

Appendix A

Notice of Preparation and
Comments Received and
Initial Study

**DEPARTMENT OF
CITY PLANNING**

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

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INFORMATION
www.planning.lacity.org

June 28, 2012

**Notice of Preparation of an Environmental Impact Report
And Public Scoping Meeting**

EIR Number: ENV-2012-1470-EIR

Project Name: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the 2010 Bicycle Plan - First Year of the First Five-Year Implementation Strategy and the Figueroa Streetscape Project

Project Location: Citywide (see Figure 1)

Council District: Citywide

Due Date for Public Comments: July 30, 2012

The City of Los Angeles Department of City Planning (Lead Agency) will prepare an EIR for the proposed City of Los Angeles 2010 Bicycle Plan-First Year of Five Year Implementation Strategy and the Figueroa Streetscape Project (proposed project). This NOP is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Comments from interested parties are requested as to the scope and content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the proposed project.

Project Characteristics: The proposed projects consist of the following: 1. First Year of the First Five-Year Implementation Strategy; and 2. Figueroa Corridor Streetscape Project a project centered around separated bike lane and facilitating pedestrian activity on a three-mile stretch of South Figueroa and adjacent streets around the Staples Center. Both projects are described in more detail below.

Bicycle Plan: First Year of the First Five-Year Implementation Strategy

This proposed project would include the implementation of over 40 miles of projects (see **Table 1** below). Not included in the project are bikeways that are planned to proceed based on the previous Mitigated Negative Declaration – i.e. bicycle lanes that are not anticipated to result in any significant adverse impacts. Types of treatments being considered under the proposed project include bicycle lanes (protected bike lanes as part of the My Figueroa project) and reconfiguration of roadway striping as necessary and would in general include the loss of one or more vehicular travel lanes. In addition to, and in some cases as an alternative to the loss of vehicular travel lanes, loss of existing parking lanes could occur where applicable.

The proposed project consists of new bicycle lanes that would be striped along existing City of Los Angeles streets within existing rights-of-way as identified in Figure 1. Installation of the bicycle lanes is anticipated to take less than 12 months and would begin sometime in 2012 or 2013. Implementation of the proposed project would create a greater network of connectivity and would help meet the goals of the 2010 Bicycle Plan. Implementation of the proposed project would not change existing access. As described above, some loss of existing street parking lanes could occur.

TABLE 1: BICYCLE PLAN -- FIRST YEAR OF THE FIRST FIVE YEAR IMPLEMENTATION STRATEGY

Street	Limits	Length (miles)	Area/Connection
Venice Blvd.	San Vicente Blvd. to Main St.	3.9	City Center South
Lankershim Blvd.	Cahuenga Blvd. to Chandler Blvd.	2.4	Universal
Cahuenga Blvd. W	Lankershim Blvd. to Pilgrimage Bridge	2.3	Universal
Cahuenga Blvd. E	Pilgrimage Bridge to Odin St	0.3	Universal
Caesar E Chavez Ave.	Figueroa St. to Mission Rd.	1.3	Hollywood to Alhambra
Mission Rd.	Cesar E. Chavez Ave. to Soto St.	2.4	Hollywood to Alhambra
7 th St.	Figueroa St. to Soto St.	2.9	City Center South
Vermont Ave.	Venice Blvd. to Wilshire Blvd.	1.2	City Center South
Martin Luther King Jr. Blvd.	Marlton Ave. to Figueroa St.	3.2	City Center South
N. Figueroa St.	San Fernando Rd. to Colorado Blvd.	5.1	Northeast
S. Figueroa St.	7 th St to Martin Luther King Jr. Blvd.	3.0	Southeast
Westwood Blvd.	Santa Monica Blvd. to National Blvd.	1.6	Westside
Bundy Dr.	San Vicente Blvd. to Stanwood Dr.	3.2	Westside
Centinela Ave.	Stanwood Dr. to Culver City limit at Washington Pl.	1.3	Westside
Sepulveda Blvd.	National Blvd. to City/County limit (N/O Ohio Ave.)	2.1	Westside
Ave. of the Stars	Pico Blvd. to Santa Monica Blvd.	1.0	Westside
Colorado Blvd.	Glendale City limit (200' e/o Lincoln Ave.) to Ave 64	3.0	Northeast
Woodley Ave.	Stagg Street to Chase St.	0.8	Valley
Devonshire St.	Haskell Ave. to Sepulveda Blvd.	0.4	Valley
2 nd St.	Beverly Blvd./Glendale Blvd. to Broadway St.	1.0	Central City
Grand Ave.	Washington Blvd. to 30 th St.	0.7	South
Virgil Ave.	Santa Monica Blvd. to Melrose Ave	0.5	Hollywood
Total		43.3	

Source: City of Los Angeles, LADOT

Figueroa Corridor Streetscape Project (“My Fig”)

The Figueroa Corridor Streetscape Project includes a combination of one way bike paths (in the direction of adjacent traffic) within the existing roadbed and next to the curb, separated from vehicular traffic lanes by physical barriers, and standard bike lanes with painted buffers along a 3-mile stretch of Figueroa Street through Downtown and South Los Angeles from 7th Street to Martin Luther King Jr. Blvd. Vehicular travel lanes would be reduced where necessary to incorporate these facilities within the existing curb-to-curb roadbed, and to maintain safe and efficient operation for all users.

This project would also include a one-way westbound bicycle facility (along six blocks of 11th Street in Downtown Los Angeles from Broadway to Figueroa Street). The Downtown LA Streetcar project, as currently envisioned, includes track service on both 11th Street and Figueroa Street. The bicycle and streetscape facilities of My Fig would coexist with the streetcar where applicable.

Though the existing vehicular travel lanes would be reduced where necessary to incorporate the bicycle facilities, the existing northbound peak period bus lane would be retained. Where one-way bike paths within the existing roadbed are installed and operation allows for it, outboard bus platforms would be constructed between the bike path and travel lanes to facilitate boarding and alighting of passengers without requiring buses to cross or block the bike path.

The one way separated bike path facilities as part of My Fig would also include modified traffic signals to provide separate bike signal heads combined with two-stage left turn queuing space at signalized intersections to allow bicyclists to safely turn left from Figueroa onto perpendicular streets. Demarcations, using colored paint and signage, will be provided through intersections and conflict zones, such as driveways or at other potential bicycle/vehicle and bicycle/pedestrian mixing areas.

Bill Robertson Lane, from Exposition Boulevard to Martin Luther King Jr. Boulevard will remain two way, with one travel lane in each direction. Bike lanes with a painted, striped buffer will be provided northbound and southbound on Bill Robertson Lane. On-street parking on the west side of Bill Robertson opposite the Roy A. Anderson Recreation Center between Leighton Avenue and Martin Luther King Jr. Boulevard would be retained. Where possible, a sidewalk extension on the east side of the street is proposed to create the more generous pedestrian promenade imagined in the Exposition Park Master Plan.

Streetscape Improvements: The project proposes streetscape improvements, including pedestrian scale street lighting, street trees and planting areas (which could manage and cleanse stormwater from the roadway), repaired sidewalk paving and enhanced paving at transit stops, enhanced crosswalk treatments (using materials such as Streetprint), transit furniture, and public art. The proposed project is intended to provide similar pedestrian scale improvements such as lighting, street trees, enhanced crosswalks, and art on 11th Street, Bill Robertson Lane and Martin Luther King Jr. Boulevard.

Access: Access to transit vehicles would be provided by curb ramps from the sidewalk to ADA accessible bus platforms outboard of the bicycle lanes in the street. Transit waiting areas would be accommodated at existing bus stops on the sidewalks, with the bus platforms primarily for passenger boarding and alighting from transit vehicles. In constrained areas of the corridor, where on street parking cannot be accommodated, or does not exist now, busses would load from the curb, as usual.

Issues to Be Addressed In the EIR: Based on the project description, Initial Study, and the Lead Agency's understanding of the environmental issues associated with the proposed project, the following topics have tentatively been identified to be analyzed in detail in the EIR:

- Air Quality
- Land Use and Planning
- Noise
- Traffic and Parking

Alternatives to be analyzed in the EIR will be defined based on their potential to reduce or eliminate significant environmental impacts associated with the proposed project. The specific alternatives to be evaluated in the EIR may include, but are not limited to, the "No Project" alternative as required by CEQA and alternative land use configurations.

Submittal of Written Comments: The Lead Agency solicits comments regarding the scope, content and specificity of the EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. Please send your written/typed comments (including a name, telephone number, and contact information) to the following:

David Somers, Citywide Section
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012
Phone: (213) 978-3307
Fax: (213) 978-1477
E-Mail: david.somers@lacity.org

Because of time limits mandated by state law, written comments must be provided to the City of Los Angeles at the earliest possible date, but no later than 5:00 p.m. on July 30th.

Notice of Scoping Meeting: Pursuant to California Public Resources Code §§21081.7, 21083.9, and 21092.2, the Lead Agency will conduct three public scoping meetings (plus a webinar will be available on-line) for the purpose of soliciting oral and written comments from interested parties, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, as to the appropriate scope and content of the EIR.

All interested parties are invited to attend a scoping meeting to assist in identifying issues to be addressed in the EIR. The scoping meetings will include a brief presentation as to the projects to be addressed in the EIR and will provide attendees with an opportunity to provide input in to the scope of the EIR. The information presented at the three scoping meetings and in the webinar will be identical. Scoping meetings will be held as follows:

July 10, 2012, 5 pm to 7 pm
Caltrans District 7 Building, Room 01.040B
100 S. Main St.
Los Angeles, CA 90012

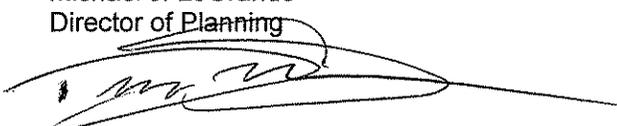
July 12, 2012, 6 pm to 8 pm
LADOT Western Parking Enforcement Office,
11214 W. Exposition Blvd., 1st Floor
Los Angeles, CA 90064

July 18, 2012, 6 pm to 8 pm
Los Angeles River Center & Gardens,
California Building
570 West Avenue 26
Los Angeles, CA 90065

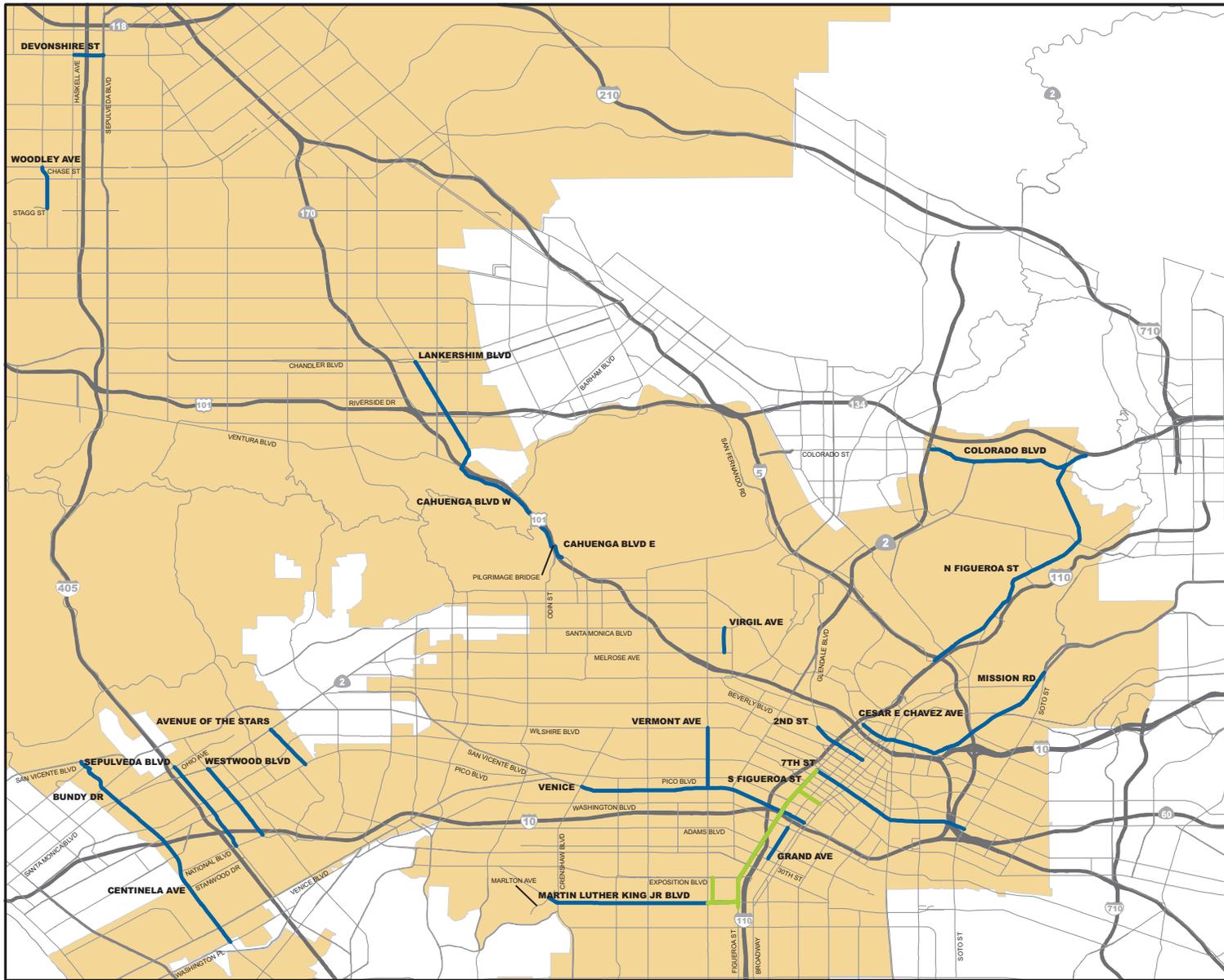
Webinar, July 17th, 3 PM to 4 PM
Check LADOT Bike Blog for webinar log in details: <http://ladotbikeblog.wordpress.com/>

For additional information, please contact David Somers at (213) 978-3307.

Michael J. LoGrande
Director of Planning



David J. Somers
Citywide Section



LEGEND:

- Bicycle Lane
- "My Figueroa" Streetscape Project
- City of Los Angeles

SOURCE: ESRI and TAHA, 2012.

APPROX. SCALE





EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

Notice of Preparation

June 28, 2012

To: Reviewing Agencies

Re: 2012 Bicycle Plan's First Year of the First Five-Year Implementation Strategy and Figueroa Streetscape Project
SCH# 2012061092

Attached for your review and comment is the Notice of Preparation (NOP) for the 2012 Bicycle Plan's First Year of the First Five-Year Implementation Strategy and Figueroa Streetscape Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

David Somers
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2012061092
Project Title 2012 Bicycle Plan's First Year of the First Five-Year Implementation Strategy and Figueroa Streetscape
Lead Agency Project
Los Angeles, City of

Type NOP Notice of Preparation

Description The proposed projects consist of the Bicycle Plan First Year of the First Five-Year Implementation Strategy and the Figueroa Corridor Streetscape Project.
This proposed project would include the implementation of approximately 43 miles of projects (see Table 1, below). The proposed project consists of new bicycle lanes that would be striped along existing City of Los Angeles streets within existing rights-of-way as identified in Figure 1. Installation of the bicycle lanes is anticipated to take less than 12 months and would begin sometime in 2013.

Lead Agency Contact

Name David Somers
Agency City of Los Angeles Department of City Planning
Phone 213 978 3307 **Fax**
email
Address 200 N. Spring Street, Room 667
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region

Cross Streets Various

Lat / Long

Parcel No.

Township

Range

Section

Base

Proximity to:

Highways

Airports

Railways

Waterways

Schools

Land Use Various

Project Issues

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4

Date Received 06/28/2012

Start of Review 06/28/2012

End of Review 07/27/2012

Regional Water Quality Control Board (RWQCB)

- RWQCB 1
Cathleen Hudson
North Coast Region (1)
- RWQCB 2
Environmental Document
Coordinator
San Francisco Bay Region (2)
- RWQCB 3
Central Coast Region (3)
- RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- RWQCB 5S
Central Valley Region (5)
- RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- RWQCB 6
Lahontan Region (6)
- RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- RWQCB 7
Colorado River Basin Region (7)
- RWQCB 8
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)

Other

Conservancy

- Caltrans, District 8
Dan Kopulsky
- Caltrans, District 9
Gayle Rosander
- Caltrans, District 10
Tom Dumas
- Caltrans, District 11
Jacob Armstrong
- Caltrans, District 12
Manion Regisford

Cal EPA

- Air Resources Board
- Airport/Energy Projects
Jim Lerner
- Transportation Projects
Douglas Ito
- Industrial Projects
Mike Tollstrup
- State Water Resources Control
Board
- Regional Programs Unit
Division of Financial Assistance
- State Water Resources Control
Board
- Student Intern, 401 Water Quality
Certification Unit
- Division of Water Quality
- State Water Resources Control
Board
- Phil Crader
Division of Water Rights
- Dept. of Toxic Substances
Control
- CEQA Tracking Center
- Department of Pesticide
Regulation
- CEQA Coordinator

- Native American Heritage
Comm.
- Debbie Treadway
- Public Utilities
Commission
- Leo Wong
- Santa Monica Bay Restoration
Guangyu Wang
- State Lands Commission
Jennifer Deleong
- Tahoe Regional Planning
Agency (TRPA)
Cherry Jacques

Business, Trans. & Housing

- Caltrans - Division of
Aeronautics
Philip Crimmins
- Caltrans - Planning
Terri Pencovic
- California Highway Patrol
Suzann Ikeuchi
Office of Special Projects
- Housing & Community
Development
CEQA Coordinator
Housing Policy Division

Dept. of Transportation

- Caltrans, District 1
Rex Jackman
- Caltrans, District 2
Marcelino Gonzalez
- Caltrans, District 3
Gary Arnold
- Caltrans, District 4
Erik Alm
- Caltrans, District 5
David Murray
- Caltrans, District 6
Michael Navarro
- Caltrans, District 7
Dianna Watson

- Fish & Game Region 1E
Laurie Harnsberger
- Fish & Game Region 2
Jeff Drotgesen
- Fish & Game Region 3
Charles Armor
- Fish & Game Region 4
Julie Vance
- Fish & Game Region 5
Leslie Newton-Reed
Habitat Conservation Program
- Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program
- Fish & Game Region 6 IM
Brad Henderson
Inyo/Mono, Habitat Conservation
Program
- Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

- Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture
- Dept. of General
Services
Public School Construction
- Dept. of General Services
Anna Garbeff
Environmental Services Section
- Dept. of Public Health
Bridgette Binning
Dept. of Health/Drinking Water
- Delta Stewardship
Council
Kevan Samsam

Independent Commissions/Boards

- Delta Protection
Commission
Michael Machado
- Cal EMA (Emergency
Management Agency)
Dennis Castrillo

- Resources Agency
Nadell Gayou
- Dept. of Boating &
Waterways
Nicole Wong
- California Coastal
Commission
Elizabeth A. Fuchs
- Colorado River Board
Gerald R. Zimmerman
- Dept. of Conservation
Elizabeth Carpenter
- California Energy
Commission
Eric Knight
- Cal Fire
Dan Foster
- Central Valley Flood
Protection Board
James Herota
- Office of Historic
Preservation
Ron Parsons
- Dept of Parks & Recreation
Environmental Stewardship
Section
- California Department of
Resources, Recycling &
Recovery
Sue O'Leary
- S.F. Bay Conservation &
Dev't. Comm.
Steve McAdam
- Dept. of Water
Resources Agency
Nadell Gayou
- Fish and Game
Department of Fish & Game
Scott Flint
Environmental Services Division
- Fish & Game Region 1
Donald Koch



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

July 27, 2012

David Somers, Citywide Section
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

Notice of Preparation of a CEQA Document for the 2010 Bicycle Plan – First Year of the First Five Year Implementation Strategy and the Figueroa Streetscape Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: <http://www.aqmd.gov/ceqa/models.html>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

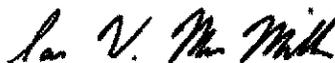
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM

LAC120705-04

Control Number



Metro

July 30, 2012

Mr. David Somers, Citywide Section
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

Dear Mr. Somers:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the 2010 Bicycle Plan – First Year of the First Five-Year Implementation Strategy and the Figueroa Streetscape Project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County", Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic);
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections;
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour; and
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

In addition to identifying the CMP requirements, MTA is responding in the capacity as a responsible agency with respect to the proposed project's potential impacts on Metro and municipal transit services:

1. The EIR should identify with as much detail as possible any proposed permanent relocation/removal of existing Metro bus stops along Figueroa Street. In addition, Metro Service Planning & Scheduling should be contacted as soon as possible at 213-922-1322 regarding any proposed bus stop modifications.
2. Several transit corridors with Metro bus service could be impacted by the project during project construction. Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. Other Municipal Bus Service Operators may also be impacted and therefore should be included in construction outreach efforts.

If you have any questions regarding these comments, please contact me at 213-922-2836 or by email at hartwells@metro.net.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Hartwell". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Scott Hartwell
CEQA Review Coordinator, Long Range Planning

Attachment

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
 - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
 - For each time period, multiply the result by one of the following factors:
 - 3.5% of Total Person Trips Generated for most cases, except:
 - 10% primarily Residential within 1/4 mile of a CMP transit center
 - 15% primarily Commercial within 1/4 mile of a CMP transit center
 - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
 - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
 - 5% primarily Residential within 1/4 mile of a CMP transit corridor
 - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
 - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.



Los Angeles County Bicycle Coalition
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July 30, 2012

Mr. David Somers
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 667
Los Angeles, California 90012

2010 Bicycle Plan First Year Projects
Notice of Preparation

Dear Mr. Somers,

It is with great pleasure that I write this letter on behalf of the Los Angeles County Bicycle Coalition (LACBC) in support of the City's proposed bike lane projects included in the first year of the five-year implementation strategy for the 2010 Bicycle Plan. The selected projects represent the City's commitment to continue its recent pace for bicycle infrastructure implementation by meeting or exceeding the Mayor's promise of 40 miles per year. These projects specifically begin to stitch together the City's existing disconnected fragments into the beginnings of a comprehensive network. By focusing on bike lane projects leading to the City's many job centers, including Downtown, Hollywood, USC, and UCLA, these projects will make bicycling an attractive commute alternative precisely where traffic congestion currently leaves Angelenos clamoring for options.

With over 330 days of sunshine each year and favorable topography across much of the City, Los Angeles is blessed with ideal conditions for bicycling. Given that the majority of trips are three miles or less, a distance over which bicycling is time-competitive with driving, more Angelenos can and should be bicycling. Members and non-members alike regularly cite concerns about traffic safety as the top reason they do not ride more. Research supports this notion that there is a majority of people who are "interested, but concerned" about bicycling in traffic. In Los Angeles, this bike-riding majority can be seen riding up and down the coast every weekend on the Marvin Braude Bike Path. If only provided safe and convenient routes around their own neighborhoods, more Angelenos would bicycle to work, to run errands, and just for the sheer joy of it.

The benefits of increased bicycling are many, even for those that do not or are unable to ride themselves. A more active population reduces health costs as sedentary lifestyles disease rates decrease. Each mile not traveled by motor vehicle improves air quality in a City long characterized by smoggy skies. Moreover, bicycling is the most cost-effective and egalitarian form of transportation (aside from walking), requiring neither fuel nor bus fare. Making bicycling safer and more convenient expands mobility for people that are unable to drive. In turn, these people are able to participate in their community and local economy.



While these many benefits are well documented by an ever-growing body of research, unfortunately the City is mandated to subject the proposed projects to a review process that stacks the deck against them. The City's current California Environmental Quality Act (CEQA) guidelines were written in a previous era with different priorities. Under the guidelines, a private vehicle with one passenger is equivalent to a bus with forty, and people traveling under their own power are not counted at all. What is counted counts, and the City's transportation policy has traditionally prioritized the movement of private vehicles over all competing interests, with no consideration for the long-term consequences of such a policy on community health and quality of life. Thus, the City's "environmental" guidelines penalize projects that delay travel by private vehicle while shaping public streets to discourage travel by foot or by bicycle. As we wait for CEQA to catch up to current understanding of travel behavior, we must creatively comply with legally required standards and procedures while at the same time using the environmental review process to honestly evaluate projects' benefits in addition to costs. LACBC therefore challenges the City to produce an Environmental Impact Report (EIR) that does more than disclose narrowly defined "impacts" and instead reports on the real tradeoffs associated with the proposed project. We believe that in a balanced assessment these projects will stand on their merits.

LACBC specifically requests the following be considered in project design and environmental review:

- Use the best available designs to create facilities that are tailored to the "interested, but concerned" majority. Specifically, buffered bike lanes have been demonstrated to attract significantly more bicyclists with less risk-tolerance, particularly women. Gender balance is a leading indicator of a successful facility. The traffic models should disclose the marginal impact of creating buffered bike lanes versus standard lanes, if an additional travel lane would need to be removed. For example, if a project proposes to reconfigure a 3+3 road into 3+2 with bike lanes, an alternative of 2+2 with buffered bike lanes should also be analyzed.
- Mitigation measures for impacts to vehicle Level of Service (LOS) should be carefully designed so as not to make the street less welcoming to bicyclists. To the contrary, attractive bicycle facilities that successfully result in high utilization are mitigation for congested traffic. Stated more explicitly: mitigation for vehicular travel delay can and should include measures that promote the use of the new bicycle facilities. Education and encouragement programs would further mitigate congestion by increasing bicycle mode share.
- To the extent that travel modeling analyzes trip length in a given corridor, it should assume that a significant percentage of trips less than three miles will shift to bicycles when vehicular traffic is congested. In other words, as vehicular delays increase, the model should assume a greater shift to other modes as they become time-competitive. This effect can be expected to reduce the significance of impacts to LOS.
- Innovative designs that mitigate delays to transit should be considered in rapid bus corridors. LACBC is cognizant of the synergy between bicycle and transit modes and encourages street design that does not favor one at the expense of the other.
- The safety benefits of the proposed facilities to *all* road users should be discussed in the EIR as reducing demands on emergency services and improving health outcomes. The installation of bicycle lanes is associated with reduced vehicular speeds, which reduces both the severity and frequency of collisions. This effect is pronounced as more and more bicyclists utilize a facility, creating safety in numbers for the bicyclists and a calmer traffic environment for other road users. Adding two-way left turn lanes in conjunction with the installation of bicycle lanes further improves safety for everyone.



- The air quality benefits of the proposed facilities should be analyzed in as much detail as any projected impacts. Overall, it is expected that the facilities will have a beneficial effect on air quality as more people choose to bicycle, particularly for short trips that would otherwise include a “cold start” of an engine. Sample calculations are available on the California Air Resources Board website (<http://www.arb.ca.gov/planning/tsaq/bicycle/factsht.htm>).
- Likewise, the noise benefits of the proposed facilities should be analyzed alongside any noise impacts. Specifically, the facilities are expected to reduce vehicular travel speed and volume, which are the two primary noise factors in many of the subject corridors. To the extent that there is any noise impact resulting from the proposed project, the increased use of bicycles (and resulting decreased vehicular travel) would mitigate the impact.
- The proposed projects are compatible with all land uses along the subject corridors and will enhance travel options for residents, customers, and employees. In commercial corridors, bicyclists are a boon for local retail because they shop more often and don't require expensive parking facilities. All else equal, bicyclists spend less on transportation, leaving more disposable income to shop and dine, and are predisposed to frequent local businesses. A local study in Los Angeles concluded that there was no significant impact to local business from a road diet in a commercial corridor.

Los Angeles has arrived at a crossroads. Up until now, implementation of the 2010 Bicycle Plan has not required significant sacrifices to improve conditions for bicyclists. These proposed projects, however, require reallocating road space in accordance with the City's transportation goals. As with all change, the projects will face skepticism and criticism. It is therefore all the more important that the EIR be fair and thorough to inform the public and decision-makers of the merits of the proposed changes.

LACBC commends the City on its achievements in the last fiscal year. As the low-hanging fruit is picked, what remains will be increasingly challenging projects. We will continue to support the City as it makes significant progress in becoming a place where all Angelenos feel safe and comfortable riding bicycles.

Sincerely,

Eric Bruins
Planning and Policy Director



David Somers <david.somers@lacity.org>

Re: Fwd: 2010 Bicycle Plan Five-Year Implementation Strategy and the MyFig Project NOP - - - meetings

Linda Taira <linda_taira@dot.ca.gov>

Tue, Jul 10, 2012 at 11:19 PM

To: David Somers <david.somers@lacity.org>

Cc: chris_ratekin@dot.ca.gov, dale_benson@dot.ca.gov, linda.taira@dot.ca.gov, Sam Alameddine <sam.alameddine@dot.ca.gov>, Elhami Nasr <elhami.nasr@dot.ca.gov>, Dianna Watson <dianna_watson@dot.ca.gov>

Hi David!

Thanks for forwarding the NOP info. Sorry I wasn't able to attend today's meeting, but great to see the City's plan moving forward.

I'm forwarding your email to others at the District who will probably be providing much more specific input.

As discussed in various meetings with City staff over the past several months, the 2010 Bicycle Plan overlaps with the study area defined for the Arroyo Seco Parkway (SR 110) National Scenic Byway Corridor Partnership Plan (CPP) about to be completed by our consultant team. Clearly, projects improving travel conditions for bicyclists is consistent with CPP goals, strategies, and recommendations and would be encouraged for a wide range of benefits, such as improving linkages with other modes and destinations, encouraging mode shifts, etc., along with all the associated benefits for communities within the area.

If you have any questions regarding the overlapping area of study, please let me know.

Best Regards,

Linda

LINDA TAIRA

Corridor & Special Studies Branch Chief
Office of Environmental Engineering & Corridor Studies
Caltrans District 7 - Planning, MS 16 (Cubicle 12-322)
100 S. Main Street, Los Angeles, CA 90012
Phone: [213-897-0813](tel:213-897-0813), Fax: [213-897-1634](tel:213-897-1634)

"Striving for coordinated, cooperative, and continuous corridor planning investments that best serve the public, now and in the distant future."

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David Somers
<david.somers@lacity.org>

07/09/2012 02:36 PM

To
<linda.taira@dot.ca.gov>,
<chris_ratekin@dot.ca.gov>,
<dale_benson@dot.ca.gov>
cc

Subject
Fwd: 2010 Bicycle Plan Five-Year
Implementation Strategy and the
MyFig Project NOP

Hi all,

Caltrans District 7 should have received our NOP from the State Clearinghouse, though I thought I should send an electronic copy to make sure you received it. We are having a scoping meeting tomorrow (Tuesday) at 100 S. Main St., Room 01.040B from 5 PM to 7 PM. Hope you can make it.

----- Forwarded message -----

From: David Somers <david.somers@lacity.org>
Date: Thu, Jun 28, 2012 at 3:05 PM
Subject: 2010 Bicycle Plan Five-Year Implementation Strategy and the MyFig Project NOP
To: Dave Somers <david.somers@lacity.org>

Dear interested stakeholder,

Due to your past involvement with the development of the City of Los Angeles 2010 Bicycle Plan, you are included in the list of stakeholders to receive the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the first year of first Five-Year Implementation Strategy and the Figueroa Streetscape (MyFig) Project. Find attached the NOP which includes a project description and location of proposed facilities, as well as information on the public scoping meetings and webinar. Pursuant to Section 15082(b) of the CEQA Guidelines, responses requested shall be related to the scope and content of environmental information that should be included in the Draft EIR. Those seeking to respond have until July 30th to submit responses. They can be submitted electronically, or by mail at the contact below.

Thank you.

--

David J. Somers

Policy Planning and Historic Resources Division
Citywide Planning, Bicycle Plan
Department of City Planning
200 North Spring Street, Room 667
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Tel: (213) 978-3307
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Mail Stop 395

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ü Please consider the environment before printing this email.

--
David J. Somers

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5 attachments

June 28, 2012

**Notice of Preparation of an Environmental Impact Report
And Public Scoping Meeting**

ER# Number: ENV-2012-1470-ER#

Project Name: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the 2010 Bicycle Plan - First Year of the First Five-Year Implementation Strategy and the Figueroa Streetcar Project

Project Location: Citywide (see Figure 1)

Council District: Citywide

Due Date for Public Comments: July 30, 2012

The City of Los Angeles Department of City Planning (Lead Agency) will prepare an EIR for the proposed City of Los Angeles 2010 Bicycle Plan-First Year of First Year Implementation Strategy and the Figueroa Streetcar Project (proposed project). The NOP is being distributed to applicable responsible agencies, public agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Comments from interested parties are requested as to the scope and content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the proposed project.

Project Characteristics. The proposed projects consist of the following: 1. First Year of the First Five-Year Implementation Strategy; and 2. Figueroa Corridor Streetcar Project, a project centered around separated bike lane and facilitating pedestrian activity on a three-mile stretch of South Figueroa and adjacent streets around the Staples Center. Both projects are described in more detail below.

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Bike_Plan(1stYr1stFiveYr)_NOP.pdf
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David Somers <david.somers@lacity.org>

Comment for the "Draft Bicycle Plan First Year of Five Year Phase One Implementation etc etc etc EIR"

Marco Anderson <anderson@scag.ca.gov>

Thu, Jul 12, 2012 at 8:57 AM

To: "David Somers (david.somers@lacity.org)" <david.somers@lacity.org>

Cc: "michelle.singh@lacity.org" <michelle.singh@lacity.org>, "Desiree Portillo-Rabinov (portillorabinovd@metro.net)" <portillorabinovd@metro.net>

Hi David,

I just wanted to reiterate my comment from the scoping meeting. My experience as the administrative PM for the METRO Orange Line Corridor Improvement Plan (<http://www.compassblueprint.org/tools/orangeline>) really impressed on me the need to actively reach out the affected Neighborhood Councils for support. The councilmembers staffers were not helpful in reaching them, and they do not have the capacity to attend outreach events or scoping meetings. However after the Metro PM and her City Planning counterpart (copied above) took the time to make the rounds of their meetings, they are now very supportive of the final product.

Hopefully this comment is helpful. Good luck on the effort, I am very excited about a successful outcome.

Regards,

Marco Anderson

Regional Planner

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City of Los Angeles
2010 Bicycle Plan-First Year of the First Five-Year Implementation Strategy
and the Figueroa Streetscape Project
ENVIRONMENTAL IMPACT REPORT

PUBLIC SCOPING MEETING COMMENT SHEET
July 18, 2012

PLEASE PRINT

Name:	JOE LINTON
Agency or Organization	BIKAS
Address City, State, Zip:	131 1/2 BIMINI PLACE, LOS ANGELES, CA 90004
Comments:	WHILE FOCUSING ON TRAFFIC / CONGESTION (IE: LEVEL OF SERVICE - CAR CAPACITY) MAY SERVE TO MEET CITY E.I.R. REQUIREMENTS - IGNORING WATER POLLUTION, AIR POLLUTION, NOISE AND CAN BE EXPECTED TO GENERATE A DOCUMENT THAT OVER-ESTIMATES ADVERSE IMPACTS (IE: REDUCING CAR CAPACITY) AND UNDERESTIMATES BENEFICIAL IMPACTS (IE: CLEANER AIR, CLEANER WATER, LESS NOISE)
	WOULD IT BE POSSIBLE TO INCLUDE MORE ENVIRONMENTAL BENEFITS OF BICYCLING? (MY CONCERN IS THAT DECISION-MAKERS WILL SEE A ONE-SIDED DOCUMENT THAT SHOWS ONLY BIKE FACILITY NEGATIVES. I DON'T THINK THE CITY NEEDS TO DO EXTENSIVE EXPENSIVE AIR/WATER/ ^{NOISE / SAFETY / ETC.} STUDIES - BUT IT COULD MAKE SENSE TO HAVE THE E.I.R. (NOT JUST THE STATEMENT OF OVERRIDING CONSIDERATIONS) INCLUDE MORE BENEFITS - TO COUNTERBALANCE THE NEGATIVES RELATIVE TO CAR CAPACITY.)

Thank you for your participation. Your input is appreciated.
Please submit your comments at the end of this meeting, or by mail, fax, or e-mail to:
David Somers, Citywide Section
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012
Phone: (213) 978-3307
Fax: (213) 978-1477
E-Mail: david.somers@lacity.org

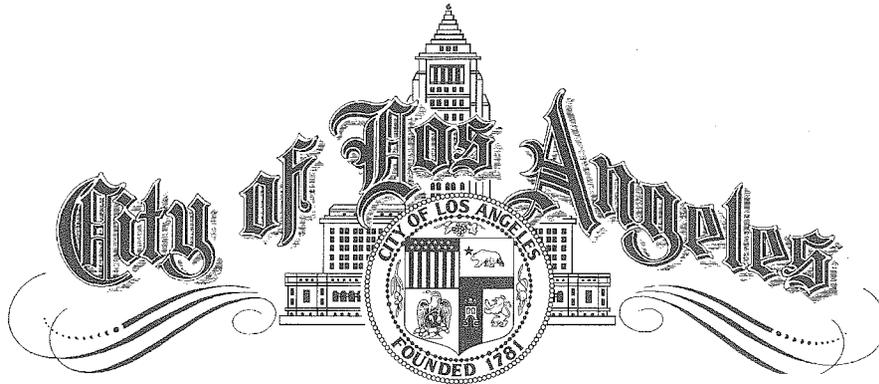
Committees:

Chair
Audits & Governmental
Efficiency

Vice Chair
Personnel

Member
Budget & Finance
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Website: <http://cd5.lacity.org>
Email: Paul.Koretz@lacity.org



PAUL KORETZ
Councilmember, Fifth District

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July 30, 2012

Michael LoGrande
Department of City Planning
200 N. Spring Street, 5th Floor
Los Angeles, CA 90012

Re: Bicycle Plan Implementation Notice of Preparation – ENV-2012-1470-EIR

Dear Mr. LoGrande:

I was pleased to cast an enthusiastic vote for the 2010 Bicycle Plan. As you are well aware, adoption of this plan was a watershed moment in terms of encouraging cycling as a real option for travel for those who live, work or commute through the streets of our great City. When supporting this plan I recognized that this would be the beginning of many challenges ahead in building support for travel by bicycle in a society that has been and will continue to be dominated by commuting by private motor vehicle. I recognize that encouraging the adoption of bicycle lanes on our already congested and built out travel corridors of the Westside will pose many great difficulties in the months ahead. I would like to offer my input on three of those corridors within Council District 5: Avenue of the Stars, Westwood Boulevard, and Sepulveda Boulevard.

Avenue of the Stars is seen by many who live and work in the area as Main Street Century City. This is perhaps the most traveled pathway into and out of Century City and has two major hotels along with the Westfield Century City mall that front on or border this street. It also serves as a boundary and has several access points to Fox Studios and the Fox Plaza, along with a number of other major office towers. There are a number of residential communities that also have direct or indirect access points along this street.

A number of previously required and now existing traffic mitigation are based upon the current operation of three traffic lanes in each direction along Avenue of the Stars. One of those mitigations constructed several years back by Fox studios was the addition of a third left-turn lane from eastbound Pico Blvd to northbound Avenue of the Stars. This third turn lane had been identified as an area of need when Fox constructed a recent expansion project. We would like to make sure that the impact is studied of the possible loss of this turn lane especially during morning peak hour traffic. This turn lane which was required as a condition of approval appears to be in response to a real need for those commuters traveling from the south and east into Century City.

The EIR should address whether traffic counts with the loss of the third traffic lane will have significant impacts upon the level of service on portions on Avenue of the Stars or area streets by moving traffic to alternative routes. The document should also address the various ingress and egress points on this corridor and whether they pose a safety risk to bicyclists or diminish the value of the potential bicycle lane. As an alternative the document should consider sharrows for the third lane as a more viable option in this location. The draft should consider Century Park East as an alternate location for new bicycle lanes. The traffic counts on Century Park East are considerably lower and the pattern of curb cuts may achieve a higher level of safety. Furthermore, the City has struggled to meet the local match requirements for a linear park along Century Park West: if that project were redesigned to include a bicycle path component it could conceivably serve as an alternative to Avenue of the Stars and be eligible for approved call for projects monies.

Westwood Boulevard is a heavily traveled corridor moving vehicles to and from the Westwood centers of employment such as the UCLA campus, Medical Center and high-rise offices along Wilshire Boulevard. The commercial portions of this street between Pico and Santa Monica Blvd. are narrow and already congested with heavy vehicle travel during all hours of the day. The EIR must address any impacts upon the level of service if from removing these vehicle traffic lanes. Parking along this commercial corridor is critical to the many mostly small businesses. There are no City parking lots along this stretch of Westwood and the parking options along the east/west streets are limited. Nearly all surrounding residential streets have significant preferential parking districts with very narrow restrictions for non-resident vehicles. The EIR should identify and study an adjacent north-south residential street as a possible alternative.

The parking issue is considerable because the age and orientation of most commercial buildings on Westwood result in an existing non-conforming shortage of parking. These small businesses rely almost entirely on the availability of street parking. Westwood also represents somewhat of a policy conflict as it serves as a major bus corridor and we should not delay and lengthen transit travel times for the sake of creating dedicated bicycle lanes. The overall transportation goal of the City has to be increasing mobility and accessibility for all individuals. Our transportation goals will be achieved by increasing choices not by choosing one travel mode at the detriment of another.

On Westwood Boulevard between National Boulevard and Pico Boulevard the impacts of the Expo Phase 2 light-rail line will substantially alter this portion of the streets since the project will require a widening to allow for extra capacity to accommodate the at-grade light-rail crossing and bus stops near the station. Any proposals to add bicycle lanes and further restrict or remove parking in this location needs to be examined cumulatively and may not be practical or acceptable.

Sepulveda Boulevard is the main alternate route along the I-405 freeway. This is a heavily traveled corridor is significantly impacted when a traffic accident or other incident occurs on the freeway sending motorists onto Sepulveda as their only available alternate. Sepulveda is a considerably wide street and the EIR should pursue maintaining the existing number of traffic lanes in locations where the width allows for the creation of a bicycle lane without removing traffic lanes. The document should differentiate between areas where removal of traffic or parking lanes is necessary and those where it is not.

Parking is also a challenge for many of the small businesses and other institutions along Sepulveda from Exposition Boulevard to just north of Ohio Avenue. The EIR needs to analyze not only changes in intersection levels of services but also parking availability and accessibility. The EIR must also account for the densely populated multi-family neighborhood of Sepulveda between National Boulevard and Exposition Boulevard, many of which are under-parked to today's codes and rely, at least indirectly, on parking availability along Sepulveda.

I believe we both share the goal of expanding bicycle opportunities while respecting our communities as well as those who choose to travel by other means. My sincere hope is that based upon the information found within this letter and solicited from the public, the Department will address concerns regarding parking and traffic delays and find innovative solutions for bicycles along these three corridors.

Sincerely,



PAUL KORETZ

July 12, 2012

David Somers, Citywide Section
Department of City Planning
200 N. Spring St, Room 667
Los Angeles, CA 90012

RE: Scoping Comments for ENV-2012-1470-EIR

Dear Mr. David Somers,

Please accept the following scoping comments as part of the record for ENV-2012-1470-EIR.

The city should be applauded for its efforts to make Los Angeles a bike friendly city. Programs that reduce car traffic, pollution and noise, while encouraging bicycling as a primary means for transportation is good for our city, individual health and people's well being.

West Los Angeles is undergoing a major transformation with the introduction of the Exposition Line, plans for increased bus services and a focus on bike friendly streets. There is serious community concern that the interplay between these major projects is not being coordinated to the extent it needs to be. Specific attention should be focused on the intersections of Westwood at Exposition and Sepulveda at Exposition. Westwood station is predicted to be the busiest station on the Expo line with train crossings every 2-3 minutes at grade. Train crossings paired with increased bus traffic and the removal of car lanes threatens to increase bottleneck heading north and south on Westwood between National and Pico. This creates dangers for drivers and bicyclists, as well as can cause increased pollution for local residences due to idling cars. Careful studies are necessary to alleviate potential problems at this intersection and tight project coordination is imperative to ensure public safety, quality design and to minimize potential negative impacts. The area north of Pico on Westwood also faces heavy traffic in the mornings and afternoons. Northbound Westwood only has one lane at certain times making removal of any car lanes not practical and should not be considered. In this area, parking meters should not be removed as they provide a benefit to local businesses and the cash strapped city.

Sepulveda Blvd. provides an alternative to the 405 freeway. Removal of car lanes in an area of on-peak bumper-to-bumper traffic flow may not be pragmatic. Along Sepulveda, south of Pico, there are blind spots associated with the curvature of the road. Cars traveling at high speeds during off-peak hours can be a hazard to bicyclists and pedestrians traveling to the Expo station. Rigorous study on all impacts should be looked at in this area, including plans for a private developer to build a 700,000 plus square foot development on Sepulveda between Pico and Exposition. Also along Sepulveda, customers who shop at businesses just north of National only have street parking available to them. Removing spaces in this area would be a detriment to those shop owners.

I ride my bicycle almost every day, as it is a primary method for my commute to work down Westwood Blvd. Taking car lanes away and replacing them with bike lanes can create an incentive for people to swap their cars and replace them with bikes. However, it can also result in traffic congestion due to the fact that a lot of traffic is from commuters traveling several miles, many who do not have the luxury of swapping a bike for a car. One potential way to minimize the negative impacts of increased traffic caused by the removal of car lanes is to only put bike lanes on either Sepulveda or Westwood Blvd, but not both. Sepulveda and Westwood each run north to south and are going to be easy for bicyclists to travel between once the new east to west Phase II bikeway is built. Having bike lanes delegated to only one of these streets would allow the city to focus its effort on designing a quality bike friendly street as opposed to just putting in as many bike lanes as possible, wherever possible. If fewer car lanes increases vehicle traffic and wider bike lanes decrease the chance of collisions, why not dedicate efforts to making one of the two streets bike friendly and leave the other as it is for regular traffic flow? It is our suggestion that of the two streets, Westwood would be a more optimal place to build bike lanes. This is because once the light rail is built, Westwood Blvd south of Pico as compared to Sepulveda south of Pico, is expected to have fewer cars because there is not any parking allotted for the Expo Line at Westwood and it is expected to have slower traffic due to the at grade train crossing.

We would also like to add that we support the city's informal plans to review Century Parkway East as a plausible alternative to Avenue of the Stars for potential bike lanes.

It is urged that you think about this project as something more than the CEQA process. West LA is changing and that change should be for the better. Balance is needed if we want to see bicycle friendly streets and decreased traffic. Balance only occurs when there is proper coordination and planning. There is an opportunity here to really make a difference in West LA. Let's make sure things are done right.

Sincerely,

Aaron C. Rosenfield
WOWHOA Mobility Chair



David Somers <david.somers@lacity.org>

2010 Bicycle Plan Five-Year Implementation Strategy and the MyFig Project NOP

Terri Tippit <tmtippit@ca.rr.com>

Mon, Jul 2, 2012 at 11:52 AM

To: David Somers <david.somers@lacity.org>

Unfortunately once again City didn't coordinate with NCs. The mtng is within Westside NC boundaries and we really shld have input but that is the same night as our WNC mtng and since I am chair I have to get there early to set up.

Our brd member that is Zev's rep to Expo Bike Path will be in Europe I'll ck with my alternate to see if he can go he is CD5 rep and he can come late to our mtng.

From: David Somers [mailto:david.somers@lacity.org]

Sent: Monday, July 02, 2012 10:18 AM

To: Terri Tippit

Subject: Re: 2010 Bicycle Plan Five-Year Implementation Strategy and the MyFig Project NOP

[Quoted text hidden]



David Somers <david.somers@lacity.org>

2010 Bicycle Plan Five-Year Implementation Strategy and the MyFig Project NOP

Terri Tippit <tmtippit@ca.rr.com>
To: David Somers <david.somers@lacity.org>
Cc: Aaron Rosenfield <aaroncrossenfield@yahoo.com>

Mon, Jul 2, 2012 at 11:59 AM

I am including Aaron who is my WNC alternate and CD5 rep to Expo Bike Path Comm—as you know SM to National will mean that on Westwood it will cross over at grade Expo.

My big concerns are Sepulveda since it is narrow and curves Expo to National (which is the reason it is being elevated for Expo Light Rail) how can you add a bike lane without taking away parking or a car lane.

Westwood is even more narrow and during peak hours is backed up for blocks. Going North it is only one car lane. How wide is a bike lane.

T

From: David Somers [mailto:david.somers@lacity.org]
Sent: Monday, July 02, 2012 10:18 AM
To: Terri Tippit
Subject: Re: 2010 Bicycle Plan Five-Year Implementation Strategy and the MyFig Project NOP

[Quoted text hidden]



David Somers <david.somers@lacity.org>

2010 Bicycle Plan Five-Year Implementation Strategy and the MyFig Project NOP

Terri Tippit <tmtippit@ca.rr.com>
To: David Somers <david.somers@lacity.org>

Fri, Jun 29, 2012 at 3:05 PM

I see a lot in Westside NC area. How much will construction impact us.

From: David Somers [mailto:david.somers@lacity.org]
Sent: Thursday, June 28, 2012 3:37 PM
To: Dave Somers
Subject: 2010 Bicycle Plan Five-Year Implementation Strategy and the MyFig Project NOP

[Quoted text hidden]



WESTSIDE NEIGHBORHOOD COUNCIL

P.O. Box 64370 Los Angeles, CA 90064

www.wncla.org (310) 474-2326



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Steve Spector, Vice-Chair
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Drew DeAscentis,
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July 27, 2012

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David Somers, Citywide Section
Department of City Planning
200 N. Spring St, Room 667
Los Angeles, CA 90012

RE: Scoping Comments for ENV-2012-1470-EIR

Dear Mr. David Somers,

I am writing on behalf of the Westside Neighborhood Council (WNC) representing approximately 80,000 stakeholders in the Century City, Cheviot Hills and Rancho Park area.

The WNC discussed the proposed bike plan at our July 12th meeting. Many concerns were raised. The WNC is concerned that the interplay between the Expo line, the bus lines and the Bike Plan is not being coordinated to the extent it needs to be.

This area will have two Expo stations. Sepulveda Station will have a parking lot and will bring an increase in motorist and buses. Sepulveda is narrow and curves. The increase in motorists and the addition of the bike lane will increase the dangers to both.

Westwood Station is predicted to be the busiest station and will have a considerable increase in buses on Westwood Blvd. With Expo predicted to stop traffic every 2 ½ minutes during rush hour, the removal of a lane on Westwood Blvd. will add to the already congested traffic. By removing the limited parking it will also have a negative impact on our business community. During these economical times it will be very difficult for merchants to survive any lost of parking.

We reviewed and voted to support the Century City Chamber of Commerce scoping comments.

Another issue that was brought up was the enforcement of traffic laws for bicyclist. It is strongly felt if bicyclists want to share the road they must follow the laws and be cited when breaking the law. Many times we notice them riding too fast on sidewalks or not stopping for red light at T-intersections which have caused danger to both pedestrians and motorists.

With proper coordination and planning bike friendly streets can decrease not increase traffic in WLA.

Sincerely,

Terri Tippit

WNC Chair



David Somers <david.somers@lacity.org>

EIR Number: ENV-2012-1470-EIR Comments

H&D Nussbaum <nussbaum3@earthlink.net>

Mon, Jul 30, 2012 at 4:53 PM

To: david.somers@lacity.org

Cc: nussbaum3@earthlink.net

To: David Somers, citywide Section

Department of City Planning

200 N. Spring Street, Room 667

Los Angeles, CA 90012

Email: david.somers@lacity.org

From: Debbie Nussbaum

Westwood Hills Property Owners Association

Subject: **EIR Number: ENV-2012-1470-EIR**

Project Name: **Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the 2010 Bicycle Plan – First Year of the First Five-Year Implementation Strategy and the Figueroa Streetscape Project**

Westwood Hills Property Owners Association (WHPOA) is opposed to any reconfiguration of roadway stripping that would result in the loss of one or more vehicular travel lanes or to the loss of existing parking lanes along city streets for the following Westside streets:

Street	Limits	Length (miles)	Area/Connection
Westwood Blvd.	Santa Monica to National	1.6	Westside
Sepulveda Blvd.	National to City/County limit (N/O Ohio Ave.)	2.1	Westside
Bundy Dr.	San Vicente to Stanwood Dr.	3.2	Westside
Ave. of the Stars	Pico Blvd. to Santa Monica Blvd.	1.0	Westside

Eliminating a traffic lane from any of these streets would severely cripple the movement of vehicles throughout the Westside making it near impossible to transport children to school or afterschool activities, accomplish shopping errands, get to appointments or work, or for area residents to basically live our lives. Bike lanes may be useful to 20 or 30 year olds; however they become a form of discrimination to others when parking or traffic lanes are removed in order to implement the bike lanes.

Reasons for opposition:

1. The cycling population is staggeringly smaller than the motoring population, thus making the eliminating of a traffic lane or a parking lane a great hardship on the motoring population.
2. Air quality will be worse do to the idling of cars stuck in traffic is traffic lanes are eliminated.
3. Discrimination: The bicycle population is mainly a 20 to 30 years of age group without the responsibility of raising children, to eliminate street parking or to eliminate a traffic lane in the very congested Westside discriminates against many segments of the Westside population: Moms or Dads with carpools of children headed to school or afterschool activities, elderly, disabled, middle age people, the average "Joe" running errands and contributing to the tax base of the city.
4. Westside businesses along these streets will be adversely affected if parking is taken away 24/7.
5. There are no City parking lots in this area so business rely on the metered street parking for their customers.
6. City loses revenue from parking meters as these streets are lined with parking meters.
7. As businesses close Westside resident will be force to commute farther to get services business that are currently found along these streets (especially Westwood Blvd., Sepulveda Blvd., and Bundy Dr.) Westwood Blvd. Sepulveda Blvd. and Bundy Dr. are lined mostly with "Mom & Pop" businesses that rely on street parking for their customers. This will add to traffic congestion to the Westside.
8. What will this do to the overall Westside traffic?
9. How many cars per day will be eliminated from each street by installing a bike lane?
10. How many cars per day does a street like Westwood Blvd. handle? How many people will switch to biking and abandon the use of their cars? What will the AM and PM peak travel times change? How will this effect air quality, noise and traffic?
11. What will this do to handy cap parking?
12. How will adding a bike lane and eliminating a traffic lane or parking lane effect the AM and PM "Anti Gridlock" no parking regulations that are implemented on Westwood Blvd where no parking is allowed between 3pm to 7pm?
13. What are the trip counts for each of these streets: AM & PM counts, mid-day counts? What will removing a traffic lane do to worsening the traffic congestion on the Westside?
14. Both Westwood and Sepulveda Blvds. have extensive bus routes, how will bus movement be affected? Will buses be able to pull over to the curb to let passengers out, how will this work where there is a bike lane along the curb? Will buses be forced to stop in the through lane to let out passengers, thus blocking the only through lane? How will this affect the disabled ridership on city buses?

We understand and agree that traffic throughout Los Angeles is horrendous. The Westside is notorious for the

worst traffic in the city, please do not eliminate any traffic lanes or remove parking along business lined streets. Removal of any traffic lanes will cripple the traffic, adding bike lanes along these 4 Westside streets will not take enough cars off the road to offset the additional congestion added by removing traffic lanes.

Sincerely yours,

Debbie Nussbaum

WHPOA Traffic Committee Chairperson

Westwood Hills Property Owners Association



David Somers <david.somers@lacity.org>

bike plan ENV-2012-1470-EIR

Eric Tung <etung@yahoo.com>

Thu, Jul 26, 2012 at 11:25 AM

To: david.somers@lacity.org

To Whom it May Concern:

As a long-time westside resident (11 years) who endured the Santa Monica Blvd project near my current residence (next to Century City Mall) and will soon enduring the 405/Sepulveda widening project at my new residence (Westwood Hills area), I recognize that near-term pain can yield long-term gain. I have been pleased with the SM Blvd project outcome, and as an occasional road-biker, I appreciate the inclusion of a bike lane on this major thoroughfare. I look forward to the day when there will be a more unified and seamless circuit of bike lanes throughout the city.

I want to weigh in with my thoughts on the proposed routes traveling through the Westside. The 4 relevant segments with comments are:

1) Westwood Blvd.Santa Monica Blvd. to National Blvd.1.6Westside → challenging segment for bicyclists and motorists alike right now, given the large number of storefronts and turn-ins/turn-outs from parking lots and side streets. While a lane here might help, I worry that the it still poses a fundamentally dangerous situation for bikers, while reducing vehicle traffic flow along the street. This would make more sense if it linked all the way to Westwood Village, providing a continuous path all the way to UCLA campus. But this short segment only links to SM Blvd. Unless this becomes a truly functional link all the way to Westwood Village, this segment does not appear to be very useful for bikers/commuters.

2) Bundy Dr.San Vicente Blvd. to Stanwood Dr.3.2Westside → I support this segment without reservation.

Sepulveda Blvd.National Blvd. to City/County limit (N/O Ohio Ave.)2.1Westside → I support this segment without reservation.

Ave. of the StarsPico Blvd. to Santa Monica Blvd.1.0Westside → I support this segment without reservation, and feel that with the coming transportation links in the Century City area, that this will become a key focal point for pedestrian/bike traffic.

Thanks for your consideration.

Eric Tung



David Somers <david.somers@lacity.org>

Westside Bike Lane - ENV-2012-1470-EIR Comments

terrteg@earthlink.net <terrteg@earthlink.net>

Mon, Jul 30, 2012 at 6:43 PM

To: david.somers@lacity.org

To: David Somers, citywide Section

Department of City Planning

200 N. Spring Street, Room 667

Los Angeles, CA 90012

Email: david.somers@lacity.org

Dear Mr. Somers:

I am writing to express my opposition to the ill-conceived proposal to eliminate either the on-street parking or one lane of traffic in order to provide a bike lane on the following streets (the "Affected Streets"):

- a) Westwood Blvd., from Santa Monica to National

- b) Sepulveda Blvd., from National to city/county limit (near Ohio)

- c) Bundy, from San Vicente to Stanwood

- d) Avenue of the Stars, from Santa Monica to Pico

The Westside can ill afford to lose either on-street parking or traffic lanes, as the entire area is already choking in traffic and severely under-parked.

Further, this plan would benefit a tiny minority of the city's population (i.e., those who regularly use bikes in lieu of cars, and who tend overwhelmingly to be young and single), at the expense of the vast majority of the city's residents who are married with children and commitments that require the use of cars (e.g., carpooling children to school and extracurricular activities, grocery shopping for the family, running errands, attending to business, etc.). In addition to discriminating against families and children, it also discriminates against the elderly and the handicapped, as well as negatively impacting emergency services.

In preparing the final EIR, please answer the following questions:

- 1) how many Los Angeles city residents regularly use their bike instead of a car (referred to herein as "Regular Bike Riders")?
- 2) what percentage all Los Angeles residents do such Regular Bike Riders represent?
- 3) what are demographics of Regular Bike Riders in terms of age, health, employment, marital status, and number of their children under the age of 16?
- 4) how many on-street parking spaces would be lost on each street for which such a proposal is being considered? How many businesses are currently located on each such street? How will the lost parking spaces be replaced?
- 5) how many cars does each Affected Street currently carry during (a) the am and pm peak hours weekdays, and (b) in total each day? How will that street capacity be replaced?
- 6) how many Regular Bike Riders currently use the Affected Streets during (a) the am and pm peak hours weekday, and (b) in total each day?
- 7) please analyze a plan to allow bikes to ride on the sidewalks, as one of the alternatives.

Thank you for your consideration and attention to these comments.

Very truly yours,

Terry Tegnazian

Terry A. Tegnazian

10850 Wilshire Blvd., Suite 300

Los Angeles, CA 90024

Tel: [310-470-0770](tel:310-470-0770)

Fax: [310-470-0782](tel:310-470-0782)

Email: terrtteg@earthlink.net



David Somers <david.somers@lacity.org>

FOUR NEW BICYCLE LANES

Harry Macy <hmacy@earthlink.net>

Wed, Jul 25, 2012 at 4:32 PM

To: david.somers@lacity.org

DEAR SIR:

REFERENCE IS MADE TO THE ADDITION OF FOUR NEW BICYCLE LANES WHICH WOULD ELIMINATE PARKING SPACE FOR BUSINESSES HERE ON THE WEST-SIDE. THIS IS JUST ANOTHER DISRUPTIVE PLAN WHICH BENEFITS A TINY GROUP OF PEOPLE AT THE EXPENSE OF A GREAT MAJORITY. ONE STATEMENT CONSTANTLY HEARD IN THIS AREA IS "OH, WE DON'T GO THERE ANY MORE BECAUSE THE PARKING IS SO BAD".

PLEASE RE-THINK THIS PLAN AND DON'T PUNISH THE BUSINESSES WHO PAY SO MUCH OF THE CITY'S TAXES FOR THE BENEFIT OF A FEW BIKE RIDERS.

RESPECTFULLY YOURS,

HARRY MACY

BOARD MEMBER
WESTWOOD HILLS PROPERTY OWNERS ASSOCIATION

July 9, 2012



David Somers, Citywide Section
Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012

RE: Notice of Preparation of an EIR for the 2010 Bicycle Plan – First year of the First Five-Year Implementation Strategy and the Figueroa Streetscape Project
EIR -2012-1470-EIR

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ABM Industries, Inc.
Carey Doss
Director at Large

Holwick Constructors, Inc.
Mike Holwick
Director at Large

Kindel Gagan
Samantha Martinez
Immediate Past Chair

Dear Mr. Somers:

On behalf of the Century City Chamber of Commerce, I am writing to express our concerns regarding the proposed bicycle lanes on Avenue of the Stars (AOS) between Pico and Santa Monica Boulevards.

The Chamber embraces programs which reduce traffic, and supports bicycle lanes in the City of Los Angeles, incorporating bicycle programs into Century City Transportation Management Organization. However, the safety and well being of bicyclists is a major concern to the business and residential community in Century City if travel lanes are removed. Please consider the following in your environmental review:

- Avenue of the Stars (AOS) is the major thoroughfare through Century City.
- Previously approved existing traffic mitigations may be affected by the plan if the north and southbound lanes are removed on AOS.
- Two major hotels are situated on AOS with one ingress and egress to their properties
- In addition, there are at least 10 more driveways with ingress and egress to the commercial properties on AOS.
- There are also two residential properties (Century Towers and The Century) on AOS with only one driveway per property for ingress and egress
- AOS will be the home of three proposed construction projects which will have major impacts on traffic flow for several years (the Hyatt Regency Century Plaza; Century City Center; and Westfield).
- The PBID (Property Based Improvement District) has continuing landscape and fountain maintenance crews that work daily in the medians on AOS and take lanes away to service those areas.
- AOS continues to be an ideal location and site for film crews shooting movies, commercials and television production which also affects traffic flow.

These issues need to be specifically addressed and studied. There is a vast difference between the way Century City streets look on a map and the daily experience of Century City traffic on them. If Avenue of the Stars is selected as part of the city's Bike Plan, we strongly encourage you to consider sharrows on AOS rather than removing the #3 lanes going north and southbound. Alternatively, please review using Century Park East or Century Park West for shared bike lanes.

We unequivocally believe that current and predicted traffic volumes would be adversely affected by the loss of these lanes creating hazards for bicyclists and motorists alike.

We urge you to reconsider your proposal and make this major highway a road to be shared by all who visit this very special community... Century City.

Many thanks for your consideration.

Most sincerely,

Susan Bursk
President & CEO
Cc The Honorable Paul Koretz, 5th Council District



Janitorial
1801 Avenue of the Stars, Suite 340
Los Angeles, CA 90067
Office: 310-226-2761
Fax: 323-727-7493

July 13, 2012

Mr. David Somers, Citywide Section
DEPARTMENT OF CITY PLANNING
200 North Spring Street, Room 667
Los Angeles, CA 90012

**RE: Notice of Preparation of an EIR for the 2010 Bicycle Plan – First Five Year
Implementation Strategy & the Figueroa Streetscape Project EIR-2012-1470-EIR**

Dear Mr. Somers:

On behalf of ABM Janitorial Services, I am writing to express our concerns regarding the proposed bicycle lanes on Avenue of the Stars (AOS) between Pico and Santa Monica Boulevards.

ABM embraces programs which will reduce traffic, and supports bicycle lanes in the City of Los Angeles, incorporating bicycle programs into Century City's Transportation Management Organization, however, the safety and well being of bicyclists is a major concern to the business and residential community in Century City, if travel lanes are removed from our streets. Please consider the following in your environmental review:

- . Avenue of the Stars (AOS) is THE major thoroughfare through Century City.
- . Previously approved existing traffic mitigations may be affected by the plan if the north and southbound lanes are removed on AOS.
- . Two major hotels are situated on AOS with one ingress and egress to their properties.
- . Additionally, there are at least 10 more driveways with ingress and egress to the commercial properties on AOS.
- . There are also two residential properties (Century Towers and The Century) on AOS with only one driveway per property for ingress and egress.
- . AOS will be the future home of three proposed construction projects which will have major impacts on traffic flow for several years (the Hyatt Regency Century Plaza; Century City Center, and Westfield).
- . The PBID (Property Based Improvement District) has continuing landscape and fountain maintenance crews that work daily in the medians on AOS, and take lanes away to service those areas.
- . AOS continues to be an ideal location and site for film crews shooting movies, commercial and television production, which also affect traffic flow.

These issues need to be specifically addressed and studied. There is a vast difference between the way Century City streets look on a map, and the daily experience of Century City traffic on them. If Avenue of the Stars is selected as part of the city's Bike Plan, we strongly encourage you to consider sharrows on AOS rather than removing the #3 lanes going north and southbound. Alternatively, please review using Century Park East or Century Park West for shared bike lanes.

Mr David Somers, Citywide Section
Department of City Planning
July 13, 2012
Page 2

RE: Notice of Preparation of an EIR for the 2010 Bicycle Plan – First year of the First Five-Year
Implementation Strategy & the Figueroa Streetscape Project EIR-2012-1470-EIR

We unequivocally believe that current and predicted traffic volumes would be adversely affected by the loss of these lanes, creating hazards for bicyclists and motorists, alike.

We urge you to reconsider your proposal, and make this major highway a road to be shared by all who visit the very special community that is Century City.

Thank you for your consideration.

Most Sincerely,

ABM JANITORIAL SERVICES

A handwritten signature in black ink that reads "Aaron M. Cohen". The signature is written in a cursive style and is followed by a long horizontal line that extends to the right.

Aaron M. Cohen
Vice President

AMC;d

cc: The Honorable Paul Koretz, 5th Council District
200 North Spring Street, Room 440
Los Angeles, CA 90012



Douglas Emmett Management, LLC
1901 Avenue of the Stars, Suite 1910, Los Angeles, California 90067
Telephone 310.553.5500 · Facsimile 310.551.9996

July 12, 2012

David Somers, Citywide Section
Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012

RE: Notice of Preparation of an EIR for the 2010 Bicycle Plan – First year of the First
Five-Year Implementation Strategy and the Figueroa Streetscape Project
EIR -2012-1470-EIR

Dear Mr. Somers:

On behalf of the Douglas Emmett Management located at 1901 Avenue of the Stars, I am writing to express our concerns regarding the proposed bicycle lanes on Avenue of the Stars (AOS) between Pico and Santa Monica Boulevards.

Douglas Emmett Management embraces programs which reduce traffic, and supports bicycle lanes in the City of Los Angeles, incorporating bicycle programs into Century City's Transportation Management Organization. However, the safety and well being of bicyclists is a major concern to the business and residential community in Century City if travel lanes are removed from our streets. Please consider the following in your environmental review:

- Avenue of the Stars (AOS) is the major thoroughfare through Century City. There are nearly 44,000 employees who travel to and from Century City on a daily basis.
- Previously approved existing traffic mitigations may be affected by the plan if the north and southbound lanes are removed on AOS.
- Two major hotels are situated on AOS with one ingress and egress to their properties
- In addition, there are at least 10 more driveways with ingress and egress to the commercial properties on AOS.
- There are also two residential properties (Century Towers and The Century) on AOS with only one driveway per property for ingress and egress
- AOS will be the home of three proposed construction projects which will have major impacts on traffic flow for several years (the Hyatt Regency Century Plaza; Century City Center; and Westfield).
- The PBID (Property Based Improvement District) has continuing landscape and fountain maintenance crews that work daily in the medians on AOS and take lanes away to service those areas.
- AOS continues to be an ideal location and site for film crews shooting movies, commercials and television production which also affects traffic flow.

These issues need to be specifically addressed and studied. There is a vast difference between the way Century City streets look on a map and the daily experience of Century City traffic on them. If Avenue of the Stars is selected as part of the city's Bike Plan, we strongly encourage you to consider sharrows on AOS rather than removing the #3 lanes going north and southbound. Alternatively, please review using Century Park East or Century Park West for shared bike lanes.

We unequivocally believe that current and predicted traffic volumes would be adversely affected by the loss of these lanes creating hazards for bicyclists and motorists alike.

We urge you to reconsider your proposal and make this major highway a road to be shared by all who visit this very special community...Century City.

Thank you for your consideration.

Most sincerely,

Nicole Breuklander
Property Manager
Douglas Emmett Management

cc The Honorable Paul Koretz, 5th Council District
200 N. Spring St., Room 440
Los Angeles, CA 90012



July 12, 2012

David Somers, Citywide Section
Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012

RE: Notice of Preparation of an EIR for the 2010 Bicycle Plan – First year of the First
Five-Year Implementation Strategy and the Figueroa Streetscape Project
EIR -2012-1470-EIR

Dear Mr. Somers:

On behalf of Watt Plaza, I am writing to express our concerns regarding the proposed bicycle lanes on Avenue of the Stars (AOS) between Pico and Santa Monica Boulevards.

Watt Plaza embraces programs which reduce traffic, and supports bicycle lanes in the City of Los Angeles, incorporating bicycle programs into Century City's Transportation Management Organization. However, the safety and well being of bicyclists is a major concern to the business and residential community in Century City if travel lanes are removed from our streets. Please consider the following in your environmental review:

- Avenue of the Stars (AOS) is the major thoroughfare through Century City.
- Previously approved existing traffic mitigations may be affected by the plan if the north and southbound lanes are removed on AOS.
- Two major hotels are situated on AOS with one ingress and egress to their properties
- In addition, there are at least 10 more driveways with ingress and egress to the commercial properties on AOS.
- There are also two residential properties (Century Towers and The Century) on AOS with only one driveway per property for ingress and egress
- AOS will be the home of three proposed construction projects which will have major impacts on traffic flow for several years (the Hyatt Regency Century Plaza; Century City Center; and Westfield).
- The PBID (Property Based Improvement District) has continuing landscape and fountain maintenance crews that work daily in the medians on AOS and take lanes away to service those areas.
- AOS continues to be an ideal location and site for film crews shooting movies, commercials and television production which also affects traffic flow.

These issues need to be specifically addressed and studied. There is a vast difference between the way Century City streets look on a map and the daily experience of Century City traffic on them. If Avenue of the Stars is selected as part of the city's Bike Plan, we strongly encourage you to consider sharrows on AOS rather than removing the #3 lanes going north and southbound. Alternatively, please review using Century Park East or Century Park West for shared bike lanes.

We unequivocally believe that current and predicted traffic volumes would be adversely affected by the loss of these lanes creating hazards for bicyclists and motorists alike.

We urge you to reconsider your proposal and make this major highway a road to be shared by all who visit this very special community... Century City.

Thank you for your consideration.

Most sincerely,

A handwritten signature in black ink, appearing to read "Cameron Benson". The signature is fluid and cursive, with a large initial "C" and a long, sweeping underline.

Cameron Benson
General Manager of Watt Plaza

cc The Honorable Paul Koretz, 5th Council District
200 N. Spring St., Room 440
Los Angeles, CA 90012



July 12th, 2012

- URGENT -

David Somers, Citywide Section
Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012

RE: Notice of Preparation of an EIR for the 2010 Bicycle Plan – First year of the First
Five-Year Implementation Strategy and the Figueroa Streetscape Project - EIR -2012-1470-EIR

Dear Mr. Somers:

On behalf of the Gainsborough Capital LLC, I am writing to express our extreme concern regarding the proposed bicycle lanes on Avenue of the Stars (AOS) between Pico and Santa Monica Boulevards.

Gainsborough Capital embraces programs which reduce traffic, and supports bicycle lanes in the City of Los Angeles, incorporating bicycle programs into Century City's Transportation Management Organization. However, the safety and well-being of bicyclists is a major concern to the business and residential community in Century City if travel lanes are removed from our streets. Please consider the following in your environmental review:

- Avenue of the Stars (AOS) is the major thoroughfare through Century City.
- Previously approved existing traffic mitigations may be affected by the plan if the north and southbound lanes are removed on AOS.
- Two major hotels are situated on AOS with one ingress and egress to their properties
- In addition, there are at least 10 more driveways with ingress and egress to the commercial properties on AOS.
- There are also two residential properties (Century Towers and The Century) on AOS with only one driveway per property for ingress and egress
- AOS will be the home of three proposed construction projects which will have major impacts on traffic flow for several years (the Hyatt Regency Century Plaza; Century City Center; and Westfield).
- The PBID (Property Based Improvement District) has continuing landscape and fountain maintenance crews that work daily in the medians on AOS and take lanes away to service those areas.
- AOS continues to be an ideal location and site for film crews shooting movies, commercials and television production which also affects traffic flow.

These issues need to be specifically addressed and studied. There is a vast difference between the way Century City streets look on a map and the daily travel experience on them. If AOS is selected as part of the City's Bike Plan, we urge you to consider sharrows on AOS rather than removing the #3 lanes. Alternatively, please review using Century Park East or Century Park West for shared bike lanes. We unequivocally believe that current and predicted traffic volumes would be adversely affected by the loss of these lanes, creating hazards for bicyclists and motorists alike.

We ask in the strongest possible terms that you reconsider your proposal and make this major highway a road to be shared by all who visit this very special community... Century City.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Jean Tardy-Valleraud', written over a horizontal line.

Jean Tardy-Valleraud
Founder and Managing Director

cc The Honorable Paul Koretz, 5th Council District, 200 N. Spring St., Room 440, Los Angeles, CA 90012

GAINSBOROUGH CAPITAL, LLC

Constellation Place, Suite 2320 • 10250 Constellation Boulevard • Los Angeles, CA 90067, U.S.A • Tel: +1 (310) 277-0803
www.gainsboroughcapital.com

July 12, 2012



David Somers, Citywide Section
Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012

RE: Notice of Preparation of an EIR for the 2010 Bicycle Plan – First year of the First
Five-Year Implementation Strategy and the Figueroa Streetscape Project
EIR -2012-1470-EIR

Dear Mr. Somers:

On behalf of Constellation Place, LLC., I am writing to express our concerns regarding the proposed bicycle lanes on Avenue of the Stars (AOS) between Pico and Santa Monica Boulevards.

Constellation Place, LLC. embraces programs which reduce traffic, and supports bicycle lanes in the City of Los Angeles, incorporating bicycle programs into Century City's Transportation Management Organization. However, the safety and well being of bicyclists is a major concern to the business and residential community in Century City if travel lanes are removed from our streets. Please consider the following in your environmental review:

- Avenue of the Stars (AOS) is the major thoroughfare through Century City.
- Previously approved existing traffic mitigations may be affected by the plan if the north and southbound lanes are removed on AOS.
- Two major hotels are situated on AOS with one ingress and egress to their properties
- In addition, there are at least 10 more driveways with ingress and egress to the commercial properties on AOS.
- There are also two residential properties (Century Towers and The Century) on AOS with only one driveway per property for ingress and egress
- AOS will be the home of three proposed construction projects which will have major impacts on traffic flow for several years (the Hyatt Regency Century Plaza; Century City Center; and Westfield).
- The PBID (Property Based Improvement District) has continuing landscape and fountain maintenance crews that work daily in the medians on AOS and take lanes away to service those areas.
- AOS continues to be an ideal location and site for film crews shooting movies, commercials and television production which also affects traffic flow.

These issues need to be specifically addressed and studied. There is a vast difference between the way Century City streets look on a map and the daily experience of Century City traffic on them. If Avenue of the Stars is selected as part of the city's Bike Plan, we strongly encourage you to consider sharrows on AOS rather than removing the #3 lanes going north and southbound. Alternatively, please review using Century Park East or Century Park West for shared bike lanes.

We unequivocally believe that current and predicted traffic volumes would be adversely affected by the loss of these lanes creating hazards for bicyclists and motorists alike.

We urge you to reconsider your proposal and make this major highway a road to be shared by all who visit this very special community... Century City.

Thank you for your consideration.

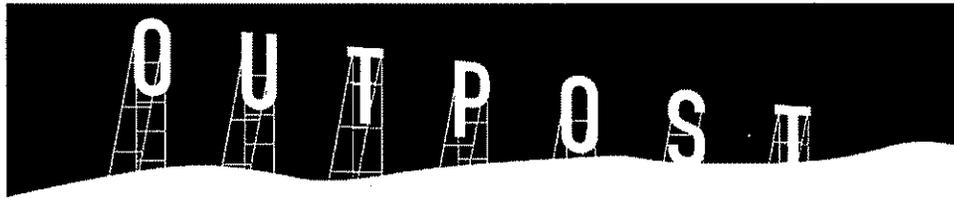
Most Sincerely,

CONSTELLATION PLACE, LLC

A handwritten signature in black ink, appearing to read 'Sarah B. Shaw', is written over the typed name.

Sarah B. Shaw
Vice President Development and Operations

cc The Honorable Paul Koretz, 5th Council District
200 N. Spring St., Room 440
Los Angeles, CA 90012



July 12, 2012

David Somers, Citywide Section
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

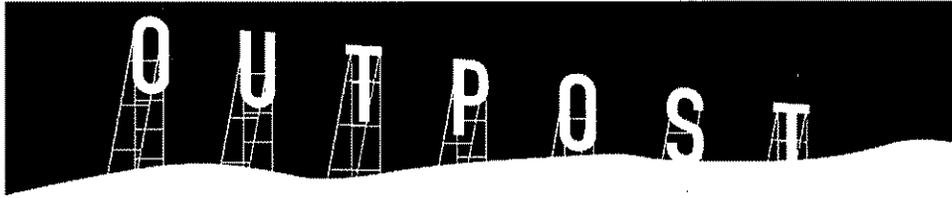
**RE: 2010 Bicycle Plan – First Year of the First Five-Year Implementation Strategy EIR
ENV-2012-1470-EIR**

Dear Mr. Somers:

The Outpost Homeowners Association (OHA) represents the 470 homes in the Hollywood Hills between the Hollywood Bowl and Runyon Canyon Park. We experience increasing amounts of cut through traffic in our neighborhood as commuters between the Valley and the Hollywood/Mid City/Beverly Hills areas seek alternate routes to the congested freeway and parallel arterials in the Cahuenga Pass. We have worked closely with LADOT, CD 4 and LAPD to control the volume and speed of traffic in our neighborhood. We are therefore concerned about any changes to the Cahuenga Pass that could divert additional traffic to our narrow, hillside streets.

We are supportive of the City's efforts to implement a comprehensive bicycle network throughout the City and the entire region. We hope that this can be accomplished in a way that encourages the use of bicycles as an alternate mode to automobiles, but in a way that does not negatively impact residential environments. We offer the following comments that we request be addressed in the Bicycle Plan EIR:

- We feel that the Project Description that was included in the Notice of Preparation for the EIR (dated June 28, 2012) was inadequate in that it did not clearly identify the location and number of vehicular travel lanes to be removed. We are particularly concerned about the segments of Cahuenga East and West. The Project description says the project "would in general include the loss of one or more vehicular travel lanes." It should have made it clearer to the public as to which lanes will be removed and where. How else is the public supposed to understand the potential impacts of the proposed plan? As it turns out, there are conceptual drawings on the LADOT Bike Blog website, but people should not have to search for the drawings to understand what is being proposed.
- Cahuenga West between the Pilgrimage Bridge and Barham Boulevard is one lane northbound and two lanes southbound. If one of the southbound lanes is removed, this will reduce the southbound capacity of Cahuenga West by 50%. The EIR must study in detail where the traffic that utilizes this already congested corridor will shift to and how the impacts of such a diversion of traffic can be mitigated. The EIR should study the potential diversion of traffic from Cahuenga to Woodrow Wilson Drive, Mulholland Drive, Nichols Canyon Road, Outpost Drive, Laurel Canyon Boulevard, and Wrightwood Drive, most of which are already impacted by cross-mountain cut through commuter traffic. A travel demand model, with all of these local streets included, should be used to assess the changes in traffic volumes that will result from the loss of capacity on Cahuenga.
- Cahuenga East between Odin Street and the Pilgrimage Bridge is one lane southbound and three lanes northbound. If one of the northbound lanes is removed, this will reduce the northbound



capacity of Cahunega East by 33%. The EIR must study in detail where the traffic that utilizes this already congested corridor will shift to and how the impacts of such a diversion of traffic can be mitigated. We find it a challenge to even anticipate where this northbound traffic could shift to, or would it just back down Cahuenga all the way into Hollywood.

- The impact of these potential changes on access to the Hollywood Bowl should also be addressed. Will the buses coming from the Valley to the Bowl be so delayed that people will choose to drive instead of using public transit?
- The EIR must include the requirement that the City include funding for neighborhood traffic management as part of the mitigation program for the Bicycle Plan. The Outpost HOA has expended considerable resources already to install and maintain landscaped median islands at some of the stop sign controlled intersections in our neighborhood, but our program is incomplete and we request that consideration be given to installing additional islands, speed humps, speed enforcement signs, or other such devices along Outpost streets as mitigation for the impacts of the Bicycle Plan on the Cahuenga Pass.
- We suggest that an alternative to the removal of lanes on Cahuenga West and East be considered in the EIR. One such alternative, in addition to the No Project Alternative, we would suggest, is a bicycle "bridge" alternative, with the Metro Red Line providing the "bridge" through the Cahuenga Pass. This alternative would allow all bicyclists to ride free of charge on the Metro Red Line between the Hollywood/Highland Station and the Universal Station. We feel this alternative would be feasible, less costly, safer for the bicyclists, and less impactful to our neighborhood than the proposed project. It would be easy to implement by just instructing Sheriff's officers that anyone exiting at Hollywood/Highland or Universal Stations with a bicycle should not be asked to show a ticket, or, if/when the station gates are locked, one gate at each of these two stations could be labeled "Bicycle Access" and not require a TAP card.

We look forward to receiving a copy of the Draft EIR and the results of your analysis, particularly responses to the issues we have raised above. We look forward to working with the City Planning Department and LADOT to develop a multi-modal transportation plan for the City that is safe and environmentally sound for all Angelenos.

Sincerely,
Outpost Homeowners Association

A handwritten signature in black ink, appearing to read 'Marla Strick', written over a white background.

Marla Strick
Secretary

CC: Tom LaBonge
Zev Yaroslavsky
Hollywood Hills West Neighborhood Council
Communities United for Smart Growth

Daniel L. Bernstein
2928 Passmore Drive
Los Angeles, CA 90068
323-876-9934

July 30, 2012

David Somer, Citywide Section
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

RE: EIR NUMBER: ENV-2012-1470-EIR
PROJECT NAME: NOTICE OF PREPARATION (NOP) OF AN ENVIRONMENTAL IMPACT
REPORT (EIR) FOR THE 2010 BICYCLE PLAN – FIRST YEAR OF THE FIRST FIVE-YEAR
IMPLEMENTATION STRATEGY AND THE FIGUEROA STREETScape PROJECT

Dear David Somer:

I am requesting the above-referenced EIR include in its study an additional alternative for Cahuenga Boulevard West for both the Pilgrimage Bridge to Barham Boulevard section and the Barham Boulevard to Lankershim Boulevard section. These two additional options I have titled "Alternative Option" on the two enclosed drawings on page 2 and 3 of this submission.

While I have a long history of community leadership with the Cahuenga Pass Property Owners both as its President and Board Member and with Hollywood Hills West Neighborhood Council as the Chair of its Organizing Committee and its first President, I am submitting these alternatives as an individual. Currently, I believe many of my peers would not want to suffer through short-term congestion to achieve the long-term benefits associated with these suggested options. It is up to leaders to convince others to suffer in the short-term for the long-term benefits.

I foresee the main long-term benefit of the alternative option for the Barham to Lankershim section of Cahuenga Blvd. West as creating a retail village that serves the Cahuenga Pass communities. The increased diagonal parking will greatly assist the existing retail businesses in the Pass and will bring more retail to the communities. Further, the slowing of traffic will greatly discourage the use of Cahuenga Blvd. West and its adjacent narrow hillside streets as a freeway alternative. The Pass will be able to become a destination similar to the Larchmont area.

The alternative option for the Pilgrimage Bridge to Barham Blvd. section of Cahuenga Blvd. West is intended to create a path for pedestrians and bicyclists through the Pass on Cahuenga Blvd. West. Currently, in this section of the Pass, there are 15 lanes for motorized traffic and not an inch of sidewalk. Merely removing one traffic lane and painting 2 bike lanes will not provide a safe path for pedestrians and bicyclists to traverse the Pass. A protected path would provide a safe and comfortable route for all who wish to walk or ride a bike from Barham to the Hollywood Bowl and Hollywood. If Los Angeles wants to connect the Valley and the City, this path is a requirement well worth the effort.

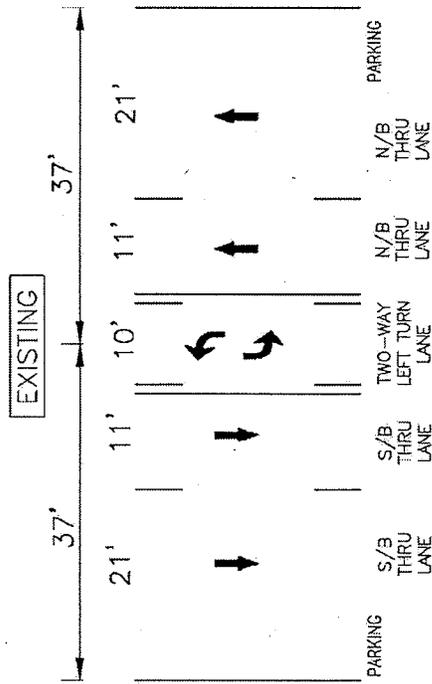
Thank you for your time and consideration.

Respectfully submitted,

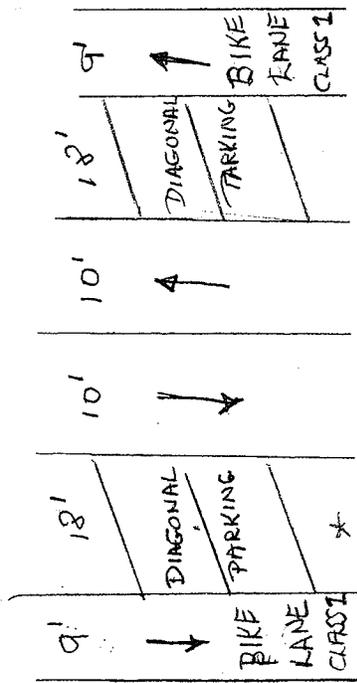


Daniel L. Bernstein

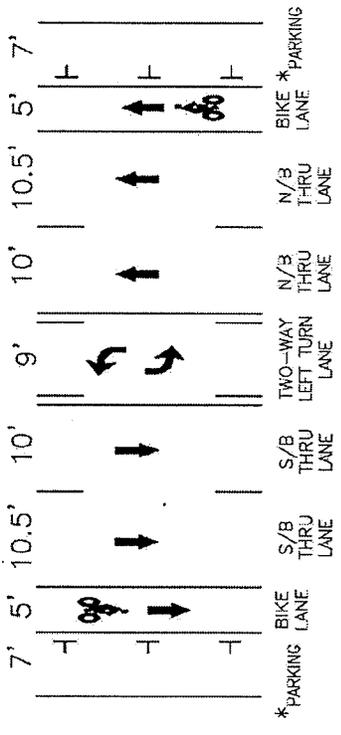
Cahuenga Blvd. (W) Barham Blvd. to Lankershim Blvd. (1.1 miles)



ALTERNATIVE OPTION



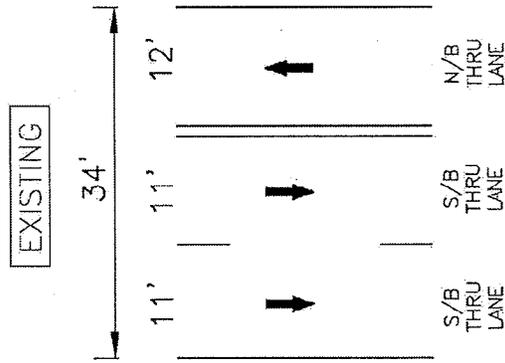
OPTION



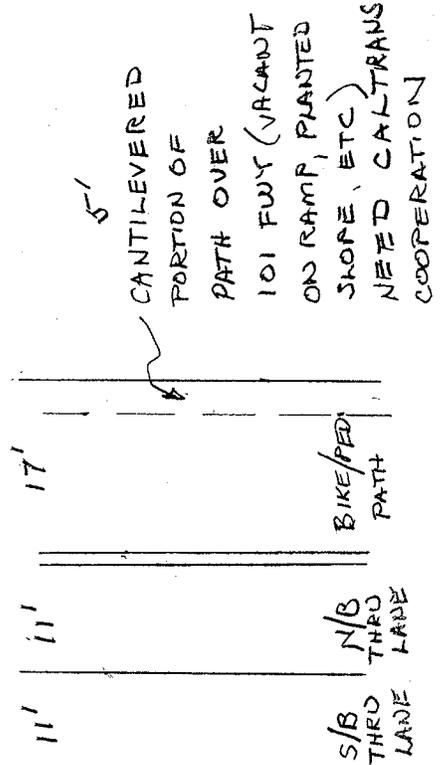
* SOME PARKING REMOVAL REQUIRED

* PROVIDE UP TO 50% ADDITIONAL PARKING

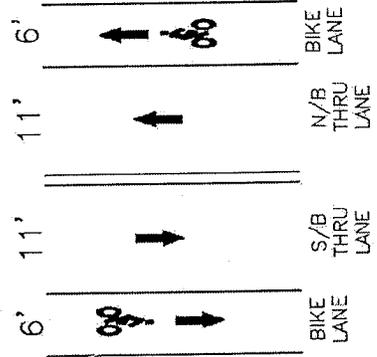
Cahuenga Blvd. (W) Pilgrimage Bridge to Barham Blvd. (1.2 miles)



ALTERNATIVE OPTION



OPTION





David Somers <david.somers@lacity.org>

Fwd: Removing Traffic Lanes & Replacing with Bike Lanes

Michelle Mowery <michelle.mowery@lacity.org>

Mon, Jul 16, 2012 at 3:14 PM

To: Nathan Baird <nate.Baird@lacity.org>, Paul Meshkin <paul.meshkin@lacity.org>, Tim Fremaux <tim.fremaux@lacity.org>, David Somers <david.somers@lacity.org>

FYI

----- Forwarded message -----

From: dan@dlbcorp.com <dan@dlbcorp.com>

Date: Fri, Jul 13, 2012 at 11:08 AM

Subject: RE: Removing Traffic Lanes & Replacing with Bike Lanes

To: Krista Michaels <kristamichaels@earthlink.net>, Alan Dymond <aldymond@aol.com>, Art Howard <howardart@aol.com>, Beth Perrin <bethp323@hotmail.com>, Bill Wiggins <billwiggins@earthlink.net>, Connie Elliot <biffconnie@earthlink.net>, Daniel Savage <Daniel@danielsavage.com>, Deuk Perrin <deuk_perrin@hotmail.com>, Florence Blecher <browndogz@sbcglobal.net>, Francesca Corra <FCorra@aol.com>, Michael Meyer <mpm@iteris.com>, Miriam Palacio <miriambpalacio@aol.com>, Patti Negri <pinkkaire@aol.com>, Richard Bogy <rbogy@bogycompany.com>, Roy Disney <prime_fitness@msn.com>, "Theresa J. Davis" <tjd723@pacbell.net>, Dave Kegaries <kegaries@earthlink.net>, Judy Marlin <judymarlin@roadrunner.com>, Patricia Weber <pweber4rms@aol.com>, Steven Goldfisher <stevengoldfisher@yahoo.com>

This is the plan that was release in 2010. Does anyone know if this is an official new release or just an unofficial recirculation of a previously document to excite us?

I had previously commented on this document stating that the plan for Cahuenga Blvd. (W) Pilgrimage Bridge to Barham Blvd should be changed from a bike lane 6' wide on each side to one separated 2 way pedestrian/bike path on the freeway side of Cahuenga Blvd. (W) in the 12' wide space. Currently, there are 10-14 motorized vehicle lanes in this portions of the Cahuenga Pass with no safe means for pedestrians or bicyclist to traverse the pass. Thus, if someone wishes to travel through the pass they need to get into a motorized vehicle unless they are crazy enough to risk their life walking or riding in a lane of traffic.

Dan

From: Krista Michaels [mailto:kristamichaels@earthlink.net]
Sent: Friday, July 13, 2012 10:29 AM
To: 'Alan Dymond'; 'Art Howard'; 'Beth Perrin'; 'Bill Wiggins'; 'Connie Elliot'; 'Daniel Savage'; 'Deuk Perrin'; 'Florence Blecher'; 'Francesca Corra'; 'Michael Meyer'; 'Miriam Palacio'; 'Patti Negri'; 'Richard Bogy'; 'Roy Disney'; 'Theresa J. Davis'; dan@dlbcorp.com; 'Dave Kegaries'; 'Judy Marlin'; 'Patricia Weber'; 'Steven Goldfisher'
Subject: Removing Traffic Lanes & Replacing with Bike Lanes**Importance:** High

Has everyone seen this? Look carefully at the proposed changes. The city wants to remove traffic lanes and replace them with bike lanes – even on streets such as Barham.

Krista

--

Michelle Mowery
Sr. Bicycle Coordinator

City of Los Angeles Department of Transportation Bicycle Program
100 S. Main Street, 9th Floor
Los Angeles, CA 90012
(213) 972-4962

www.bicyclela.org
<http://ladotbikeblog.wordpress.com>
<http://www.facebook.com/LADOTBikeProgram>
<http://twitter.com/#!/LADOTBikeProg>



David Somers <david.somers@lacity.org>

Comment letter on EIR Cahuenga West and East Bicycle Plan

Joyce Dyrector <jdyrector@aol.com>

Fri, Jul 27, 2012 at 10:41 PM

To: David.somers@lacity.org

Joyce Dyrector

6866 Iris Circle

Hollywood CA 90068-2716

jdyrector@aol.com[323-464-3942](tel:323-464-3942)

July 26, 2012

David Somers, Citywide Section
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles CA 90012

RE: 2010 Bicycle Plan-First Year of the First Five Year Implementation Strategy EIR

Dear Mr. Somers,

I am emailing you my comments to your proposed Cahuenga Boulevard East and West Bicycle plans.

First, let me tell you a bit about myself. I have lived in the neighborhood that will be affected by this plan for almost thirty years. I am on the Board of "Hollywood Heights" and the Board of the "Hollywood Hills West Neighborhood Council". I am also on the Hollywood CPAB and the "Hollywood Bowl Advisory Committee". I know this neighborhood very well. We deal with a lot of traffic, street closures, crime, development, etc.

There are numerous problems with your plan to remove one south bound car lane on Cahuenga West and one north bound car lane on Cahuenga East in order to place north and southbound bike lanes on Cahuenga West and Cahuenga East.

Cahuenga is a heavily traveled roadway. It is the pass thru for traffic to go from Hollywood into the Valley, Burbank and surrounding neighborhoods. During the summer months it can turn into a parking lot, with traffic barely moving. To remove car lanes would only worsen that problem. Besides the residents of the area, we have a possibility of 18,000 people attending Bowl concerts and a couple of thousand people attending the Ford Theatre. Then there are the numerous Hollywood Blvd. closures and all the people coming into Hollywood to go to movies, clubs, restaurants, etc.

We have longed for a study to solve our many traffic problems but this is NOT it. This will only make it worse. I don't have a crystal ball but I do have common sense, which this plan is sadly lacking. If the current plan becomes a reality, I foresee chaos, numerous accidents with physical injury, and

numerous lawsuits against the City.

More study and neighborhood input needs to be addressed. There was barely any notice to the surrounding community and virtually no effective scoping meetings.

I suggest that traffic counts of this area will indicate a very high level of vehicle traffic...and to reduce lanes on an area so highly traveled doesn't make sense. Many years ago (over 20) the City did do a couple of traffic counts. The City needs to provide that data to the Public as well as the people making these idiotic plans without sufficient information. The intersection of Highland and Franklin (a couple of blocks away from this Plan) is the first, sometimes, the second WORST intersection in the City. We share that unwanted distinction with the intersection of Wilshire and Westwood.

Sincerely,

Joyce Dyrector



David Somers <david.somers@lacity.org>

Bicycle Plan Five-Year Implementation Strategy and the MyFig Project NOP (ENV-2012-1470-EIR)

Albert Newman <albert.newman@live.com>

Mon, Jul 30, 2012 at 4:02 PM

To: david.somers@lacity.org, tim.fremaux@lacity.org

Dear David and Tim,

The Cahuenga Pass bike lane is the most important bike linkage between the San Fernando Valley and the L.A. Basin and therefore is imperative that it be implemented and paid special attention for purposes of safety and accessibility.

The EIR for the Bicycle Plan Five-Year Implementation Strategy (ENV-2012-1470-EIR) should study the safety of requiring southbound cyclist on Cahuenga Boulevard to merge across two lanes of traffic (with cars travelling at speeds of 30-50 mph) between Hillpark Drive and Pilgrimage Bridge in order to make a left turn onto Pilgrimage Bridge.

Additionally, the EIR should include an alternative which would include reconfiguring the circulation pattern within the Pass. This would include allowing northbound-only traffic on Cahuenga Boulevard East between Odin Street and Barham Boulevard. (Currently, southbound-only traffic is permitted on a 1/4 mile stretch of Cahuenga Boulevard East between Pilgrimage Bridge and Odin Street, so such a reconfiguration would not substantially change the existing circulation pattern.) This reconfiguration would also include allowing southbound-only traffic on Cahuenga Boulevard. (Northbound traffic on Highland would turn at Odin Street and again at Cahuenga Boulevard, which would now be northbound-only traffic north of Odin Street.) This could not only result in the preservation in the total number of lanes dedicated to vehicles, it could also allow for a safer bicycle experience, and potentially allow for the creation of one side-by-side, north and southbound bike lane and within a protected right-of-way along either the Cahuenga Boulevard or Cahuenga Boulevard East.

Pilgrimage bridge would still provide east/west traffic in order to allow northbound vehicles on Cahuenga Boulevard East to turn back around and go south on Highland Avenue, or southbound vehicles on Cahuenga Boulevard to turn back around and go north on Cahuenga Boulevard East.

Thank you for your efforts!

Albert Newman



David Somers <david.somers@lacity.org>

No bike lanes on Cahuenga!

Miss Hillary <hillaryshome@hotmail.com>

Mon, Jul 23, 2012 at 12:12 PM

To: "david.somers@lacity.org" <david.somers@lacity.org>

Mr. Somers-

I am a home owner in Hollywood Heights and I am urging you to reconsider adding a bike lane to Cahuenga Blvd. the traffic going to and leaving the Hollywood bowl is already so congested it sometimes makes leaving or getting to my neighborhood impossible. PLEASE don't increase that traffic by taking away a lane!!!

Thank You,
Hillary Croll

Miraculously Sent from my iPhone



David Somers <david.somers@lacity.org>

Comments from bike lane meeting last week

Tomer Gurantz <tgurantz@yahoo.com>

Mon, Jul 23, 2012 at 12:27 PM

Reply-To: Tomer Gurantz <tgurantz@yahoo.com>

To: "David.somers@lacity.org" <David.somers@lacity.org>

Hi David,

I was at the Scoping Meeting by the LA Dept of City Planning meeting last week.

My comments were mostly around my experience with the recent Honolulu project here in Glendale, and especially in regards to any bike lane improvements planned that have the possibility of negative pushback from residents.

I think highlighting positive statistics around safety and researching accident rates is relevant and important, so that the document isn't a laundry list of problems involved (noise, parking removal, etc.)

Certain residents and businesses reacted negatively to lane removal near businesses that often have drop-off issues (like day cares and preschools), and locating these ahead of time and creating loading zones could be a very useful proactive feature or enhancement.

Identifying old folks homes or areas of seniors and showing how lane reduction means easier pedestrian crossings (and other pedestrian crossing improvements) would be very useful in proactively getting buy-in from those segments.

Cheers,
Tomer



David Somers <david.somers@lacity.org>

bike lanes

delfin labao <tigerbalm@mac.com>

Mon, Jul 23, 2012 at 10:17 AM

To: david.somers@lacity.org

Who in their right minds would bike with the heavy traffic that you are proposing Cahuenga west and east. And with all the planned buildings in Hollywood - traffic will continue to be nightmare. Bad idea! Please lets use some common sense here-- thank you , delfin labao Whitley Heights resident...

July 26 2012



David Somers, Citywide Section
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

**Re: Case Number ENV-2012-1470-EIR
Comments re Notice of Preparation and Scoping for Bike Plan EIR
Colorado Boulevard**

Dear Mr. Somers:

Take Back the Boulevard (TBTB) submits the following comments regard the Notice of Preparation of an Environmental Impact Report (EIR) for the 2010 Bicycle Plan. Our comments focus on Colorado Boulevard.

Take Back the Boulevard is a community-driven initiative to make Colorado Boulevard more of a "main street" for Eagle Rock. TBTB's steering committee includes representatives from the Eagle Rock Neighborhood Council (ERNC); The Eagle Rock Association (TERA); the Eagle Rock Chamber of Commerce; Eagle Rock Community Preservation and Revitalization Corporation (ERCPR); Collaborative Eagle Rock Beautiful (CERB); and Occidental College. Our goals include: providing safety for all ages and various modes of transportation; stimulating economic growth through greater pedestrian activity and reduced automobile speeds; and increasing community health through reducing automobile emissions and encouraging alternative forms of transportation.

Over the past year, TBTB has used broad community involvement and feedback to develop plans to make Colorado Boulevard a safe, sustainable and vibrant street. We have conducted three community meetings, attended by more than 200 people; held more than a dozen smaller meetings with key stakeholders, including local schools, churches and businesses; and obtained more than 270 responses to a survey.

Our planning efforts have demonstrated wide community support for Class II bicycle lanes on Colorado Boulevard—buffered where feasible—between the Glendale City limit (near the 2 Freeway) to the Pasadena City Limit (near Avenue 64). On Colorado Boulevard, bicycle lanes would serve multiple purposes:

- (a) making the street safer for bicyclists, including by reducing automobile-bike conflicts that occur when modes that travel at markedly different speeds share lanes. This is particularly important on Colorado Boulevard, where many motorists are transitioning on or off the Glendale and Ventura Freeways;
- (b) making the street safer for pedestrians. On much of Colorado's length, the street is nearly 100 feet wide, with three automobile travel lanes in each direction. The roadway width and number of lanes make it uncomfortable and unsafe for pedestrians to cross Colorado. Replacing an automobile lane with a bicycle lane can effectively reduce pedestrian crossing distance and crossing time.
- (c) making the street safer for motorists. Colorado Boulevard through Eagle Rock has a significantly higher traffic fatality rate than Colorado Boulevard through Glendale or Pasadena. With six travel lanes and fairly low levels of traffic at most times of day, Colorado Boulevard has significant excess capacity, which facilitates speeding. Converting an automobile lane to a bicycle lane allows law-abiding drivers, rather than speeders, to set the effective speed on the street.
- (d) enhancing the economic vibrancy of Colorado Boulevard businesses by creating a more pleasant environment for their customers.

Some Eagle Rockers have reserved judgment about bicycle lanes on Colorado Boulevard until this EIR analyzes the potential environmental effects. Based on input from the Eagle Rock community, Take Back the Boulevard requests that the EIR analyze the following topics and issues:

1. The EIR Should Be Specific About Potential Traffic Congestion Impacts

Along the 3-mile length of Colorado Boulevard through Eagle Rock, different segments have very different traffic volumes, roadway widths, and other characteristics. The EIR should be precise about the segments where traffic congestion might occur; and it should be precise about the time periods when those impacts are projected to occur. Our preliminary analysis, and observations as long-time Eagle Rockers, suggests that any increased traffic congestion is likely to occur only at a small number of intersections for short periods of time. If the EIR identifies bottlenecks, that information provides an opportunity to design bike facilities that address those specific locations.

2. The EIR Should Not Assume That Traffic Congestion Is An Inherently Adverse Impact.

Today, Colorado Boulevard is designed primarily for moving motor vehicles rapidly through Eagle Rock. Colorado Boulevard is not designed for bicyclists or pedestrians. While automobiles are and likely will remain the dominant mode on Colorado Boulevard, the EIR should not focus solely on

automobile Level of Service (LOS). The EIR should use a multi-modal LOS to better evaluate whether any increase in automobile congestion is offset by improvements to the manner in which Colorado Boulevard serves bicyclists, pedestrians and transit users.

The primary concern raised by Eagle Rockers in our meetings and surveys was excessive traffic speeds on Colorado Boulevard. Speeding traffic has several negative effects. It creates a perception that it is unsafe to cross Colorado, which in turn discourages walking and bicycling. Pedestrians' inability to easily cross Colorado makes it difficult to fully utilize on-street parking; people won't park on the other side of the street to patronize local businesses. Although Colorado Boulevard has some cafes and restaurants with sidewalk dining, speeding traffic creates a less comfortable environment.

Eagle Rock also has several schools on or near Colorado Boulevard, including Eagle Rock Elementary, Dahlia Heights Elementary, St. Dominic's Catholic School, Renaissance Arts Academy (RenArts), and a Montessori School. Speeding traffic discourages walking and biking to school, and makes student drop-off and pick-up more difficult.

To the extent that increased traffic congestion primarily reduces speeding rather than significantly delays those driving at the posted speed limit, that is a beneficial impact that ameliorates existing health and safety issues, and not an adverse impact.

3. The EIR Should Discuss the Angled Parking Alternative

As with most successful commercial districts in older parts of Los Angeles, there is some community concern about whether the amount of on-street parking is sufficient. Among Eagle Rockers, removal of on-street parking, particularly between El Rio and Dahlia, is likely to be viewed as a more significant impact than removal of a travel lane.

There is some community support for adding angled parking along Colorado Boulevard, and concern that bike lanes would preclude this alternative. TBTB understands that LADOT has undertaken previous analyses showing that: (a) on segments with an existing median (from Eagle Rock Boulevard to Townsend), angled parking cannot be installed that meets LADOT standards for the "E" dimension (the backup zone) without reconstructing the median; and (b) on other segments, angled parking would gain only a small number of on-street spaces. Discussion of angled parking in the EIR as an alternative would "foster informed decision-making and public participation" in Eagle Rock. If angled parking is infeasible with or without bike lanes, the bike lanes themselves have no impact on parking. Conversely, if there is a choice between bike lanes and angled parking, the community is entitled to that information and analysis.

4. The EIR Should Analyze Bike Lanes on La Loma as an Alternative to Mitigate Potential Impacts

The segment of Colorado Boulevard between Figueroa Street and La Loma Road/Monte Bonito Drive is relatively narrow; it is currently configured with two travel lanes in each direction and no curb parking. Class II bike lanes would likely require removal of at least one travel lane. If it is determined that this would create a significant environmental effect, the EIR should analyze the alternative of installing bike lanes on La Loma Road between Colorado and Figueroa. The businesses on this very short stretch of roadway are a CVS Pharmacy, McDonald's restaurant and Von's grocery store, all of which have ample off-street parking. Here, loss of on-street parking here likely would not have a significant adverse effect.

5. The EIR Should Address Safety Issues Relating to the 134 Freeway Ramp

The current design and signal timing of the 134 Ventura Freeway off-ramp onto westbound Colorado Boulevard allows vehicles to exit the freeway at high speeds. This physical condition creates an existing safety hazard for bicyclists, pedestrians and motorists. The EIR should evaluate whether installation of bike lanes would provide a safety benefit by reducing the length of the nearly ¼ mile merge lane. The EIR should also address whether other design or operational changes (such as changing traffic signal timing for vehicles exiting the freeway) could provide a safety benefit. TBTB's community outreach revealed that, regardless of how people felt about bike lanes, there was near-universal support for making it more difficult for vehicles to exit the 134 Ventura Freeway at high speeds onto Colorado Boulevard.

6. The EIR Should Focus on Key Segments Where Impacts Road Configuration Makes Traffic Impacts More Likely.

Along most of Colorado Boulevard in Eagle Rock, the right of way is 100-120 feet, making it relatively easy to design Class II bike lanes and predict any traffic impacts. However, some portions of Colorado Boulevard are relatively narrow, which presents design challenges and increases the likelihood that bike lanes will present adverse impacts. The EIR should more analyze specific design alternatives to maximize bicyclist safety and minimize traffic impacts at the following specific locations:

(a) westbound Colorado between Sierra Villa and the Colorado-Broadway split, to determine whether the existing four-lane configuration is necessary and, in any event, how to permit bicyclists proceeding along Colorado Boulevard to safely cross the significant volumes of traffic turning right onto Broadway;

(b) both sides of Colorado from Monte Bonito/La Loma to Wiota Street (near the 134 on- and off-ramp).

(c) eastbound Colorado at Sierra Villa, where there are large volumes of right-turning traffic into Eagle Rock Plaza

(d) eastbound Colorado at Eagle Rock Boulevard, where there are large volumes of right-turning traffic.

7. The EIR Should Analyze The Importance of a Connected Bicycle Network

Bicycle lanes offer the greatest benefit when they are part of a connected network of bicycle facilities. Along Colorado Boulevard, that means connecting not only to the City of Los Angeles' bicycle network—including existing bike lanes on Eagle Rock Boulevard and potential bike lanes on Figueroa—but also the bicycle facilities in Pasadena to the east and Glendale to the west. Pasadena's 2011 Bicycle Transportation Plan calls for Class II bicycle lanes along Colorado Boulevard, with a Class III bike route on the narrower roadway just east of the Pasadena-Los Angeles city limit. Glendale has an existing Class III bike route on Lincoln Avenue, which intersects with Colorado Boulevard just west of the Los Angeles-Glendale city limit; Glendale's May 2012 Final Draft Bicycle Transportation Plan calls for a Class III bike route, with sharrows, on Broadway. The EIR should analyze whether a failure to connecting to these other cities' networks—maintenance of the status quo—creates adverse impacts.

Take Back the Boulevard appreciates this opportunity to provide input regarding the EIR. We offer our assistance to the Planning Department and the Department of Transportation in conducting outreach regarding this or future phases of the EIR process. If you have any questions, please contact either Bob Gotham of The Eagle Rock Association at president@TERA90041.org; or Jeff Jacobberger of Civic Enterprise Associates, at jeff@civicenterprise.com or 323.646.3308.

Very truly yours,



Bob Gotham, Chair
Steering Committee, Take Back the Boulevard

cc: Jeff Jacobberger, Civic Enterprise Associates (by email)
Office of Councilmember José Huizar (by email)



David Somers <david.somers@lacity.org>

2010 Bicycle Plan Five-Year Implementation Strategy and the MyFig Project NOP

Jill Sourial <jill.sourial@lacity.org>

Tue, Jul 3, 2012 at 10:47 AM

To: David Somers <david.somers@lacity.org>

David,

Thanks for this info, I will be out of town during the scoping meetings but have shared the notice with constituents. As an overall comment from our office for the projects in our district (I believe they are portions of Venice, Mission and N.Figueroa) we'd prefer to see lane removals over parking removal wherever possible.

Thanks.

Jill Sourial

Environmental Projects Manager

Office of Councilmember Ed Reyes

t. 213-473-7001

f. 213-485-8907

jill.sourial@lacity.orgwww.lariver.org

On Thu, Jun 28, 2012 at 3:34 PM, David Somers <david.somers@lacity.org> wrote:

[Quoted text hidden]



David Somers <david.somers@lacity.org>

Street Light Request - Highland View Ave. and Colorado Blvd.

Liam Roth <liamroth@hotmail.com>

Thu, Jul 12, 2012 at 6:34 PM

To: gil.delacruz@lacity.org, chris.mosman@lacity.org

Cc: david.somers@lacity.org, councilmember.huizar@lacity.org, searly@write.me.com, m.larsen@mac.com, william.roschen@lacity.org

Dear Messrs. De La Cruz and Mosman:

My wife and I moved to Eagle Rock - on Highland View Ave., just north of Colorado Blvd. - last summer. While we love our new neighborhood, and appreciate the efforts of "Take Back the Boulevard" and others to make the commercial stretch of Colorado Blvd., between Townsend Ave. and Eagle Rock Blvd. (and beyond), more pedestrian-friendly, there is a correctable safety issue at the heart of this burgeoning walking neighborhood that will also serve to make the Colorado strip more pedestrian-friendly.

Between Eagle Rock Blvd. and Townsend Ave., which is the most pedestrian-concentrated section of Colorado Blvd. in Eagle Rock, there are traffic lights and cross walks every 2 blocks, except right in the center of that section, at Highland View Ave. There are no street lights or functional crosswalks between Maywood Ave. and Argus Ave., a stretch of 5 blocks. There are several schools (Renaissance, Bloom School of Music, St. Dominic) in the direct vicinity and there are bus stops on Highland View Ave. itself. We have watched as students and children brave the freeway-speed traffic and run across the street to catch a bus or visit one of the restaurants and businesses that line both sides of the Boulevard on that stretch. Worse still, the only 24-hour businesses in Eagle Rock, the 7-11 and the 76 station (with a late-night taco truck), are on opposite sides of Colorado, right on Highland View. People race back and forth from these businesses at all times of the night, adding another level of danger to the concerns that already attend 24-hour businesses.

As has been reported and compiled by [others](#) using the Statewide Integrated Traffic Records System (SWITRS), the Colorado stretch in Eagle Rock has incurred considerably more accidents and fatalities than the Colorado stretches in Pasadena or Glendale. There is a simple fix to this glaring safety issue. Adding a stop light and crosswalk to Highland View Ave. would instantly transform the most dangerous pedestrian crossing in Eagle Rock to one of the safest. What's more, there would be **very little cost in adding a stoplight**, as there are already left turn lanes at the intersection. As the former head of The Eagle Rock Association (TERA) has pointed out, there used to be a stoplight at the Highland View intersection and the intersection is already engineered for use with a stoplight; thus, adding one now would only require installation and painting a crosswalk.

Adding a stoplight at Highland View Ave. will dramatically reduce the danger to pedestrians on the Colorado Blvd. stretch in Eagle Rock. As other efforts to improve the Boulevard are underway, pedestrian traffic will only increase, and as it stands, the middle of this stretch of Colorado is not suited to pedestrians. Pedestrians attempting to visit an establishment on the other side of the street, or catch a bus, or get to their parked car are risking their lives running across a veritable freeway, rather than walking the several blocks in either direction in an effort to locate a stoplight. Installing a stoplight will address these safety issues while continuing the effort of making Colorado Blvd. more pedestrian-friendly, all at a very insignificant cost. I trust you will do the right thing and install a stoplight at Highland View Ave. Thank you.

Best,

Liam Roth



David Somers <david.somers@lacity.org>

bike lane EIR

Jack Burnett-Stuart <jb-s@earthlink.net>

Thu, Jul 12, 2012 at 10:04 AM

To: David.Somers@lacity.org

dear Mr Somers

I would like to generally support the implementation of bike lanes that is being studied in the EIR. Special priority should be given to routes where there is no possible alternative route for bikes on less busy streets. In particular I am thinking of North Figueroa between York and Colorado, where due to topography there are no parallel streets. The high speed of traffic and the poor condition of the pavement in the right lane in the south direction makes this a particularly unpleasant and hazardous bicycling experience, which a bike lane and some pavement repair would improve enormously.

Sincerely,

Jack Burnett-Stuart
5830 Buena Vista terrace
Los Angeles CA 90042



David Somers <david.somers@lacity.org>

Colorado Blvd Bike Lane

Jon Button <jbutton@pacbell.net>

Thu, Jul 12, 2012 at 9:22 AM

To: David.Somers@lacity.org

Cc: president@tera90041.org

Hi David,

I wanted to voice my opinion in favor of a bike lane on Colorado Blvd. My wife and I attempted to ride our bicycles to a restaurant along Colorado once since moving to Eagle Rock. We never did it again, it was frightening as cars and trucks whizzed past inches from our elbows, and vehicles came at us in reverse as they were backing into parking spots. As an avid motorcyclist I'm not averse to a little danger on the road, but this experience was harrowing.

I don't know if this would be a possibility here, but I was particularly impressed by the bike lanes in NYC where they are separated from traffic by parked cars (see attached photo.)

Thanks for your time,

Jon Button
Eagle Rock, CA





David Somers <david.somers@lacity.org>

Take Back The Boulevard Concerns

Elliot M. Smith <elliots11@gmail.com>

Wed, Aug 1, 2012 at 10:40 PM

To: "David.Somers@lacity.org" <David.Somers@lacity.org>

Hello David,

I found your email address on the Take Back the Boulevard website.

My name is Elliot, I bought a house in Eagle Rock in the hills near Eagle Rock High School in December.

On the whole, I like the ideas behind Take Back the Boulevard. I want to see more foot traffic and small businesses. I like Colorado Blvd and I'd like to see it improve. I'm not opposed to bike lanes as a concept. I like that you all are pushing in the direction that you are, and I hope you're successful.

The only thing I'm opposed to in the whole plan is the idea of shrinking Colorado from 6 lanes to 4. I think it's short-sighted and will serve to hurt Eagle Rock on the whole. I often commute to Hollywood, Burbank, and elsewhere, so I take Colorado daily, and I know other local homeowners who do the same. There's no doubt that reducing two lanes will clog up traffic, and I'm certain that that's the whole idea. It's just plain going to hurt the people who live here and work elsewhere.

I've lived in Los Feliz and Atwater Village over the last 4 years, two areas I'm sure have crossed the minds of those in the TBTB movement as examples to be emulated. I can tell you that you have something special in the 6 lane Colorado Blvd that those areas wish they did, and that's free traffic flow. We'd all love to see Colorado have more great shops like Vermont and Hillhurst, but not at the expense of turning it into a parking lot like Los Feliz Blvd at rush hour. That hurts accessibility, and based on Eagle Rock's location, hurts Eagle Rock as a whole. Fewer out-of-area visitors to the shops, fewer people willing to become residents.

Eagle Rock is as far out from Hollywood as I was willing to go, cutting down lanes will effectively make it even further away. Being able to get in and out of Eagle Rock is essential to the quality of life of myself and many people who live here. Is the quality of life of those commuters more important than those bicycling through Eagle Rock? Well since they're bringing home the bacon to the area and paying more in taxes, I'd argue that yes, it is. That said, I've seen some poor judgement on the part of both drivers and bicyclists along Colorado, which is why I'm definitely not opposed to an area for bicyclists, but I can't support creating traffic jams and trouble between buses and cars jockeying for space and slowing car traffic to a crawl. It changes the nature of Colorado from liberating to frustrating.

If you all decide to take the bike lanes out of street parking, I hope you do something to replace it, perhaps by creating free or inexpensive parking lots every other block. LA is a driving town. I've been to NYC, the infrastructure to pull off that kind of walking lifestyle is a long way off here. Plus I and many others have to drive to get to Colorado anyway, and if we can't park easily, we can't use it. That's not fair. Diagonal parking spots are just going to lead to wrecks, so I'm not going to argue against it because I doubt it's in serious consideration.

So in closing, please do improve Colorado Blvd, I'm glad you are doing it. But please, I'm begging you, don't do it at the expense of drivers. By complicating access to enter and leave Eagle Rock, you're shooting the area in the foot, and worsening the perception that Eagle Rock is too far away from everything else to consider visiting or living in.

Thank you,

Elliot M. Smith
Eagle Rock Homeowner on Silverwood Dr.

Sent from my iPhone



David Somers <david.somers@lacity.org>

env-2012-1470-eir

Dan Fineman <dand@oxy.edu>

Thu, Jul 12, 2012 at 9:24 AM

To: david.somers@lacity.org

Dear Mr. Somers:

This is a response to the city's call for written comment.

I am an Eagle Rock resident who lives on Dahlia Dr. just north of Colorado Blvd., one of the proposed areas for bike lanes. I am ambivalent for the following reasons:

1. I am very much in favor of creating safe bike lanes.
2. I am very worried about — in some extant proposals — the loss of traffic lanes without thorough study of and expensive amelioration of possible additional congestion.

We have lived in 90041 for 36 years. The traffic on Colorado Blvd. Has gotten worse and worse, especially at rush hour when it is now not uncommon for the line awaiting entrance to the 210 onramp to come down to my intersection resulting in a a grid lock that makes left turn onto Colorado impossible. Any additional change in traffic lanes MUST be accompanied by the installation of lights at such intersections if travel is to be possible.

Thanks,

Daniel Fineman

5251 Dahlia Dr., 90041



David Somers <david.somers@lacity.org>

Bike lanes for Colorado Blvd.

jgoldfarb3@roadrunner.com <jgoldfarb3@roadrunner.com>

Tue, Jul 10, 2012 at 5:54 PM

To: David.Somers@lacity.org

Dear Mr. Somers,

As an Eagle Rock homeowner, I want to express my strong support for the addition of bike lanes to Colorado Boulevard. This would be a major step toward creating a more pedestrian-friendly business district in Eagle Rock, which in turn, I believe, would lead to more patronage of local businesses, and perhaps spawn new businesses along this important corridor. I have heard the argument that the bike lanes would slow traffic, but to me that would be one of the major advantages of installing them. There are too few crosswalks along the boulevard at present, and the situation as it is absolutely intimidating for pedestrians and cyclists. We do not need Colorado Boulevard to be an "alternate freeway route" when there is a perfectly viable freeway about a half-mile north and parallel to it. Bike lanes would help reinforce Eagle Rock's reputation as a small town within the larger metropolis, and I cannot foresee any downside to this proposed change.

Sincerely,
John Goldfarb
5432 Hartwick St.
Eagle Rock, CA 90041



David Somers <david.somers@lacity.org>

Expressing support for bicycle lanes on Colorado Blvd in Eagle Rock

Inman, Robert <Rinman@sunkistgrowers.com>

Mon, Jul 16, 2012 at 8:53 AM

To: "David.Somers@lacity.org" <David.Somers@lacity.org>

Hello, I am writing to express my unqualified support bicycle lanes on Colorado between the western city limit with Glendale and Figueroa Street. I would like to bike lines similar to what is found on York Blvd. I have occupied a home I own in Eagle Rock one block from Colorado since 1988. I am not a bicyclist but I am an avid walker. I have become distressed in the quarter century that I have lived here at how Colorado Blvd has evolved into a high speed motorist traffic funnel. I think that the addition of bicycle lanes in addition to other crosswalk and signal modifications to bring our neighborhood artery back to scale with the needs of the community.

Home address: 4923 Hartwick Street, Los Angeles 90041

Bob Inman

Administrator - Transportation Operations

Sunkist Growers

Sherman Oaks, CA

[818-379-7540](tel:818-379-7540) office

[818-379-7145](tel:818-379-7145) fax

[818-212-3219](tel:818-212-3219) mobile



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David Somers <david.somers@lacity.org>

2010 Bicycle Plan Five-Year Implementation Strategy and the MyFig Project NOP

Todd Saalman <tsaalman@pobox.com>

Thu, Jun 28, 2012 at 9:28 PM

To: David Somers <david.somers@lacity.org>

An excellent start, David, thank you.

Let us not forget, however, that a significant goal of the bike plan should be to unite the northern portion of the LA River Bike Trail with the southern. There should be a connection to a united LA River Bike Trail by the Figueroa St. and Mission Rd. segments.

Regards,
Todd Saalman

[Quoted text hidden]

[Quoted text hidden]

david.somers@lacity.org <mailto:david.somers@lacity.org>

Mail Stop 395

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David Somers <david.somers@lacity.org>

please add me to public contact list for ENV-2012-1470

Editor- Boulevard Sentinel <boulevardsentinel@gmail.com>

Tue, Jul 10, 2012 at 2:06 PM

To: David.Somers@lacity.org

Dear Mr. David Somers,

Please confirm that you are the contact person for correspondence regarding ENV-2012-1470 which includes bike lanes for Colorado Boulevard in Eagle Rock.

Please also confirm you will add me to "interested persons" list for ENV-2012-1470, and add me to lists for e-mail phone et. al.

Thankyou for your attention to this matter.

Sincerely,

--

Tom Topping

Publisher

Boulevard Sentinel Newspaper

pmb 41726

Los Angeles CA 90041

[323 255 1053](tel:3232551053)

boulevardsentinel@gmail.com

City of Los Angeles
2010 Bicycle Plan-First Year of the First Five-Year Implementation Strategy
and the Figueroa Streetscape Project
ENVIRONMENTAL IMPACT REPORT

PUBLIC SCOPING MEETING COMMENT SHEET
July 18, 2012

PLEASE PRINT

Name:	Kay
Agency or Organization	driver/cyclist/pedestrian
Address	
City, State,	
Zip:	90041
Comments:	It's time for road diets + bike lanes, N Figueroa desperately needs road diet + bike lanes!! Is the city going to wait until there are more horrific crashes there? Colorado Blvd desperately needs bike lanes + road diet. Also please continue bike lane on York Blvd all the way to SoPas border. When you put Sharrons on the bridge why can't you put the "Bikes May Use Full Lane" signs up instead of those "SHARE THE ROAD" signs -- which very few LA drivers understand. "Bikes May Use Full Lane" signs should be used just for construction projects but for sharrons too. Venice Blvd is also critical in closing gap -- yes on road diet -- yes on putting in bike lane to close the gap on Venice Blvd. Road diets the only way to get speeds of cars down and make streets safer for everyone. There is plenty of room on both N Fig + Colorado to remove a car lane + put in buffered bike lanes.

Thank you for your participation. Your input is appreciated.
Please submit your comments at the end of this meeting, or by mail, fax, or e-mail to:

David Somers, Citywide Section
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012
Phone: (213) 978-3307
Fax: (213) 978-1477
E-Mail: david.somers@lacity.org

yes, want
buffered bike
lanes on N Fig
+ Colorado!!

Please prioritize
completion of York Blvd
bike lane if not this
year, then the next
possible year!

City of Los Angeles
2010 Bicycle Plan-First Year of the First Five-Year Implementation Strategy
and the Figueroa Streetscape Project
ENVIRONMENTAL IMPACT REPORT

PUBLIC SCOPING MEETING COMMENT SHEET
July 18, 2012

PLEASE PRINT

Name:	Valerie Watson
Agency or Organization	Downtown Los Angeles Neighborhood Council.
Address	
City, State, Zip:	3790 Glenalbyn Dr. LA, CA 90065
Comments:	
<p>I am in full support of the Bike Master Plan implementation, and fully in support of better bike infrastructure in our city. As a Downtown Stakeholder, the projects on this list including N. Figueroa, S. Figueroa 2nd street and 7th Street are critically important to building a complete bike network for Downtowners and people who bike downtown from surrounding areas. The 7th Street is a critical link for Skid Row, a traditionally underserved area for infrastructure. I encourage the City to work hard to complete these critical links, no matter how difficult. Work please</p> <p>Thank you!!</p>	

Thank you for your participation. Your input is appreciated.
Please submit your comments at the end of this meeting, or by mail, fax, or e-mail to:
David Somers, Citywide Section
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012
Phone: (213) 978-3307
Fax: (213) 978-1477
E-Mail: david.somers@lacity.org



David Somers <david.somers@lacity.org>

Comments to NOP ENV-2012-1470-EIR Figueroa Streetscape Project due 7.30.2012

Joyce Dillard <dillardjoyce@yahoo.com>

Mon, Jul 30, 2012 at 4:41 PM

Reply-To: Joyce Dillard <dillardjoyce@yahoo.com>

To: David Somers <david.somers@lacity.org>

Missing is the impact on Total Daily Maximum Loads TMDLs as pollutants as well as contributing to Sea-Level rise and flooding.

The area will increase in both vehicle, truck and transit traffic with the planned LA Convention and Event Center, Dodger Stadium event planning and the increase density in the USC Specific Plan.

Methane and other gases need to be analyzed as well as any tar or oil surfacing.

Road classifications and signage should be addressed. Are multiple languages or universal signage being considered? How does this interface with the Federal requirements in signage.

There is a public safety problem with bicyclists not adhering to road signage and signals. It is extremely dangerous for the cyclist, vehicle driver and any pedestrians. How will this persistent safety issue be addressed and in what manner.

How is the Circulation Element being updated, as required by the State.

What is the role of Caltrans or other agencies?

Joyce Dillard
P.O. Box 31377
Los Angeles, CA 90031



David Somers <david.somers@lacity.org>

Bike Plan

Colette Schamet <cschamet@sonneich.com>

Thu, Jun 28, 2012 at 3:23 PM

Reply-To: cschamet@sonneich.com

To: david.somers@lacity.org

Thank you for the report.

I find it very disappointing that Hollywood Blvd gets only one half mile of bike lane implementation, whereas Santa Monica, Venice and most of the affluent westside - already inundated with bike lanes - get the most benefit of this implementation plan.

I guess I live on the wrong side of Los Angeles.

Colette Schamet

Office Administrator

Sonnenblick-Eichner Company

449 S. Beverly Drive, Suite 210

Beverly Hills, CA 90212

[310-286-7700](tel:310-286-7700)

[310-286-7710](tel:310-286-7710) (Fax)

cschamet@sonneich.com

www.sonneich.com

License # 01267799



David Somers <david.somers@lacity.org>

2010 Bicycle Plan Five-Year Implementation Strategy and the MyFig Project NOP

Maggi Fajnor <maggi4f@gmail.com>

Fri, Jun 29, 2012 at 5:45 AM

To: David Somers <david.somers@lacity.org>

Thanks David,

Please do keep me on the information list for this project. We will also post this to help get the information out.

Maggi Fajnor, Chair
PlanCheckNC

[Quoted text hidden]

--

Maggi

"Sunshine is the best disinfectant." Justice Louis Brandeis

**CITY OF LOS ANGELES
COMMUNITY DEVELOPMENT DEPARTMENT**

1.0 CEQA DETERMINATION: (TO BE COMPLETED BY THE LEAD AGENCY)

Project Title: City of Los Angeles 2010 Bicycle Plan's First Year of the First Five-Year Implementation Strategy and Figueroa Streetscape Project

Lead Agency

Name and Address: City of Los Angeles, Department of City Planning
Citywide Section
200 North Spring Street Room 667
Los Angeles, CA 90012

Contact Person

Phone Number and e-mail: David Somers
(213) 978-3307; david.somers@lacity.org

Project Location: The proposed projects would be located in various portions of the City of Los Angeles, including Hollywood, West, Central (including Downtown), South, and Northeast Los Angeles (see **Figure 1**).

**Project Sponsor's
Name and Address:**

David Somers
Citywide Section
City of Los Angeles, Department of City Planning
200 North Spring Street Room 667
Los Angeles, CA 90012

**General Plan
Designation:**

Not applicable.

Zoning:

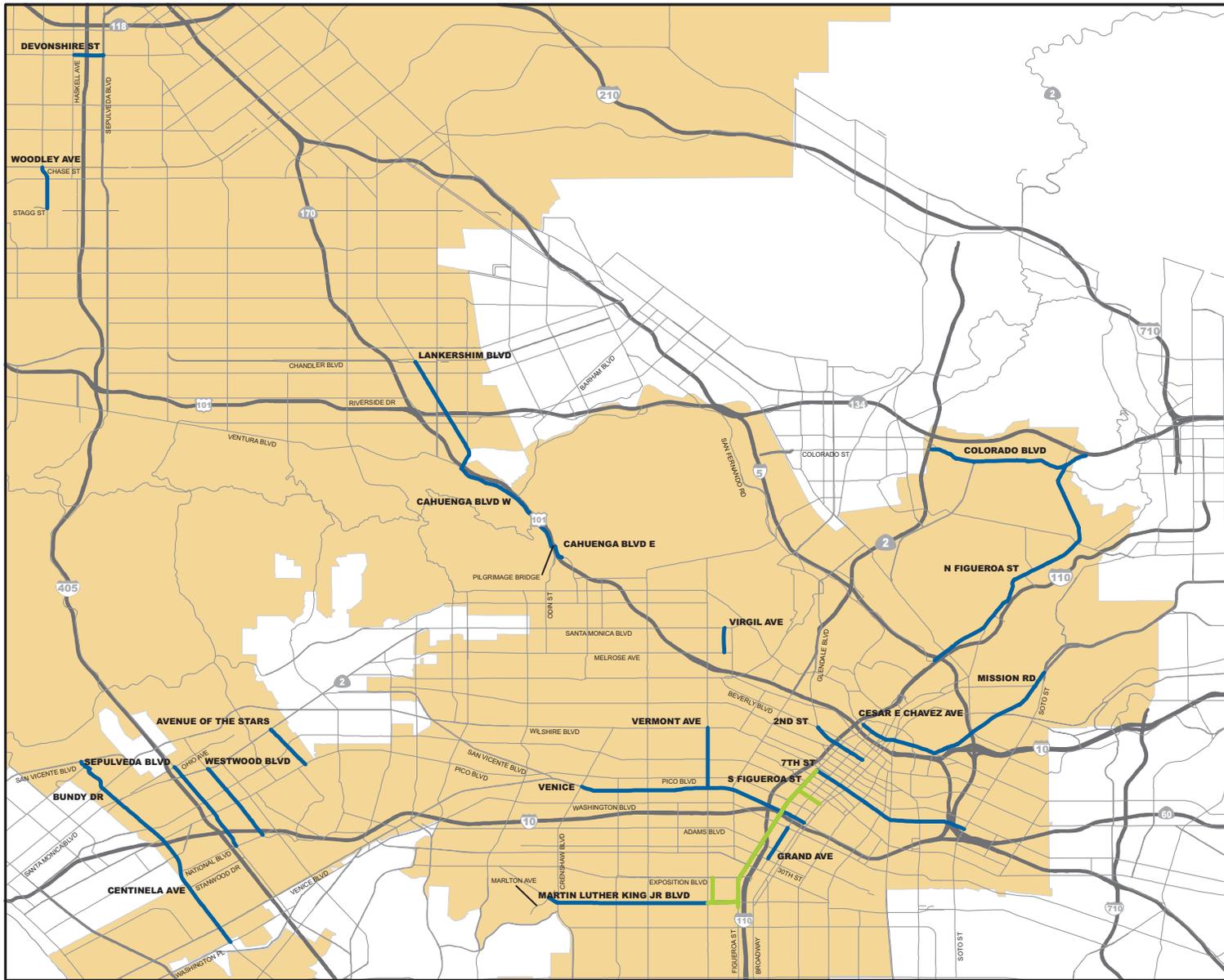
Not applicable.

Description of Project:

Background

The City of Los Angeles adopted the 2010 Bicycle Plan (Bicycle Plan or 2010 Plan) on March 1, 2011. The Bicycle Plan is a component of the Transportation Element of the City's General Plan. The purpose of the Bicycle Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Bicycle Plan establishes policies and programs to increase the number and type of bicyclists in the City and to make every street in the City a safe place to ride a bicycle. The Bicycle Plan designates a 1,684-mile bikeway system and includes a comprehensive collection of programs and policies. The Bicycle Plan introduces three new bikeway networks: the Backbone, the Neighborhood Network, and the Green Network. Implementation for these three networks are intertwined and build off the 334 miles of existing (in 2010) bikeways that have been installed over the past thirty plus years.

The Bicycle Plan contains several innovations in bicycle planning for Los Angeles. These include a Citywide Bikeway System comprised of three bikeway networks (mentioned above), Bicycle Friendly Streets, the bundling of programs and policies, and a multi-pronged implementation strategy.



LEGEND:

- Bicycle Lane
- "My Figueroa" Streetscape Project
- City of Los Angeles

SOURCE: ESRI and TAHA, 2012.

APPROX. SCALE



FIGURE 1

PROJECT LOCATIONS

The Backbone and Neighborhood Networks are on City streets and are the focus of a Five-Year Implementation Strategy. These two networks represent 1,541 of the total 1,684 miles. Of the 1,541 miles a total of 314 miles are either existing bikeways or are in design and/or under construction.

The Bicycle Plan establishes the Five-Year Implementation Strategy as a logical process to design, analyze and build 1,227 miles on the Backbone and Neighborhood Networks in five-year increments within the next 35 years. Program 1.1.2 C of the Bicycle Master Plan calls for funding and construction of at least 200 miles of on-street bicycle facilities on the Backbone and Neighborhood Networks every five years until the networks are complete.

Proposed Projects

The proposed projects consist of the First Year of the First Five-Year Implementation Strategy, and the Figueroa Corridor Streetscape Project, a project centered around separated bicycle lane and facilitating pedestrian activity on a three-mile stretch of South Figueroa and adjacent streets around the Staples Center. Both projects are described in more detail below.

Bicycle Plan: First Year of the First Five-Year Implementation Strategy

This proposed project would include the implementation of approximately 43 miles of projects (see **Table 1** below). Not included in the project are bikeways that are planned to proceed based on the previous Mitigated Negative Declaration – i.e. bicycle lanes that are not anticipated to result in any significant adverse impacts. Types of treatments being considered under the proposed project include bicycle lanes (protected bike lanes as part of the My Figueroa project) and reconfiguration of roadway striping as necessary and would in general include the loss of one or more vehicular travel lanes. In addition to, and in some cases as an alternative to the loss of vehicular travel lanes, loss of existing parking lanes could occur where applicable. Creation of proposed bicycle lanes would include restriping only. No excavation or construction is contemplated in connection with the proposed bicycle lanes.

The proposed project consists of new bicycle lanes that would be striped along existing City of Los Angeles streets within existing rights-of-way as identified in **Figure 1**. Installation of the bicycle lanes is anticipated to take less than 12 months and would begin in 2013. Implementation of the proposed project would create a greater network of connectivity and would help meet the goals of the 2010 Bicycle Plan. Implementation of the proposed project would not change existing access. As described above, some loss of existing street parking lanes could occur.

TABLE 1: BICYCLE PLAN -- FIRST YEAR OF THE FIRST FIVE YEAR IMPLEMENTATION STRATEGY			
Street	Limits	Length (miles)	Area/Connection
Venice Blvd.	San Vicente Blvd. to Main St.	3.9	City Center South
Lankershim Blvd.	Cahuenga Blvd. to Chandler Blvd.	2.4	Universal
Cahuenga Blvd. W	Lankershim Blvd. to Pilgrimage Bridge	2.3	Universal
Cahuenga Blvd. E	Pilgrimage Bridge to Odin St	0.3	Universal
Caesar E Chavez Ave.	Figueroa St. to Mission Rd.	1.3	Hollywood to Alhambra
Mission Rd.	Cesar E. Chavez Ave. to Soto St.	2.4	Hollywood to Alhambra
7 th St.	Figueroa St. to Soto St.	2.9	City Center South
Vermont Ave.	Venice Blvd. to Wilshire Blvd.	1.2	City Center South
Martin Luther King Jr. Blvd.	Marlton Ave. to Figueroa St.	3.2	City Center South

TABLE 1: BICYCLE PLAN -- FIRST YEAR OF THE FIRST FIVE YEAR IMPLEMENTATION STRATEGY			
Street	Limits	Length (miles)	Area/Connection
N. Figueroa St.	San Fernando Rd. to Colorado Blvd.	5.1	Northeast
S. Figueroa St.	7 th St to Martin Luther King Jr. Blvd.	3.0	Southeast
Westwood Blvd.	Santa Monica Blvd. to National Blvd.	1.6	Westside
Bundy Dr.	San Vicente Blvd. to Stanwood Dr.	3.2	Westside
Centinela Ave.	Stanwood Dr. to Culver City limit at Washington Place	1.3	Westside
Sepulveda Blvd.	National Blvd. to City/County limit (N/O Ohio Ave.)	2.1	Westside
Ave. of the Stars	Pico Blvd. to Santa Monica Blvd.	1.0	Westside
Colorado Blvd.	Glendale City limit (200' e/o Lincoln Ave.) to Ave 64	3.0	Northeast
Woodley Ave.	Stagg Street to Chase St.	0.8	Valley
Devonshire St.	Haskell Ave. to Sepulveda Blvd.	0.4	Valley
2 nd St.	Beverly Blvd./Glendale Blvd. to Broadway	1.0	Central City
Grand Ave.	Washington Blvd. to 30 th St.	0.7	South
Virgil Ave.	Santa Monica Blvd. to Melrose Ave	0.5	Hollywood
	Total	43.3	

Source: City of Los Angeles, LADOT

Figueroa Corridor Streetscape Project (“My Fig”)

The Figueroa Corridor Streetscape Project includes a combination of one way bike paths (in the direction of adjacent traffic) within the existing roadbed and next to the curb, separated from vehicular traffic lanes by physical barriers, and standard bike lanes with painted buffers along a 3-mile stretch of Figueroa Street through Downtown and South Los Angeles from 7th Street to Martin Luther King Jr. Blvd. Vehicular travel lanes would be reduced where necessary to incorporate these facilities within the existing curb-to-curb roadbed, and to maintain safe and efficient operation for all users.

This project would also include a one-way westbound bicycle facility (along six blocks of 11th Street in Downtown Los Angeles from Broadway to Figueroa Street). The Downtown LA Streetcar project as currently envisioned includes track service on both 11th Street and Figueroa Street. The bicycle and streetscape facilities of My Fig would coexist with the streetcar where applicable.

Though the existing vehicular travel lanes would be reduced where necessary to incorporate the bicycle facilities, the existing northbound peak period bus lane would be retained. Where one-way bike paths within the existing roadbed are installed and operation allows for it, outboard bus platforms would be constructed between the bike path and travel lanes to facilitate boarding and alighting of passengers without requiring buses to cross or block the bike path.

The one way separated bicycle lane facilities as part of My Fig would also include modified traffic signals to provide separate bike signal heads combined with two-stage left turn queuing space at signalized intersections to allow bicyclists to safely turn left from Figueroa onto perpendicular streets. Demarcations, using colored paint and signage, will be provided through intersections and conflict zones, such as driveways or at other potential bicycle/vehicle and bicycle/pedestrian mixing areas.

Bill Robertson Lane, from Exposition Boulevard to Martin Luther King Jr. Boulevard will remain two way, with one travel lane in each direction. Bike lanes with a painted, striped buffer will be provided northbound and southbound on Bill Robertson Lane. On-street parking on the west side of Bill Robertson opposite the Roy A. Anderson Recreation Center between Leighton Avenue and Martin Luther King Jr. Boulevard would

be retained. Where possible, a sidewalk extension on the east side of the street is proposed to create the more generous pedestrian promenade imagined in the Exposition Park Master Plan.

Streetscape Improvements: The project proposes streetscape improvements, including pedestrian scale street lighting, street trees and planting areas (which could manage and cleanse stormwater from the roadway), repaired sidewalk paving and enhanced paving at transit stops, enhanced crosswalk treatments (using materials such as Streetprint), transit furniture, and public art. The proposed project is intended to provide similar pedestrian scale improvements such as lighting, street trees, enhanced crosswalks, and art on 11th Street, Bill Robertson Lane and Martin Luther King Jr. Boulevard.

Access: Access to transit vehicles would be provided by curb ramps from the sidewalk to ADA accessible bus platforms outboard of the bicycle lanes in the street. Transit waiting areas would be accommodated at existing bus stops on the sidewalks, with the bus platforms primarily for passenger boarding and alighting from transit vehicles. In constrained areas of the corridor, where on street parking cannot be accommodated, or does not exist now, busses would load from the curb, as usual.

Minor construction including excavation and construction of streetscape improvements is anticipated in connection with the My Fig project.

Surrounding land uses and setting:

The study area for the First Year of the Five Year Implementation Strategy project consists of about 40 miles in the communities of Hollywood, Westside, Central Los Angeles, and Northeast Los Angeles. The study area for the Figueroa Corridor Project consists of a 3.5-mile stretch along Figueroa Street. These areas consist of developed urbanized areas that include various land uses including commercial, retail, office, residential and institutional uses. The project segments are relatively flat and consist of paved asphalt and sidewalks.

Similar to the project segments, the surrounding area consists of urbanized areas typical of the City of Los Angeles.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- City Council (EIR certification)
- City of Los Angeles Department of Public Works
- City of Los Angeles Department of City Planning (EIR certification)
- City of Los Angeles Department of Transportation (EIR certification)
- Other City departments as may be needed for incidental approvals for the construction and operation of the proposed project

2.0 CEQA ENVIRONMENTAL CHECKLIST

This section contains the complete California Environmental Quality Act (CEQA) Initial Study Checklist showing the level of impact under each environmental topic area. This section also identifies the impacts of the proposed projects related to all major areas of the physical environment, as defined in the CEQA guidelines.

Below are the four impact categories as defined by CEQA. In each topic area, the appropriate impact category is identified as it relates to that topic area.

Definition of Impact Categories

No Impact: The designation for those environmental topics where the proposed project would have no effect.

Less-Than-Significant Impact: The designation for those environmental topics where a change may occur as a result of the proposed project, however, the change would not exceed established impact threshold levels.

Less-Than-Significant Impact with Mitigation Incorporated: The designation assigned to environmental topics for which adverse effects can be reduced to a less-than-significant level with implementation of specific conditions and measures. The mitigation measures are listed after the discussion of the affected topic area.

Potentially Significant Impact: The designation assigned to environmental topics for which adverse effects cannot be reduced to a less-than-significant level by mitigation measures.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. AESTHETICS (AE) - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b,) Scenic vistas and scenic resources including trees and historic buildings are found throughout the City of Los Angeles. Implementation of individual bikeway projects would result in physical changes to existing rights-of-way with the loss of existing travel and parking lanes. None of the roadways proposed for changes is a designated scenic roadway; no scenic resources would be impacted because all work would occur within existing rights of way. It is not anticipated that changes within existing rights-of-way would significantly impact a scenic vista or damage any scenic resources. Any removal of street trees would be done in accordance with City of Los Angeles policies regulating such removal. Less than significant impacts would occur.

c) The proposed projects would include the development of 40 miles of bicycle lanes on segments of roadways throughout the City of Los Angeles as well as streetscape improvements to the Figueroa Corridor. Implementation of individual bikeway projects would result in physical changes to existing rights-of-way with the loss of existing travel lanes. Implementation of the proposed projects would make add bicycle lanes and associated improvements to existing City streets, enhancing the existing visual character. Less than significant impacts would occur.

d) The introduction of bicycle lanes on existing streets would not create new sources of substantial light or glare nor would proposed streetscape improvements. Security and pedestrian lighting would be included as part of proposed streetscape improvements. The proposed streetscape improvements include: enhancing street design through the implementation of curb extensions, sidewalk widening, traffic lane reductions, and landscaping.

The proposed projects would include BMP measures to ensure less than significant impacts. These include the following:

- Any off-street bicycle facilities would be designed to retain major natural topographical features to minimize the amount of cut and fill.
- Any above grade structures would be designed in accordance with the Technical Design Handbook.
- Grading would be kept to a minimum.
- Any outdoor lighting would be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.
- Lighting would only be installed only where required for safety and security purposes. All light fixtures would be downcast with glare shields, and compatible with the surrounding environment.

- e) The proposed projects would introduce bicycle lanes along existing City of Los Angeles streets and would improve the Figueroa Corridor streetscape and would enhance the pedestrian environment. The street furniture and lighting would provide lighting for both security and aesthetic purposes in a tasteful manner. The design of proposed improvements would be reviewed by the Department of City Planning to ensure that features are compatible with their surroundings. As a result, the proposed projects would not substantially change the existing visual character of the project areas in an adverse manner, nor degrade the existing visual character or quality of the project areas. Less than significant impacts would occur.

Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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II. AGRICULTURE AND FOREST (AF) - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a, b, c, d, e) The proposed projects would be located within the urbanized City of Los Angeles. The California Department of Conservation’s Farmland Mapping and Monitoring Program identify the area as “Urban and Built-up Land”. The proposed projects would be located in existing rights-of-way and include streetscape improvements to the Figueroa Corridor. The implementation of individual bicycle lanes would result in physical changes to existing street rights-of-way and therefore would not impact prime farmland, forest, timberland, unique farmland, or Farmland of Statewide Importance. The Five Year Implementation Strategy projects are included in the City of Los Angeles 2010 Bicycle Plan and would not conflict with existing zoning for agricultural, forest land, timberland use, or a Williamson Act contract, nor would they involve any changes to the environment that could result in the conversion of farmland or forestland. Similarly, streetscape improvements proposed for the Figueroa Corridor would not involve the conversion of agricultural or forestland. Therefore, there would be no impacts to agricultural or forest resources.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III. AIR QUALITY (AQ) - Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) One of the goals of the Air Quality Management Plan (AQMP) is to reduce regional mobile source air emissions. The proposed projects would prioritize bicycle uses over the private automobile and would create a more hospitable street experience along the Figueroa Corridor and along the other project segments. It is anticipated that the proposed improvements reduce automobile vehicle miles traveled and associated air emissions in the project area, which would be consistent with the goals of the AQMP.

b-d) The proposed projects would generate short-term regional and localized emissions from construction activity. An analysis of construction air emissions will be completed based on guidance provided by the South Coast Air Quality Management District (SCAQMD) in the *CEQA Air Quality Handbook* and associated updates provided on the SCAQMD website. Regional emissions will be estimated based on sources including, but not limited to, the anticipated heavy-duty equipment mix, truck trips, and paving activities. As previously discussed, it is not anticipated that the proposed projects would be a long-term source of operational emissions. The findings of the air quality analysis and any applicable mitigation measures will be further discussed in the EIR.

e) Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed alignment. The proposed projects would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. No impact would occur.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed projects are not the types of land uses that are typically associated with odor complaints. No impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES (BR) - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) The proposed projects include work within existing rights-of-way in urban Los Angeles. Such activities are not anticipated to have a substantial adverse effect, either directly or indirectly on any species identified as a candidate for sensitive or special status in local/regional plans or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. Any tree removal that occurs under the proposed projects would be inspected for bird nests prior to removal. Prior to the typical breeding/nesting season for birds (February 1 through September 1) trees to be removed from within the project area would be netted to prevent birds from inhabiting the trees prior to tree removal and construction. Tree removal measures incorporated into the proposed projects would help ensure less than significant impacts.				
b) The project areas are located in urbanized areas of Los Angeles and consist of developed City streets. Bicycle lanes would be developed in existing right of ways. Streetscape improvements would occur in the developed area of the Figueroa Corridor. No riparian habitat or other sensitive natural communities exist within the project areas, and no bodies or courses of water to provide habitat for fish exist on, or adjacent to, the project areas. Therefore, no impact would occur.				

- c,e,f) As discussed above, the project areas are located in an urbanized areas of Los Angeles and is currently developed with asphalt roadways, sidewalks, and a ornamental/landscaping trees. The proposed projects would include the development of bicycle lanes in existing right of ways and streetscape improvements to the Figueroa Corridor area. No wetland features exist on, or adjacent to, the project areas. Any potential tree replacement would be in accordance with the provisions of the Los Angeles Municipal Code (LAMC) and the recommendations of the Department of Public Works, Street Tree Division. The proposed projects would not interfere substantially with federally protected wetlands, local tree preservation, habitat conservation plan, or other natural resources protection plan. No locally protected trees would be removed under the proposed projects. No impacts would occur.
- d) The proposed projects would include the development of bicycle lanes in existing right of ways and streetscape improvements to the Figueroa Corridor area. Any potential tree replacement would be in accordance with the provisions of the Los Angeles Municipal Code (LAMC) and the recommendations of the Department of Public Works Street Tree Division. Any trees that would be removed would be inspected for bird nests prior to removal. Prior to the typical breeding/nesting season for birds (February 1 through September 1) trees to be removed from within the project areas would be netted to prevent birds from inhabiting the trees prior to tree removal and construction. This would be considered a less than significant impact.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. CULTURAL RESOURCES (CR) - Would the project:				
a) Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a,b,d) The project areas are developed with roadways and sidewalks. Therefore, the likelihood of finding intact significant archeological resources is low. No additional right-of-way would be acquired under the proposed projects. Traditional methods of construction for bikeways typically necessitate excavating to a depth no greater than 24 inches. However, as the proposed project would involve minimal ground disturbance during construction, impacts to subsurface historical resources, cultural resources, archaeological resources, or human remains may occur. Proposed improvements associated with the Figueroa Corridor and the project segments would not involve alteration to existing structures or historically identified features including streetlamps or other street furniture. If such features are subsequently identified along the project segments, a qualified historian would review the project plans and, as appropriate, identify protective BMPs.

In the unlikely event that excavation is planned below existing disturbed soil, and there is a potential for disturbance to unknown resources, a qualified archeologist would be present during construction. If any archaeological materials are encountered during the course of the project development, the project shall be halted until resources are assessed and appropriate steps are taken to protect or relocate the resources. The services of an archaeologist would be secured by contacting the Center for Public Archaeology - California

State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. Copies of any resulting archaeological survey, study or report would be submitted to the UCLA Archaeological Information Center.

The project segments are not part of a formal cemetery and, therefore, it is unlikely that human remains exist within the project segments. In the event that human remains are discovered during any excavation activities (anticipated in connection with the Figueroa Streetscape project only), the following procedures would be observed under the proposed projects:

- Stop immediately and contact the County Coroner:
 1104 N. Mission Road
 Los Angeles, CA 90033
 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays).
 - The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
 - The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
 - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
 - i. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
 - ii. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- c) The proposed projects would include the development of bicycle lanes in existing right-of-ways and make streetscape improvements to the Figueroa Corridor. With respect to unique paleontological resources or sites, paleontological resources typically would be located below the depth of expected soils disturbance (excavation is only contemplated with the My Fig project and would generally be less than approximately 24 inches). Therefore, the proposed projects are not anticipated to adversely affect paleontological resources.

Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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VI. GEOLOGY AND SOILS (GS) - Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a) i) The City of Los Angeles, like most of Southern California is a region of high seismic activity and is therefore subject to risk and hazards associated with earthquakes. Several active faults within the region are considered capable of affecting property throughout the City. Implementation of the proposed projects would involve the development of bicycle lanes within existing right of ways and streetscape improvements along the Figueroa Corridor. The design and construction of any structures would conform to applicable codes including the California Building Code seismic standards and other codes as determined by the Department of Public Works.
- ii) The potential for ground shaking exists throughout Southern California and would be of comparable intensity at the proposed projects as it is for large parts of the Southern California region. However, the proposed projects consist of bicycle lanes and streetscape improvements. No habitable building would be constructed as part of the proposed projects. The proposed bicycle lanes include only restriping of streets and would therefore not change seismic risk substantially; the Figueroa Streetscape project includes streetscape improvements which could include small structures such as bus stops; any such structures are not habitable and would not increase seismic risk. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts would be less than significant.
- iii) Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of approximately 50 feet or less. The bicycle lanes would not require grading or excavation of existing topography; the Figueroa Streetscape project could include minor excavation and construction associated with the streetscape improvements. Therefore the projects would not increase risks due to seismic-related ground failure or liquefaction.
- iv) The project segments consist of restriping within existing roadways and would not require grading or excavation of existing topography; the Figueroa Streetscape project could include minor excavation and construction associated with the streetscape improvements. The project segments

are generally flat and not located in hillside areas. Implementation of the proposed projects would occur within existing streets and public rights-of-way. No additional right-of-way would be acquired as part of the proposed projects. Therefore, potential impacts associated with landslides would be less than significant.

- b, c) The project segments are currently developed with travel lanes, curbs, sidewalks, and sparsely located street trees. The proposed project would replace some of the travel lanes to bicycle lanes and would include streetscape improvements along the Figueroa Corridor. The project site is located in a relatively flat urbanized area. The project segments consist of restriping within existing roadways and would not require grading or excavation of existing topography; the Figueroa Streetscape project could include minor excavation and construction associated with the streetscape improvements. There would be negligible potential for soil erosion or loss of topsoil. The limited amount of construction associated with the Figueroa Streetscape project would not be affected by unstable geologic factors. Impacts during implementation and construction would be considered less than significant as the proposed projects would comply with local ordinances and the requirements of the Department of Public Works, Department of Building and Safety, and the California Department of Transportation (as necessary). Any construction shall comply with applicable codes including the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss requires the preparation of a geotechnical report. Any geotechnical report is required to assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures.
- d) The proposed projects would not include the construction of buildings; however, if expansive soil is identified during any excavation associated with the Figueroa Streetscape project, such soil will not be used for compaction purposes. Such expansive soils shall be stockpiled separately and removed from the project segments. This construction technique is standard practice. Any minor excavation and grading activities associated with the Figueroa Streetscape project, will, as feasible, be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes may be constructed to channel runoff around the segments. As appropriate, channels would be lined with grass or roughened pavement to reduce runoff velocity. Appropriate erosion control and drainage devices would be provided to the satisfaction of the Building and Safety Department and the Department of Public Works. Therefore, impacts would be less than significant.
- e) The proposed projects would not be connected to the wastewater system, as they would involve the development of bicycle lanes and streetscape improvements. Therefore, septic tanks and other alternative wastewater disposal systems are not required or necessary for the proposed project, and no impact would occur.

Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS (GHG) - Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-b) The primary source of regional greenhouse gas emissions (GHG) is vehicular exhaust. The proposed projects would prioritize bicycle uses over the private automobile and would create a more hospitable street experience along the Figueroa Corridor and along the other project segments. It is anticipated that the proposed improvements would reduce automobile vehicle miles traveled and associated regional GHG emissions. Regarding construction activity, the proposed projects would generate GHG emissions from equipment exhaust and truck trips. These emissions will be quantified using approved air quality models (i.e., EMFAC and OFFROAD) and compared to the applicable significance thresholds in the EIR.

There are numerous State and local plans, policies, and regulations that pertain to GHG emissions. For example, State Assembly Bill AB 32 requires the California Air Resources Board to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to Statewide levels in 1990 by 2020. Senate Bill 375 provides a means for achieving AB 32 goals through the reduction in emissions of cars and light trucks. The Green LA Action Plan includes the goal to reduce GHG emissions 35 percent below 1990 levels by 2030. As discussed above, it is anticipated that the proposed projects would reduce long-term vehicular GHG emissions. The EIR will further discuss this anticipated decrease in emissions and how the proposed projects relate to adopted GHG plans, policies, and regulations.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS (HM) - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
- a) Construction of the proposed projects would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Operation of proposed improvements would not involve the routine transport, use, or disposal of hazardous substances other than minor amounts of herbicides or pesticides that would be used for landscaping. The quantities of such products are not expected to be large enough to create a potential hazard to the public or environment through their routine transport, use or disposal. Hazardous materials would be handled in accordance with federal OSHA and California OSHA standards. Therefore, impacts would be less than significant.
- b) Proposed improvements are not anticipated to involve hazardous materials that could result in an upset or accident condition. Therefore, impacts would be less than significant.
- c) The proposed projects would include the development of bicycle lanes and sidewalk, and street improvements to the Figueroa Corridor and would not emit hazardous materials or result in the release of hazardous materials within one-quarter mile of an existing or proposed school. Therefore, no impact would occur.
- d) Proposed bicycle lanes would be developed in existing right-of-ways and would not require the acquisition of surrounding properties. Proposed streetscape improvements would occur along the Figueroa Corridor and would not require the acquisition of surrounding properties. None of the areas of the Proposed Project are known to be designated Hazardous Materials Sites pursuant to Government Code Section 65962.5. Implementation of the proposed projects would not create a significant hazard to the public or the environment. Therefore, less than significant impacts would occur.
- e) As previously indicated, proposed bicycle lanes would be located throughout the City of Los Angeles, which may be located in the vicinity of an airport. Santa Monica Airport is located approximately 2.9 miles west of the western portion of the project area. The Los Angeles International Airport (LAX) is located approximately 6.5 miles south of the project area. Additionally, there are numerous helicopter landing pads throughout the City of LA. The proposed project would not add any feature over 40 feet tall, and consequently, would not pose a hazard to approaching airplanes or helicopters. Therefore, no impact would occur.
- f) The project segments are not located within the vicinity of any private airstrips. However, there are numerous helicopter landing pads throughout the City of Los Angeles including Downtown. The proposed projects would not add any feature over 40 feet tall, and consequently, would not pose a hazard to approaching airplanes or helicopters. Therefore, no impact would occur.
- g) Bicycle lanes are proposed for portions of Venice Boulevard, Mission Road, Westwood Boulevard, Sepulveda Boulevard and Devonshire Street. Portions of these roadways are classified as Disaster Routes for emergencies (including Venice Boulevard, Mission Road, Westwood Boulevard, Sepulveda Boulevard and Devonshire Street).¹ A disaster route is used to bring in emergency personnel,

¹City of Los Angeles, General Plan Safety Element, Critical Facilities and Lifeline Systems, Exhibit H, <http://cityplanning.lacity.org/cwd/gnlpln/safteyelt.pdf> Accessed May 15, 2012.

equipment, and supplies to impacted areas in order to save lives, protect property and minimize impact to the environment. During a disaster, these routes have priority for clearing, repairing and restoration over all other roads. The proposed projects would not interfere with the City’s Emergency Operations Master Plan and Procedures. The projects would result in a less than significant impact.

- h) The project segments are located in urbanized areas in the City of Los Angeles surrounded by urban uses and are not located in the vicinity of any wildfire areas. The proposed projects would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. The proposed projects would not demolish or construct structures that would alter the current exposure of people or structures to potential fire hazards. Therefore, no impact would occur.

Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY (HW) - Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

j) Inundation by seiche, tsunami, or mudflow?

a) The proposed projects would consist of 1) restriping of existing roadways to include bicycle lanes within existing right of ways and 2) streetscape improvements to the Figueroa Corridor. As previously described, the project segments are located within existing public rights-of-way in an urbanized environment. Construction activities associated with the Figueroa Streetscape could include minor earth moving, maintenance/operation of construction equipment and handling/storage/disposal of materials could contribute to pollutant loading in storm water runoff.

The Regional Water Quality Control Board (RWQCB) regulates runoff during clearing, grading, and excavation activities that may result in soil disturbance of any construction site of at least one acre of total land area. The NPDES General Construction Permit requires that where construction activities would occur over more than one acre the following steps are to be taken: (1) develop and implement a Stormwater Pollution Prevention Plan (SWPPP), which specifies BMPs that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards; (2) eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation. The SWPPP typically includes minimization of erosion during construction, stabilization of construction areas, sediment control, control of pollutants from construction materials, as well as post-construction stormwater management (e.g., the minimization of impervious surfaces, treatment of stormwater runoff, etc). The SWPPP also must include a discussion of the program to inspect and maintain all BMPs. The City of Los Angeles Development Best Management Practices Handbook, Part A Construction Activities, Second Edition, contains specific minimum BMP requirements for all construction activities.

The proposed projects would comply with all applicable regulations with regard to surface water quality as governed by the Regional Water Quality Control Board (RWQCB). The City Bureau of Engineering construction standards require contractors to include erosion control, spill prevention and control, solid and hazardous waste management, and dust control to reduce the discharge of pollutants from construction areas into the stormwater drainage system.

In accordance with NPDES requirements and as necessary, a Storm Water Management Plan would be implemented as needed in association with any excavation associated with the Figueroa Streetscape project. BMPs to address water quality in storm water runoff would be incorporated into the design of the proposed project as appropriate. BMPs would include source and treatment control. Source control BMPs would be used to prevent pollutants from entering into the storm water discharges and may include effective site design and landscape planning, storm drain signage, properly managed trash storage areas and proper maintenance of treatment control BMPs.

With conformance to applicable City of Los Angeles and regional regulations and requirements concerning storm water discharge, and implementation of source control and treatment BMPs, the proposed projects would reduce or eliminate the discharge of potential pollutants from storm water runoff to the maximum extent practicable. Therefore, operation of the proposed projects would not result in a violation of water quality standards or discharge requirements. Impacts would be less than significant.

b) The proposed project includes the development of bicycle lanes on existing streets and streetscape improvements to the Figueroa Corridor. The proposed projects would not require the use of groundwater. Therefore, the proposed projects would not require direct additions or withdrawals of groundwater.

The project segments are currently developed with a paved asphalt street and sidewalks. Consequently, the existing conditions at the project site minimally, if at all, contribute to groundwater recharge activities. Under existing conditions, storm water flows through the project segments rapidly and does not remain on-site long enough to recharge groundwater. The proposed projects would not increase the amount of impervious surface at the project site over existing conditions. Therefore, no impacts would occur.

- c) The project segments are located in highly developed areas of the City of Los Angeles and consists of existing paved streets. No storm drains would be relocated as part of the proposed projects. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that currently receive surface water runoff. Since the existing project site is largely impermeable and the proposed projects would also develop the site with largely impermeable surfaces, they would not measurably change the volume of storm water runoff. The new areas of landscaping and proposed filtration would allow some percolation and reduction of runoff. Consequently, minor alterations to existing drainage patterns could occur in connection with the Figueroa Streetscape improvements. The Department of Public Works would require that direct flow to storm drains be maintained. Minor on- or off-site erosion or siltation could occur during construction of the streetscape improvements. Construction activities for the proposed projects would include appropriate storm drain connections and implementation of BMPs. Therefore, no impacts to drainage patterns from the implementation of the proposed projects would occur.
- d) As discussed above, the project segments are located in a highly developed area of Los Angeles and consists of paved asphalt and sidewalks. The surrounding area has an existing curb and gutter system. Any alteration of flows would be controlled and then conveyed to existing off-site regional storm drain facilities by temporary flood control improvements. As a result, street surface flow would remain the same and the proposed projects would not result in flooding on- or off-site. Impacts would be less than significant.
- e) The project segments that solely consist of restriping within existing roadways would not result in changes in storm water run-off. Proposed streetscape improvements included in the Figueroa Streetscape Project would include sidewalk improvements, added street furniture and occasional landscaping. As a result, storm flows associated with the project segments could be slowed due to a slight increase in permeable surfaces (landscaping, etc.). In general, this would reduce the amount of storm water that would be conveyed to the existing storm drain system compared to existing conditions. Therefore, the proposed projects would not contribute runoff to stormdrains that could exceed their capacity, and no impact would occur.
- f) As discussed above in Section IX a), Hydrology and Water Quality, project construction and operations would be required to comply with applicable regulations, as well as code and permit provisions in order to prevent violation of water quality standards or waste discharge requirements. The proposed projects would include the development of bicycle lanes in existing right of way and would consist of streetscape improvements to the Figueroa Corridor. Improvements would include the addition of trees and plantings. Proposed trees and plant materials could assist in managing and clean stormwater before discharging back into the storm drain system. Given the above, the proposed projects would not be expected to degrade water quality. Therefore, no impact would occur.
- g) The proposed projects would result in the development of bicycle lanes with the removal of existing travel lanes and would include streetscape improvements along the Figueroa Corridor. The proposed projects would not involve the construction of structures in 100-year floodplains. Therefore, no impact would occur.
- h) As discussed above, the proposed projects would not involve construction of structures that would be located within a 100-year flood hazard area. Therefore, no impact would occur.

- i) The proposed projects would include the development of bicycle lanes in existing right of ways that would be located throughout the City of Los Angeles, which contains numerous dams. However, since all the dams and reservoirs in the City have been retrofitted pursuant to the 1972 State Dam Safety Act, the occurrence of dam or reservoir failure is unlikely. Since the proposed projects would be located within existing right-of-ways, they would not increase the amount of area nor structures that maybe subjected to flooding. Accordingly, implementation of the proposed projects would not create any new impacts related to flooding due to dam failure beyond existing conditions. Therefore, no impact related to flooding due to dam failure is anticipated to occur.
- j) According to the City of Los Angeles General Plan Safety Element, portions of the project segments (Sepulveda Boulevard, Centinela Avenue) are located in an area with the potential to be affected by a tsunami or inundation by seiche.² However, the project segments are located in an urban and developed area and is not located near hilly areas or positioned down slope from any unprotected slopes or landslide areas. Proposed bicycle lanes would be developed in existing right of ways. No structures would be constructed as part of the proposed projects. Therefore, the project segments are not positioned in an area of potential mudflow. The proposed projects would adhere to all applicable City design criteria requirements related to tsunami safety. This would be considered a less than significant impact.

Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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X. LAND USE AND PLANNING (LU) - Would the project:

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| a) Physically divide an established community? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a,b The proposed projects would include the development of bicycle lanes and streetscape improvements along existing City of Los Angeles streets. This would primarily result in the loss of existing travel lanes. Loss of existing parking lanes may also occur under the proposed projects. Potential loss of parking could affect existing businesses located in the vicinity of project segments. This could result in impacts to land use including the division of an existing community. This issue will be further discussed in the EIR.

The proposed projects would consist of the development of bicycle lanes within existing public rights-of-way and streetscape improvements to the Figueroa Corridor. At the local level, various plans regulate land use and design standards associated with the project segments. These include: the General Plan Framework, various Community Plans, the City Center Redevelopment Plan, the Historic Downtown Los Angeles Design Guidelines, the Downtown Design Guide, and the Downtown Street Standards. The bicycle lanes proposed under the proposed projects are included under the 2010 Bicycle

²City of Los Angeles, General Plan Safety Element, 1996, Exhibit G Inundation & Tsunami Hazard Areas in the City of Los Angeles, available at: <http://cityplanning.lacity.org/cwd/gnlpn/saftyelt.pdf>, accessed May 15, 2012.

Plan, which is a component of the Transportation Element of the City’s General Plan. Implementation of the Five Year Strategy Project would help meet the goals of the 2010 Bicycle Plan. A significant impact would occur if the proposed projects were inconsistent with applicable plans, policies, and zoning designations. Potential conflicts could occur if parking were lost resulting in any land uses that rely substantially on on-street parking being impacted. In addition, implementation of bicycle lanes could conflict with other mobility goals for the region, this issue will be further explored in the EIR. Further environmental analysis is required to determine consistency with applicable plans and policies. This would be considered a potentially significant impact.

- c) The proposed projects would include the development of bicycle lanes and streetscape improvements proposed for the Figueroa Corridor. Implementation would result in improvements and enhancements for bicyclists and pedestrians in developed urbanized areas within the City of Los Angeles. The proposed projects are located in a fully urbanized area and therefore will not conflict with any applicable habitat conservation plan or natural community conservation plan. No impact would occur.

Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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XI. MINERAL RESOURCES (MR) - Would the project:

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| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a, b) The project segments consists of existing streets located in developed urbanized areas of the City of Los Angeles. No mining activities are known to have taken place on site. The segments are currently used for transportation uses and would continue to be used as such under the proposed projects. Proposed bicycle lanes would be developed within existing right of ways and would not involve grading activities similar to mining. Proposed streetscape improvements would occur along a 3.5-mile stretch of Figueroa Street, a major street in the City. Grading activities associated with the development of anticipated streetscape improvements along Figueroa Street could require grading of up to 24 inches. A few of the proposed bicycle lanes would be located within or adjacent to City-designated Oil Field/Drilling Areas (La Cienega Oil Field, LA City Oil Field, LA Downtown Oil Field); however, since the bicycle lanes consist of restriping within existing roadways and would not require grading, there would be no impacts to the availability of mineral resources in these areas.³ Implementation of the proposed projects would not result in the loss of availability of a known mineral resource. Therefore, no impact would occur.

Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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XII. NOISE (N) - Would the project:

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| a) Exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

³ City of Los Angeles General Plan Conservation Element. <http://cityplanning.lacity.org/cwd/gn/pln/safteyelt.pdf> Accessed March 15, 2012.

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|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| b) Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a, b, c, d) The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses. Regarding construction, the Los Angeles Municipal Code (LAMC) indicates that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. the following day, since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence. No person, other than an individual homeowner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday or on a federal holiday, or at any time on any Sunday. The LAMC also specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited when in or within 500 feet of a residential zone. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise-reduction device or techniques during the operation of equipment. The proposed projects would require construction activities that would result in temporary increased noise levels. These noise levels will be quantified and discussed as they relate to existing ambient noise levels. The findings of the noise analysis and any applicable mitigation measures will be further discussed in the EIR.

It is not anticipated that the proposed projects and associated bicycle activity would generate a long-term source of operational noise. However, the Figueroa Corridor Streetscape Project would reduce the existing westbound vehicular lanes along six blocks of 11th Street in Downtown Los Angeles (currently a one-way westbound street), from Broadway to Figueroa Street, from two lanes to one lane. This has the potential to change the existing noise environment by shifting the location of traffic on the roadway. This potential operational change in noise levels will be further discussed in the EIR.

e, f) The proposed projects would not be located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip. The proposed projects would not expose utilizing the bicycle network to excessive aircraft noise levels. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated\	Less-Than-Significant Impact	No Impact
XIII. POPULATION AND HOUSING (PH) - Would the project:				
a) Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a b, c) The proposed projects would not develop residential uses, and therefore, would not induce population growth. The proposed projects would make improvements to the existing roadway, basements, and sidewalks, and would not displace any residential units or on-site residents. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated\	Less-Than-Significant Impact	No Impact
XIV. PUBLIC SERVICES (PS) - Would the project:				
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities (including roads)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a i, ii, iii, v) The proposed projects would be located within an existing urbanized area that is served by existing public services including fire protection, police protection, and schools. Because the proposed projects would not induce growth or include the construction of new buildings, the proposed projects would not result in an increase in demand for fire and police services and schools. No impact is anticipated to occur.

a iv) The proposed projects could result in the increased use of existing parks and other recreational facilities due to increased accessibility of these facilities by bicycles along the existing and

prospective bikeways. However, the potential increase in use to existing parks and recreation facilities would be considered minor and would occur throughout the City and would not be concentrated on any particular facility and there for is expected to generate less than significant impacts.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. RECREATION (RC) - Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) As discussed in Section XIII, Population and Housing, above, the proposed projects would not induce population growth. No residential uses would be developed under the proposed projects. The proposed projects would not include the construction or expansion of recreational facilities, nor would the project contribute to a need that would necessitate the development of parks or other recreational facilities. The proposed projects could result in an increase of use of existing neighborhood and regional parks and other recreational facilities that include bicycle facilities. However, any increase in use to existing parks and recreation facilities would occur throughout the City and would not be concentrated on any particular facility and therefore is expected to generate less than significant impacts.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC (TT) - Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a, b) Converting travel lanes to bicycle lanes would support bicycling as a viable alternative transportation strategy within the City of Los Angeles and the County and have the potential to decrease the number of vehicle miles traveled as advocated for in the Congestion Management Program. However, the proposed projects would require the loss of travel lanes on street segments throughout the project area for the development of proposed bicycle lanes and streetscape improvements. This could result in increased AM and PM peak hour impacts at study intersections under the project conditions. A detailed traffic analysis is currently being prepared to determine impacts to transportation. Findings of the traffic analysis, including any mitigation measures will be included in an EIR.

c) Santa Monica Airport is located approximately 2.9 miles west of the closest street segment. The Los Angeles International Airport (LAX) is located approximately 6.5 miles south of the closest street segment. No impacts to air traffic would occur as a result of the projects.

d) The proposed projects would replace travel lanes along City of Los Angeles streets with proposed bicycle lanes and would incorporate streetscape improvements to the Figueroa Corridor. Streetscape improvements would include safety measures and enhancements to the sidewalks. Concern has been expressed that a buffered bikeway could impede pedestrians especially access to transit and crossing the street in the vicinity of Staples Center and LA Live. Implementation would not create or increase hazards due to a design feature, nor would the project include incompatible uses. The project would be designed to ensure potential impacts to pedestrians are anticipated and addressed through good design including signage as necessary. Impacts are anticipated to be less than significant.

e) The implementation of the proposed projects would not impede emergency access. Bicyclists would follow the same protocol as vehicles in surrendering the right of way to emergency vehicles. The design of all bikeway facilities will be governed by the Technical Design Handbook and applicable federal, state and local guidelines. The proposed projects would comply with all City of Los Angeles fire department requirements. Less than significant impacts to emergency access are anticipated.

f) The proposed projects would add bicycle lanes as part of the City of Los Angeles 2010 Bicycle Plan and would include streetscape improvements to Figueroa Street. This would encourage and promote bicycling as an important mobility mode along these segments and would create a more hospitable street experience. The projects would be consistent with adopted plans and policies regarding transit, bicycles and pedestrians.

Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS (US) - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project=s projected demand in addition to the provider=s existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project=s solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, State, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a) The proposed projects would include the development of bicycle lanes and streetscape improvements and would not connect to the public sewer system. The proposed projects would adhere to all applicable RWQCB requirements and policies. Construction and implementation of the proposed projects would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Therefore, no impact would occur.
- b) The proposed projects would require minimal amounts of water during construction and operation. Implementation may result in a slight increase in water use for plant irrigation. However, the proposed landscaping includes native and drought tolerant vegetation, which would counteract the increase in water use. As discussed above, the proposed projects would not connect to a wastewater system. Therefore, no impact would occur.
- c) As previously discussed, the proposed projects would include the development of bicycle lanes in existing streets and streetscape improvements. Streetscape improvements proposed for the Figueroa Corridor would include street trees and plantings, which could manage and cleanse stormwater. Implementation of BMPs would occur in accordance with City requirements. Furthermore, water runoff volume from the proposed projects is not expected to increase from existing conditions. The proposed projects would not require, or result in, the construction of new storm water drainage facilities. Therefore, no impact would occur.
- d) Potable water for the proposed project would be supplied by Los Angeles Department of Water and Power (LADWP), which gets its water from the Los Angeles Aqueduct (LAA), local groundwater, purchased water from the Metropolitan Water District (MWD), and recycled water.⁴ The proposed project could result in an incremental increase of water usage during project construction (for dust abatement) and operation (for plant irrigation). According to LADWP’s 2010 Urban Water Management Plan, LADWP projects they will accommodate a water demand of 710,760 acre-feet per year and plans to have excess supply by 2030 under average weather conditions. The proposed

⁴Los Angeles Department of Water and Power, LADWP Quick Facts and Figures. available at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=e936fwt5b_4&_afzLoop=29886216871455, accessed May 15, 2012.

projects' increase represents a negligible fraction of LADWP's projected water demand and supply, and the water demand generated by the proposed projects is accounted for in LADWP's future projections. Therefore, water demand of the proposed projects could be accommodated by planned LADWP supplies. Impacts would be less than significant.

- e) As stated in Section XVII a), Utilities and Service Systems, above, the proposed projects would not generate wastewater or connect to the wastewater system and, therefore, no impact would occur.
- f) The proposed projects would add bicycle lanes to existing City streets and include streetscape improvements. Since the project segments currently contain plants (which create greenwaste) and trash receptacles, it is anticipated that operational solid waste generation would remain similar to existing conditions.

The City of Los Angeles is served by County of Los Angeles Class III landfills, which have a remaining capacity of 124 million tons.⁵ Since there is no anticipated shortfall in disposal capacity for inert waste within the County, any construction related activities that could occur as a result of the proposed projects would not have an adverse impact on solid waste disposal. The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs. Therefore, impacts would be less than significant.

- g) Solid waste management is guided by the California Integrated Waste Management Act of 1989 that emphasizes resource conservation through reduction, recycling, and reuse of solid waste. All local, State, and federal guidelines regarding solid waste will be complied with during project construction and operation, including Assembly Bill 1327, which requires that adequate areas for collecting and loading recyclable materials be provided. Therefore, no impact would occur.

Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE - Would the project:

- | | | | | |
|--|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

⁵County of Los Angeles Department of Public Works, *County of Los Angeles Countywide Integrated Waste Management Plan – 2010 Annual Report*, October 2011.

a,b,c) The preceding analyses conclude that the proposed projects may result in significant unmitigated impacts to the environment. The project segments are currently developed as existing roads and sidewalks in the City of Los Angeles. There may be environmental impacts, which are individually limited, but significant when viewed in connection with the effects of past projects, other projects, and probably future projects. Further discussion of land use, traffic, air quality, noise issues will be included in the EIR.

The projects could result in potentially significant environmental impacts (air, and noise), which would cause substantial adverse effects on human beings, either directly or indirectly. The EIR will identify any potentially significant impacts and appropriate mitigation measures to these impacts.

**CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING**

1.0 CEQA DETERMINATION: (TO BE COMPLETED BY THE LEAD AGENCY)

Project Title: City of Los Angeles 2010 Bicycle Plan’s First Year of the First Five-Year Implementation Strategy and Figueroa Streetscape Project

Lead Agency

Name and Address: City of Los Angeles, Department of City Planning
Citywide Section
200 North Spring Street Room 667
Los Angeles, CA 90012

Contact Person

Phone Number and e-mail: David Somers
(213) 978-3307; david.somers@lacity.org

Project Location: The proposed projects would be located in various portions of the City of Los Angeles, including Hollywood, West, Central (including Downtown), South, and Northeast Los Angeles (see **Figure 1**).

**Project Sponsor's
Name and Address:**

David Somers
Citywide Section
City of Los Angeles, Department of City Planning
200 North Spring Street Room 667
Los Angeles, CA 90012

**General Plan
Designation:**

Not applicable.

Zoning:

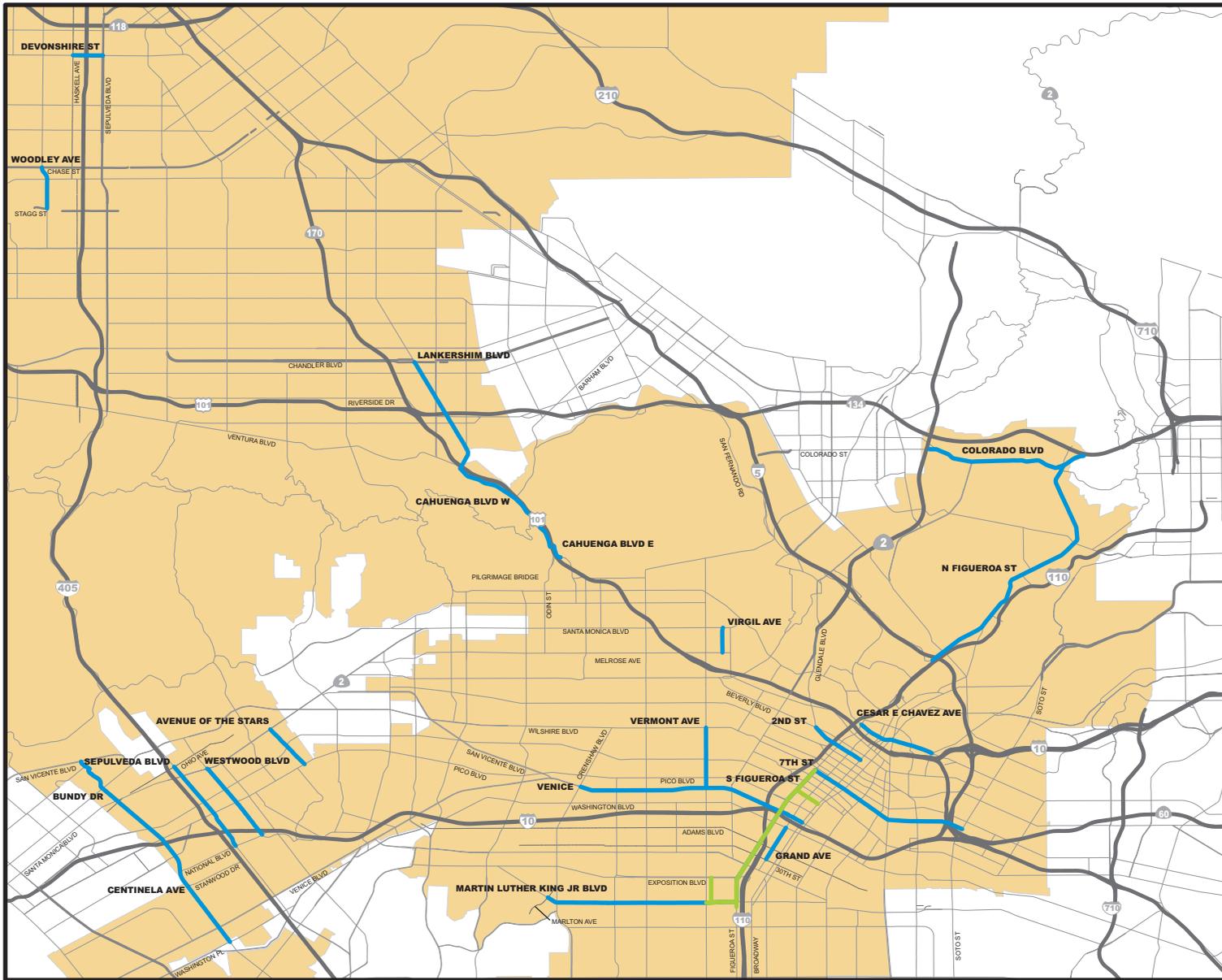
Not applicable.

Description of Project:

Background

The City of Los Angeles adopted the 2010 Bicycle Plan (Bicycle Plan or 2010 Plan) on March 1, 2011. The Bicycle Plan is a component of the Transportation Element of the City’s General Plan. The purpose of the Bicycle Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Bicycle Plan establishes policies and programs to increase the number and type of bicyclists in the City and to make every street in the City a safe place to ride a bicycle. The Bicycle Plan designates a 1,684-mile bikeway system and includes a comprehensive collection of programs and policies. The Bicycle Plan introduces three new bikeway networks: the Backbone, the Neighborhood Network, and the Green Network. Implementation for these three networks are intertwined and build off the 334 miles of existing (in 2010) bikeways that have been installed over the past thirty plus years.

The Bicycle Plan contains several innovations in bicycle planning for Los Angeles. These include a Citywide Bikeway System comprised of three bikeway networks (mentioned above), Bicycle Friendly Streets, the bundling of programs and policies, and a multi-pronged implementation strategy.



LEGEND:

- Bicycle Lane
- "My Figueroa" Streetscape Project
- City of Los Angeles



SOURCE: ESRI and TAHA, 2012.

FIGURE 1

PROJECT LOCATIONS

The Backbone and Neighborhood Networks are on City streets and are the focus of a Five-Year Implementation Strategy. These two networks represent 1,541 of the total 1,684 miles. Of the 1,541 miles a total of 314 miles are either existing bikeways or are in design and/or under construction.

The Bicycle Plan establishes the Five-Year Implementation Strategy as a logical process to design, analyze and build 1,227 miles on the Backbone and Neighborhood Networks in five-year increments within the next 35 years. Program 1.1.2 C of the Bicycle Master Plan calls for funding and construction of at least 200 miles of on-street bicycle facilities on the Backbone and Neighborhood Networks every five years until the networks are complete.

Proposed Projects

The proposed projects consist of the First Year of the First Five-Year Implementation Strategy, and the Figueroa Corridor Streetscape Project, a project centered around separated bicycle lane and facilitating pedestrian activity on a three-mile stretch of South Figueroa and adjacent streets around the Staples Center. Both projects are described in more detail below.

Bicycle Plan: First Year of the First Five-Year Implementation Strategy

This proposed project would include the implementation of approximately 43 miles of projects (see **Table 1** below). Not included in the project are bikeways that are planned to proceed based on the previous Mitigated Negative Declaration – i.e. bicycle lanes that are not anticipated to result in any significant adverse impacts. Types of treatments being considered under the proposed project include bicycle lanes (protected bike lanes as part of the My Figueroa project) and reconfiguration of roadway striping as necessary and would in general include the loss of one or more vehicular travel lanes. In addition to, and in some cases as an alternative to the loss of vehicular travel lanes, loss of existing parking lanes could occur where applicable. Creation of proposed bicycle lanes would include restriping only. No excavation or construction is contemplated in connection with the proposed bicycle lanes.

The proposed project consists of new bicycle lanes that would be striped along existing City of Los Angeles streets within existing rights-of-way as identified in **Figure 1**. Installation of the bicycle lanes is anticipated to take less than 12 months and would begin in 2013. Implementation of the proposed project would create a greater network of connectivity and would help meet the goals of the 2010 Bicycle Plan. Implementation of the proposed project would not change existing access. As described above, some loss of existing street parking lanes could occur.

TABLE 1: BICYCLE PLAN -- FIRST YEAR OF THE FIRST FIVE YEAR IMPLEMENTATION STRATEGY			
Street	Limits	Length (miles)	Area/Connection
Venice Blvd.	San Vicente Blvd. to Main St.	4.5	City Center South
Lankershim Blvd.	Cahuenga Blvd. to Chandler Blvd.	2.4	Universal
Cahuenga Blvd. W	Lankershim Blvd. to Pilgrimage Bridge	2.3	Universal
Cahuenga Blvd. E	Pilgrimage Bridge to Odin St	0.3	Universal
Caesar E Chavez Ave.	Figueroa St. to Mission Rd.	1.3	Hollywood to Alhambra
7 th St.	Figueroa St. to Soto St.	2.9	City Center South
Vermont Ave.	Venice Blvd. to Wilshire Blvd.	1.2	City Center South
Martin Luther King Jr. Blvd.	Marlton Ave. to Figueroa St.	3.2	City Center South
N. Figueroa St.	San Fernando Rd. to Colorado Blvd.	5.1	Northeast
S. Figueroa St.	7 th St to Martin Luther King Jr. Blvd.	3.0	Southeast

TABLE 1: BICYCLE PLAN -- FIRST YEAR OF THE FIRST FIVE YEAR IMPLEMENTATION STRATEGY			
Street	Limits	Length (miles)	Area/Connection
Westwood Blvd.	Santa Monica Blvd. to National Blvd.	1.6	Westside
Bundy Dr.	San Vicente Blvd. to Stanwood Dr.	3.2	Westside
Centinela Ave.	Stanwood Dr. to Culver City limit at Washington Place	1.3	Westside
Sepulveda Blvd.	National Blvd. to City/County limit (N/O Ohio Ave.)	2.1	Westside
Ave. of the Stars	Pico Blvd. to Santa Monica Blvd.	1.0	Westside
Colorado Blvd.	Glendale City limit (200' e/o Lincoln Ave.) to Ave 64	3.0	Northeast
Woodley Ave.	Stagg Street to Chase St.	0.8	Valley
Devonshire St.	Haskell Ave. to Sepulveda Blvd.	0.4	Valley
2 nd St.	Beverly Blvd./Glendale Blvd. to Broadway	1.0	Central City
Grand Ave.	Washington Blvd. to 30 th St.	0.7	South
Virgil Ave.	Santa Monica Blvd. to Melrose Ave	0.5	Hollywood
Total		41.8*	
* Mission Road (2.4 miles) was included in the NOP but has been removed for purposes of the EIR since the screening analysis showed that impacts of that segment are addressed in the 2010 Bicycle Plan MND. Source: City of Los Angeles, LADOT			

Figueroa Corridor Streetscape Project (“My Fig”)

The Figueroa Corridor Streetscape Project includes a combination of one way bike paths (in the direction of adjacent traffic) within the existing roadbed and next to the curb, separated from vehicular traffic lanes by physical barriers, and standard bike lanes with painted buffers along a 3-mile stretch of Figueroa Street through Downtown and South Los Angeles from 7th Street to Martin Luther King Jr. Blvd. Vehicular travel lanes would be reduced where necessary to incorporate these facilities within the existing curb-to-curb roadbed, and to maintain safe and efficient operation for all users.

This project would also include a one-way westbound bicycle facility (along six blocks of 11th Street in Downtown Los Angeles from Broadway to Figueroa Street). The Downtown LA Streetcar project as currently envisioned includes track service on both 11th Street and Figueroa Street. The bicycle and streetscape facilities of My Fig would coexist with the streetcar where applicable.

Though the existing vehicular travel lanes would be reduced where necessary to incorporate the bicycle facilities, the existing northbound peak period bus lane would be retained. Where one-way bike paths within the existing roadbed are installed and operation allows for it, outboard bus platforms would be constructed between the bike path and travel lanes to facilitate boarding and alighting of passengers without requiring buses to cross or block the bike path.

The one way separated bicycle lane facilities as part of My Fig would also include modified traffic signals to provide separate bike signal heads combined with two-stage left turn queuing space at signalized intersections to allow bicyclists to safely turn left from Figueroa onto perpendicular streets. Demarcations, using colored paint and signage, will be provided through intersections and conflict zones, such as driveways or at other potential bicycle/vehicle and bicycle/pedestrian mixing areas.

Bill Robertson Lane, from Exposition Boulevard to Martin Luther King Jr. Boulevard will remain two way, with one travel lane in each direction. Bike lanes with a painted, striped buffer will be provided northbound and southbound on Bill Robertson Lane. On-street parking on the west side of Bill Robertson opposite the Roy A. Anderson Recreation Center between Leighton Avenue and Martin Luther King Jr. Boulevard would

be retained. Where possible, a sidewalk extension on the east side of the street is proposed to create the more generous pedestrian promenade imagined in the Exposition Park Master Plan.

Streetscape Improvements: The project proposes streetscape improvements, including pedestrian scale street lighting, street trees and planting areas (which could manage and cleanse stormwater from the roadway), repaired sidewalk paving and enhanced paving at transit stops, enhanced crosswalk treatments (using materials such as Streetprint), transit furniture, and public art. The proposed project is intended to provide similar pedestrian scale improvements such as lighting, street trees, enhanced crosswalks, and art on 11th Street, Bill Robertson Lane and Martin Luther King Jr. Boulevard.

Access: Access to transit vehicles would be provided by curb ramps from the sidewalk to ADA accessible bus platforms outboard of the bicycle lanes in the street. Transit waiting areas would be accommodated at existing bus stops on the sidewalks, with the bus platforms primarily for passenger boarding and alighting from transit vehicles. In constrained areas of the corridor, where on street parking cannot be accommodated, or does not exist now, busses would load from the curb, as usual.

Minor construction including excavation and construction of streetscape improvements is anticipated in connection with the My Fig project.

Surrounding land uses and setting:

The study area for the First Year of the Five Year Implementation Strategy project consists of about 40 miles in the communities of Hollywood, Westside, Central Los Angeles, and Northeast Los Angeles. The study area for the Figueroa Corridor Project consists of a 3.5-mile stretch along Figueroa Street. These areas consist of developed urbanized areas that include various land uses including commercial, retail, office, residential and institutional uses. The project segments are relatively flat and consist of paved asphalt and sidewalks.

Similar to the project segments, the surrounding area consists of urbanized areas typical of the City of Los Angeles.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- City Council (EIR certification)
- City of Los Angeles Department of Public Works
- City of Los Angeles Department of City Planning (EIR certification)
- City of Los Angeles Department of Transportation (EIR certification)
- Other City departments as may be needed for incidental approvals for the construction and operation of the proposed project

2.0 CEQA ENVIRONMENTAL CHECKLIST

This section contains the complete California Environmental Quality Act (CEQA) Initial Study Checklist showing the level of impact under each environmental topic area. This section also identifies the impacts of the proposed projects related to all major areas of the physical environment, as defined in the CEQA guidelines.

Below are the four impact categories as defined by CEQA. In each topic area, the appropriate impact category is identified as it relates to that topic area.

Definition of Impact Categories

No Impact: The designation for those environmental topics where the proposed project would have no effect.

Less-Than-Significant Impact: The designation for those environmental topics where a change may occur as a result of the proposed project, however, the change would not exceed established impact threshold levels.

Less-Than-Significant Impact with Mitigation Incorporated: The designation assigned to environmental topics for which adverse effects can be reduced to a less-than-significant level with implementation of specific conditions and measures. The mitigation measures are listed after the discussion of the affected topic area.

Potentially Significant Impact: The designation assigned to environmental topics for which adverse effects cannot be reduced to a less-than-significant level by mitigation measures.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. AESTHETICS (AE) - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) Scenic vistas and scenic resources including trees and historic buildings are found throughout the City of Los Angeles. Implementation of individual bikeway projects would result in physical changes to existing rights-of-way with the loss of existing travel and parking lanes. None of the roadways proposed for changes is a designated scenic roadway; no scenic resources would be impacted because all work would occur within existing rights of way. It is not anticipated that changes within existing rights-of-way would significantly impact a scenic vista or damage any scenic resources. Any removal of street trees would be done in accordance with City of Los Angeles policies regulating such removal. Less than significant impacts would occur.

c) The proposed projects would include the development of 40 miles of bicycle lanes on segments of roadways throughout the City of Los Angeles as well as streetscape improvements to the Figueroa Corridor. Implementation of individual bikeway projects would result in physical changes to existing rights-of-way with the loss of existing travel lanes. Implementation of the proposed projects would make add bicycle lanes and associated improvements to existing City streets, enhancing the existing visual character. Less than significant impacts would occur.

d) The introduction of bicycle lanes on existing streets would not create new sources of substantial light or glare nor would proposed streetscape improvements. Security and pedestrian lighting would be included as part of proposed streetscape improvements. The proposed streetscape improvements include: enhancing street design through the implementation of curb extensions, sidewalk widening, traffic lane reductions, and landscaping.

The proposed projects would include BMP measures to ensure less than significant impacts. These include the following:

- Any off-street bicycle facilities would be designed to retain major natural topographical features to minimize the amount of cut and fill.
- Any above grade structures would be designed in accordance with the Technical Design Handbook.
- Grading would be kept to a minimum.
- Any outdoor lighting would be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.
- Lighting would only be installed only where required for safety and security purposes. All light fixtures would be downcast with glare shields, and compatible with the surrounding environment.

The proposed projects would introduce bicycle lanes along existing City of Los Angeles streets and would improve the Figueroa Corridor streetscape and would enhance the pedestrian environment. The street furniture and lighting would provide lighting for both security and aesthetic purposes in a tasteful manner. The design of proposed improvements would be reviewed by the Department of City Planning to ensure that features are compatible with their surroundings. As a result, the proposed projects would not substantially change the existing visual character of the project areas in an adverse manner, nor degrade the existing visual character or quality of the project areas. Less than significant impacts would occur.

Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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II. AGRICULTURE AND FOREST (AF) - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a, b, c, d, e) The proposed projects would be located within the urbanized City of Los Angeles. The California Department of Conservation’s Farmland Mapping and Monitoring Program identify the area as “Urban and Built-up Land”. The proposed projects would be located in existing rights-of-way and include streetscape improvements to the Figueroa Corridor. The implementation of individual bicycle lanes would result in physical changes to existing street rights-of-way and therefore would not impact prime farmland, forest, timberland, unique farmland, or Farmland of Statewide Importance. The Five Year Implementation Strategy projects are included in the City of Los Angeles 2010 Bicycle Plan and would not conflict with existing zoning for agricultural, forest land, timberland use, or a Williamson Act contract, nor would they involve any changes to the environment that could result in the conversion of farmland or forestland. Similarly, streetscape improvements proposed for the Figueroa Corridor would not involve the conversion of agricultural or forestland. Therefore, there would be no impacts to agricultural or forest resources.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III. AIR QUALITY (AQ) - Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) One of the goals of the Air Quality Management Plan (AQMP) is to reduce regional mobile source air emissions. The proposed projects would prioritize bicycle uses over the private automobile and would create a more hospitable street experience along the Figueroa Corridor and along the other project segments. It is anticipated that the proposed improvements reduce automobile vehicle miles traveled and associated air emissions in the project area, which would be consistent with the goals of the AQMP.

b-d) The proposed projects would generate short-term regional and localized emissions from construction activity. An analysis of construction air emissions will be completed based on guidance provided by the South Coast Air Quality Management District (SCAQMD) in the *CEQA Air Quality Handbook* and associated updates provided on the SCAQMD website. Regional emissions will be estimated based on sources including, but not limited to, the anticipated heavy-duty equipment mix, truck trips, and paving activities. As previously discussed, it is not anticipated that the proposed projects would be a long-term source of operational emissions. The findings of the air quality analysis and any applicable mitigation measures will be further discussed in the EIR.

e) Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed alignment. The proposed projects would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. No impact would occur.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed projects are not the types of land uses that are typically associated with odor complaints. No impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES (BR) - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) The proposed projects include work within existing rights-of-way in urban Los Angeles. Such activities are not anticipated to have a substantial adverse effect, either directly or indirectly on any species identified as a candidate for sensitive or special status in local/regional plans or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. Any tree removal that occurs under the proposed projects would be inspected for bird nests prior to removal. Prior to the typical breeding/nesting season for birds (February 1 through September 1) trees to be removed from within the project area would be netted to prevent birds from inhabiting the trees prior to tree removal and construction. Tree removal measures incorporated into the proposed projects would help ensure less than significant impacts.				
b) The project areas are located in urbanized areas of Los Angeles and consist of developed City streets. Bicycle lanes would be developed in existing right of ways. Streetscape improvements would occur in the developed area of the Figueroa Corridor. No riparian habitat or other sensitive natural communities exist within the project areas, and no bodies or courses of water to provide habitat for fish exist on, or adjacent to, the project areas. Therefore, no impact would occur.				

- c,e,f) As discussed above, the project areas are located in an urbanized areas of Los Angeles and is currently developed with asphalt roadways, sidewalks, and a ornamental/landscaping trees. The proposed projects would include the development of bicycle lanes in existing right of ways and streetscape improvements to the Figueroa Corridor area. No wetland features exist on, or adjacent to, the project areas. Any potential tree replacement would be in accordance with the provisions of the Los Angeles Municipal Code (LAMC) and the recommendations of the Department of Public Works, Street Tree Division. The proposed projects would not interfere substantially with federally protected wetlands, local tree preservation, habitat conservation plan, or other natural resources protection plan. No locally protected trees would be removed under the proposed projects. No impacts would occur.
- d) The proposed projects would include the development of bicycle lanes in existing right of ways and streetscape improvements to the Figueroa Corridor area. Any potential tree replacement would be in accordance with the provisions of the Los Angeles Municipal Code (LAMC) and the recommendations of the Department of Public Works Street Tree Division. Any trees that would be removed would be inspected for bird nests prior to removal. Prior to the typical breeding/nesting season for birds (February 1 through September 1) trees to be removed from within the project areas would be netted to prevent birds from inhabiting the trees prior to tree removal and construction. This would be considered a less than significant impact.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. CULTURAL RESOURCES (CR) - Would the project:				
a) Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a,b,d) The project areas are developed with roadways and sidewalks. Therefore, the likelihood of finding intact significant archeological resources is low. No additional right-of-way would be acquired under the proposed projects. Traditional methods of construction for bikeways typically necessitate excavating to a depth no greater than 24 inches. However, as the proposed project would involve minimal ground disturbance during construction, impacts to subsurface historical resources, cultural resources, archaeological resources, or human remains may occur. Proposed improvements associated with the Figueroa Corridor and the project segments would not involve alteration to existing structures or historically identified features including streetlamps or other street furniture. If such features are subsequently identified along the project segments, a qualified historian would review the project plans and, as appropriate, identify protective BMPs.

In the unlikely event that excavation is planned below existing disturbed soil, and there is a potential for disturbance to unknown resources, a qualified archeologist would be present during construction. If any archaeological materials are encountered during the course of the project development, the project shall be halted until resources are assessed and appropriate steps are taken to protect or relocate the resources. The services of an archaeologist would be secured by contacting the Center for Public Archaeology - California

State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. Copies of any resulting archaeological survey, study or report would be submitted to the UCLA Archaeological Information Center.

The project segments are not part of a formal cemetery and, therefore, it is unlikely that human remains exist within the project segments. In the event that human remains are discovered during any excavation activities (anticipated in connection with the Figueroa Streetscape project only), the following procedures would be observed under the proposed projects:

- Stop immediately and contact the County Coroner:
 1104 N. Mission Road
 Los Angeles, CA 90033
 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays).
 - The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
 - The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
 - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
 - i. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
 - ii. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- c) The proposed projects would include the development of bicycle lanes in existing right-of-ways and make streetscape improvements to the Figueroa Corridor. With respect to unique paleontological resources or sites, paleontological resources typically would be located below the depth of expected soils disturbance (excavation is only contemplated with the My Fig project and would generally be less than approximately 24 inches). Therefore, the proposed projects are not anticipated to adversely affect paleontological resources.

Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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VI. GEOLOGY AND SOILS (GS) - Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a) i) The City of Los Angeles, like most of Southern California is a region of high seismic activity and is therefore subject to risk and hazards associated with earthquakes. Several active faults within the region are considered capable of affecting property throughout the City. Implementation of the proposed projects would involve the development of bicycle lanes within existing right of ways and streetscape improvements along the Figueroa Corridor. The design and construction of any structures would conform to applicable codes including the California Building Code seismic standards and other codes as determined by the Department of Public Works.
- ii) The potential for ground shaking exists throughout Southern California and would be of comparable intensity at the proposed projects as it is for large parts of the Southern California region. However, the proposed projects consist of bicycle lanes and streetscape improvements. No habitable building would be constructed as part of the proposed projects. The proposed bicycle lanes include only restriping of streets and would therefore not change seismic risk substantially; the Figueroa Streetscape project includes streetscape improvements which could include small structures such as bus stops; any such structures are not habitable and would not increase seismic risk. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts would be less than significant.
- iii) Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of approximately 50 feet or less. The bicycle lanes would not require grading or excavation of existing topography; the Figueroa Streetscape project could include minor excavation and construction associated with the streetscape improvements. Therefore the projects would not increase risks due to seismic-related ground failure or liquefaction.
- iv) The project segments consist of restriping within existing roadways and would not require grading or excavation of existing topography; the Figueroa Streetscape project could include minor excavation and construction associated with the streetscape improvements. The project segments

are generally flat and not located in hillside areas. Implementation of the proposed projects would occur within existing streets and public rights-of-way. No additional right-of-way would be acquired as part of the proposed projects. Therefore, potential impacts associated with landslides would be less than significant.

- b, c) The project segments are currently developed with travel lanes, curbs, sidewalks, and sparsely located street trees. The proposed project would replace some of the travel lanes to bicycle lanes and would include streetscape improvements along the Figueroa Corridor. The project site is located in a relatively flat urbanized area. The project segments consist of restriping within existing roadways and would not require grading or excavation of existing topography; the Figueroa Streetscape project could include minor excavation and construction associated with the streetscape improvements. There would be negligible potential for soil erosion or loss of topsoil. The limited amount of construction associated with the Figueroa Streetscape project would not be affected by unstable geologic factors. Impacts during implementation and construction would be considered less than significant as the proposed projects would comply with local ordinances and the requirements of the Department of Public Works, Department of Building and Safety, and the California Department of Transportation (as necessary). Any construction shall comply with applicable codes including the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss requires the preparation of a geotechnical report. Any geotechnical report is required to assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures.
- d) The proposed projects would not include the construction of buildings; however, if expansive soil is identified during any excavation associated with the Figueroa Streetscape project, such soil will not be used for compaction purposes. Such expansive soils shall be stockpiled separately and removed from the project segments. This construction technique is standard practice. Any minor excavation and grading activities associated with the Figueroa Streetscape project, will, as feasible, be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes may be constructed to channel runoff around the segments. As appropriate, channels would be lined with grass or roughened pavement to reduce runoff velocity. Appropriate erosion control and drainage devices would be provided to the satisfaction of the Building and Safety Department and the Department of Public Works. Therefore, impacts would be less than significant.
- e) The proposed projects would not be connected to the wastewater system, as they would involve the development of bicycle lanes and streetscape improvements. Therefore, septic tanks and other alternative wastewater disposal systems are not required or necessary for the proposed project, and no impact would occur.

Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS (GHG) - Would the project:

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| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-b) The primary source of regional greenhouse gas emissions (GHG) is vehicular exhaust. The proposed projects would prioritize bicycle uses over the private automobile and would create a more hospitable street experience along the Figueroa Corridor and along the other project segments. It is anticipated that the proposed improvements would reduce automobile vehicle miles traveled and associated regional GHG emissions. Regarding construction activity, the proposed projects would generate GHG emissions from equipment exhaust and truck trips. These emissions will be quantified using approved air quality models (i.e., EMFAC and OFFROAD) and compared to the applicable significance thresholds in the EIR.

There are numerous State and local plans, policies, and regulations that pertain to GHG emissions. For example, State Assembly Bill AB 32 requires the California Air Resources Board to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to Statewide levels in 1990 by 2020. Senate Bill 375 provides a means for achieving AB 32 goals through the reduction in emissions of cars and light trucks. The Green LA Action Plan includes the goal to reduce GHG emissions 35 percent below 1990 levels by 2030. As discussed above, it is anticipated that the proposed projects would reduce long-term vehicular GHG emissions. The EIR will further discuss this anticipated decrease in emissions and how the proposed projects relate to adopted GHG plans, policies, and regulations.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS (HM) - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
- a) Construction of the proposed projects would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Operation of proposed improvements would not involve the routine transport, use, or disposal of hazardous substances other than minor amounts of herbicides or pesticides that would be used for landscaping. The quantities of such products are not expected to be large enough to create a potential hazard to the public or environment through their routine transport, use or disposal. Hazardous materials would be handled in accordance with federal OSHA and California OSHA standards. Therefore, impacts would be less than significant.
- b) Proposed improvements are not anticipated to involve hazardous materials that could result in an upset or accident condition. Therefore, impacts would be less than significant.
- c) The proposed projects would include the development of bicycle lanes and sidewalk, and street improvements to the Figueroa Corridor and would not emit hazardous materials or result in the release of hazardous materials within one-quarter mile of an existing or proposed school. Therefore, no impact would occur.
- d) Proposed bicycle lanes would be developed in existing right-of-ways and would not require the acquisition of surrounding properties. Proposed streetscape improvements would occur along the Figueroa Corridor and would not require the acquisition of surrounding properties. None of the areas of the Proposed Project are known to be designated Hazardous Materials Sites pursuant to Government Code Section 65962.5. Implementation of the proposed projects would not create a significant hazard to the public or the environment. Therefore, less than significant impacts would occur.
- e) As previously indicated, proposed bicycle lanes would be located throughout the City of Los Angeles, which may be located in the vicinity of an airport. Santa Monica Airport is located approximately 2.9 miles west of the western portion of the project area. The Los Angeles International Airport (LAX) is located approximately 6.5 miles south of the project area. Additionally, there are numerous helicopter landing pads throughout the City of LA. The proposed project would not add any feature over 40 feet tall, and consequently, would not pose a hazard to approaching airplanes or helicopters. Therefore, no impact would occur.
- f) The project segments are not located within the vicinity of any private airstrips. However, there are numerous helicopter landing pads throughout the City of Los Angeles including Downtown. The proposed projects would not add any feature over 40 feet tall, and consequently, would not pose a hazard to approaching airplanes or helicopters. Therefore, no impact would occur.
- g) Bicycle lanes are proposed for portions of Venice Boulevard, Mission Road, Westwood Boulevard, Sepulveda Boulevard and Devonshire Street. Portions of these roadways are classified as Disaster Routes for emergencies (including Venice Boulevard, Mission Road, Westwood Boulevard, Sepulveda Boulevard and Devonshire Street).¹ A disaster route is used to bring in emergency personnel,

¹City of Los Angeles, General Plan Safety Element, Critical Facilities and Lifeline Systems, Exhibit H, <http://cityplanning.lacity.org/cwd/gnlpln/safteylt.pdf> Accessed May 15, 2012.

equipment, and supplies to impacted areas in order to save lives, protect property and minimize impact to the environment. During a disaster, these routes have priority for clearing, repairing and restoration over all other roads. The proposed projects would not interfere with the City’s Emergency Operations Master Plan and Procedures. The projects would result in a less than significant impact.

- h) The project segments are located in urbanized areas in the City of Los Angeles surrounded by urban uses and are not located in the vicinity of any wildfire areas. The proposed projects would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. The proposed projects would not demolish or construct structures that would alter the current exposure of people or structures to potential fire hazards. Therefore, no impact would occur.

Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY (HW) - Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- j) Inundation by seiche, tsunami, or mudflow?

- a) The proposed projects would consist of 1) restriping of existing roadways to include bicycle lanes within existing right of ways and 2) streetscape improvements to the Figueroa Corridor. As previously described, the project segments are located within existing public rights-of-way in an urbanized environment. Construction activities associated with the Figueroa Streetscape could include minor earth moving, maintenance/operation of construction equipment and handling/storage/disposal of materials could contribute to pollutant loading in storm water runoff.

The Regional Water Quality Control Board (RWQCB) regulates runoff during clearing, grading, and excavation activities that may result in soil disturbance of any construction site of at least one acre of total land area. The NPDES General Construction Permit requires that where construction activities would occur over more than one acre the following steps are to be taken: (1) develop and implement a Stormwater Pollution Prevention Plan (SWPPP), which specifies BMPs that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards; (2) eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation. The SWPPP typically includes minimization of erosion during construction, stabilization of construction areas, sediment control, control of pollutants from construction materials, as well as post-construction stormwater management (e.g., the minimization of impervious surfaces, treatment of stormwater runoff, etc). The SWPPP also must include a discussion of the program to inspect and maintain all BMPs. The City of Los Angeles Development Best Management Practices Handbook, Part A Construction Activities, Second Edition, contains specific minimum BMP requirements for all construction activities.

The proposed projects would comply with all applicable regulations with regard to surface water quality as governed by the Regional Water Quality Control Board (RWQCB). The City Bureau of Engineering construction standards require contractors to include erosion control, spill prevention and control, solid and hazardous waste management, and dust control to reduce the discharge of pollutants from construction areas into the stormwater drainage system.

In accordance with NPDES requirements and as necessary, a Storm Water Management Plan would be implemented as needed in association with any excavation associated with the Figueroa Streetscape project. BMPs to address water quality in storm water runoff would be incorporated into the design of the proposed project as appropriate. BMPs would include source and treatment control. Source control BMPs would be used to prevent pollutants from entering into the storm water discharges and may include effective site design and landscape planning, storm drain signage, properly managed trash storage areas and proper maintenance of treatment control BMPs.

With conformance to applicable City of Los Angeles and regional regulations and requirements concerning storm water discharge, and implementation of source control and treatment BMPs, the proposed projects would reduce or eliminate the discharge of potential pollutants from storm water runoff to the maximum extent practicable. Therefore, operation of the proposed projects would not result in a violation of water quality standards or discharge requirements. Impacts would be less than significant.

- b) The proposed project includes the development of bicycle lanes on existing streets and streetscape improvements to the Figueroa Corridor. The proposed projects would not require the use of groundwater. Therefore, the proposed projects would not require direct additions or withdrawals of groundwater.

The project segments are currently developed with a paved asphalt street and sidewalks. Consequently, the existing conditions at the project site minimally, if at all, contribute to groundwater recharge activities. Under existing conditions, storm water flows through the project segments rapidly and does not remain on-site long enough to recharge groundwater. The proposed projects would not increase the amount of impervious surface at the project site over existing conditions. Therefore, no impacts would occur.

- c) The project segments are located in highly developed areas of the City of Los Angeles and consists of existing paved streets. No storm drains would be relocated as part of the proposed projects. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that currently receive surface water runoff. Since the existing project site is largely impermeable and the proposed projects would also develop the site with largely impermeable surfaces, they would not measurably change the volume of storm water runoff. The new areas of landscaping and proposed filtration would allow some percolation and reduction of runoff. Consequently, minor alterations to existing drainage patterns could occur in connection with the Figueroa Streetscape improvements. The Department of Public Works would require that direct flow to storm drains be maintained. Minor on- or off-site erosion or siltation could occur during construction of the streetscape improvements. Construction activities for the proposed projects would include appropriate storm drain connections and implementation of BMPs. Therefore, no impacts to drainage patterns from the implementation of the proposed projects would occur.
- d) As discussed above, the project segments are located in a highly developed area of Los Angeles and consists of paved asphalt and sidewalks. The surrounding area has an existing curb and gutter system. Any alteration of flows would be controlled and then conveyed to existing off-site regional storm drain facilities by temporary flood control improvements. As a result, street surface flow would remain the same and the proposed projects would not result in flooding on- or off-site. Impacts would be less than significant.
- e) The project segments that solely consist of restriping within existing roadways would not result in changes in storm water run-off. Proposed streetscape improvements included in the Figueroa Streetscape Project would include sidewalk improvements, added street furniture and occasional landscaping. As a result, storm flows associated with the project segments could be slowed due to a slight increase in permeable surfaces (landscaping, etc.). In general, this would reduce the amount of storm water that would be conveyed to the existing storm drain system compared to existing conditions. Therefore, the proposed projects would not contribute runoff to stormdrains that could exceed their capacity, and no impact would occur.
- f) As discussed above in Section IX a), Hydrology and Water Quality, project construction and operations would be required to comply with applicable regulations, as well as code and permit provisions in order to prevent violation of water quality standards or waste discharge requirements. The proposed projects would include the development of bicycle lanes in existing right of way and would consist of streetscape improvements to the Figueroa Corridor. Improvements would include the addition of trees and plantings. Proposed trees and plant materials could assist in managing and clean stormwater before discharging back into the storm drain system. Given the above, the proposed projects would not be expected to degrade water quality. Therefore, no impact would occur.
- g) The proposed projects would result in the development of bicycle lanes with the removal of existing travel lanes and would include streetscape improvements along the Figueroa Corridor. The proposed projects would not involve the construction of structures in 100-year floodplains. Therefore, no impact would occur.
- h) As discussed above, the proposed projects would not involve construction of structures that would be located within a 100-year flood hazard area. Therefore, no impact would occur.

- i) The proposed projects would include the development of bicycle lanes in existing right of ways that would be located throughout the City of Los Angeles, which contains numerous dams. However, since all the dams and reservoirs in the City have been retrofitted pursuant to the 1972 State Dam Safety Act, the occurrence of dam or reservoir failure is unlikely. Since the proposed projects would be located within existing right-of-ways, they would not increase the amount of area nor structures that maybe subjected to flooding. Accordingly, implementation of the proposed projects would not create any new impacts related to flooding due to dam failure beyond existing conditions. Therefore, no impact related to flooding due to dam failure is anticipated to occur.
- j) According to the City of Los Angeles General Plan Safety Element, portions of the project segments (Sepulveda Boulevard, Centinela Avenue) are located in an area with the potential to be affected by a tsunami or inundation by seiche.² However, the project segments are located in an urban and developed area and is not located near hilly areas or positioned down slope from any unprotected slopes or landslide areas. Proposed bicycle lanes would be developed in existing right of ways. No structures would be constructed as part of the proposed projects. Therefore, the project segments are not positioned in an area of potential mudflow. The proposed projects would adhere to all applicable City design criteria requirements related to tsunami safety. This would be considered a less than significant impact.

Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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X. LAND USE AND PLANNING (LU) - Would the project:

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|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a,b The proposed projects would include the development of bicycle lanes and streetscape improvements along existing City of Los Angeles streets. This would primarily result in the loss of existing travel lanes. Loss of existing parking lanes may also occur under the proposed projects. Potential loss of parking could affect existing businesses located in the vicinity of project segments. This could result in impacts to land use including the division of an existing community. This issue will be further discussed in the EIR.

The proposed projects would consist of the development of bicycle lanes within existing public rights-of-way and streetscape improvements to the Figueroa Corridor. At the local level, various plans regulate land use and design standards associated with the project segments. These include: the General Plan Framework, various Community Plans, the City Center Redevelopment Plan, the Historic Downtown Los Angeles Design Guidelines, the Downtown Design Guide, and the Downtown Street Standards. The bicycle lanes proposed under the proposed projects are included under the 2010 Bicycle

²City of Los Angeles, General Plan Safety Element, 1996, Exhibit G Inundation & Tsunami Hazard Areas in the City of Los Angeles, available at: <http://cityplanning.lacity.org/cwd/gnlpn/saftyelt.pdf>, accessed May 15, 2012.

Plan, which is a component of the Transportation Element of the City’s General Plan. Implementation of the Five Year Strategy Project would help meet the goals of the 2010 Bicycle Plan. A significant impact would occur if the proposed projects were inconsistent with applicable plans, policies, and zoning designations. Potential conflicts could occur if parking were lost resulting in any land uses that rely substantially on on-street parking being impacted. In addition, implementation of bicycle lanes could conflict with other mobility goals for the region, this issue will be further explored in the EIR. Further environmental analysis is required to determine consistency with applicable plans and policies. This would be considered a potentially significant impact.

- c) The proposed projects would include the development of bicycle lanes and streetscape improvements proposed for the Figueroa Corridor. Implementation would result in improvements and enhancements for bicyclists and pedestrians in developed urbanized areas within the City of Los Angeles. The proposed projects are located in a fully urbanized area and therefore will not conflict with any applicable habitat conservation plan or natural community conservation plan. No impact would occur.

Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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XI. MINERAL RESOURCES (MR) - Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a, b) The project segments consists of existing streets located in developed urbanized areas of the City of Los Angeles. No mining activities are known to have taken place on site. The segments are currently used for transportation uses and would continue to be used as such under the proposed projects. Proposed bicycle lanes would be developed within existing right of ways and would not involve grading activities similar to mining. Proposed streetscape improvements would occur along a 3.5-mile stretch of Figueroa Street, a major street in the City. Grading activities associated with the development of anticipated streetscape improvements along Figueroa Street could require grading of up to 24 inches. A few of the proposed bicycle lanes would be located within or adjacent to City-designated Oil Field/Drilling Areas (La Cienega Oil Field, LA City Oil Field, LA Downtown Oil Field); however, since the bicycle lanes consist of restriping within existing roadways and would not require grading, there would be no impacts to the availability of mineral resources in these areas.³ Implementation of the proposed projects would not result in the loss of availability of a known mineral resource. Therefore, no impact would occur.

Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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XII. NOISE (N) - Would the project:

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

³ City of Los Angeles General Plan Conservation Element. <http://cityplanning.lacity.org/cwd/gnpln/saftyelt.pdf> Accessed March 15, 2012.

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|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| b) Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a, b, c, d) The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses. Regarding construction, the Los Angeles Municipal Code (LAMC) indicates that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. the following day, since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence. No person, other than an individual homeowner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday or on a federal holiday, or at any time on any Sunday. The LAMC also specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited when in or within 500 feet of a residential zone. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise-reduction device or techniques during the operation of equipment. The proposed projects would require construction activities that would result in temporary increased noise levels. These noise levels will be quantified and discussed as they relate to existing ambient noise levels. The findings of the noise analysis and any applicable mitigation measures will be further discussed in the EIR.

It is not anticipated that the proposed projects and associated bicycle activity would generate a long-term source of operational noise. However, the Figueroa Corridor Streetscape Project would reduce the existing westbound vehicular lanes along six blocks of 11th Street in Downtown Los Angeles (currently a one-way westbound street), from Broadway to Figueroa Street, from two lanes to one lane. This has the potential to change the existing noise environment by shifting the location of traffic on the roadway. This potential operational change in noise levels will be further discussed in the EIR.

e, f) The proposed projects would not be located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip. The proposed projects would not expose utilizing the bicycle network to excessive aircraft noise levels. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated\	Less-Than-Significant Impact	No Impact
XIII. POPULATION AND HOUSING (PH) - Would the project:				
a) Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a b, c) The proposed projects would not develop residential uses, and therefore, would not induce population growth. The proposed projects would make improvements to the existing roadway, basements, and sidewalks, and would not displace any residential units or on-site residents. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated\	Less-Than-Significant Impact	No Impact
XIV. PUBLIC SERVICES (PS) - Would the project:				
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities (including roads)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a i, ii, iii, v) The proposed projects would be located within an existing urbanized area that is served by existing public services including fire protection, police protection, and schools. Because the proposed projects would not induce growth or include the construction of new buildings, the proposed projects would not result in an increase in demand for fire and police services and schools. No impact is anticipated to occur.

a iv) The proposed projects could result in the increased use of existing parks and other recreational facilities due to increased accessibility of these facilities by bicycles along the existing and

prospective bikeways. However, the potential increase in use to existing parks and recreation facilities would be considered minor and would occur throughout the City and would not be concentrated on any particular facility and there for is expected to generate less than significant impacts.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. RECREATION (RC) - Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) As discussed in Section XIII, Population and Housing, above, the proposed projects would not induce population growth. No residential uses would be developed under the proposed projects. The proposed projects would not include the construction or expansion of recreational facilities, nor would the project contribute to a need that would necessitate the development of parks or other recreational facilities. The proposed projects could result in an increase of use of existing neighborhood and regional parks and other recreational facilities that include bicycle facilities. However, any increase in use to existing parks and recreation facilities would occur throughout the City and would not be concentrated on any particular facility and therefore is expected to generate less than significant impacts.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC (TT) - Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a, b) Converting travel lanes to bicycle lanes would support bicycling as a viable alternative transportation strategy within the City of Los Angeles and the County and have the potential to decrease the number of vehicle miles traveled as advocated for in the Congestion Management Program. However, the proposed projects would require the loss of travel lanes on street segments throughout the project area for the development of proposed bicycle lanes and streetscape improvements. This could result in increased AM and PM peak hour impacts at study intersections under the project conditions. A detailed traffic analysis is currently being prepared to determine impacts to transportation. Findings of the traffic analysis, including any mitigation measures will be included in an EIR.

c) Santa Monica Airport is located approximately 2.9 miles west of the closest street segment. The Los Angeles International Airport (LAX) is located approximately 6.5 miles south of the closest street segment. No impacts to air traffic would occur as a result of the projects.

d) The proposed projects would replace travel lanes along City of Los Angeles streets with proposed bicycle lanes and would incorporate streetscape improvements to the Figueroa Corridor. Streetscape improvements would include safety measures and enhancements to the sidewalks. Concern has been expressed that a buffered bikeway could impede pedestrians especially access to transit and crossing the street in the vicinity of Staples Center and LA Live. Implementation would not create or increase hazards due to a design feature, nor would the project include incompatible uses. The project would be designed to ensure potential impacts to pedestrians are anticipated and addressed through good design including signage as necessary. Impacts are anticipated to be less than significant.

e) The implementation of the proposed projects would not impede emergency access. Bicyclists would follow the same protocol as vehicles in surrendering the right of way to emergency vehicles. The design of all bikeway facilities will be governed by the Technical Design Handbook and applicable federal, state and local guidelines. The proposed projects would comply with all City of Los Angeles fire department requirements. Less than significant impacts to emergency access are anticipated.

f) The proposed projects would add bicycle lanes as part of the City of Los Angeles 2010 Bicycle Plan and would include streetscape improvements to Figueroa Street. This would encourage and promote bicycling as an important mobility mode along these segments and would create a more hospitable street experience. The projects would be consistent with adopted plans and policies regarding transit, bicycles and pedestrians.

Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS (US) - Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project=s projected demand in addition to the provider=s existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project=s solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, State, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a) The proposed projects would include the development of bicycle lanes and streetscape improvements and would not connect to the public sewer system. The proposed projects would adhere to all applicable RWQCB requirements and policies. Construction and implementation of the proposed projects would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Therefore, no impact would occur.
- b) The proposed projects would require minimal amounts of water during construction and operation. Implementation may result in a slight increase in water use for plant irrigation. However, the proposed landscaping includes native and drought tolerant vegetation, which would counteract the increase in water use. As discussed above, the proposed projects would not connect to a wastewater system. Therefore, no impact would occur.
- c) As previously discussed, the proposed projects would include the development of bicycle lanes in existing streets and streetscape improvements. Streetscape improvements proposed for the Figueroa Corridor would include street trees and plantings, which could manage and cleanse stormwater. Implementation of BMPs would occur in accordance with City requirements. Furthermore, water runoff volume from the proposed projects is not expected to increase from existing conditions. The proposed projects would not require, or result in, the construction of new storm water drainage facilities. Therefore, no impact would occur.
- d) Potable water for the proposed project would be supplied by Los Angeles Department of Water and Power (LADWP), which gets its water from the Los Angeles Aqueduct (LAA), local groundwater, purchased water from the Metropolitan Water District (MWD), and recycled water.⁴ The proposed project could result in an incremental increase of water usage during project construction (for dust abatement) and operation (for plant irrigation). According to LADWP’s 2010 Urban Water Management Plan, LADWP projects they will accommodate a water demand of 710,760 acre-feet per year and plans to have excess supply by 2030 under average weather conditions. The proposed

⁴Los Angeles Department of Water and Power, LADWP Quick Facts and Figures. available at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=e936fwt5b_4&_afzLoop=29886216871455, accessed May 15, 2012.

projects' increase represents a negligible fraction of LADWP's projected water demand and supply, and the water demand generated by the proposed projects is accounted for in LADWP's future projections. Therefore, water demand of the proposed projects could be accommodated by planned LADWP supplies. Impacts would be less than significant.

- e) As stated in Section XVII a), Utilities and Service Systems, above, the proposed projects would not generate wastewater or connect to the wastewater system and, therefore, no impact would occur.
- f) The proposed projects would add bicycle lanes to existing City streets and include streetscape improvements. Since the project segments currently contain plants (which create greenwaste) and trash receptacles, it is anticipated that operational solid waste generation would remain similar to existing conditions.

The City of Los Angeles is served by County of Los Angeles Class III landfills, which have a remaining capacity of 124 million tons.⁵ Since there is no anticipated shortfall in disposal capacity for inert waste within the County, any construction related activities that could occur as a result of the proposed projects would not have an adverse impact on solid waste disposal. The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs. Therefore, impacts would be less than significant.

- g) Solid waste management is guided by the California Integrated Waste Management Act of 1989 that emphasizes resource conservation through reduction, recycling, and reuse of solid waste. All local, State, and federal guidelines regarding solid waste will be complied with during project construction and operation, including Assembly Bill 1327, which requires that adequate areas for collecting and loading recyclable materials be provided. Therefore, no impact would occur.

Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE - Would the project:

- | | | | | |
|--|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

⁵County of Los Angeles Department of Public Works, *County of Los Angeles Countywide Integrated Waste Management Plan – 2010 Annual Report*, October 2011.

a,b,c) The preceding analyses conclude that the proposed projects may result in significant unmitigated impacts to the environment. The project segments are currently developed as existing roads and sidewalks in the City of Los Angeles. There may be environmental impacts, which are individually limited, but significant when viewed in connection with the effects of past projects, other projects, and probably future projects. Further discussion of land use, traffic, air quality, noise issues will be included in the EIR.

The projects could result in potentially significant environmental impacts (air, and noise), which would cause substantial adverse effects on human beings, either directly or indirectly. The EIR will identify any potentially significant impacts and appropriate mitigation measures to these impacts.