



## DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT

### CITY PLANNING COMMISSION

**Date:** June 23<sup>rd</sup>, 2016

**Time:** 8:30 a.m.

**Place:** City Hall, Board of Public Works Room 350  
200 N. Spring Street, Los Angeles, CA 90012

**Public Hearing:** Required

**Appeal Status:** Not Applicable

**Case No.:** CPC-2013-910-GPA-  
SP-CA-MSC-M2

**CEQA No.:** ENV 2013-0911-EIR-  
ADD2

**Related Cases:** CPC-2013-0910-  
GPA-SP-CA-MSC,  
CPC-2013-910-GPA-  
SP-CA-MSC-M1, ENV  
2013-0911-EIR, ENV  
2013-0911-EIR-ADD1

**Council No.:** All

**Applicant:** Department of City  
Planning

**PROJECT  
LOCATION:** Citywide

**PROPOSED  
PROJECT:** Council Changes to the Mobility Plan Amendments

**RECOMMENDED  
ACTION:** Add Central Avenue between 1st Street and Imperial Highway to the Pedestrian Enhanced Districts, and add Central Avenue between 95th Street and Imperial Highway to the Bicycle Enhanced Network (BEN).

### Background

On February 11, 2016 the City Planning Commission (CPC) acted on several proposed amendments to the Plan. These amendments included revisions to the Plan's text and enhanced networks. CPC approved the amendments and transmitted their Letter of Determination to the Mayor and City Council Committees. On May 11, 2016 the Plan was heard at the Transportation Committee meeting where Councilmember Koretz introduced a motion to revise the recommended amendments to the Plan. These revised recommendations were sent to City Council for consideration. On May 13, 2016 City Council moved to send the proposed changes in Recommendation 4 of the Transportation Committee report (see attached) simultaneously to the Los Angeles City Planning Commission and Mayor for their approval. As per the City's Charter, "if the Council proposes changes to the Plan amendment that differ from the amendment as initiated or the recommendation of the City Planning Commission, the matter shall be returned simultaneously to the City Planning Commission and the Mayor for their recommendations on the proposed changes."

At its June 23, 2016 meeting, the City Planning Commission will have the opportunity to make its recommendations on the City Council's May 13<sup>th</sup> action, which would amend portions of the Mobility Plan to:

- Substitute Gayley Avenue/Midvale Avenue for Westwood Boulevard between Le Conte and Ohio Avenues to the Bicycle Enhanced Network (BEN).

- Substitute Avalon Boulevard for Central Avenue between Jefferson Boulevard and Imperial Highway to the BEN.
- Add San Pedro Street between Seventh Street and Jefferson Boulevard to the BEN.
- Amend the Neighborhood Enhanced Network (NEN) to include 16th Street between San Pedro Avenue and Central Avenue.
- Amend the text under the Network Concept Maps heading on page 153 of Mobility Plan 2035, Chapter 6: Action Plan to add the following: "For example, a north-south corridor identified on the BEN could be substituted with an alternative north-south corridor that is not currently on the BEN if it serves similar constituencies and destinations and is supported with additional, operational studies and community engagement."

### **Summary and Recommendation**

The proposed amendments approved by the City Council differ from the proposals previously considered by the CPC because they now substitute parallel corridors on the Bicycle Enhanced Network (BEN) rather than eliminating corridors altogether. Gayley/Midvale would replace Westwood Boulevard within the Westwood Village area and Avalon Boulevard would be substituted for Central Avenue between Jefferson Boulevard and Imperial Highway.

The BEN, which is the primary focus of the changes, is a concept strategy that highlights the City's vision of developing a connected network of 300 miles of protected bicycle lanes (Class IV bikeways) by 2035. The corridors identified on the BEN were selected for their role in connecting people who bike to primary transit corridors as well as major employment, educational and recreational destinations. Although Westwood Boulevard and Central Avenue are preferred, the addition of Gayley Avenue/Midvale Avenue and Avalon Boulevard would achieve similar access to regional destinations and maintain the overall integrity of the BEN, as a connected citywide network.

The Department of City Planning reiterates its original recommendations, as reflected in the February 11, 2016 staff report and CPC Letter of Determination, attached to this transmittal. However, the revised text language introduced by Council makes no substantive change to the Plan but simply reinforces the opportunity for the City to identify and explore alternative corridors in the future through a community engagement process.

The proposed Council amendments would not affect the Plan's far-reaching policies and programs and would make only limited changes to the Plan's networks; the amendments would therefore not significantly alter Mobility Plan 2035, considered as a whole.

### **Supplemental Recommendation**

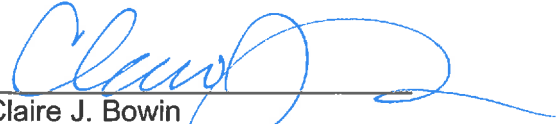
One of the Council actions above included amending the Bicycle Enhanced Network (BEN) to substitute Avalon Boulevard for Central Avenue between Jefferson Boulevard and Imperial Highway to the BEN. Subsequent discussion with council offices expressed support for adding the length of Central Avenue to the Pedestrian Enhanced Districts and retaining a portion of Central Avenue on the BEN from 95<sup>th</sup> Street to the City boundary at 120<sup>th</sup> Street, if the remaining portion of Central Avenue were to be removed from the BEN. This action would not conflict with the substitution of Avalon Boulevard for Central Avenue on the BEN between Jefferson Boulevard and 95<sup>th</sup> Street. This action would also support the opportunity to provide greater low stress active transportation network benefits in South Los Angeles.

Therefore, if CPC recommends to approve the City Council initiated amendments, City Planning recommends adding Central Avenue between 1st Street and Imperial Highway to the Pedestrian Enhanced Districts, and adding Central Avenue between 95th Street and Imperial Highway to the Bicycle Enhanced Network (BEN).

VINCENT P. BERTONI, AICP  
Director of Planning



Ken Bernstein, AICP  
Principal City Planner



Claire J. Bowin  
Senior City Planner



David Somers  
City Planner