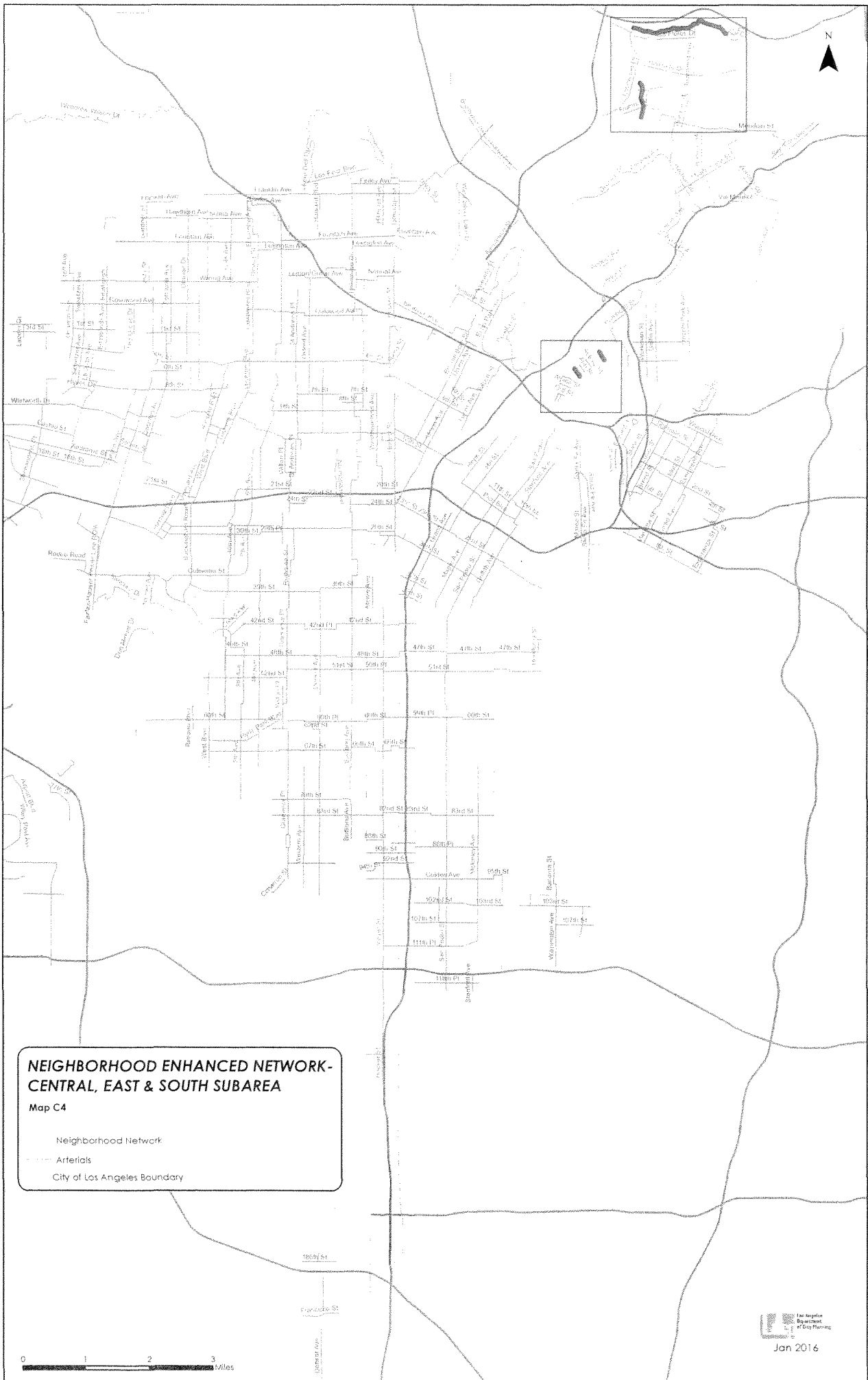
0 0.5 1 2 3 4 Miles





**NEIGHBORHOOD ENHANCED NETWORK-  
WEST SUBAREA**  
Map C3

- Neighborhood Network
- - - Arterials
- ..... City of Los Angeles Boundary



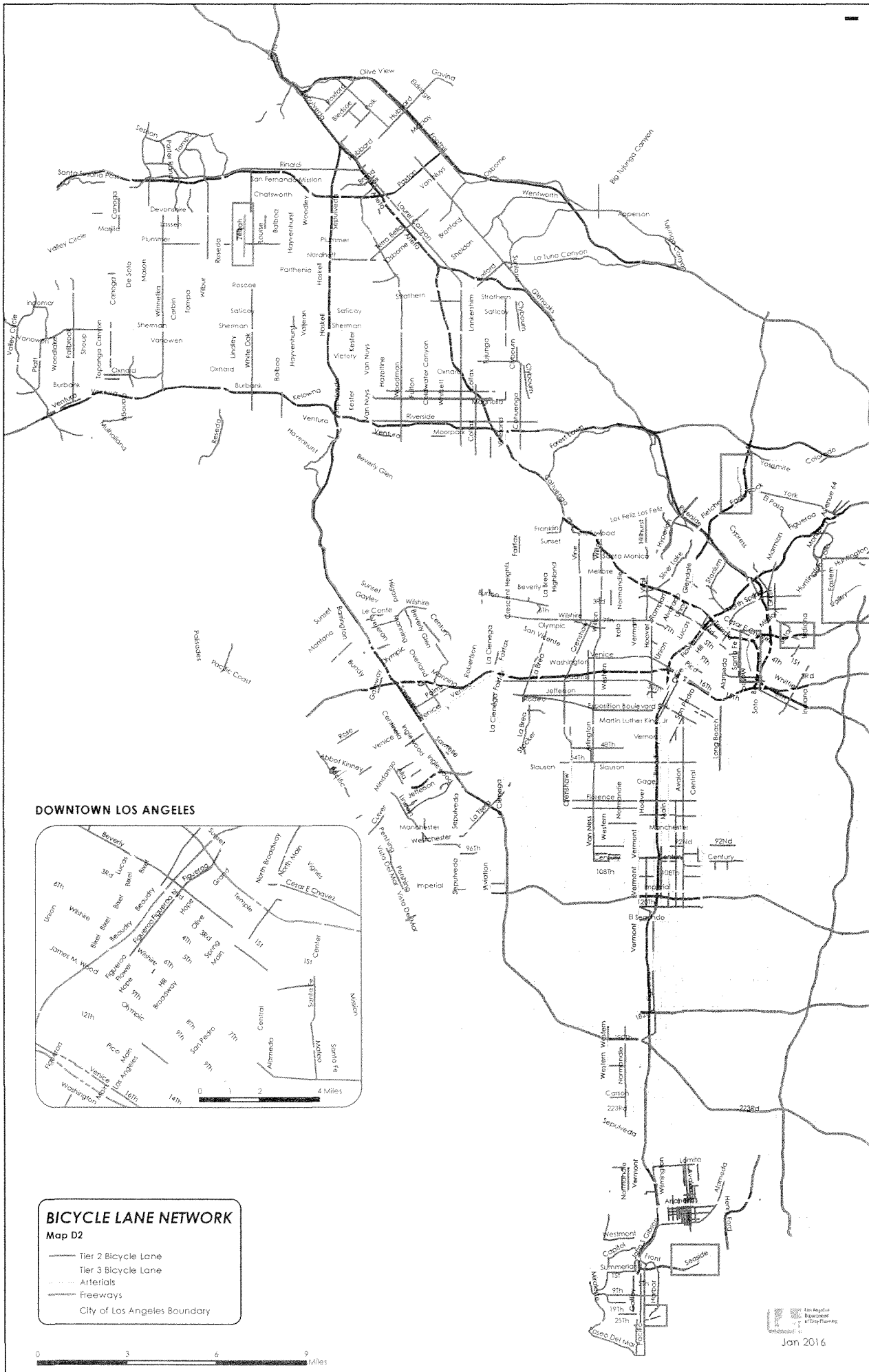
**NEIGHBORHOOD ENHANCED NETWORK-  
CENTRAL, EAST & SOUTH SUBAREA**  
Map C4

— Neighborhood Network  
 - - - Arterials  
 ····· City of Los Angeles Boundary

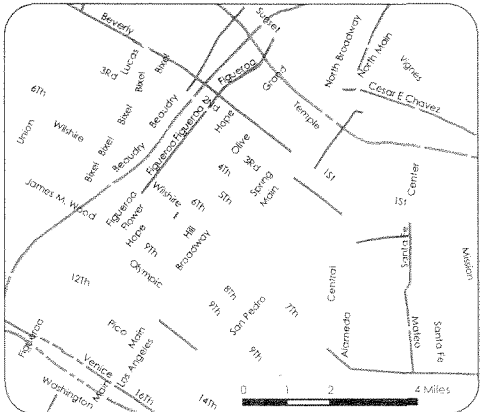
0 1 2 3 Miles

City of Los Angeles  
 Department of City Planning  
 Jan 2016



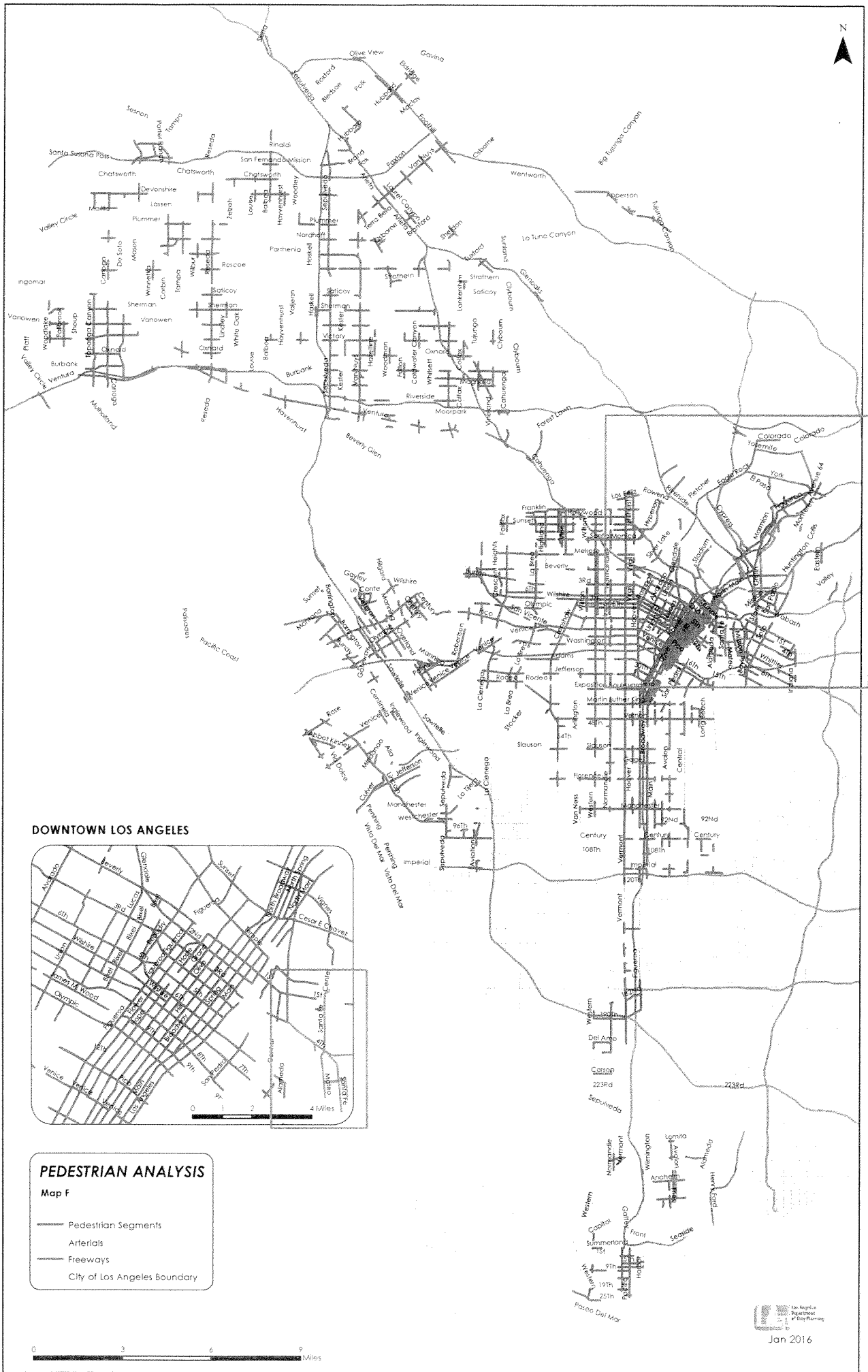


**DOWNTOWN LOS ANGELES**

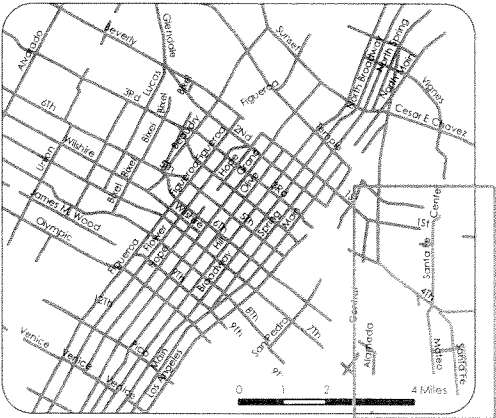


**BICYCLE LANE NETWORK**  
**Map D2**

- 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

