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## OPPOSE Mobility Plan 2035,#15-0719 - Joint Special Meeting August 4, 2015

1 message

**Colleen Mason** <cmasonheller@yahoo.com>

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# Cheviot Hills Home Owners'



# Association

**P.O. Box 64458, Los Angeles, CA 90064 [www.cheviot hills.org](http://www.cheviot hills.org)**

August 3, 2015

**TO: The Honorable Members of the Los Angeles City Council **Planning and Land Use Management Committee** AND the **Transportation Committee****

**RE: OPPOSE Mobility Plan 2035 in current form**

Dear Hon. Councilmembers,

The Cheviot Hills Homeowners' Association ("CHHOA") has serious concerns about the Statement of Overriding Considerations ("Statement") recently approved by the City Planning Commission for Mobility Plan 2035 ("MP 2035"). We are dismayed that, despite years of engagement and arduous efforts by our community and the Westside Neighborhood Council to get our issues included in the study, we have arrived, not with a plan, but with an absolute capitulation.

**Regardless of money spent, time taken, professionals employed and lobbyists engaged, MP 2035 is an abdication of the Planning Department's responsibility to provide Los Angeles with a workable plan for more livable communities.** This document does anything but, and its failures are clearly codified in the Statement which plainly says, *"The MP 2035 Final EIR concluded that, despite the adoption of feasible mitigation measures, the MP 2035 would result in the following unavoidable significant adverse impacts which are not able to be mitigated to a less-than-significant level: transportation (circulation, neighborhood intrusion, congestion management plan and emergency access); noise and vibration (excessive noise from buses and permanent noise increase from buses); and biological resources (sensitive species/habitats, Wetlands)."* Most troubling to CHHOA is the acceptance of additional delay to emergency first responders, increased traffic congestion, and the imposition of additional bike lanes on Westwood Boulevard.

CHHOA is anticipating the pending startup of the Exposition light rail in our area where Expo has "shoehorned in" three sequential at-grade crossings and two train stations within ½ mile. Like MP 2035, Expo says the trains will also add delay to first responders, but contend that the delay is acceptable. We know that LAFD response times on which Expo's environmental study relied were much longer than reported, so Expo's 280 daily street level crossings across Westwood Blvd. and Overland Ave. will have a much greater impact than projected. **Is Expo's first responder delay still acceptable when combined with the additional significant and unavoidable delay of MP 2035? We say NO and hope that you will agree with us.**

Further, MP 2035 fails where the 2010 Citywide Bike Plan also fails, namely in its omission of any analysis of the impacts of making changes to City streets in favor of bicycle traffic which represents less than 1% of all travel trips. In our area the Bicycle Enhanced Network (BEN) for Westwood Blvd. directly conflicts with the pathway of the new Expo light rail line. It also conflicts with the intention and operation of the Transit Enhance Network (TEN) bus which seeks to increase ridership by speeding up the buses through Westside streets.

The Expo Phase 2 light rail proposes to nearly double bus ridership along Westwood Boulevard in order to bring passengers to the Westwood Station. That station, which will handle over 5000 daily boardings (the highest on the line), has no patron parking. While there may be streets where lane reductions, parking removal and traffic calming are appropriate, such measures on major bus routes like Westwood Boulevard are counter intuitive to increased mobility and transit use. **If a single bicyclist is allowed to impede a bus carrying 60 passengers to the light rail, then intelligent, efficient transit has not been achieved.**

Expo projects significant new traffic congestion and increased air pollution around our two light rail stations. Because of Expo and the recent imposition of bike lanes replacing vehicle lanes, access to and from Cheviot Hills is increasingly limited for residents and emergency responders. **How can our neighborhood, sitting at the crossroads of the I-10, the I-405 and the Expo light rail, safely endure the additional traffic and density encouraged by MP 2035 when we are already at the 99% level of traffic congestion and at the 89% for diesel particulates in our local air?**

**Residential density in Los Angeles metropolitan area already ranks second of all national metropolitan**

**areas.** Our power grid is stressed and our water mains erupt daily all over the City. City services for our urban forest are vastly insufficient. Our sidewalks and streets are failing, and we are in a drought. MP 2035 provides no rationale for smoothing the way for additional density under those circumstances. **This *stealth upzoning of 80 percent of the city*, and the resulting unmitigated environmental impacts, especially along the Expo corridor, is unjustifiable.** To borrow from Yeats, surely "the centre cannot hold."

**We hope that you will carefully consider the foregoing and act against the ratification of MP 2035 by the City Council to help preserve a safer and saner mobility future for our community.**

Respectfully submitted,

Colleen Mason Heller

Vice President and Expo Chair, CHHOA  
Mobility Chair, WNC (for identification only)