CITY OF LOS ANGELES

CALIFORNIA

Jaime de la Vega
GENERAL MANAGER

DEPARTMENT OF TRANSPORTATION
100 S. Main St., 10th Floor
LOS ANGELES, CA 90012
(213) 972-8470
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ANTONIO R. VILLARAIGOSA
MAYOR

February 14, 2012

Hasan Ikhrata, Executive Director
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

Re: Draft 2012 Regional Transportation Plan / Sustainable Communities Strategy

Dear Mr. Ikhrata:

The City of Los Angeles appreciates the opportunity to review and comment on the Southern California Association of Governments' (SCAG) Draft 2012 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). SCAG is to be commended for an unprecedented multi-year effort to develop the 2012 RTP/SCS, which included extensive outreach. In particular, the City appreciates the exceptional effort on the part of SCAG staff to prepare the first Sustainable Communities Strategy, as required by SB 375.

After careful review of the draft RTP/SCS, the departments of Transportation, Airports and City Planning have provided comments that clarify the City's position regarding, and request modifications to, certain areas of the RTP/SCS. Accordingly, the Los Angeles Department of Transportation (LADOT) prepared the attached report to the City Council that includes comments on the draft 2012 RTP/SCS by all three City departments. The Los Angeles City Council, on February 10, 2012, adopted the attached report as the City's comments on the Draft 2012 RTP/SCS.

Included in the City's comments is a list of projects that the City requests be added to the Strategic Plan of the RTP/SCS. Moreover, as indicated in the attached report, the City requests that the City's adopted Bicycle Plan and Mobility Hubs initiative be included in the Strategic Plan, if not already included in the Constrained Plan.

We look forward to working with SCAG staff to substantially incorporate into the RTP/SCS those elements of the City's comments that are directed to the content of the

2012 RTP/SCS. After review of the attached comments, please contact Tom Carranza or Miles Mitchell of my staff for further discussions regarding LADOT's comments, and Ken Bernstein or Naomi Guth regarding comments from the Department of City Planning. We look forward to a continued mutually beneficial collaboration between the City and SCAG as we address future regional challenges and opportunities.

Sincerely,

Jaime de la Vega
General Manager

JTV:mm

Attachment

c: Borja Leon, Deputy Mayor Transportation
Matthew Karatz, Deputy Mayor Economic & Business Policy
Gerry Miller, Chief Legislative Analyst
Michael LoGrande, City Planning Department
Michael Feldman, Los Angeles World Airports

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Date: February 6, 2012 (Revised Report)

To: The Honorable City Council, City of Los Angeles
c/o City Clerk, Room 395
Attention: Honorable Bill Rosendahl, Chair, Transportation Committee
Attention: Honorable Ed Reyes, Chair, PLUM Committee

From: Jaime de la Vega, General Manager
Department of Transportation

Subject: **Draft 2012 Regional Transportation Plan / Sustainable Communities Strategy (CF 11-1223)**

Summary

This report recommends that the Council authorize the Los Angeles Department of Transportation (LADOT) to submit additional comments on behalf of the City of Los Angeles to the Southern California Association of Governments (SCAG) on the draft 2012 Regional Transportation Plan /Sustainable Communities Strategy (RTP/SCS).

Recommendations

1) APROVE the comments provided in this report as the City of Los Angeles' comments related to transportation in the SCAG draft 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

2) DIRECT LADOT to transmit comments to SCAG that are substantially consistent with those contained in this report, including the attached comments from other departments.

3) DIRECT LADOT to work with SCAG to incorporate the comments into the final RTP/SCS and related Program Environmental Impact Report (PEIR).

Background

Every four years the Southern California Association of Governments (SCAG) prepares a Regional Transportation Plan (RTP) for the six-county region. The 2012 RTP/SCS includes planned transportation projects and demographic assumptions through the year 2035. The plan presents a strategy for the investment of $524.7 billion in the region's transportation system between 2012 and 2035 and, for the first time, a Sustainable Communities Strategy (SCS) for the six-county region.

The SCS, required by SB 375, focuses on reducing greenhouse gas emissions (GHGe)

from cars and light trucks by means of several strategies, including integration of land use and transportation planning, transit system expansion, and transportation demand management (TDM). The California Air Resources Board (CARB) established regional GHGe reduction goals of eight percent per capita by 2020 and thirteen percent per capita by 2035, compared with 2005 levels. SCAG's analysis indicates that the draft RTP/SCS would achieve the 2020 target, and would exceed the 2035 target with a GHGe reduction of sixteen percent.

According to SCAG's analysis and modeling, the draft RTP/SCS also meets the federal conformity requirements for air quality. It is important to note that reducing GHGe is not required for achieving air quality conformity. Therefore, although many of the strategies that achieve air quality conformity also assist with GHGe reductions, the two analyses are generally independent of each other.

A Regional Transportation Plan (RTP) also requires that there be reasonably available funding sources. The RTP proposes expenditures of $524.7 billion, and SCAG states that without new revenue sources the RTP faces a funding shortfall of approximately $219.5 billion. Various means to make up the shortfall are set forth. The RTP suggests that $127.5 billion of the shortfall could be addressed by action at the State or Federal level to increase the gas tax $0.15 per gallon between 2017 and 2024. The RTP states the State and Federal government could then replace the gas tax with an indexed mileage-user fee of $0.05 per mile beginning in 2025. If the mileage-based fee was not implemented, then there would be a need to further increase the gas tax to generate the revenues that would have been created by the mileage-based user fee. Although these proposals depend primarily on State and/or Federal action, they deserve further discussion within the City as the implementation year of 2017 approaches.

SCAG is to be commended for a multi-year effort to develop the 2012 RTP/SCS, including an unprecedented outreach effort. In particular, the passage of SB 375 required an extensive public education campaign including outreach to cities, environmental, public health and business groups. SCAG conducted a series of periodic workshops across the region, which included preparation of in-depth graphic and narrative presentation materials. The City appreciates the outstanding outreach effort, both to the City itself and across the region.

Pursuant to the Council action of October 5, 2011, and in accordance with past practice, LADOT has reviewed the draft 2012 RTP/SCS and compiled proposed comments to SCAG. In addition, LADOT has coordinated the preparation of these comments on the RTP/SCS with other City departments that are most impacted by the RTP. LADOT very much appreciates the cooperation of the departments of Los Angeles World Airports (LAWA) and City Planning each of which have provided comments. The Port of LA has indicated that it does not have formal comments at this time. The Metro staff report on the RTP/SCS is attached as Attachment B.

Report to City Council, dated September 21, 2011
On October 5, 2011, the City Council adopted a joint report (Attachment A) by the Departments of City Planning and Transportation entitled "Alternatives Proposed by SCAG for the 2012 Regional Transportation Plan / Sustainable Communities Strategy" (CF 11-1223). This report, dated September 21, 2011, provided comments on four draft scenarios for the RTP/SCS, released by SCAG in July 2011. Specifically, Attachment A of the report identified proposed RTP/SCS strategies that City staff believed would, if adopted, have a potential impact on the City. For purposes of the report, "impact" was defined as a significant change from adopted City policy. Staff believes that the report, dated September 21, 2011, continues to reflect City policy with regard to many of the strategies presently included in the draft RTP/SCS.

One of the objectives of the report was for the City's comments to be incorporated into the RTP/SCS. We are pleased to report that to a large extent the City's comments appear to have been acknowledged by SCAG and therefore the RTP/SCS does not include several of the specific proposals of concern. Specifically, three of the concerns raised, and the status of the strategy in the draft RTP/SCS, are as follows:

1) Phased implementation of 5% of major arterials to have dedicated bus lanes. As requested by the City, the RTP does not include a specific percentage for implementation. As explained in the September 21st report, the City supports careful and selected implementation of bus lanes, but does not want to commit to implementing a specific percentage of bus lanes on City arterials.

2) 10% of primary and secondary arterials to include bike facilities. As requested by the City, the RTP does not include a specific percentage for implementation. As explained in the September 21st report, the City supports careful and selected implementation of bike lanes, but does not want to commit to implementing a specific percentage of bike lanes on City arterials. Rather, the City supports the specific implementation of its adopted Bicycle Plan.

3) Cordon pricing around key activity centers – initial pilot projects in downtown Los Angeles and potentially LAX complex. As requested by the City, this project has been included in the Strategic Plan portion of the RTP/SCS, which acknowledges that the project still requires further study and has not been officially approved by the City.

Discussion of Policy Concerns and Comments

Although most of the concerns raised in the September 21, 2011 report appear to have been addressed, LADOT has identified additional areas of concern with regard to the draft 2012 RTP/SCS, which was released for public comment on December 20, 2011.

LADOT has comments and concerns in the following areas:

Project List for RTP/SCS

The RTP includes an extensive project list. As stated in the Project List appendix, the list is divided into three sections, as follows: 1) The Federal Transportation Improvement Program (FTIP), which forms the foundation of the RTP project investment strategy and represents the first six years of already committed funding; 2) the Financially Constrained list of projects not included in the FTIP but which have "reasonably available" funding; and 3) the Strategic Plan representing an unconstrained list of potential projects that the region would pursue given additional funding and commitment.

As with past RTP cycles, LADOT has reviewed all three project lists. The FTIP and Constrained project lists appear to include, with one exception, all City of Los Angeles projects with either committed or reasonably available funding. These lists are developed through ongoing coordination between City, Metro and SCAG staff. The one project that should be added to the FTIP list is a Transit Bureau project as follows:

> TIP ID LAF5427 – DASH Clean Fuel - Five Higher Capacity Vehicles (Purchase five 35-foot CNG clean-fuel buses to replace five 30-foot propane vehicles). SCAG is aware that this project needs to be added to the FTIP project list, and it is pending to be added to the list.

Regarding the Strategic Plan list, in an effort to expedite many as yet unfunded City projects, LADOT has prepared the attached list (Attachment E) of approximately ninety projects that the City is requesting to be added to the Strategic Plan.

Additionally, LADOT wishes to draw attention to both the Los Angeles Bicycle Plan and Mobility Hubs initiatives (a First Mile/Last Mile strategy). These efforts support both the Active Transportation and Transportation Demand Management strategies of the RTP. The RTP includes numerous references to expanded bicycle facilities and other First Mile/Last Mile strategies, and therefore these strategies are presumably included with likely funding in the Financially Constrained plan. However, to the extent these initiatives are not included in the Constrained plan they should be added to the Strategic Plan.

Importantly, Metro staff has also reviewed the RTP and found that it includes all the projects and programs in the Metro 2009 Long Range Transportation Plan (LRTP). A copy of the Metro staff report, dated January 18, 2012, is attached for reference. The RTP does not model the 30/10 (Fast Forward) proposal for Measure R projects, because the proposal has not yet been approved by the Metro Board, and still requires federal approvals. However, SCAG is supportive of the 30/10 proposal and will likely amend the RTP if the proposal secures additional approvals.

The Metro report also highlights key projects, within Los Angeles County, included in the RTP which are not included in Metro's 2009 LRTP. These key projects include:

- East-West Freight Corridor will be studied along a five mile band generally following the SR-60 corridor between the I-710 and the I-15.

- Phase I of the California High Speed Rail Authority (CHSRA) is in the draft 2012 RTP in the Constrained Plan, pending an agreement between the CHSRA and Metrolink to identify funds to bring local systems up to higher speeds (110+ mph) where possible.

- A regional Express/HOT Lane Network that expands Metro's Fast Lanes pilot project to include the I-405 and SR-91. This goes beyond the federally funded pilot studies on the I-10 and I-110 freeways.

As an overall comment, the City wishes to emphasize that, for future RTP/SCS project lists, the City, Metro and SCAG need to continue the effort to improve connectivity between various transit systems. For example, in South Los Angeles County, there needs to be greater emphasis placed on the development of feeder systems to connect and support the Blue, Green, Expo and Crenshaw lines. These systems would include, but not be limited to, expanded Bus Rapid Transit and improved bicycle and pedestrian linkages.

Recommendation:

As described above, the City should request that SCAG include the attached list of projects to the Strategic Plan. Additionally, to the extent the Los Angeles Bicycle Plan and Mobility Hubs are not included in the Constrained Plan, they should be added to the Strategic Plan.

CEQA Streamlining

The adopted September 21, 2011 City report, prepared by the Planning and Transportation departments, included the following comments:

> "The Sustainable Communities Strategy will include land use maps which will facilitate CEQA streamlining of development projects. According to SCAG staff, the CEQA relief provided by SB 375 is substantial. Therefore, the City should carefully review the draft SCS land use maps to ensure the maps are consistent with adopted City land use plans.
>
> SB 375 allows for CEQA streamlining provided a proposed project qualifies as follows:
>
> 1) The project must be consistent with the land use designation contained in

the land use maps included in the Sustainable Communities Strategy. The maps will describe land use densities and types according to SCAG's Land Development Categories (LDC's).

2) The project qualifies as a Transit Priority Project (TPP), as defined by SB 375. To qualify as a TPP, a project must meet certain minimum density requirements and must be located within ½ mile of either a "major transit stop or high-quality transit corridor" (SB 375 - Section 21155). According to SCAG staff, most of the City qualifies as a TPP area because of existing transit stations and corridors.

CEQA streamlining, according to information provided by SCAG, will allow many projects meeting the above two criteria to receive the equivalent of a "mitigated negative declaration" in the development review process. This could impact development review by several departments, including Planning and Transportation.

The City requests that SCAG provide copies of the draft SCS land use maps for review by the Planning and Transportation departments, and the Council and Mayor, prior to SCS adoption."

Because the SCS will emphasize increased development within ½ mile of either a "major transit stop or high-quality transit corridor" there may be an increased need for transportation infrastructure in these areas. LADOT is concerned that CEQA streamlining could allow development to occur with impacts on transportation infrastructure.

Recommendation:

LADOT staff has consulted with staff of DCP and the City Attorney regarding the impact of CEQA streamlining on the City's development review process. Input received from these sources indicates that although CEQA streamlining of various types will occur following adoption of the RTP/SCS, the City may retain some degree of "discretionary approval" authority over development projects that are subject to CEQA streamlining. LADOT believes that this area deserves further study. This is a complex and important subject, and the City should carefully evaluate and prepare for the impact of CEQA streamlining following adoption of the RTP/SCS.

Comments from Other City Departments

Los Angeles World Airports (LAWA):

- LAWA emphasizes that its first priority is to "maintain safe and efficient airports." Like most airports, LAWA receives grant funds from the FAA for eligible

construction and noise mitigation projects. In return for federal grant monies, the FAA includes grant assurances that limit use of airport revenue solely for aviation-related uses on airport property.

- The RTP includes a proposal to promote a regional system of airport express buses, modeled in part on the FlyAway service currently operating at LAX. Although express buses are a "promising solution" to certain ground access problems, LAWA advises that express buses are most effective at airports with high passenger demand and in cities with concentrated populations of passengers and employees. Even then, high fares or significant subsidies have been required to maintain an effective level of service. LAWA cautions that its experience and studies have shown that the expansion of the express bus system at LAX will be challenging. Moreover, the expansion of express bus service, by itself, may not be effective in increasing passenger demand at "secondary" airports.
- LAWA agrees that "the aviation constraints in the region, and potential dispersion of that activity at other airports, should be re-examined in subsequent regional plans."
- LAWA requests that, if possible, SCAG utilize the 2011 Air Passenger Survey, most likely to be released in February, to update various data points in the Aviation and Airport Ground Access appendix.
- LAWA's comments are provided in Attachment C.

Department of City Planning (DCP):
The Department of City Planning has provided important comments which are highly technical and lengthy, hence they are attached to this report as Attachment D.

Conclusion

The draft 2012 RTP/SCS and PEIR, released by SCAG on December 20, 2011, represent an outstanding effort to meet both State and Federal planning requirements, as well as provide for the multifaceted needs of the region. As described in this report, including comments from other departments, City staff has provided comments in the areas of transportation and land use. City staff has provided recommended comments to SCAG for City Council and Mayor review regarding these proposals.

Fiscal Impact

This report contains comments regarding proposed policies and projects included in the draft 2012 RTP/SCS and related PEIR. The comments to be transmitted to SCAG will not impact the City's General Fund.

Attachments

A) Council Approval, dated October 5, 2011, of report entitled "Alternatives Proposed by SCAG for the 2012 Regional Transportation Plan / Sustainable Communities Strategy (CF 11-1223)," dated September 21, 2011.

B) Metro staff report, dated January 18, 2012, regarding the draft RTP/SCS

C) Los Angeles World Airports comments, dated January 20, 2012, regarding the draft RTP/SCS

D) Department of City Planning comments, dated January 30, 2012.

E) City of Los Angeles Projects Requested for Addition to the Strategic Plan

c: Mayor Antonio Villaraigosa
Attn: Borja Leon and Matthew Karatz
Gerry Miller, Chief Legislative Analyst
City Planning Department
Los Angeles World Airports
Port of Los Angeles

Attachment A

CITY OF LOS ANGELES

CALIFORNIA

JUNE LAGMAY
City Clerk

HOLLY L. WOLCOTT
Executive Officer

When making inquiries relative to this matter, please refer to the Council File No.

ANTONIO R. VILLARAIGOSA
MAYOR

Office of the
CITY CLERK

Council and Public Services
Room 395, City Hall
Los Angeles, CA 90012
General Information - (213) 978-1133
Fax: (213) 978-1040

www.cityclerk.lacity.org

October 7, 2011

To All Interested Parties:

The City Council adopted the action(s), as attached, under Council File No. 11-1223, at its meeting held October 5, 2011.

City Clerk
srb

An Equal Employment Opportunity – Affirmative Action Employer

10/5/11

#23

File No. 11-1223

TO THE COUNCIL OF THE
CITY OF LOS ANGELES

Your PLANNING AND LAND USE MANAGEMENT COMMITTEE
and
TRANSPORTATION COMMITTEE

report as follows:

PLANNING AND LAND USE MANAGEMENT and TRANSPORTATION COMMITTEES' REPORT relative to Southern California Association of Governments (SCAG) proposed alternatives for the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Recommendations for Council action:

1. AUTHORIZE the Los Angeles Department of Transportation (LADOT) and City Planning Department (Planning) to:

    a. Submit to SCAG the comments contained in Attachment A of the joint LADOT and Planning report dated September 21, 2011 (contained in the Council file), inasmuch as the strategies identified therein may have a potential impact on the City.

    b. Convey the comments to SCAG requesting that they be incorporated into the 2012 RTP/SCS with the understanding that the comments may be modified and supplemented by the City, with Council and Mayor approval, as the RTP/SCS is further developed.

2. REQUEST SCAG to provide copies of the draft SCS land use maps for review by the LADOT and Planning, Council, and Mayor prior to SCS adoption, inasmuch as the maps will identify geographical areas of the City where projects can be eligible for California Environmental Quality Act streamlining and thereby potentially allow development projects to receive mitigated negative declarations in the development review process and thereby impact growth in the City.

Fiscal Impact Statement: The LADOT and Planning Departments report the potential fiscal impact to the City has not been determined. Further review and evaluation is necessary as more information on the ultimate preferred alternative is presented by SCAG.

Community Impact Statement: None submitted.

SUMMARY

At a joint meeting held on September 27, 2011, the Planning and Land Use Management and Transportation Committees considered a joint LADOT and Planning Departments report relative to Southern California Association of Governments proposed alternatives for the 2012 Regional Transportation Plan/Sustainable Communities Strategy. Representatives from the LADOT and Planning gave the Committees background information on the matter. The Committees requested SCAG to provide copies of the draft SCS land use maps for review by the LADOT and Planning Departments, Council and Mayor prior to SCS adoption.

After an opportunity for public comment was held, the Committees recommended Council approve the recommendations contained in the joint report as amended. This matter is now forwarded to the Council for its consideration.

Respectfully submitted,

PLANNING AND LAND USE
MANAGEMENT COMMITTEE

TRANSPORTATION COMMITTEE

ADOPTED

OCT 5 2011

LOS ANGELES CITY COUNCIL

MEMBER	VOTE
REYES:	YES
HUIZAR:	YES
KREKORIAN:	YES

MEMBER	VOTE
ROSENDAHL:	YES
PARKS:	YES
KORETZ:	YES
PERRY:	ABSENT
HUIZAR:	YES

SG
9/27/11
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Not Official Until Council Acts

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2012

SUBJECT: SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS' DRAFT 2012 REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY

ACTION: APPROVE COMMENT LETTER

RECOMMENDATION

Approve our comment letter on the Southern California Association of Governments' (SCAG) Draft 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

ISSUE

In December 2011, SCAG released the Draft 2012 RTP/SCS for public comment. The RTP/SCS identifies regional transportation priorities for the six-county region through 2035. All 2009 Long Range Transportation Plan (LRTP) projects and priorities must be included in SCAG's RTP/SCS to be eligible for federal funds. We have reviewed the Draft 2012 RTP/SCS and Board authorization is being requested to transmit our comments to SCAG in time for their February 14, 2012 deadline.

DISCUSSION

As part of SCAG's role as a regional planning agency, they are responsible for addressing regional issues in the six-county area of Southern California. The 2012 RTP/SCS is the vehicle to provide solutions to regional mobility and land-use issues. For better integration of land-use and transportation, it must also demonstrate reduction of Greenhouse Gas Emissions (GHGe) from passenger vehicles. Per the requirements of SB 375, the Draft 2012 RTP/SCS includes Southern California's first SCS. The SCS is required to analyze how the collective impact of transportation policies, transportation investments and land-use policies affect the GHGe based on population projections in 2020 and 2035. Transportation issues are primarily addressed in the RTP portion of the Draft, and the SCS portion of the Draft presents strategies to meet GHGe targets.

SB 375 compelled SCAG to conduct a more extensive outreach process than has been historically required for RTP development. This process yielded unprecedented levels of public participation and engagement, particularly among environmental and public health advocates championing increased funding for active transportation to reduce GHGe and provide great opportunities for physical activity. The Los Angeles County Department of Public Health was a leading voice in this advocacy.

Regional Transportation Plan

In general, the Draft 2012 RTP/SCS is a well-written document that properly identifies many of the key transportation issues that the region is facing. It includes all of the projects and programs in our 2009 LRTP. SCAG has proposed new and innovative sources of funding beyond our LRTP program. These funds are for additional projects, regional maintenance of highway and transit facilities, and meeting Federal Clean Air Act conformity requirements.

There are new transportation projects proposed in the Draft 2012 RTP/SCS, within Los Angeles County, which are beyond revenues that the 2009 LRTP assumes to be available from traditional sources. Some of these projects are listed in the Key Projects subsection below. SCAG is assuming that these new projects are funded with a combination of innovative funding (e.g., container fees and public private partnerships) and increased revenues (e.g. gas tax changes and user-fee per mile).

The Draft 2012 RTP/SCS proposes targeted improvements in the transit network and increases in funding for Transportation Demand Management (TDM), Transportation System Management (TSM), and Active Transportation beyond the levels included in the six county transportation commissions' plans, including our 2009 LRTP.

Funding for these improvements is anticipated from a $0.15 per gallon increase in the gas tax starting in 2017 and ending entirely in 2024. After the gas tax phase-out in 2024, a proposed user-tax of $0.05 per mile driven, will be phased-in starting in 2025. The goal of the incremental phase-in is so that consumers will not have any large increases of taxes, yet also allow for an indexing to cover the increasing maintenance costs, due to the gas taxes not being indexed to inflation and not increasing with costs.

Key Projects beyond the LRTP

The following lists Los Angeles County projects identified in the Draft RTP that are not identified in the 2009 LRTP

- East-West Freight Corridor will be studied along a five mile band generally following the SR-60 corridor between the I-710 and the I-15.
- Phase I of the California High Speed Rail Authority (CHSRA) is in the Draft 2012 RTP/SCS in the Constrained Plan, pending an agreement between CHSRA,

Metrolink and LOSSAN to identify funds to bring local systems up to high speed (110+ MPH) where possible.

- A regional Express/HOT Lane Network that expands our Fast Lanes pilot project to include the I-405 and SR-91. This is beyond the federally funded pilot studies on I-10 and the I-110. The Board is on record supporting these two pilot projects, as well as studying the feasibility of a HOT lane on the I-405 from the Orange County Line to LAX.

Key Issues

There are several emerging issues that the Draft 2012 RTP/SCS addresses:

- A cordon pricing pilot project feasibility study to be developed with the City of Los Angeles that is included under TDM Measures, and Major Strategic Projects.
- Decreased funding available from federal and state sources and the need to identify new revenue sources is a key RTP concern. SCAG proposes to index the gas tax and to incrementally phase-in user-fees to replace the gas tax starting in 2025.
- The exponential cost of deferred maintenance on highway and transit systems, the need to maintain the regional system in a state of good repair, and the need for additional operations and maintenance funding, is also a key RTP concern.
- The region is anticipated to experience increasing energy costs – residential energy and water use is forecasted as $19,000 a year in 2035, and the strategies in the SCS reduce it to $16,000.

Sustainable Communities Strategy

The Draft 2012 RTP/SCS demonstrates that the region will achieve the GHGe reduction targets established for the region by the State of California Air Resources Board (ARB), as a requirement of California's Sustainable Communities and Climate Change Protection Act, or Senate Bill (SB) 375.

In addition to the transportation elements of the Draft 2012 RTP/SCS, the plan includes a land-use element that was developed in coordination with local jurisdictions. The land-use element responds to the region's changing demographics and housing market demand. It recommends a growth scenario that will more than double the share of households living in corridors that have frequent transit service by 2035. This land-use element is projected to increase the competitiveness of transit service and reduce vehicle miles travelled.

The land-use element in combination with transportation policies, such as the user tax per mile fee, and transportation investments (such as TDM, TSM and active

transportation), support the region in achieving the mandated ARB targets. The Draft 2012 RTP/SCS provides a projected 8% reduction in GHGe by 2020 and a 16% reduction in GHGe by 2035.

The SCS portion includes policies to increase the number of near-zero and zero emission vehicles operating within the region to reduce GHGe, improve air quality and lessen the region's dependency on fossil fuels.

The Draft 2012 RTP/SCS includes $6 billion for active transportation, a significant increase from $1.8 billion in the 2008 RTP. It acknowledges that additional analysis regarding active transportation needs to be conducted in order to develop a better understanding of the users and their needs (bicyclists and pedestrians). In cooperation with SCAG, we have initiated a joint study to develop a strategy to address first-last mile connections to transit in Los Angeles County.

The technical appendices to the Draft 2012 RTP were not available for staff review at the time of the writing of this Board report. Additional technical comments on these appendices may be added to the draft letter.

DETERMINATION OF SAFETY IMPACT

The comment letter on the Draft 2012 RTP/SCS will not have any adverse safety impacts for our employees and patrons.

FINANCIAL IMPACT

There is no impact on the FY 2012 budget, as we are only submitting a comment letter to SCAG on their Draft 2012 RTP/SCS.

ALTERNATIVES CONSIDERED

The Board can modify or choose not to release a formal comment letter. The alternative of not sending a letter is not recommended, as we would lose the opportunity to provide SCAG with comments to enhance the 2012 RTP/SCS document.

NEXT STEPS

Upon Board approval, the comment letter will be transmitted to SCAG for their consideration in developing their Final 2012 RTP/SCS. SCAG is scheduled to adopt their Final 2012 RTP/SCS at their April 2012 General Assembly meeting.

ATTACHMENTS

A. Draft comment letter to SCAG

Prepared by: Brad McAllester, Executive Officer, Long Range Planning
Heather Hills, Director, Long Range Planning
Lori Abrishami, Planning Manager, Long Range Planning

Martha Welborne, FAIA
Executive Director of Countywide Planning

Arthur T. Leahy
Chief Executive Officer

Attachment C

Los Angeles
World Airports

January 20, 2012

Mr. Hasan Ikhrata
Executive Director
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

LAX

LA/Ontario

Van Nuys

City of Los Angeles

Antonio R. Villaraigosa
Mayor

Board of Airport Commissioners

Michael A. Lawson
President

Valeria C. Velasco
Vice President

Joseph A. Aredas
Robert D. Beyer
Boyd Hight
Ann M. Hollister
Fernando M. Torres-Gil

Gina Marie Lindsey
Executive Director

Re: Comments on the Draft 2012 Regional Transportation Plan

Dear Mr. Ikhrata:

Los Angeles World Airports (LAWA) appreciates the opportunity to comment on the Draft 2012 Regional Transportation Plan (RTP), and is committed to working with all levels of government to address the future transportation needs of Southern California. As the operator of two of the region's commercial airports, Los Angeles International (LAX) and Ontario International (ONT), and operator of Van Nuys General Aviation Airport (VNY), LAWA plays an important role in meeting the region's demands for air travel and goods movement.

LAWA, as a proprietary department of the City of Los Angeles, is responsible for operating its airports in a safe, efficient, and fiscally responsible manner on behalf of our passengers and the citizens of each market service area. Furthermore, we must operate within the constraints placed upon our resources by federal law and regulation, along with our contractual obligations to our tenants and partner agencies. It is in this context that LAWA provides the following comments to the Aviation and Airport Ground Access portion of the RTP:

1. Use of Airport Funds

LAWA's first priority is to maintain safe and efficient airports. Our revenues and expenditures are used to support that effort and fulfill our commitment to supporting the national airspace system. All airports have a tremendous demand for capital improvements.

As such, most airports depend on financial support from the FAA via grant funds for eligible construction and noise mitigation projects. In return for federal grant monies, the FAA includes grant assurances that limit use of airport revenue solely for aviation-related uses on airport property. Using airport funds for non-airport functions violates federal law and jeopardizes the airport's ability to receive federal grants.

1 World Way Los Angeles California 90045-5803 Mail P.O. Box 92216 Los Angeles California 90009-2216 Telephone 310 646 5252 Internet www.lawa.aero

Nevertheless, LAWA seeks to partner with SCAG to find solutions to support ground access improvements to airports, other primary transportation facilities, and "secondary" airports in the region.

2. Use of Airport Express Buses

The RTP includes an "Action Step" which would plan and promote a regional system of airport express buses, modeled in part on the FlyAway® service currently operating at LAX. LAWA agrees that express buses are a promising solution to certain ground access problems. However, it has been LAWA's experience that express buses are most effective at airports with high passenger demand and in cities with concentrated populations of passengers and employees. Even then, high fares or significant subsidies have been required to maintain an effective level of service.

LAWA has spent a great deal of resources carefully studying the feasibility of establishing new FlyAway® routes to serve LAX. However, even for LAX, with its extensive market area and passenger base, it has been a challenge to find station locations that are both viable and successful. LAWA invites SCAG to continue examining ways to bring similar projects to other airports, but cautions that these services, by themselves, may not be effective in increasing passenger demand at "secondary" airports.

3. Aviation Activity Constraints

LAWA agrees that the aviation activity constraints in the region, and potential dispersion of that activity at other airports, should be re-examined in subsequent regional plans.

4. Additional Technical Clarifications

LAWA also wants to offer the following technical clarifications and comments to the RTP:

- SCAG has reported a number of vehicle trips to LAX under existing conditions as well as under a future forecast for 2035, citing the LAX Master Plan EIR/EIS as a justification for those trip numbers. However, the numbers reported do not correspond to data that LAWA has previously reported or used in any environmental analysis. LAWA requests clarification of those data points.

- LAWA recommends the following changes to Tables 4-6 and 4-7 in the Aviation and Airport Ground Access sections of the RTP:

    - In Table 4-6, the following projects should be included in the list of projects completed since the project notice of preparation in 2008 (footnote 1): Douglas St., La Cienega Blvd., Lincoln Blvd. (all), Nash St.,

Sepulveda Blvd. (both), the I-105 westbound off-ramp at Sepulveda Blvd., and the I-405 at SR-90.

- Two other projects on Table 4-6, Arbor Vitae St., and the I-405 from I-10 to SR-101, are under construction as of January 2012.
- In Table 4-7, Project LAX-19, which includes Lincoln Blvd. improvements, has already been completed.

- LAWA recommends that SCAG include in the RTP a portion of the project referred to as LAX-10, widening Aviation Blvd. from Century Blvd. to Manhattan Beach Blvd. to 3 lanes in each direction.

5. 2011 Air Passenger Survey

Lastly, the 2006 LAX Air Passenger Survey was used to create several data points within this section of the RTP. LAWA is hoping to unveil the results of its 2011 Air Passenger Survey in February of this year. SCAG should consider updating its Appendix with this new data as it finalizes the RTP. LAWA will post the results of this survey on our website (http://www.lawa.org) once the report is completed.

Thank you for the opportunity to review the 2012 Draft RTP. We hope that these comments will be helpful in developing a successful plan for the region. If you have any questions regarding these comments, please contact Diego Alvarez, Regional Transportation Coordinator, at 424-646-5179 or dalvarez@lawa.org.

Sincerely,

Michael D. Feldman
Deputy Executive Director

MDF:DA:yl

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CITY OF LOS ANGELES

CALIFORNIA

Attachment D

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INFORMATION
www.planning.lacity.org

January 30, 2012

The Honorable City Council
City of Los Angeles
Room 395, City Hall

Dear Honorable Members:

DRAFT 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Department of City Planning (DCP) has reviewed and prepared comments for your consideration regarding the Draft 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG).

The 2012-2035 RTP/SCS includes land use strategies for addressing the region's mobility needs and desires for healthy, sustainable communities. DCP has worked with SCAG to ensure that the City's land use plans and programs are incorporated and the City's interests addressed in this long-range regional plan. This work has included collaboration with SCAG over the past two years to prepare the population, household and employment growth forecast for the City, ensure that this anticipated growth is consistent with the capacity reflected in City's land use plans, and ensure that this long-term growth is located according to the City's land use plans.

DCP staff has identified five issues related to land use, and recommends changes to the 2012-2035 RTP/SCS to better support the City's interests and role in the regional plan, presented in the draft letter to SCAG attached to this report. These include:

A. Clarify the definition of "High Quality Transit Areas" where growth is focused;
B. Clarify the definition of "Urban Centers" where growth is focused;
C. Correct inaccurate representations of land uses and potential growth around station areas;
D. Incorporate the 1,684 miles of bicycle facilities identified in the City's 2010 Bicycle Plan; and,
E. Clarify the role of recently enacted streamlining provisions under the California Environmental Quality Act.

RECOMMENDATIONS

1) **Approve** DCP staff recommendations regarding the Draft 2012-2035 RTP/SCS.
2) **Direct** DCP staff to forward recommendations to SCAG.

FISCAL IMPACT

The proposed recommendations will have no fiscal impact on the General Fund.

MICHAEL J. LOGRANDE
Director of Planning

ALAN BELL, AICP
Deputy Director

KEN BERNSTEIN, AICP
Principal City Planner

for FAISAL ROBLE
Senior City Planner

CLAIRE BOWIN, AICP
City Planner

NAOMI GUTH
City Planning Associate

Attachment

ATTACHMENT

[Date]

Ms. Margaret Lin
Southern California Association of Governments
818 W. Seventh St., 12th Floor
Los Angeles, CA 90017

Dear Ms. Lin:

DRAFT 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The purpose of this letter is to provide comments from the City of Los Angeles Department of City Planning (DCP) regarding the Draft 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). DCP appreciates the collaborative relationship with SCAG in developing this plan, which has included working together on the integrated growth forecast and understanding the City's land use plans and programs.

The following addresses five land use issues and recommends changes to the 2012-2035 RTP/SCS in order to better address the City's land use plans and projected growth. This includes:

A. Clarify the definition of "High Quality Transit Areas" where growth is focused;
B. Clarify the definition of "Urban Centers" where growth is focused;
C. Correct inaccurate representations of land uses and potential growth around station areas;
D. Incorporate the 1,684 miles of bicycle facilities identified in the City's 2010 Bicycle Plan; and,
E. Clarify the role of recently enacted streamlining provisions under the California Environmental Quality Act.

A. High Quality Transit Areas and Growth Patterns

The SCS frames growth patterns, in part, in terms of being within or outside of "High Quality Transit Areas (HQTAs)." An HQTA is defined as, "generally a walkable transit village or corridor, consistent with the adopted RTP/SCS , that has a minimum density of 20 dwelling units per acre and is within a ½ mile of a well-serviced transit stop with 15-minute or less service frequency during peak commute hours." HQTA boundaries are graphically portrayed in exhibits throughout the SCS. For the City of Los Angeles, the vast majority of the City's land area falls within HQTA boundaries, as seen in the following Exhibits: 4.4, 4.9, 4.13, 4.15, and Exhibits 19, 20 and 21 in the SCS Background Documentation (see Attachment).

These HQTA boundaries encompass all neighborhoods within a ½ mile radius and appear to indicate that growth will take place throughout the area, including low density single-family

neighborhoods and industrial districts. In fact, the City is far more discriminating, and adopted land use plans reflect carefully studied areas where growth can be absorbed. Generally, land use changes to accommodate growth are typically at transit stops and on parcels fronting transit corridors. Single-family neighborhoods are generally preserved.

Recommendation: The City recommends that additional explanation be included on pages 112-113 to better describe where growth is accommodated, as indicated by the following underlined text:

> "A HQTA is generally a walkable transit village or corridor, consistent with the adopted RTP/SCS , that has a minimum density of 20 dwelling units per acre and is within a ½ mile of a well-serviced transit stop with 15-minute or less service frequency during peak commute hours. This was represented by the proportion of Greenfield versus Refill (infill and redevelopment) growth in each of the scenarios. Within these boundaries, growth within a given jurisdiction is consistent with the integrated growth forecast for that jurisdiction and is distributed according to the jurisdiction's land use plans. Thus, while areas within ½ mile of a transit stop or corridor are walkable in relation to transit, not all such areas are targeted for growth and/or land use changes."

B. Urban Centers and Growth Patterns

The SCS frames the overall land use pattern across the SCAG region around six factors. The HQTAs, discussed above, are one factor. Another factor is the region's urbanized core versus peripheral areas. Urbanized core areas, or "core centers," are defined in the SCS as, "areas where strategies such as compact community design, mixed-use development, redevelopment of aging retail areas, greater housing variety, and additional transit service are more likely to succeed." Exhibit 4.5, Urban Centers SCAG Region (see Attachment), depicts the locations of these urban centers. However, these urban centers do not appear to align with the urban centers identified in Exhibit 4.15 for areas within the City of Los Angeles.

Recommendation: The City recommends that the relationship between Exhibit 4.5 and Exhibit 4.15 be clearly described. If the two exhibits are intended to illustrate the same urbanized areas, staff recommends that the color scheme used in Exhibit 4.15 also be used in Exhibit 4.5.

C. Land Uses around Station Areas

The SCS projects higher density in urban centers, and anticipates growth in transit rich areas throughout the City of Los Angeles in order to demonstrate a decrease in GHG emissions by 2035. DCP staff compared the city's General Plan Land Use to the SCS Land Use Pattern Maps and has found that in general the SCS is consistent with the City's land use density and land use designations. However, in closely examining 76 rail and bus transit station areas, DCP staff has found instances of inflated density, which inaccurately reflects the General Plan distribution of growth.

Exhibit 21 Land Use Pattern Map 2035 (see Attachment) identifies urban centers with densities that are not consistent the community plans for these areas. Such centers would have residential densities ranging from 82 to 120 housing units or more per acre. This density is typical in the Central City and some adjacent neighborhoods, and is proposed for the Warner Center, but it is generally not appropriate throughout the rest of the city.

In addition, the following issues were found in multiple station areas.

- Multi-Family neighborhoods
  - Densities up to 178, 145, or 61 units/acre that are too high for many sites
  - Densities too high in areas adjacent to single-family neighborhoods
- Single-Family neighborhoods
  - Increase in density in strictly single-family areas that are stable and where no growth is anticipated
  - Parcels and Corridors in Historic Preservation Overlay Zones reflect density designations that are too high; these areas are stable with no projected change
  - Residential uses reflected as commercial
- Commercial Corridors
  - Density projections are too high
- Industrial Land Use
  - Industrial areas that are to be preserved as industrial are inaccurately represented as commercial or retail
  - Industrial areas that show residential designations are an inaccurate reflection as these sites are preserved
- Public Facilities
  - Land use changes at school sites that are not projected to change
  - High residential densities or commercial uses projected on public facilities such as along freeways, county jail, open space

Recommendation: The City recommends that more appropriate representations of land use around station areas be made, which can be identified on detailed annotated maps of the station areas and provided under separate cover.

D. Proposed Bikeways

The SCS emphasizes the importance of active transportation options in meeting the mobility needs of the SCAG region, including walking and biking. While SCAG has proposed a regional bikeway network, the SCS includes the contributions of localities in developing bicycle networks within the locality and linking to other transit modes, reflected in Exhibit 4.11 Proposed Bikeway Network SCAG Region (see Attachment). However, it appears that the City of Los Angeles' recently adopted 2010 Bicycle Plan for 1,684 miles of bike facilities across Los Angeles is not included in this Exhibit. Some segments of this bicycle network are in development and have been identified for funding, and are therefore included in the 2012 RTP list of transportation investments. Including the full proposed bicycle network will support the long-term commitment to pursue resources for development of the network.

Recommendation: The City recommends that the SCS include the bicycle facilities identified in the City's 2010 Bicycle Plan.

E. CEQA Streamlining Incentives for Sustainable Land Use Patterns

The 2012-2035 RTP/SCS directly addresses the opportunity for relief under the California Environmental Quality Act (CEQA). Under Senate Bill 375, the requirement to prepare a Sustainable Communities Strategy (SCS) was coupled with incentives to encourage sustainable development and implementation of an SCS. The incentives are comprised of relief under CEQA, such as streamlined documentation or exemption from environmental review requirements, for specific development types in specific locations, as long as such development is consistent with the land use reflected in the SCS. As any proposed development is considered by local jurisdictions, this CEQA relief is at the discretion of local jurisdictions. However, as written, the 2012-2035 RTP/SCS can be construed to indicate that CEQA relief is part of the land use plan and is available by right to all development that meets the qualifications.

Recommendation: The City recommends that the 2012-2035 RTP/SCS better reflect the opportunity for CEQA streamlining incentives through the following changes:

1) In the discussion of the mandate to prepare an SCS (page 106 of the 2012-2035 RTP/SCS), amend the last sentence of the second to last paragraph:
"In addition, some projects consistent with the SCS ~~are~~ may be eligible for streamlined environmental review."

2) In Exhibits 4.1, 4.2 and 4.3 regarding population, employment and household growth, respectively (see Attachment), remove the depiction of Transit Priority Project (TPP) areas. A TPP is one particular type of development that qualifies for CEQA streamlining. Depicting this in these exhibits is confusing because a TPP is not defined. Furthermore, the depiction of TPP boundaries detracts from the purpose of the exhibits, which is to show where growth is directed over the planning period of the 2012-2035 RTP/SCS.

3) In the discussion of Transportation Analysis Zones (TAZs) and Development Types (page 122 of the 2012-2035 RTP/SCS), remove the brief discussion regarding CEQA streamlining and the adequacy of TAZ-level land use information. First, this point is difficult to understand as presented and requires further explanation. Second, this point pertains to incentives available to jurisdictions and developers, not to the modeling analysis. Lastly, this point detracts from the purpose of the section, which is to describe the approach to modeling land use and transportation information. This paragraph would thus read:

> "To conduct required modeling analysis for the RTP/SCS, SCAG distributes the growth forecast data to transportation analysis zones (TAZs) to capture localized effects of the interaction of land use and transportation. ~~Additionally, SB 375 offers local governments potential CEQA relief for qualified development projects consistent with an~~

~~adopted SCS. SCAG suggests that utilizing community types at the TAZ level of geography (with an average size of 160 square acres) offers local jurisdictions adequate information and flexibility to make appropriate consistency findings for projects to be eligible to receive CEQA streamlining benefits.~~
To further facilitate regional modeling of land use information from nearly 200 separate jurisdictions, SCAG developed a simplified series of Community Types to represent the land use categories taken from the region's many general plans..."

4) A reference to the summary of the CEQA incentive (page 148 of the 2012-2035 RTP/SCS) should be included under the section "RTP/SCS Next Steps" and the summary should be moved to follow this because the incentive can be used to encourage and facilitate implementation of the SCS and is therefore better understood as a "next step." In addition, the summary should include a discussion regarding a jurisdiction's discretion in certifying the environmental review for a project, regardless of eligibility for streamlining.

5) In the SCS Background Documentation, the summary of the CEQA exemption (page 84) should include a description of a jurisdiction's discretion in certifying the environmental review for a project, regardless of eligibility for streamlining.

Thank you for this opportunity to provide comments. If you have any questions or would like additional information, please contact Naomi Guth at (213) 978-3307 or by email at Naomi.Guth@lacity.org.

Sincerely,

MICHAEL J. LOGRANDE
Director of Planning

Attachment

CC: Ken Bernstein, Principal City Planner
Naomi Guth, City Planning Associate

EXHIBIT 4.4 Compass Blueprint Demonstration Projects

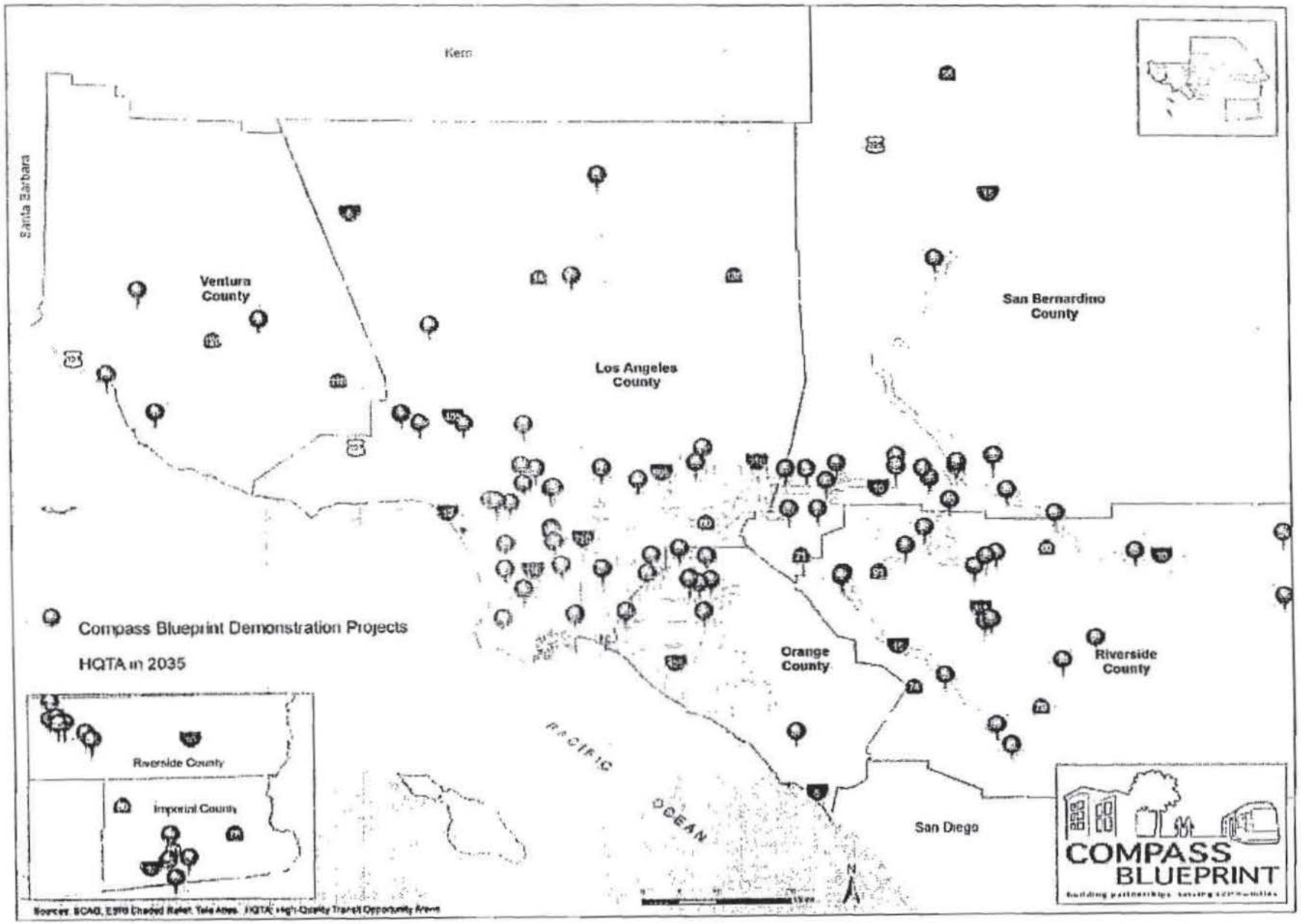


EXHIBIT 4.9 High-Quality Transit Areas (HQTA) SCAG Region

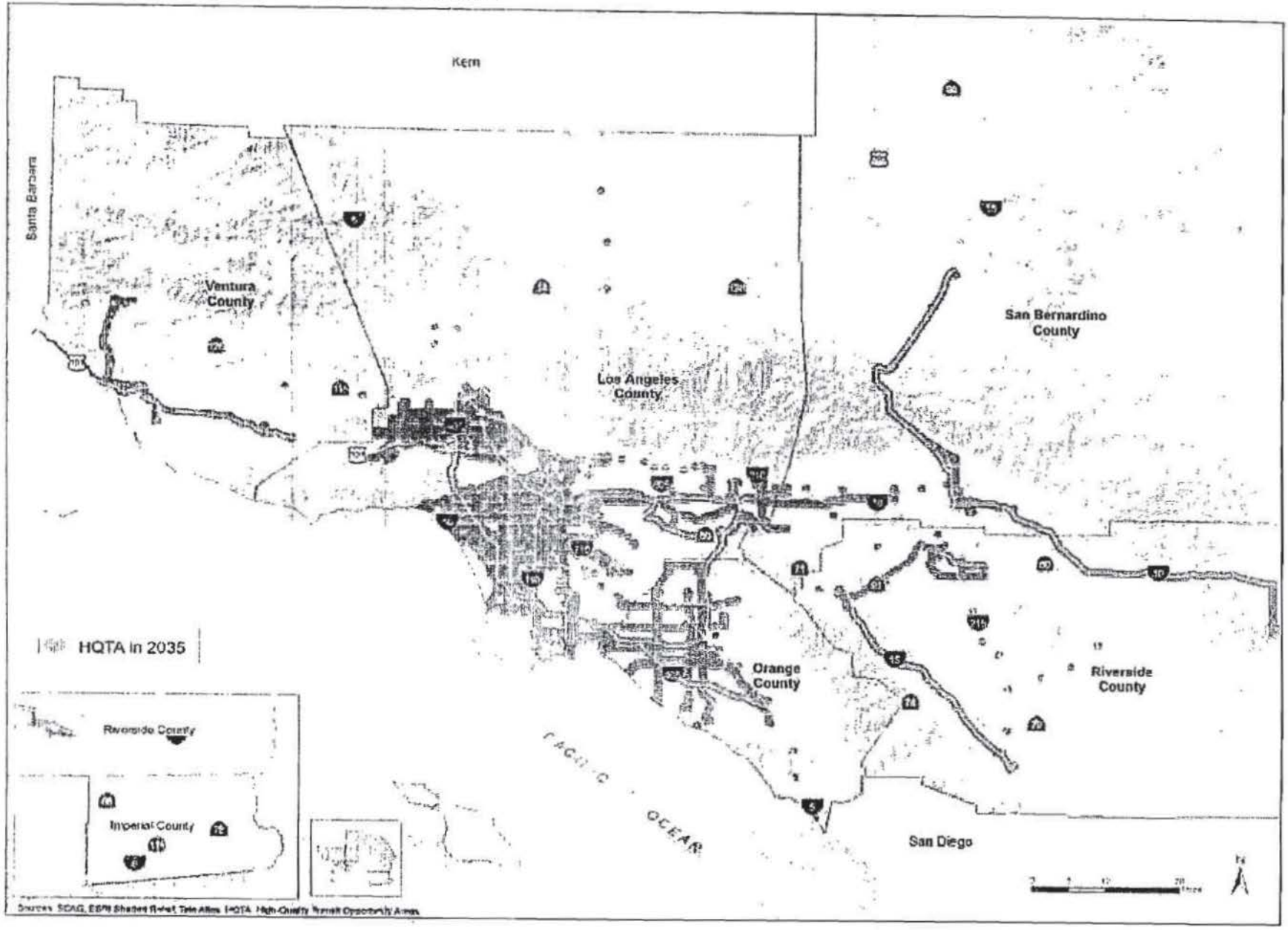


EXHIBIT 4.13 Land Use Pattern SCAG Region (2035)

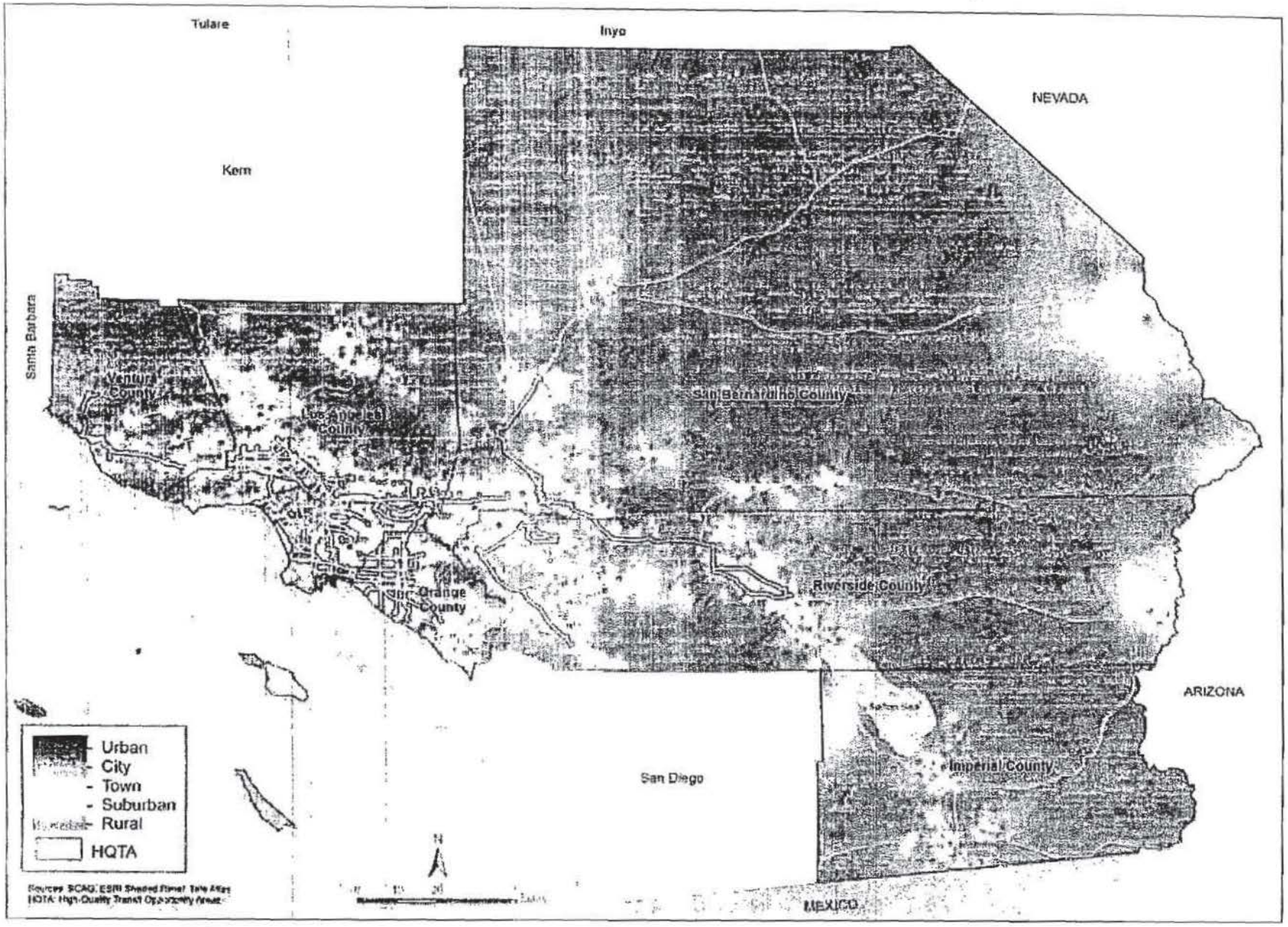


EXHIBIT 4.15 Land Use Pattern Los Angeles County (2035)

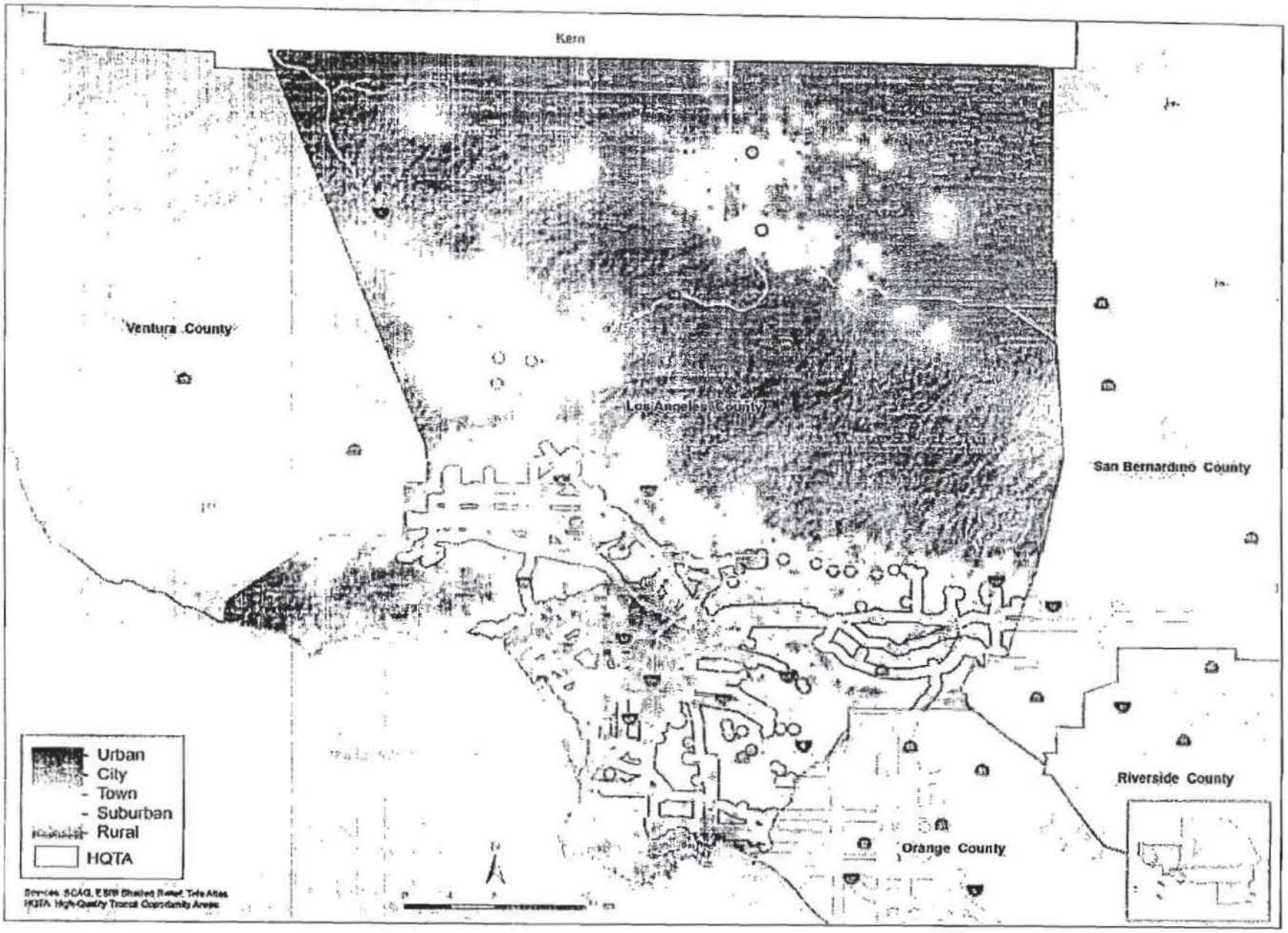


EXHIBIT 19 Land Use Pattern Map - City of Los Angeles 2008

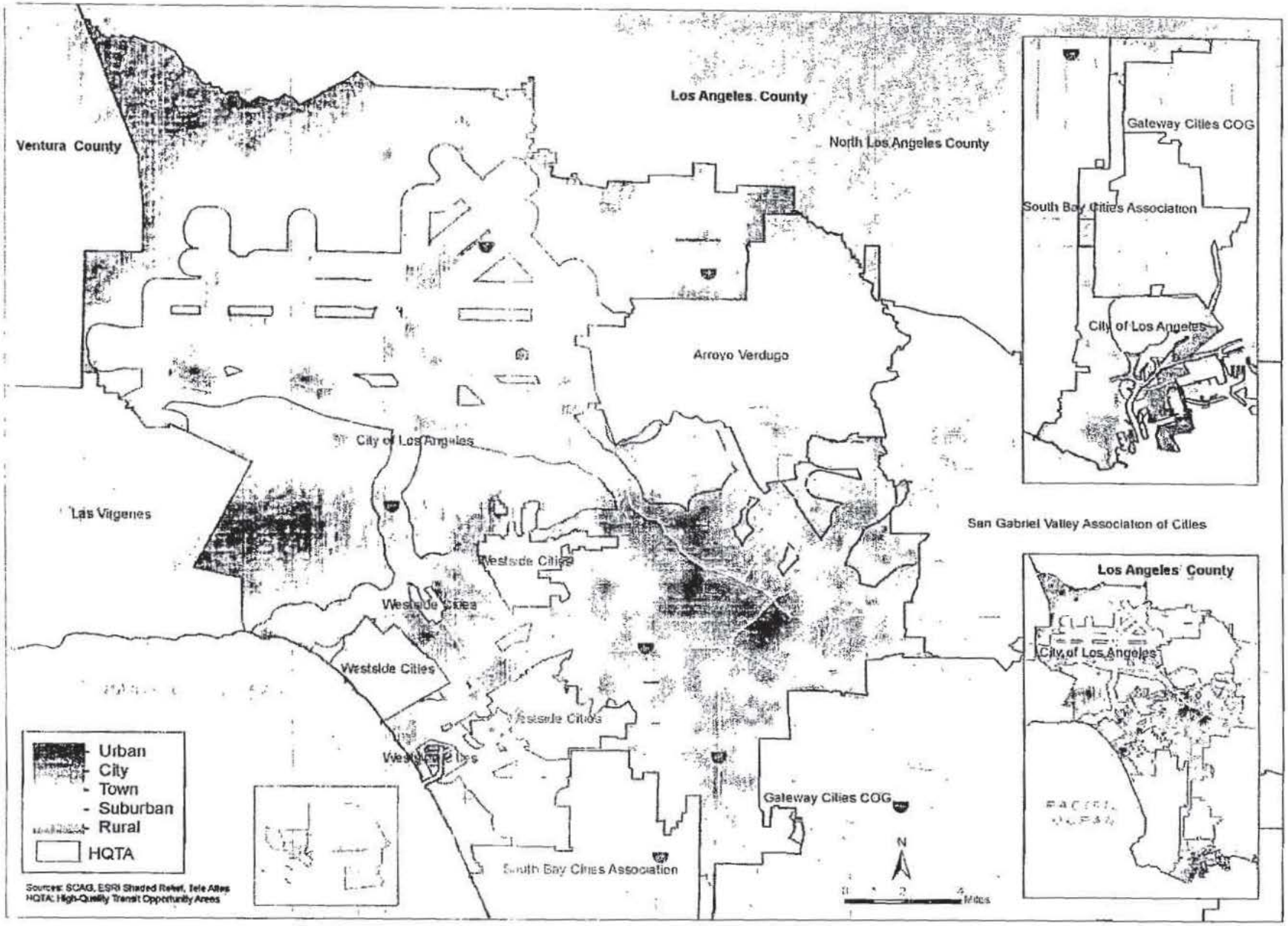


EXHIBIT 20 Land Use Pattern Map - City of Los Angeles 2020

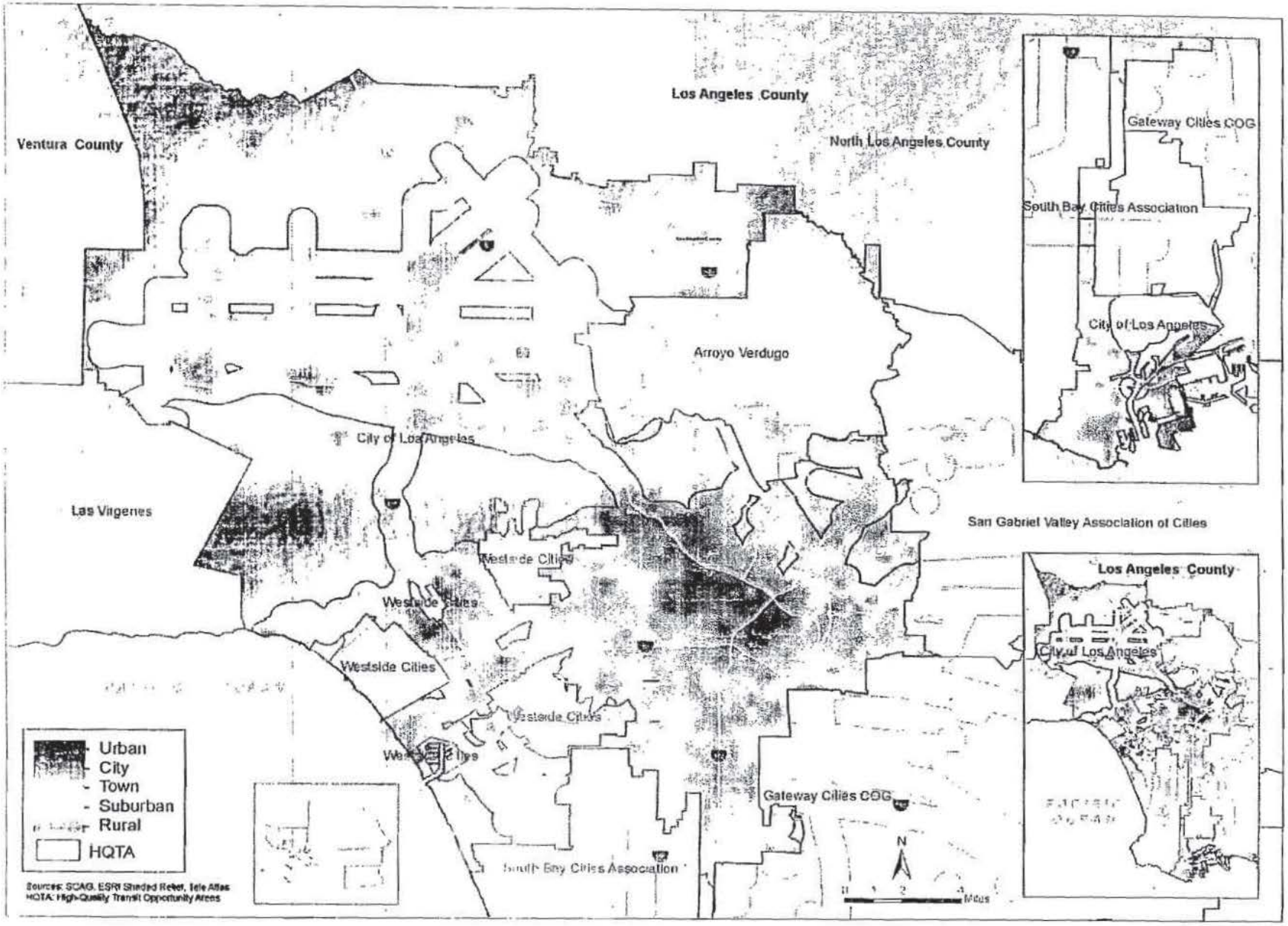


EXHIBIT 21 Land Use Pattern Map - City of Los Angeles 2035

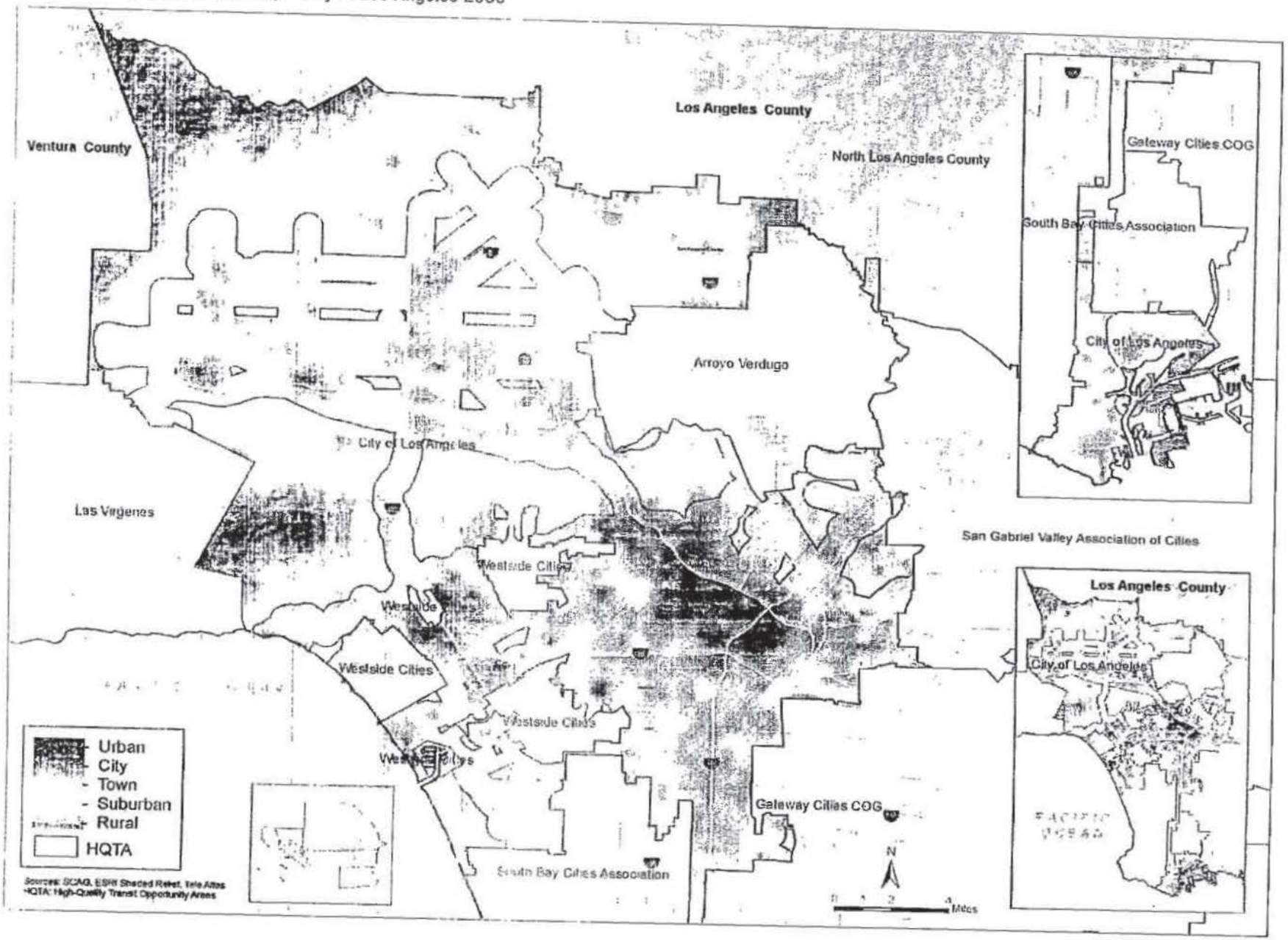


EXHIBIT 4.5 Urban Centers SCAG Region

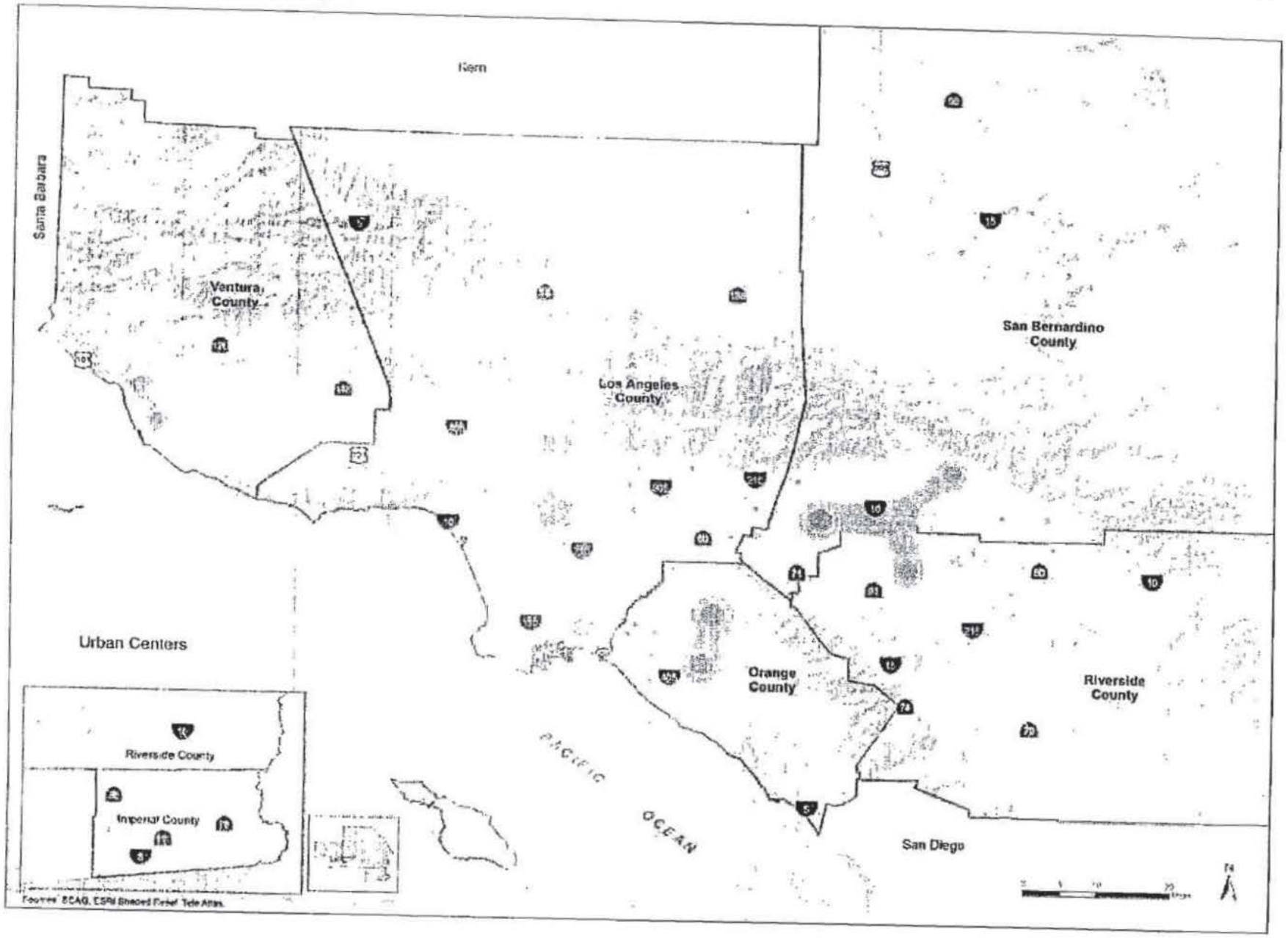


EXHIBIT 4.11 Proposed Bikeway Network SCAG Region

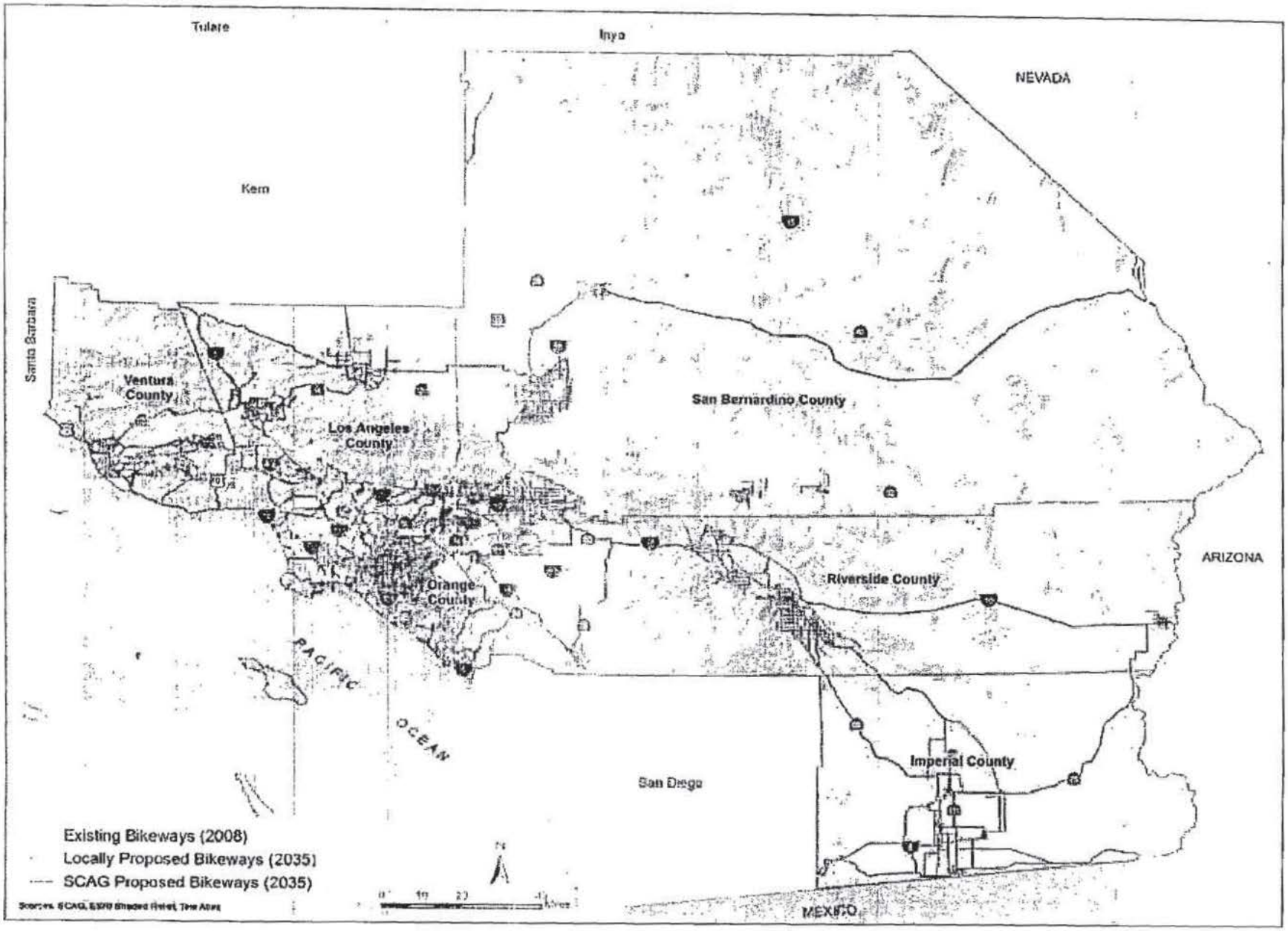


EXHIBIT 4.1 Population Growth SCAG Region (2035)

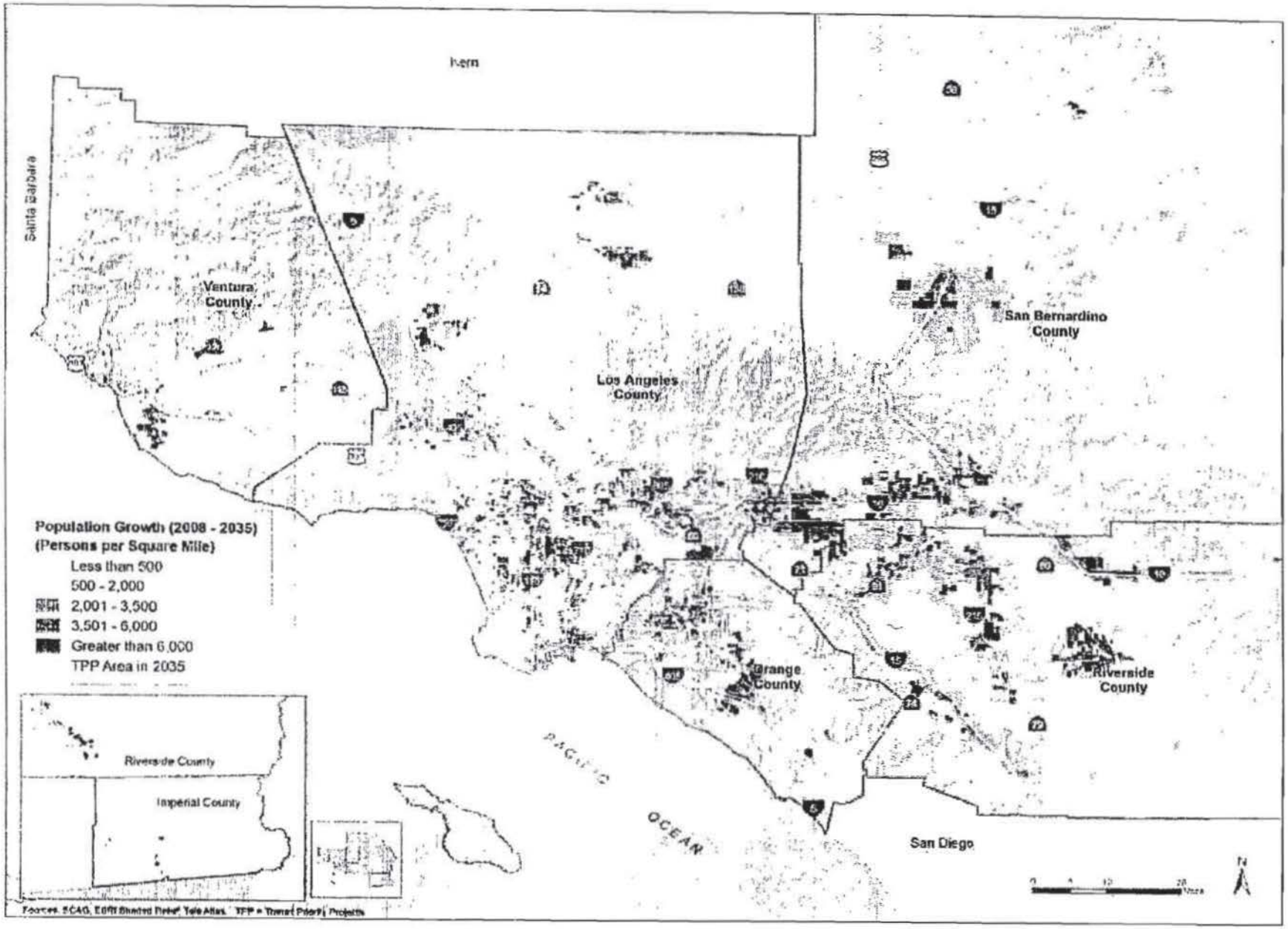


EXHIBIT 4.2 Employment Growth SCAG Region (2035)

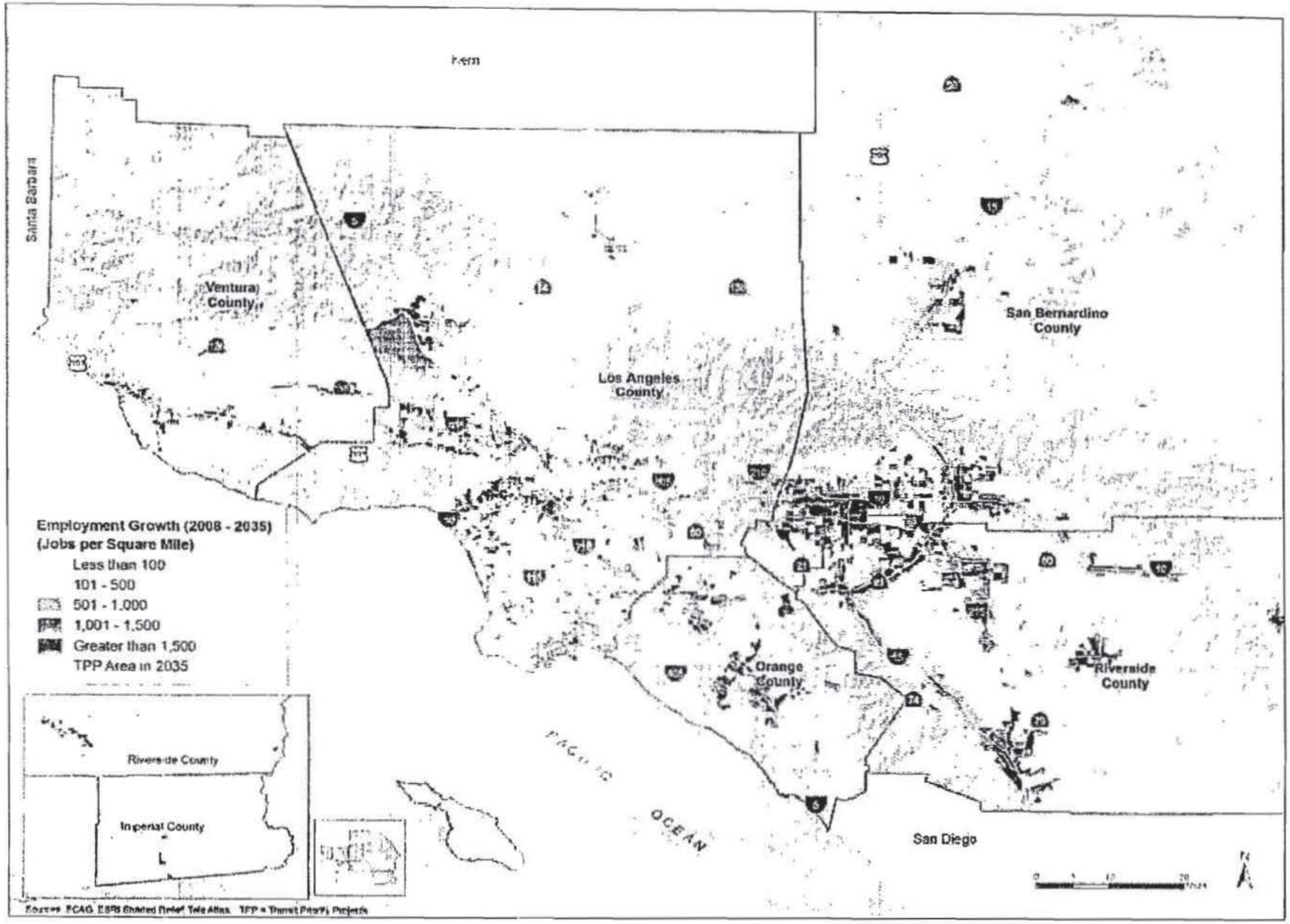
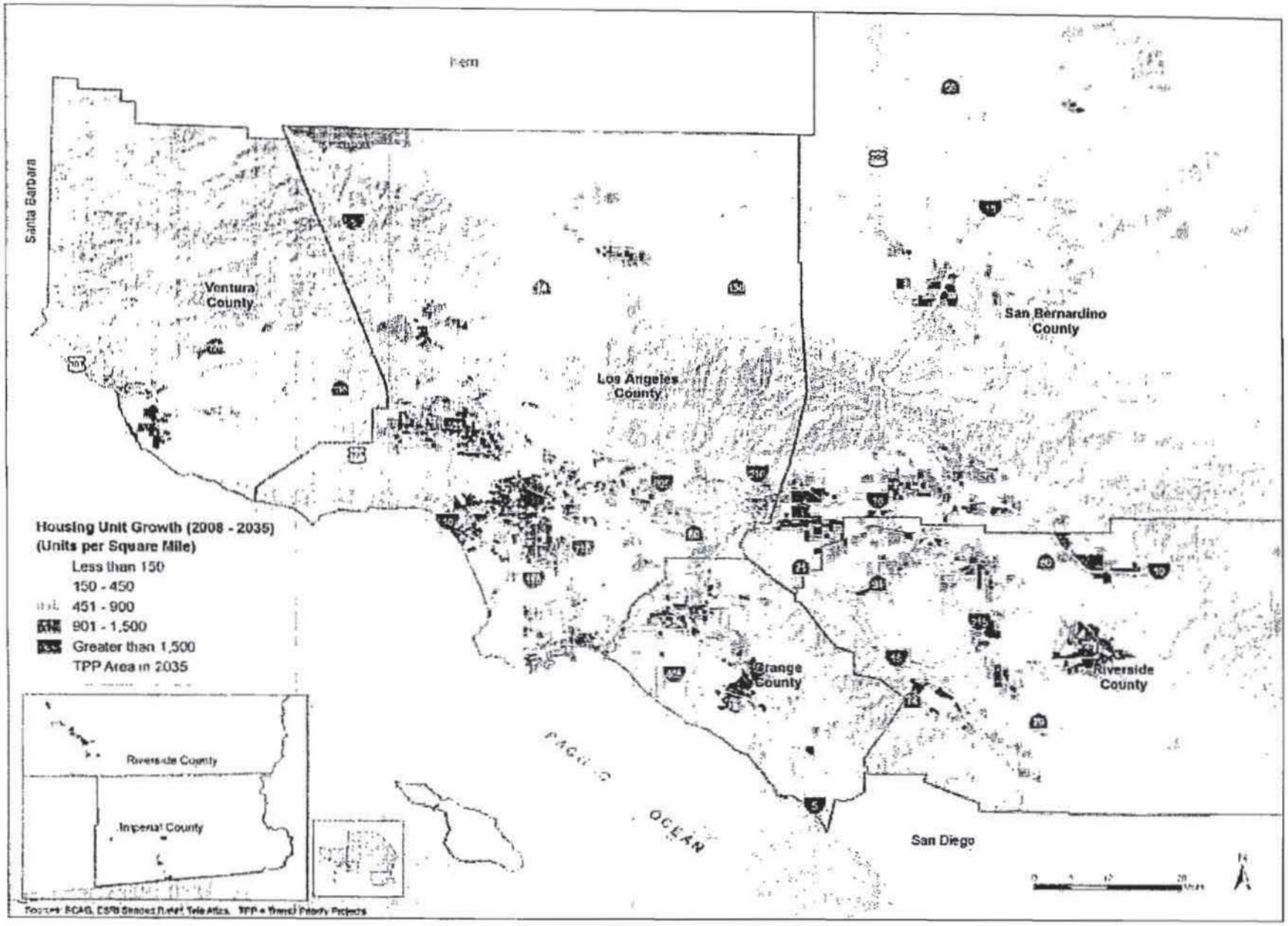


EXHIBIT 4.3 Housing Unit Growth SCAG Region (2035)



City of Los Angeles Projects Requested to be added to Strategic Plan - 2012 RTP/SCS (Attachment E)

Strategic Projects							
County	System	Category	Route Name	From/At	To	Project Description	Lead Agency
Los Angeles	Local Highway	Capacity	11th Street	Aviation Blvd	La Cienega Blvd	Widen and restripe to accommodate two through lanes in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Alameda Street	US-101 Fwy	I-10 Fwy	Widen to 70 ft and remove embedded rails and ties, install left turn channelization and widen curb returns to reduce congestion and improve truck movement	Los Angeles City
Los Angeles	Local Highway	Capacity	Alameda Street	I-10 Fwy	7th St	Alameda St. from I-10 to Seventh St. - project includes rehabilitation of the roadway, removing enbedded rails and ties, installing left turn channelization, spot widening where needed to accommodate truck traffic	Los Angeles City
Los Angeles	Local Highway	Capacity	Alhambra Avenue	Lowell Ave	City of Alhambra city limits	Realign Alhambra Ave. between Lowell Ave. and the City of Alhambra city limits to smooth out an existing sharp s-curve and to enhance traffic and capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Anaheim Street	Farragut Ave	Dominguez Channel	Widen Anaheim St. from 78' to 84' and restripe to accommodate an additional lane in each direction; this would improve the roadway from 4 lanes to 6 lanes	Los Angeles City
Los Angeles	Local Highway	Capacity	Aviation Boulevard	Arbor Vitae St	Imperial Hwy	Widen and restripe to accommodate three through lanes in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Balboa Boulevard	Devonshire St		Widen east side of Balboa Blvd. south of Devonshire St. for approximately 500 ft., and restripe the intersection to provide dual left-turn lanes for the northbound and southbound approaches.	Los Angeles City
Los Angeles	Local Highway	Capacity	Barham Boulevard	US-101 Fwy Bridge		Replace the existing bridge to increase traffic capacity and widen/restripe southbound US-101 off-ramp at Barham Blvd to provide southbound double left turn lanes	Los Angeles City
Los Angeles	Local Highway	Capacity	Barham Boulevard	Coral Dr		Widen west side of Barham Blvd. to provide a southbound right-turn only lane on Barham Blvd. and to improve access to Universal Studios and to the 101 NB on-ramp.	Los Angeles City
Los Angeles	Local Highway	Capacity	Beverly Glen Boulevard	Mulholland Dr		Widen south leg of Beverly Glen Blvd to create a right turn only lane; ROW acquisition needed	Los Angeles City
Los Angeles	Local Highway	Capacity	Brandford Street	Laurel Canyon Blvd	Amboy Ave	Widen north side of Brandford St. to provide an additional westbound lane.	Los Angeles City
Los Angeles	Local Highway	Capacity	Broad Avenue	Harry Bridges Blvd	Water St	Build grade-separated access to waterfront area from rail lines, extend Broad Ave to Water Street, and install bike lanes and sidewalks on both side of Broad Ave	Los Angeles City
Los Angeles	Local Highway	Capacity	Bundy Drive	I-10 Fwy ramps		Reduce congestion on Bundy by reconfiguring the I-10 WB ramps (consolidate to one ramp location accommodating both the on and off ramps with new signal)	Los Angeles City
Los Angeles	Local Highway	Capacity	Burbank Boulevard	Clybourne Ave	Vineland Ave	Widen Burbank Blvd. to a major highway standard (80-foot roadway width) on both sides of street to improve roadway capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Burbank Boulevard	US-101 Fwy WB		Widening to add second westbound through lane and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Canoga Avenue	US-101 WB off-ramp		Widen westbound off-ramp to prove a right turn only lane to Canoga Ave	Los Angeles City
Los Angeles	Local Highway	Capacity	Canoga Avenue	Burbank Blvd		Widening to add a second westbound left-turn lane and a dedicated northbound right-turn lane and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Transit	Canoga Avenue	Ventura Blvd	Canoga Orange Line Station	Purchase 20 new buses to add to a Local Circulator bus system between Ventura Boulevard adn Canoga Orange Line Station. Install new bus shelters and/or enhance the existing bus shelters along the route as required	Los Angeles City
Los Angeles	Local Highway	Capacity	Canoga Avenue	Saticoy St		Widening to add southbound through lane. Change sorthbound and eastbound phasing from left-turn permitted to protected.	Los Angeles City
Los Angeles	Local Highway	Capacity	Coldwater Canyon Boulevard	Ventura Blvd	Magnolia Blvd	Remove jut-outs to add one through lane in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Corbin Avenue	Victory Blvd		Widening to add eastbound and westbound through lanes and upgrade traffic signal	Los Angeles City

City of Los Angeles Projects Requested to be added to Strategic Plan - 2012 RTP/SCS (Attachment E)

Strategic Projects							
County	System	Category	Route Name	From/At	To	Project Description	Lead Agency
Los Angeles	Local Highway	Capacity	Crenshaw Boulevard	I-10 WB on-ramp		Widen SB Crenshaw Blvd to provide a SB right-turn only lane and redesign the WB off-ramp to reduce congestion and improve intersection operation	Los Angeles City
Los Angeles	Local Highway	Capacity	Culver Boulevard	Centinela Ave	I-405 Fwy	Improve traffic flow along Culver Blvd between Centinela Ave and I-405 Freeway including providing left-turn lanes at key signalized intersections (including Inglewood Blvd)	Los Angeles City
Los Angeles	Local Highway	Capacity	De Soto Aveue	Ventura Blvd	Clark St	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	De Soto Aveue	Saticoy St		Widening to add eastbound and westbound right turn lanes and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	De Soto Street	Parthenia St		Widening to add dedicated eastbound westbound right turn lane and northbound phasing from left-turn permitted to protected.	Los Angeles City
Los Angeles	Local Highway	Capacity	De Soto Street	Califa St		Widening to add northbound and westbound right-turn lanes and install new traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Enterprise Street	Mateo St (near WB I-10 off-ramp)		Widen Enterprise St at Mateo St (near WB-10 off-ramp) to improve truck movement at curb returns	Los Angeles City
Los Angeles	Local Highway	Capacity	Fallbrook Avenue	Victory Blvd		Widening to add westbound right turn lane and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Figueroa Street	146th St	Redondo Beach Blvd	Widen Figueroa St to major highway standard from 62 ft to 80 ft to provide three lanes in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Fletcher Street Bridge	LA River		Widen to increase capacity and improve access to I-5 Fwy; add bike lanes and sidewalks	Los Angeles City
Los Angeles	Local Highway	Capacity	Foothill Boulevard	Balboa Blvd		Widen north of Balboa Blvd over culvert and widen west leg of Foothill Blvd at Balboa Blvd. Upgrade traffic signal to improve intersection capacity	Los Angeles City
Los Angeles	Local Highway	Capacity	Forest Lawn Drive	near SR-134 Bridge	/LA River	Construct a new bridge with bike path (including equestrian trail) over LA River at LAEC. Re-aligh the SR-134 freeway on/off ramps at Forest Lawn Dr. to improve flow and capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Fountain Avenue	Sunset Blvd	Western Ave	Widen Fountain Ave to add a left-turn lane at each intersection-ROW acquisition needed	Los Angeles City
Los Angeles	Local Highway	Capacity	Glenoaks Boulevard	Sunland Blvd		Widen Glenoaks Blvd to provide an eastbound right-turn lane	Los Angeles City
Los Angeles	Local Highway	Capacity	Grand Avenue Bridge	Cesar Chavez Ave	Temple St	Widen bridge over US-101 Fwy to improve access to US-101, SR-110, future school and Grand Ave.	Los Angeles City
Los Angeles	Local Highway	Capacity	Grand Avenue Bridge	Over US 101 Fwy		Widen the Existing bridge to provide dual left-turn lane onto the 101 and 110 freeways on-ramps, includes, and add through lane and right-turn lane, and widen sidewalk.	Los Angeles City
Los Angeles	Local Highway	Capacity	Imperial Highway	Sepulveda Blvd	Pershing Dr	Widen to provide continuous three through lanes in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Irwin Street	Owensmouth Ave	De Soto St	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	La Cienega Boulevard	Arbor Vitae St	111th St	Widen and restripe to accommodate three through lanes in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	La Tijera Boulevard	Airport Blvd	La Cienega Blvd	Widen and restripe to provide continuous three through lanes in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Laurel Canyon Boulevard	Mulholland Dr		Widen the west side of Laurel Canyon Blvd south of Mulholland Dr to carry two southbound lanes through the intersection	Los Angeles City
Los Angeles	Local Highway	Capacity	Lincoln Boulevard	Jefferson Blvd	Fiji Way	Partnering with Caltrans & LA County, improve Lincoln Blvd between Jefferson Blvd & Fiji Way including removing the existing bottleneck by replacing/widening the existing bridge to provide an add'l lane in each direction & on-street bike lanes	Los Angeles City
Los Angeles	Local Highway	Capacity	Maclay Street	Gladstone Ave		Remove jut-outs on Maclay at Gladstone and install a new traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Magnolia Boulevard	Cahuenga Blvd	Vineland Ave (north side)	Widen the north side of Magnolia Blvd. to provide an additional lane in the westbound direction.	Los Angeles City

City of Los Angeles Projects Requested to be added to Strategic Plan - 2012 RTP/SCS (Attachment E)

Strategic Projects							
County	System	Category	Route Name	From/At	To	Project Description	Lead Agency
Los Angeles	Local Highway	Capacity	Mason Avenue	Saticoy St		Widening to add Exclusive right-turn lanes for all approaches and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Mission Road	Griffin Ave	Marengo St	Widen Mission Road to provide an additional through lane in each direction, and install new pedestrian signal at Sichel Street	Los Angeles City
Los Angeles	Local Highway	Capacity	Moorpark Avenue	Woodman Ave	Mammoth Ave	Widen Moorpark Ave. to increase capacity and install street lights, curb, and gutter.	Los Angeles City
Los Angeles	Local Highway	Capacity	North Main Street	Albion St		Grade seperate North Main Street over the exiting Metrolink and freight tracks; reduces delays for vehicles and transit riders traveling on Main Street	Los Angeles City
Los Angeles	Local Highway	Capacity	North Spring Street	Roundout St	Baker St	Widen N. Spring St. between Roundout St. to Baker St. from 44 ft. to an 80' roadway width and install landscaped medians	Los Angeles City
Los Angeles	Local Highway	Capacity	Olympic Boulevard	Soto St		Improvements to the intersection by increasing the curb return radius of all four corners and Olympic Blvd approaches. ROW required	Los Angeles City
Los Angeles	Local Highway	Capacity	Olympic Boulevard	Alameda St		Widen to improve truck movement (right-of-way required)	Los Angeles City
Los Angeles	Local Highway	Capacity	Olympic Boulevard	Santa Fe Ave		Widening curb retrun to improve truck movement through the intersection.	Los Angeles City
Los Angeles	Local Highway	Capacity	Owensmouth Avenue	Canyon Creek Dr (Private)		Widening to add southbound and eastbound right-turn lanes, add a northbound left-turn lane, and upgrade traffic signal.	Los Angeles City
Los Angeles	Local Highway	Capacity	Owensmouth Avenue	Saticoy St		Widening to add northbound left-turn and upgrade traffic signal.	Los Angeles City
Los Angeles	Local Highway	Capacity	Oxnard Street	White Oak Ave	Lindley Ave	Oxnard Street widening from 75 ft. exiting ROW to 100 ft. (Require additional ROW) to allow through lane in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Oxnard Street	AMC Dwy	De Soto St	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Reseda Boulevard	Burbank Blvd	US-101 Fwy WB ramps	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Riverside Drive	SR-134 Fwy		Widen the bridge to improve the capacity and to add the bike lane	Los Angeles City
Los Angeles	Local Highway	Capacity	Robertson Avenue	National Blvd	/I-10 Fwy Interchange	Reconfigure existing ramps and construct new ramps to improve capacity	Los Angeles City
Los Angeles	Local Highway	Capacity	Roxford Street	Sepulveda Blvd		Realign Roxford St. at Sepulveda Blvd. by widening curb radius to enhance traffic flow.	Los Angeles City
Los Angeles	Local Highway	Capacity	San Fernando Road	Sierra Hwy	Roxford St	Install a center-reversible lane on the Old Road to provide extra capacity during peak hours along an approximately 3 mile segment.	Los Angeles City
Los Angeles	Local Highway	Capacity	Santa Fe Avenue	Porter St		Widening curb retrun to improve truck movement through the intersection.	Los Angeles City
Los Angeles	Local Highway	Capacity	Saticoy Street	Van Nuys Blvd	Woodman Ave	Construct grade seperation and extend roadway westerly from Woodman Ave to Van Nuys Blvd	Los Angeles City
Los Angeles	Local Highway	Capacity	Sepulveda Boulevard	National Blvd	Olympic Blvd	Widen to major highway standard and increase number of through lanes from two to three lanes	Los Angeles City
Los Angeles	Local Highway	Capacity	Sepulveda Boulevard Corridor	Wilshire Blvd	LAX	Partnering with Culver City & LA County, identify and implement ways of improving traffic flow, carrying capacity, and efficiency in the utilization of the Sepulveda Corridor from Wilshire to LAX.	Los Angeles City
Los Angeles	Local Highway	Capacity	Sepulveda Tunnel	Mulholland Bridge		Widen existing tunnel to provide additional traffic lanes and bike lanes	Los Angeles City
Los Angeles	Local Highway	Capacity	Sherman Way Avenue	Jordan Ave	De Soto St	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Shoup Avenue	Irwin Ave		Widening to add northbound right turn lane and upgrade traffic signal to include northbound protected left-turn phasing	Los Angeles City

City of Los Angeles Projects Requested to be added to Strategic Plan - 2012 RTP/SCS (Attachment E)

Strategic Projects							
County	System	Category	Route Name	From/At	To	Project Description	Lead Agency
Los Angeles	Local Highway	Capacity	Shoup Avenue	Oxnard St		Widening to add northbound right turn lane and upgrade traffic signal to include westbound and northbound protected left-turn phasings	Los Angeles City
Los Angeles	Local Highway	Capacity	Shoup Avenue	Vanowen St		Widening to add eastbound right turn lane and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Shoup Avenue	Sherman Way		Widening to add northbound right turn lane and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Slauson Avenue	Crenshaw Blvd	Alameda St	Design and construction of street improvements and signage for local and regional traffic.	Los Angeles City
Los Angeles	Local Highway	Capacity	Topanga Canyon Boulevard	Mulholland Dr		Widening toadd a southbound right-turn lane and upgrade traffic signal to include southbound right-turn overlap phase	Los Angeles City
Los Angeles	Local Highway	Capacity	Topanga Canyon Boulevard	Roscoes Bvd		Widening to add northbound left-turn and southbound right-turn lanes and traffic signal upgrade.	Los Angeles City
Los Angeles	Local Highway	Capacity	Topanga Canyon Boulevard	Vanowen St	Ventura Blvd	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity. Install new signal at Topanga Canyon Blvd. and Califa St.	Los Angeles City
Los Angeles	Local Highway	Capacity	Vaiel Avenue	Kittridge St		Widening to add eastbound and westbound through lanes and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Valley Boulevard	San Pablo St	Boca Ave	Improve capacity and enhance traffic flow at railroad crossing by widening to add lanes, to improve curb, and to upgrade signal systems and rail road equipment along Valley Blvd.	Los Angeles City
Los Angeles	Local Highway	Capacity	Van Ness Avenue	US-101 Fwy SB off-ramp	Sunset Blvd	Widen both sides of Van Ness Ave. to accommodate one additional southbound lane.	Los Angeles City
Los Angeles	Local Highway	Capacity	Vanalden Avenue	US-101 Fwy EB ramps	/Ventura Blvd	Widening to add westbound through lane and upgrade traffic signal to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Vanowen Avenue	Owensmouth Ave	Mason Ave	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Transit	Variel Avenue	Oxnard St		Construction of a 4th Orange Line Station in Warner Center Area	Los Angeles City
Los Angeles	Local Highway	Capacity	Ventura Boulevard	Shoup Ave	US-101 SB ramps	Widen between Shoup Ave and US-101 freeway southbound ramps to provide double left-turn lanes	Los Angeles City
Los Angeles	Local Highway	Capacity	Vermont Avenue	Washington Blvd	I-10 Fwy WB off-ramp	Widen 10 ft. of east-side of Vermont Ave to provide left-turn lane	Los Angeles City
Los Angeles	Local Highway	Transit	Victory Boulevard	Owensmouth Ave to Oxnard	Variel Ave to Victory Blvd	Purchase 20 new buses to add to a Local Circulator bus system to operate from Victory to Owensmouth to Oxnard to Variel and back to Victory. Install new bus shelters and/or enhance the existing bus shelters along the route as required	Los Angeles City
Los Angeles	Local Highway	Capacity	Victory Boulevard	Owensmouth Ave	Winnetka Ave	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Western Avenue	Florence Ave	80th St/Manchester Ave	Widen east side of Western Ave. to accomodate left-turn lanes at various intersections within the project limits.	Los Angeles City
Los Angeles	Local Highway	Capacity	Western Avenue	Exposition Blvd		Widen Western Blvd. to add northbound and southbound left-turn lanes at Exposition Blvd.	Los Angeles City
Los Angeles	Local Highway	Capacity	Wilshire Boulevard	San Vicente Blvd	Centinela Ave	Arterial widening to provide an additional lane in each direction.	Los Angeles City
Los Angeles	Local Highway	Capacity	Winnetka Avenue	Vanowen St		Widening to add northbound and southbound right-turn lanes and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Winnetka Avenue	Ventura Blvd		Change westbound right-turn lane to a shared through-right turn lane, add an eastbound left-turn lane, and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Winnetka Avenue	Oxnard St		Widening to add westbound right turn lane and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Woodlake Avenue	Victory Blvd		Widening to add northbound shared-through right turn lane and upgrade traffic signal	Los Angeles City

City of Los Angeles Projects Requested to be added to Strategic Plan - 2012 RTP/SCS (Attachment E)

Strategic Projects							
County	System	Category	Route Name	From/At	To	Project Description	Lead Agency
Los Angeles	Local Highway	Transit	Downtown L.A. Streetcar			Construct 4-mile fixed-rail urban streetcar circulator systems to serve downtown areas includes Bunker Hill, Grand Avenue and Music Center, Historic Broadway and the Historic Core, South Park, LA Live and the Los Angeles Convention Center.	Los Angeles City

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Date: January 30, 2012

To: The Honorable City Council, City of Los Angeles
c/o City Clerk, Room 395
Attention: Honorable Bill Rosendahl, Chair, Transportation Committee
Attention: Honorable Ed Reyes, Chair, PLUM Committee

From: Jaime de la Vega, General Manager
Department of Transportation

Subject: **Draft 2012 Regional Transportation Plan / Sustainable Communities Strategy (CF 11-1223)**

This report provides additional comments regarding the draft 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), being prepared by the Southern California Association of Governments (SCAG). These comments supplement those comments approved by Council and the Mayor as indicated in the attached Council action of October 5, 2011.

Recommendations

1) Approve the comments provided in this report as City of Los Angeles comments to SCAG on the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Following the submittal of these comments to SCAG, the Department of Transportation will continue to collaborate with SCAG in an effort to have the City's comments substantially incorporated into the RTP/SCS and related Program Environmental Impact Report (PEIR).

2) Authorize the Department of Transportation to transmit comments to SCAG that are substantially consistent with those contained in this report, including the attached comments from other departments.

Summary

Every four years the Southern California Association of Governments (SCAG) prepares a Regional Transportation Plan (RTP) for the six-county region. The 2012 RTP/SCS includes planned transportation projects and demographic assumptions through the year 2035. The plan presents a strategy for the investment of $524.7 billion in the region's transportation system between 2012 and 2035 and, for the first time, a Sustainable Communities Strategy (SCS) for the six-county region.

The SCS, required by SB 375, focuses on reducing greenhouse gas emissions (GHGe)

from cars and light trucks by means of several strategies, including integration of land use and transportation planning, transit system expansion, and transportation demand management (TDM). The California Air Resources Board (CARB) established regional GHGe reduction goals of eight percent per capita by 2020 and thirteen percent per capita by 2035, compared with 2005 levels. SCAG's analysis indicates that the draft RTP/SCS would achieve the 2020 target, and would exceed the 2035 target with a GHGe reduction of sixteen percent.

According to SCAG's analysis and modeling, the draft RTP/SCS also meets the federal conformity requirements for air quality. It is important to note that reducing GHGe is not required for achieving air quality conformity. Therefore, although many of the strategies that achieve air quality conformity also assist with GHGe reductions, the two analyses are generally independent of each other.

A Regional Transportation Plan (RTP) also requires that there be reasonably available funding sources. The RTP proposes expenditures of $524.7 billion, and SCAG states that without new revenue sources the RTP faces a funding shortfall of approximately $219.5 billion. Various means to make up the shortfall are set forth. The RTP suggests that $127.5 billion of the shortfall could be addressed by action at the State or Federal level to increase the gas tax $0.15 per gallon between 2017 and 2024. The RTP states the State and Federal government could then replace the gas tax with an indexed mileage-user fee of $0.05 per mile beginning in 2025. If the mileage-based fee was not implemented, then there would be a need to further increase the gas tax to generate the revenues that would have been created by the mileage-based user fee. Although these proposals depend primarily on State and/or Federal action, they deserve further discussion within the City as the implementation year of 2017 approaches.

SCAG is to be commended for a multi-year effort to develop the 2012 RTP/SCS, including an unprecedented outreach effort. In particular, the passage of SB 375 required an extensive public education campaign including outreach to cities, environmental, public health and business groups. SCAG conducted a series of periodic workshops across the region, which included preparation of in-depth graphic and narrative presentation materials. The City appreciates the outstanding outreach effort, both to the City itself and across the region.

Pursuant to the Council action of October 5, 2011, and in accordance with past practice, LADOT has reviewed the draft 2012 RTP/SCS and compiled proposed comments to SCAG. In addition, LADOT has coordinated the preparation of these comments on the RTP/SCS with other City departments that are most impacted by the RTP. LADOT very much appreciates the cooperation of the departments of Los Angeles World Airports (LAWA) and City Planning each of which have provided comments. The Port of LA has indicated that it does not have formal comments at this time. In addition, the Metro staff report on the RTP/SCS is also attached for reference.

Report to City Council, dated September 21, 2011
On October 5, 2011, the City Council adopted a joint report by the Departments of City Planning and Transportation entitled "Alternatives Proposed by SCAG for the 2012 Regional Transportation Plan / Sustainable Communities Strategy" (CF 11-1223). This report, dated September 21, 2011, provided comments on four draft scenarios for the RTP/SCS, released by SCAG in July 2011. Specifically, Attachment A of the report identified proposed RTP/SCS strategies that City staff believed would, if adopted, have a potential impact on the City. For purposes of the report, "impact" was defined as a significant change from adopted City policy. Staff believes that the report, dated September 21, 2011, continues to reflect City policy with regard to many of the strategies presently included in the draft RTP/SCS.

One of the objectives of the report was for the City's comments to be incorporated into the RTP/SCS. We are pleased to report that to a large extent the City's comments appear to have been acknowledged by SCAG and therefore the RTP/SCS does not include several of the specific proposals of concern. Specifically, three of the concerns raised, and the status of the strategy in the draft RTP/SCS, are as follows:

1) Phased implementation of 5% of major arterials to have dedicated bus lanes. As requested by the City, the RTP does not include a specific percentage for implementation. As explained in the September 21st report, the City supports careful and selected implementation of bus lanes, but does not want to commit to implementing a specific percentage of bus lanes on City arterials.

2) 10% of primary and secondary arterials to include bike facilities. As requested by the City, the RTP does not include a specific percentage for implementation. As explained in the September 21st report, the City supports careful and selected implementation of bike lanes, but does not want to commit to implementing a specific percentage of bike lanes on City arterials. Rather, the City supports the specific implementation of its adopted Bicycle Plan.

3) Cordon pricing around key activity centers – initial pilot projects in downtown Los Angeles and potentially LAX complex. As requested by the City, this project has been included in the Strategic Plan portion of the RTP/SCS, which acknowledges that the project still requires further study and has not been officially approved by the City.

Discussion of Policy Concerns and Comments

Although most of the concerns raised in the September 21, 2011 report appear to have been addressed, LADOT has identified additional areas of concern with regard to the draft 2012 RTP/SCS, which was released for public comment on December 20, 2011.

LADOT has comments and concerns in the following areas:

Project List for RTP/SCS

The RTP includes an extensive project list. As stated in the Project List appendix, the list is divided into three sections, as follows: 1) The Federal Transportation Improvement Program (FTIP), which forms the foundation of the RTP project investment strategy and represents the first six years of already committed funding; 2) the Financially Constrained list of projects not included in the FTIP but which have "reasonably available" funding; and 3) the Strategic Plan representing an unconstrained list of potential projects that the region would pursue given additional funding and commitment.

As with past RTP cycles, LADOT has reviewed all three project lists. The FTIP and Constrained project lists appear to include, with one exception, all City of Los Angeles projects with either committed or reasonably available funding. These lists are developed through ongoing coordination between City, Metro and SCAG staff. The one project that should be added to the FTIP list is a Transit Bureau project as follows:

> TIP ID LAF5427 – DASH Clean Fuel - Five Higher Capacity Vehicles (Purchase five 35-foot CNG clean-fuel buses to replace five 30-foot propane vehicles). SCAG is aware that this project needs to be added to the FTIP project list, and it is pending to be added to the list.

Regarding the Strategic Plan list, in an effort to expedite many as yet unfunded City projects, LADOT has prepared the attached list of approximately ninety projects that the City is requesting to be added to the Strategic Plan.

Additionally, LADOT wishes to draw attention to both the Los Angeles Bicycle Plan and Mobility Hubs initiatives (a First Mile/Last Mile strategy). These efforts support both the Active Transportation and Transportation Demand Management strategies of the RTP. The RTP includes numerous references to expanded bicycle facilities and other First Mile/Last Mile strategies, and therefore these strategies are presumably included with likely funding in the Financially Constrained plan. However, to the extent these initiatives are not included in the Constrained plan they should be added to the Strategic Plan.

Importantly, Metro staff has also reviewed the RTP and found that it includes all the projects and programs in the Metro 2009 Long Range Transportation Plan (LRTP). A copy of the Metro staff report, dated January 18, 2012, is attached for reference. The RTP does not model the 30/10 (Fast Forward) proposal for Measure R projects, because the proposal has not yet been approved by the Metro Board, and still requires federal approvals. However, SCAG is supportive of the 30/10 proposal and will likely amend the RTP if the proposal secures additional approvals.

The Metro report also highlights key projects, within Los Angeles County, included in the RTP which are not included in Metro's 2009 LRTP. These key projects include:

- East-West Freight Corridor will be studied along a five mile band generally following the SR-60 corridor between the I-710 and the I-15.

- Phase I of the California High Speed Rail Authority (CHSRA) is in the draft 2012 RTP in the Constrained Plan, pending an agreement between the CHSRA and Metrolink to identify funds to bring local systems up to higher speeds (110+ mph) where possible.

- A regional Express/HOT Lane Network that expands Metro's Fast Lanes pilot project to include the I-405 and SR-91. This goes beyond the federally funded pilot studies on the I-10 and I-110 freeways.

As an overall comment, the City wishes to emphasize that, for future RTP/SCS project lists, the City, Metro and SCAG need to continue the effort to improve connectivity between various transit systems. For example, in South Los Angeles County, there needs to be greater emphasis placed on the development of feeder systems to connect and support the Blue, Green, Expo and Crenshaw lines. These systems would include, but not be limited to, expanded Bus Rapid Transit and improved bicycle and pedestrian linkages.

Recommendation:

As described above, the City should request that SCAG include the attached list of projects to the Strategic Plan. Additionally, to the extent the Los Angeles Bicycle Plan and Mobility Hubs are not included in the Constrained Plan, they should be added to the Strategic Plan.

Land Use Strategy and Sustainable Communities Strategy Map for 2035

As stated in the SCS Background Documentation appendix, page 110, one of the goals of the SCS is "to identify strategies that can reduce per capita vehicles miles traveled (VMT) over the next twenty-five years." Among other strategies such as Transportation Demand Management, Transit etc., one of the key strategies for reducing VMT is the land use strategy. Essentially, this strategy involves reducing VMT through the gradual implementation of smart growth policies, including Transit Oriented Development, whereby new development is focused near transit stations and high quality transit corridors. The City is supportive of smart growth policies and has been working for many years to advance smart growth planning in a variety of ways.

LADOT realizes that the Department of City Planning has a major role in the review of the land use strategy of the SCS. However, because the land use strategy involves

residential density increases near transit stops and transit corridors, the strategy, if implemented, will impact the City's transportation infrastructure needs by 2035. Accordingly, LADOT has reviewed the SCS land use strategy.

The 2012 SCS includes Land Use Pattern Maps for each SCAG subregion, based upon five Community Types (Urban, City, Town, Suburban and Rural). The maps show the development pattern, according to SCAG, that is "likely to occur" by 2020 and 2035. However, the maps utilizing Community Types are at a "macro" level. The five Community Types actually include thirteen Development Types which give a more detailed picture of the land use pattern that the SCS proposes.

Because LADOT wished to examine more closely SCAG's desired and projected land use pattern for the City, LADOT requested that SCAG provide a map of the City for 2035 in which development patterns are shown by the thirteen Development Types. Accordingly, SCAG provided a map entitled "City of Los Angeles Year 2035 Preferred Scenario by Development Type," dated November 7, 2011 (SCS map for 2035). The SCS map for 2035 represents what SCAG desires and believes is "likely to occur" by 2035, categorized by SCAG's thirteen Development Types. It therefore represents a developed, rather than merely a planned, environment.

LADOT has compared the SCS map for 2035 with many of the maps for the City's adopted 35 community plans, which are found on the Department of City Planning website. It is evident that the SCS Map for 2035 is not consistent with many of the Community Plan maps, and shows a level of residential density considerably higher than shown on the adopted Community Plan maps. In particular, the SCS Map appears to show much fewer single family neighborhoods, defined as approximately seven units per acre. Because the SCS map for 2035 shows residential densities that are different than shown in the adopted Community Plan maps, if implemented, the map would impact land use patterns and the need for transportation infrastructure.

It is true that the SCS states, and SB 375 provides, that the SCS does not supersede local land use policies (see page 158 of the RTP/SCS main document). Therefore, revising the City's land use policies to be generally consistent with the SCS map would be voluntary. However, although voluntary, the concern is that, unless the City indicates otherwise, the adoption of the RTP/SCS by the SCAG Regional Council may imply to SCAG and other parties that the City supports the implementation of the land use pattern described in the map. Moreover, the SCS states in Table 4.3 (page 150) that local jurisdictions should "Update local zoning codes, General Plans, and other regulatory policies to accelerate adoption of land use strategies included in the RTP/SCS Plan Alternative."

Recommendation:

The City should clarify that it is the City that determines its own land use policy, and the adoption of the RTP/SCS, including the land use strategy and maps, does not imply

that the City will implement the development pattern described in the land use strategy.

The City should indicate to SCAG that the SCS Map for 2035 appears to be inconsistent with many adopted Community Plan maps. Further, changes to adopted land use policies and plans must go through an established City process, subject to Mayor and Council approval. This process includes an extensive and robust community outreach effort. The SCS Map for 2035 represents SCAG's "vision" of the City's developed land use pattern for 2035. However, the City may or may not implement the land use pattern described on the SCS Map for 2035.

CEQA Streamlining

The adopted September 21, 2011 City report, prepared by the Planning and Transportation departments, included the following comments:

> "The Sustainable Communities Strategy will include land use maps which will facilitate CEQA streamlining of development projects. According to SCAG staff, the CEQA relief provided by SB 375 is substantial. Therefore, the City should carefully review the draft SCS land use maps to ensure the maps are consistent with adopted City land use plans.
>
> SB 375 allows for CEQA streamlining provided a proposed project qualifies as follows:
>
> 1) The project must be consistent with the land use designation contained in the land use maps included in the Sustainable Communities Strategy. The maps will describe land use densities and types according to SCAG's Land Development Categories (LDC's).
>
> 2) The project qualifies as a Transit Priority Project (TPP), as defined by SB 375. To qualify as a TPP, a project must meet certain minimum density requirements and must be located within ½ mile of either a "major transit stop or high-quality transit corridor" (SB 375 - Section 21155). According to SCAG staff, most of the City qualifies as a TPP area because of existing transit stations and corridors.
>
> CEQA streamlining, according to information provided by SCAG, will allow many projects meeting the above two criteria to receive the equivalent of a "mitigated negative declaration" in the development review process. This could impact development review by several departments, including Planning and Transportation.
>
> The City requests that SCAG provide copies of the draft SCS land use maps for review by the Planning and Transportation departments, and the Council and Mayor, prior to SCS adoption."

The above comments provide an overview of CEQA streamlining. A more complete description is provided on pages 84 and 85 of the SCS Background Documentation appendix for the draft 2012 RTP/SCS. This section begins by stating: "SB 375 amends CEQA (the California Environmental Quality Act) to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for CEQA exemption for certain projects, as well as reduced CEQA analysis."

LADOT is concerned regarding the impact of CEQA streamlining if it is based, in part, on the SCS Map of 2035. As described in the Land Use Strategy and SCS Map section above, it appears that the SCS Map is not consistent with many of the land use maps of the adopted Community Plans. Accordingly, the concern is that CEQA streamlining could allow development to occur that is not consistent with adopted City plans, with related impacts on transportation infrastructure.

Recommendation:

LADOT staff has consulted with staff of DCP and the City Attorney regarding the impact of CEQA streamlining on the City's development review process. Input received from these sources indicates that although CEQA streamlining of various types will probably occur following adoption of the RTP/SCS, the City may retain some degree of "discretionary approval" authority over development projects that are subject to CEQA streamlining. Although this interpretation may be correct, LADOT believes that this area deserves further study. This is a complex and important subject, and the City should carefully evaluate and prepare for the impact of CEQA streamlining following adoption of the RTP/SCS. To the extent possible, the City's authority over its land use should be preserved.

Program Environmental Impact Report (PEIR) for 2012 RTP/SCS

The draft PEIR evaluates the potential environmental impacts associated with the adoption of the 2012-2035 RTP/SCS by SCAG. As stated in the PEIR, "The PEIR for the 2012-2035 RTP/SCS serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed Plan. The PEIR includes mitigation measures designed to help avoid or minimize significant environmental impacts." The PEIR is a program level document, generally followed by project-specific CEQA reviews which focus on project-specific impacts and mitigation measures.

The PEIR is over six hundred pages in length, and includes an Executive Summary (of 87 pages). The Executive Summary lists and describes mitigation measures in many areas, including, but not limited to: Air Quality, Biological Resources and Open Space, Greenhouse Gas Emissions, Land Use and Agricultural Resources, Public Services and Utilities, Transportation, Traffic and Security, and Water Resources. There are

over 500 mitigation measures listed, including 85 Land Use mitigation measures.

Concerns have been raised among various SCAG subregions regarding the extent and legal impact of the mitigation measures included in the PEIR. The mitigation measures extend to and impact a broad spectrum of technical and policy areas. A specific concern is with the use of the wording "can and should" throughout the PEIR. Two examples are as follows:

- "Transportation, Traffic and Security 35: Local jurisdictions can and should (emphasis added) adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation."

- "Transportation, Traffic and Security 37: Local jurisdictions and transit agencies can and should (emphasis added) provide public transit incentives such as free or low-cost monthly transit passes to employees, or free ride areas to residents and customers."

While these measures may have merit, the concern is to what extent does the "can and should" language imply feasibility and create an expectation or requirement for these measures, as well as other mitigation measures in the draft PEIR, to be implemented by the City. In addition to the local control concern, some of the measures may actually not be financially feasible for the City.

Recommendation:

Throughout the SCAG region, the PEIR is still being studied. The City should continue to review the PEIR as well as gather input from staff of other SCAG subregions. It is recommended that the PEIR be revised to indicate that not all of the mitigation measures will apply to each city in the region (including the City of Los Angeles). Rather the mitigation measures should represent a kind of "menu" of measures for consideration by each SCAG member agency. It is also recommended that SCAG remove the "can and" from the "can and should" language in the mitigation measures as well as the SCS Chapter of the draft RTP/SCS.

Comments from Other City Departments

Los Angeles World Airports (LAWA):

- LAWA emphasizes that its first priority is to "maintain safe and efficient airports." Like most airports, LAWA receives grant funds from the FAA for eligible construction and noise mitigation projects. In return for federal grant monies, the FAA includes grant assurances that limit use of airport revenue solely for aviation-related uses on airport property.
- The RTP includes a proposal to promote a regional system of airport express buses, modeled in part on the FlyAway service currently operating at LAX.

Although express buses are a "promising solution" to certain ground access problems, LAWA advises that express buses are most effective at airports with high passenger demand and in cities with concentrated populations of passengers and employees. Even then, high fares or significant subsidies have been required to maintain an effective level of service. LAWA cautions that its experience and studies have shown that the expansion of the express bus system at LAX will be challenging. Moreover, the expansion of express bus service, by itself, may not be effective in increasing passenger demand at "secondary" airports.

- LAWA agrees that "the aviation constraints in the region, and potential dispersion of that activity at other airports, should be re-examined in subsequent regional plans."
- LAWA requests that, if possible, SCAG utilize the 2011 Air Passenger Survey, most likely to be released in February, to update various data points in the Aviation and Airport Ground Access appendix.

Department of City Planning (DCP):
The Department of City Planning has provided important comments which are highly technical and lengthy, hence they are attached to this report as Attachment D.

Conclusion

The draft 2012 RTP/SCS and PEIR, released by SCAG on December 20, 2011, represent an outstanding effort to meet both State and Federal planning requirements, as well as provide for the multifaceted needs of the region. However, as described in this report, City staff has identified several areas of concern related to potential impacts on land use and transportation planning in Los Angeles. City staff has provided recommended comments to SCAG for City Council and Mayor review regarding these proposals.

Fiscal Impact

This report contains comments regarding proposed policies and projects included in the draft 2012 RTP/SCS and related PEIR. The comments to be transmitted to SCAG will not impact the City's General Fund.

Attachments

A) Council Approval, dated October 5, 2011, of report entitled "Alternatives Proposed by SCAG for the 2012 Regional Transportation Plan /

Sustainable Communities Strategy (CF 11-1223)," dated September 21, 2011.

B) Metro staff report, dated January 18, 2012, regarding the draft RTP/SCS

C) Los Angeles World Airports comments, dated January 20, 2012, regarding the draft RTP/SCS

D) Department of City Planning comments, dated January 30, 2012.

E) City of Los Angeles Projects Requested for Addition to the Strategic Plan

c: Mayor Antonio Villaraigosa
Attn: Borja Leon and Matthew Karatz
Gerry Miller, Chief Legislative Analyst
City Planning Department
Los Angeles World Airports
Port of Los Angeles

Attachment A

CITY OF LOS ANGELES

CALIFORNIA

JUNE LAGMAY
City Clerk

HOLLY L. WOLCOTT
Executive Officer

When making inquiries relative to this matter, please refer to the Council File No.

ANTONIO R. VILLARAIGOSA
MAYOR

Office of the
CITY CLERK

Council and Public Services
Room 395, City Hall
Los Angeles, CA 90012
General Information - (213) 978-1133
Fax: (213) 978-1040

www.cityclerk.lacity.org

October 7, 2011

To All Interested Parties:

The City Council adopted the action(s), as attached, under Council File No. 11-1223, at its meeting held October 5, 2011.

June Lagmay

City Clerk
srb

10/6/11

#23

File No. 11-1223

TO THE COUNCIL OF THE
CITY OF LOS ANGELES

Your PLANNING AND LAND USE MANAGEMENT COMMITTEE
and
TRANSPORTATION COMMITTEE

report as follows:

PLANNING AND LAND USE MANAGEMENT and TRANSPORTATION COMMITTEES' REPORT relative to Southern California Association of Governments (SCAG) proposed alternatives for the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Recommendations for Council action:

1. AUTHORIZE the Los Angeles Department of Transportation (LADOT) and City Planning Department (Planning) to:

    a. Submit to SCAG the comments contained in Attachment A of the joint LADOT and Planning report dated September 21, 2011 (contained in the Council file), inasmuch as the strategies identified therein may have a potential impact on the City.

    b. Convey the comments to SCAG requesting that they be incorporated into the 2012 RTP/SCS with the understanding that the comments may be modified and supplemented by the City, with Council and Mayor approval, as the RTP/SCS is further developed.

2. REQUEST SCAG to provide copies of the draft SCS land use maps for review by the LADOT and Planning, Council, and Mayor prior to SCS adoption, inasmuch as the maps will identify geographical areas of the City where projects can be eligible for California Environmental Quality Act streamlining and thereby potentially allow development projects to receive mitigated negative declarations in the development review process and thereby impact growth in the City.

Fiscal Impact Statement: The LADOT and Planning Departments report the potential fiscal impact to the City has not been determined. Further review and evaluation is necessary as more information on the ultimate preferred alternative is presented by SCAG.

Community Impact Statement: None submitted.

SUMMARY

At a joint meeting held on September 27, 2011, the Planning and Land Use Management and Transportation Committees considered a joint LADOT and Planning Departments report relative to Southern California Association of Governments proposed alternatives for the 2012 Regional Transportation Plan/Sustainable Communities Strategy. Representatives from the LADOT and Planning gave the Committees background information on the matter. The Committees requested SCAG to provide copies of the draft SCS land use maps for review by the LADOT and Planning Departments, Council and Mayor prior to SCS adoption.

After an opportunity for public comment was held, the Committees recommended Council approve the recommendations contained in the joint report as amended. This matter is now forwarded to the Council for its consideration.

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

TRANSPORTATION COMMITTEE

ADOPTED

OCT 5 2011

LOS ANGELES CITY COUNCIL

MEMBER	VOTE
REYES:	YES
HUIZAR:	YES
KREKORIAN:	YES

MEMBER	VOTE
ROSENDAHL:	YES
PARKS:	YES
KORETZ:	YES
PERRY:	ABSENT
HUIZAR:	YES

SG
9/27/11
#11/11-1223_rpt_plum_9-27-11.doc

Not Official Until Council Acts

Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2012

SUBJECT: SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS' DRAFT 2012 REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY

ACTION: APPROVE COMMENT LETTER

RECOMMENDATION

Approve our comment letter on the Southern California Association of Governments' (SCAG) Draft 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

ISSUE

In December 2011, SCAG released the Draft 2012 RTP/SCS for public comment. The RTP/SCS identifies regional transportation priorities for the six-county region through 2035. All 2009 Long Range Transportation Plan (LRTP) projects and priorities must be included in SCAG's RTP/SCS to be eligible for federal funds. We have reviewed the Draft 2012 RTP/SCS and Board authorization is being requested to transmit our comments to SCAG in time for their February 14, 2012 deadline.

DISCUSSION

As part of SCAG's role as a regional planning agency, they are responsible for addressing regional issues in the six-county area of Southern California. The 2012 RTP/SCS is the vehicle to provide solutions to regional mobility and land-use issues. For better integration of land-use and transportation, it must also demonstrate reduction of Greenhouse Gas Emissions (GHGe) from passenger vehicles. Per the requirements of SB 375, the Draft 2012 RTP/SCS includes Southern California's first SCS. The SCS is required to analyze how the collective impact of transportation policies, transportation investments and land-use policies affect the GHGe based on population projections in 2020 and 2035. Transportation issues are primarily addressed in the RTP portion of the Draft, and the SCS portion of the Draft presents strategies to meet GHGe targets.

SB 375 compelled SCAG to conduct a more extensive outreach process than has been historically required for RTP development. This process yielded unprecedented levels of public participation and engagement, particularly among environmental and public health advocates championing increased funding for active transportation to reduce GHGe and provide great opportunities for physical activity. The Los Angeles County Department of Public Health was a leading voice in this advocacy.

Regional Transportation Plan

In general, the Draft 2012 RTP/SCS is a well-written document that properly identifies many of the key transportation issues that the region is facing. It includes all of the projects and programs in our 2009 LRTP. SCAG has proposed new and innovative sources of funding beyond our LRTP program. These funds are for additional projects, regional maintenance of highway and transit facilities, and meeting Federal Clean Air Act conformity requirements.

There are new transportation projects proposed in the Draft 2012 RTP/SCS, within Los Angeles County, which are beyond revenues that the 2009 LRTP assumes to be available from traditional sources. Some of these projects are listed in the Key Projects subsection below. SCAG is assuming that these new projects are funded with a combination of innovative funding (e.g., container fees and public private partnerships) and increased revenues (e.g. gas tax changes and user-fee per mile).

The Draft 2012 RTP/SCS proposes targeted improvements in the transit network and increases in funding for Transportation Demand Management (TDM), Transportation System Management (TSM), and Active Transportation beyond the levels included in the six county transportation commissions' plans, including our 2009 LRTP.

Funding for these improvements is anticipated from a $0.15 per gallon increase in the gas tax starting in 2017 and ending entirely in 2024. After the gas tax phase-out in 2024, a proposed user-tax of $0.05 per mile driven, will be phased-in starting in 2025. The goal of the incremental phase-in is so that consumers will not have any large increases of taxes, yet also allow for an indexing to cover the increasing maintenance costs, due to the gas taxes not being indexed to inflation and not increasing with costs.

Key Projects beyond the LRTP

The following lists Los Angeles County projects identified in the Draft RTP that are not identified in the 2009 LRTP

- East-West Freight Corridor will be studied along a five mile band generally following the SR-60 corridor between the I-710 and the I-15.
- Phase I of the California High Speed Rail Authority (CHSRA) is in the Draft 2012 RTP/SCS in the Constrained Plan, pending an agreement between CHSRA,

Metrolink and LOSSAN to identify funds to bring local systems up to high speed (110+ MPH) where possible.

- A regional Express/HOT Lane Network that expands our Fast Lanes pilot project to include the I-405 and SR-91. This is beyond the federally funded pilot studies on I-10 and the I-110. The Board is on record supporting these two pilot projects, as well as studying the feasibility of a HOT lane on the I-405 from the Orange County Line to LAX.

Key Issues

There are several emerging issues that the Draft 2012 RTP/SCS addresses:

- A cordon pricing pilot project feasibility study to be developed with the City of Los Angeles that is included under TDM Measures, and Major Strategic Projects.
- Decreased funding available from federal and state sources and the need to identify new revenue sources is a key RTP concern. SCAG proposes to index the gas tax and to incrementally phase-in user-fees to replace the gas tax starting in 2025.
- The exponential cost of deferred maintenance on highway and transit systems, the need to maintain the regional system in a state of good repair, and the need for additional operations and maintenance funding, is also a key RTP concern.
- The region is anticipated to experience increasing energy costs – residential energy and water use is forecasted as $19,000 a year in 2035, and the strategies in the SCS reduce it to $16,000.

Sustainable Communities Strategy

The Draft 2012 RTP/SCS demonstrates that the region will achieve the GHGe reduction targets established for the region by the State of California Air Resources Board (ARB), as a requirement of California's Sustainable Communities and Climate Change Protection Act, or Senate Bill (SB) 375.

In addition to the transportation elements of the Draft 2012 RTP/SCS, the plan includes a land-use element that was developed in coordination with local jurisdictions. The land-use element responds to the region's changing demographics and housing market demand. It recommends a growth scenario that will more than double the share of households living in corridors that have frequent transit service by 2035. This land-use element is projected to increase the competitiveness of transit service and reduce vehicle miles travelled.

The land-use element in combination with transportation policies, such as the user tax per mile fee, and transportation investments (such as TDM, TSM and active

transportation), support the region in achieving the mandated ARB targets. The Draft 2012 RTP/SCS provides a projected 8% reduction in GHGe by 2020 and a 16% reduction in GHGe by 2035.

The SCS portion includes policies to increase the number of near-zero and zero emission vehicles operating within the region to reduce GHGe, improve air quality and lessen the region's dependency on fossil fuels.

The Draft 2012 RTP/SCS includes $6 billion for active transportation, a significant increase from $1.8 billion in the 2008 RTP. It acknowledges that additional analysis regarding active transportation needs to be conducted in order to develop a better understanding of the users and their needs (bicyclists and pedestrians). In cooperation with SCAG, we have initiated a joint study to develop a strategy to address first-last mile connections to transit in Los Angeles County.

The technical appendices to the Draft 2012 RTP were not available for staff review at the time of the writing of this Board report. Additional technical comments on these appendices may be added to the draft letter.

DETERMINATION OF SAFETY IMPACT

The comment letter on the Draft 2012 RTP/SCS will not have any adverse safety impacts for our employees and patrons.

FINANCIAL IMPACT

There is no impact on the FY 2012 budget, as we are only submitting a comment letter to SCAG on their Draft 2012 RTP/SCS.

ALTERNATIVES CONSIDERED

The Board can modify or choose not to release a formal comment letter. The alternative of not sending a letter is not recommended, as we would lose the opportunity to provide SCAG with comments to enhance the 2012 RTP/SCS document.

NEXT STEPS

Upon Board approval, the comment letter will be transmitted to SCAG for their consideration in developing their Final 2012 RTP/SCS. SCAG is scheduled to adopt their Final 2012 RTP/SCS at their April 2012 General Assembly meeting.

ATTACHMENTS

A. Draft comment letter to SCAG

Prepared by: Brad McAllester, Executive Officer, Long Range Planning
Heather Hills, Director, Long Range Planning
Lori Abrishami, Planning Manager, Long Range Planning

Martha Welborne, FAIA
Executive Director of Countywide Planning

Arthur T. Leahy
Chief Executive Officer

Attachment C

Los Angeles World Airports

LAX

LA/Ontario

Van Nuys

City of Los Angeles

Antonio R. Villaraigosa
Mayor

Board of Airport Commissioners

Michael A. Lawson
President

Valeria C. Velasco
Vice President

Joseph A. Aredas
Robert D. Beyer
Boyd Hight
Ann M. Hollister
Fernando M. Torres-Gil

Gina Marie Lindsey
Executive Director

January 20, 2012

Mr. Hasan Ikhrata
Executive Director
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Re: Comments on the Draft 2012 Regional Transportation Plan

Dear Mr. Ikhrata:

Los Angeles World Airports (LAWA) appreciates the opportunity to comment on the Draft 2012 Regional Transportation Plan (RTP), and is committed to working with all levels of government to address the future transportation needs of Southern California. As the operator of two of the region's commercial airports, Los Angeles International (LAX) and Ontario International (ONT), and operator of Van Nuys General Aviation Airport (VNY), LAWA plays an important role in meeting the region's demands for air travel and goods movement.

LAWA, as a proprietary department of the City of Los Angeles, is responsible for operating its airports in a safe, efficient, and fiscally responsible manner on behalf of our passengers and the citizens of each market service area. Furthermore, we must operate within the constraints placed upon our resources by federal law and regulation, along with our contractual obligations to our tenants and partner agencies. It is in this context that LAWA provides the following comments to the Aviation and Airport Ground Access portion of the RTP:

1. Use of Airport Funds

LAWA's first priority is to maintain safe and efficient airports. Our revenues and expenditures are used to support that effort and fulfill our commitment to supporting the national airspace system. All airports have a tremendous demand for capital improvements.

As such, most airports depend on financial support from the FAA via grant funds for eligible construction and noise mitigation projects. In return for federal grant monies, the FAA includes grant assurances that limit use of airport revenue solely for aviation-related uses on airport property. Using airport funds for non-airport functions violates federal law and jeopardizes the airport's ability to receive federal grants.

PC DOC 294081

1 World Way Los Angeles California 90045-5803 Mail P.O. Box 92216 Los Angeles California 90009-2216 Telephone 310 646 5252 Internet www.lawa.aero

Nevertheless, LAWA seeks to partner with SCAG to find solutions to support ground access improvements to airports, other primary transportation facilities, and "secondary" airports in the region.

2. Use of Airport Express Buses

The RTP includes an "Action Step" which would plan and promote a regional system of airport express buses, modeled in part on the FlyAway® service currently operating at LAX. LAWA agrees that express buses are a promising solution to certain ground access problems. However, it has been LAWA's experience that express buses are most effective at airports with high passenger demand and in cities with concentrated populations of passengers and employees. Even then, high fares or significant subsidies have been required to maintain an effective level of service.

LAWA has spent a great deal of resources carefully studying the feasibility of establishing new FlyAway® routes to serve LAX. However, even for LAX, with its extensive market area and passenger base, it has been a challenge to find station locations that are both viable and successful. LAWA invites SCAG to continue examining ways to bring similar projects to other airports, but cautions that these services, by themselves, may not be effective in increasing passenger demand at "secondary" airports.

3. Aviation Activity Constraints

LAWA agrees that the aviation activity constraints in the region, and potential dispersion of that activity at other airports, should be re-examined in subsequent regional plans.

4. Additional Technical Clarifications

LAWA also wants to offer the following technical clarifications and comments to the RTP:

- SCAG has reported a number of vehicle trips to LAX under existing conditions as well as under a future forecast for 2035, citing the LAX Master Plan EIR/EIS as a justification for those trip numbers. However, the numbers reported do not correspond to data that LAWA has previously reported or used in any environmental analysis. LAWA requests clarification of those data points.

- LAWA recommends the following changes to Tables 4-6 and 4-7 in the Aviation and Airport Ground Access sections of the RTP:

    - In Table 4-6, the following projects should be included in the list of projects completed since the project notice of preparation in 2008 (footnote 1): Douglas St., La Cienega Blvd., Lincoln Blvd. (all), Nash St.,

Sepulveda Blvd. (both), the I-105 westbound off-ramp at Sepulveda Blvd., and the I-405 at SR-90.

- Two other projects on Table 4-6, Arbor Vitae St., and the I-405 from I-10 to SR-101, are under construction as of January 2012.
- In Table 4-7, Project LAX-19, which includes Lincoln Blvd. improvements, has already been completed.

- LAWA recommends that SCAG include in the RTP a portion of the project referred to as LAX-10, widening Aviation Blvd. from Century Blvd. to Manhattan Beach Blvd. to 3 lanes in each direction.

5. 2011 Air Passenger Survey

Lastly, the 2006 LAX Air Passenger Survey was used to create several data points within this section of the RTP. LAWA is hoping to unveil the results of its 2011 Air Passenger Survey in February of this year. SCAG should consider updating its Appendix with this new data as it finalizes the RTP. LAWA will post the results of this survey on our website (http://www.lawa.org) once the report is completed.

Thank you for the opportunity to review the 2012 Draft RTP. We hope that these comments will be helpful in developing a successful plan for the region. If you have any questions regarding these comments, please contact Diego Alvarez, Regional Transportation Coordinator, at 424-646-5179 or dalvarez@lawa.org.

Sincerely,

Michael D. Feldman
Deputy Executive Director

MDF:DA:yl

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
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CITY PLANNING COMMISSION

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COMMISSION EXECUTIVE ASSISTANT II
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CITY OF LOS ANGELES

CALIFORNIA

Attachment D

ANTONIO R. VILLARAIGOSA
MAYOR

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INFORMATION
www.planning.lacity.org

January 30, 2012

The Honorable City Council
City of Los Angeles
Room 395, City Hall

Dear Honorable Members:

DRAFT 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Department of City Planning (DCP) has reviewed and prepared comments for your consideration regarding the Draft 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG).

The 2012-2035 RTP/SCS includes land use strategies for addressing the region's mobility needs and desires for healthy, sustainable communities. DCP has worked with SCAG to ensure that the City's land use plans and programs are incorporated and the City's interests addressed in this long-range regional plan. This work has included collaboration with SCAG over the past two years to prepare the population, household and employment growth forecast for the City, ensure that this anticipated growth is consistent with the capacity reflected in City's land use plans, and ensure that this long-term growth is located according to the City's land use plans.

DCP staff has identified five issues related to land use, and recommends changes to the 2012-2035 RTP/SCS to better support the City's interests and role in the regional plan, presented in the draft letter to SCAG attached to this report. These include:

A. Clarify the definition of "High Quality Transit Areas" where growth is focused;
B. Clarify the definition of "Urban Centers" where growth is focused;
C. Correct inaccurate representations of land uses and potential growth around station areas;
D. Incorporate the 1,684 miles of bicycle facilities identified in the City's 2010 Bicycle Plan; and,
E. Clarify the role of recently enacted streamlining provisions under the California Environmental Quality Act.

RECOMMENDATIONS

1) **Approve** DCP staff recommendations regarding the Draft 2012-2035 RTP/SCS.
2) **Direct** DCP staff to forward recommendations to SCAG.

FISCAL IMPACT

The proposed recommendations will have no fiscal impact on the General Fund.

MICHAEL J. LOGRANDE
Director of Planning

ALAN BELL, AICP
Deputy Director

KEN BERNSTEIN, AICP
Principal City Planner

for FAISAL ROBLE
Senior City Planner

CLAIRE BOWIN, AICP
City Planner

NAOMI GUTH
City Planning Associate

Attachment

ATTACHMENT

[Date]

Ms. Margaret Lin
Southern California Association of Governments
818 W. Seventh St., 12th Floor
Los Angeles, CA 90017

Dear Ms. Lin:

DRAFT 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The purpose of this letter is to provide comments from the City of Los Angeles Department of City Planning (DCP) regarding the Draft 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). DCP appreciates the collaborative relationship with SCAG in developing this plan, which has included working together on the integrated growth forecast and understanding the City's land use plans and programs.

The following addresses five land use issues and recommends changes to the 2012-2035 RTP/SCS in order to better address the City's land use plans and projected growth. This includes:

A. Clarify the definition of "High Quality Transit Areas" where growth is focused;
B. Clarify the definition of "Urban Centers" where growth is focused;
C. Correct inaccurate representations of land uses and potential growth around station areas;
D. Incorporate the 1,684 miles of bicycle facilities identified in the City's 2010 Bicycle Plan; and,
E. Clarify the role of recently enacted streamlining provisions under the California Environmental Quality Act.

A. High Quality Transit Areas and Growth Patterns

The SCS frames growth patterns, in part, in terms of being within or outside of "High Quality Transit Areas (HQTAs)." An HQTA is defined as, "generally a walkable transit village or corridor, consistent with the adopted RTP/SCS , that has a minimum density of 20 dwelling units per acre and is within a ½ mile of a well-serviced transit stop with 15-minute or less service frequency during peak commute hours." HQTA boundaries are graphically portrayed in exhibits throughout the SCS. For the City of Los Angeles, the vast majority of the City's land area falls within HQTA boundaries, as seen in the following Exhibits: 4.4, 4.9, 4.13, 4.15, and Exhibits 19, 20 and 21 in the SCS Background Documentation (see Attachment).

These HQTA boundaries encompass all neighborhoods within a ½ mile radius and appear to indicate that growth will take place throughout the area, including low density single-family

neighborhoods and industrial districts. In fact, the City is far more discriminating, and adopted land use plans reflect carefully studied areas where growth can be absorbed. Generally, land use changes to accommodate growth are typically at transit stops and on parcels fronting transit corridors. Single-family neighborhoods are generally preserved.

Recommendation: The City recommends that additional explanation be included on pages 112-113 to better describe where growth is accommodated, as indicated by the following underlined text:

> "A HQTA is generally a walkable transit village or corridor, consistent with the adopted RTP/SCS , that has a minimum density of 20 dwelling units per acre and is within a ½ mile of a well-serviced transit stop with 15-minute or less service frequency during peak commute hours. This was represented by the proportion of Greenfield versus Refill (infill and redevelopment) growth in each of the scenarios. Within these boundaries, growth within a given jurisdiction is consistent with the integrated growth forecast for that jurisdiction and is distributed according to the jurisdiction's land use plans. Thus, while areas within ½ mile of a transit stop or corridor are walkable in relation to transit, not all such areas are targeted for growth and/or land use changes."

B. Urban Centers and Growth Patterns

The SCS frames the overall land use pattern across the SCAG region around six factors. The HQTAs, discussed above, are one factor. Another factor is the region's urbanized core versus peripheral areas. Urbanized core areas, or "core centers," are defined in the SCS as, "areas where strategies such as compact community design, mixed-use development, redevelopment of aging retail areas, greater housing variety, and additional transit service are more likely to succeed." Exhibit 4.5, Urban Centers SCAG Region (see Attachment), depicts the locations of these urban centers. However, these urban centers do not appear to align with the urban centers identified in Exhibit 4.15 for areas within the City of Los Angeles.

Recommendation: The City recommends that the relationship between Exhibit 4.5 and Exhibit 4.15 be clearly described. If the two exhibits are intended to illustrate the same urbanized areas, staff recommends that the color scheme used in Exhibit 4.15 also be used in Exhibit 4.5.

C. Land Uses around Station Areas

The SCS projects higher density in urban centers, and anticipates growth in transit rich areas throughout the City of Los Angeles in order to demonstrate a decrease in GHG emissions by 2035. DCP staff compared the city's General Plan Land Use to the SCS Land Use Pattern Maps and has found that in general the SCS is consistent with the City's land use density and land use designations. However, in closely examining 76 rail and bus transit station areas, DCP staff has found instances of inflated density, which inaccurately reflects the General Plan distribution of growth.

Exhibit 21 Land Use Pattern Map 2035 (see Attachment) identifies urban centers with densities that are not consistent the community plans for these areas. Such centers would have residential densities ranging from 82 to 120 housing units or more per acre. This density is typical in the Central City and some adjacent neighborhoods, and is proposed for the Warner Center, but it is generally not appropriate throughout the rest of the city.

In addition, the following issues were found in multiple station areas.

- Multi-Family neighborhoods
  - Densities up to 178, 145, or 61 units/acre that are too high for many sites
  - Densities too high in areas adjacent to single-family neighborhoods
- Single-Family neighborhoods
  - Increase in density in strictly single-family areas that are stable and where no growth is anticipated
  - Parcels and Corridors in Historic Preservation Overlay Zones reflect density designations that are too high; these areas are stable with no projected change
  - Residential uses reflected as commercial
- Commercial Corridors
  - Density projections are too high
- Industrial Land Use
  - Industrial areas that are to be preserved as industrial are inaccurately represented as commercial or retail
  - Industrial areas that show residential designations are an inaccurate reflection as these sites are preserved
- Public Facilities
  - Land use changes at school sites that are not projected to change
  - High residential densities or commercial uses projected on public facilities such as along freeways, county jail, open space

Recommendation: The City recommends that more appropriate representations of land use around station areas be made, which can be identified on detailed annotated maps of the station areas and provided under separate cover.

D. Proposed Bikeways

The SCS emphasizes the importance of active transportation options in meeting the mobility needs of the SCAG region, including walking and biking. While SCAG has proposed a regional bikeway network, the SCS includes the contributions of localities in developing bicycle networks within the locality and linking to other transit modes, reflected in Exhibit 4.11 Proposed Bikeway Network SCAG Region (see Attachment). However, it appears that the City of Los Angeles' recently adopted 2010 Bicycle Plan for 1,684 miles of bike facilities across Los Angeles is not included in this Exhibit. Some segments of this bicycle network are in development and have been identified for funding, and are therefore included in the 2012 RTP list of transportation investments. Including the full proposed bicycle network will support the long-term commitment to pursue resources for development of the network.

Recommendation: The City recommends that the SCS include the bicycle facilities identified in the City's 2010 Bicycle Plan.

E. CEQA Streamlining Incentives for Sustainable Land Use Patterns

The 2012-2035 RTP/SCS directly addresses the opportunity for relief under the California Environmental Quality Act (CEQA). Under Senate Bill 375, the requirement to prepare a Sustainable Communities Strategy (SCS) was coupled with incentives to encourage sustainable development and implementation of an SCS. The incentives are comprised of relief under CEQA, such as streamlined documentation or exemption from environmental review requirements, for specific development types in specific locations, as long as such development is consistent with the land use reflected in the SCS. As any proposed development is considered by local jurisdictions, this CEQA relief is at the discretion of local jurisdictions. However, as written, the 2012-2035 RTP/SCS can be construed to indicate that CEQA relief is part of the land use plan and is available by right to all development that meets the qualifications.

Recommendation: The City recommends that the 2012-2035 RTP/SCS better reflect the opportunity for CEQA streamlining incentives through the following changes:

1) In the discussion of the mandate to prepare an SCS (page 106 of the 2012-2035 RTP/SCS), amend the last sentence of the second to last paragraph:
"In addition, some projects consistent with the SCS ~~are~~ may be eligible for streamlined environmental review."

2) In Exhibits 4.1, 4.2 and 4.3 regarding population, employment and household growth, respectively (see Attachment), remove the depiction of Transit Priority Project (TPP) areas. A TPP is one particular type of development that qualifies for CEQA streamlining. Depicting this in these exhibits is confusing because a TPP is not defined. Furthermore, the depiction of TPP boundaries detracts from the purpose of the exhibits, which is to show where growth is directed over the planning period of the 2012-2035 RTP/SCS.

3) In the discussion of Transportation Analysis Zones (TAZs) and Development Types (page 122 of the 2012-2035 RTP/SCS), remove the brief discussion regarding CEQA streamlining and the adequacy of TAZ-level land use information. First, this point is difficult to understand as presented and requires further explanation. Second, this point pertains to incentives available to jurisdictions and developers, not to the modeling analysis. Lastly, this point detracts from the purpose of the section, which is to describe the approach to modeling land use and transportation information. This paragraph would thus read:

> "To conduct required modeling analysis for the RTP/SCS, SCAG distributes the growth forecast data to transportation analysis zones (TAZs) to capture localized effects of the interaction of land use and transportation. ~~Additionally, SB 375 offers local governments potential CEQA relief for qualified development projects consistent with an~~

~~adopted SCS. SCAG suggests that utilizing community types at the TAZ level of geography (with an average size of 160 square acres) offers local jurisdictions adequate information and flexibility to make appropriate consistency findings for projects to be eligible to receive CEQA streamlining benefits.~~
To further facilitate regional modeling of land use information from nearly 200 separate jurisdictions, SCAG developed a simplified series of Community Types to represent the land use categories taken from the region's many general plans…"

4) A reference to the summary of the CEQA incentive (page 148 of the 2012-2035 RTP/SCS) should be included under the section "RTP/SCS Next Steps" and the summary should be moved to follow this because the incentive can be used to encourage and facilitate implementation of the SCS and is therefore better understood as a "next step." In addition, the summary should include a discussion regarding a jurisdiction's discretion in certifying the environmental review for a project, regardless of eligibility for streamlining.

5) In the SCS Background Documentation, the summary of the CEQA exemption (page 84) should include a description of a jurisdiction's discretion in certifying the environmental review for a project, regardless of eligibility for streamlining.

Thank you for this opportunity to provide comments. If you have any questions or would like additional information, please contact Naomi Guth at (213) 978-3307 or by email at Naomi.Guth@lacity.org.

Sincerely,

MICHAEL J. LOGRANDE
Director of Planning

Attachment

CC: Ken Bernstein, Principal City Planner
Naomi Guth, City Planning Associate

EXHIBIT 4.4 Compass Blueprint Demonstration Projects

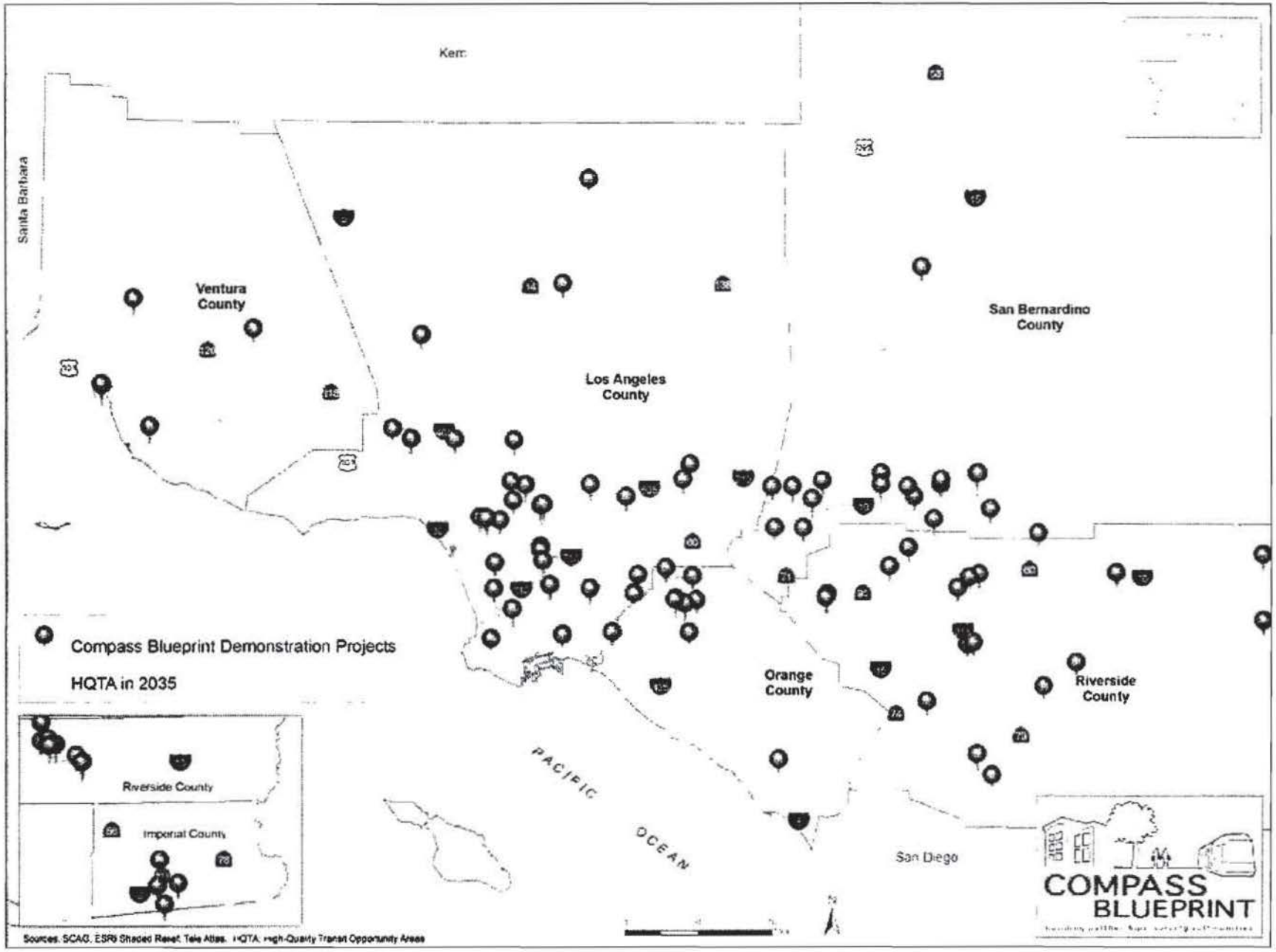


EXHIBIT 4.9 High-Quality Transit Areas (HQTA) SCAG Region

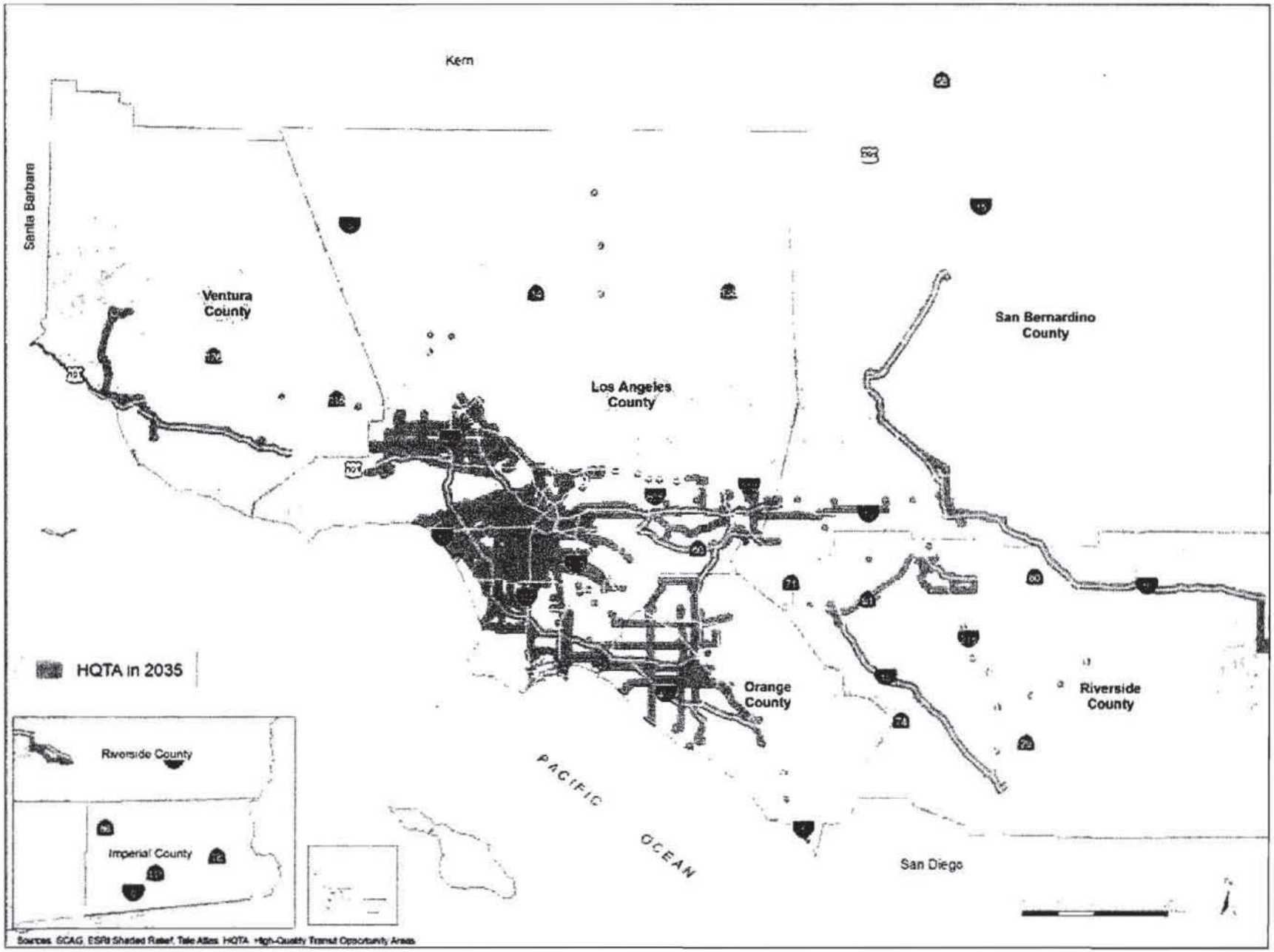


EXHIBIT 4.13 Land Use Pattern SCAG Region (2035)

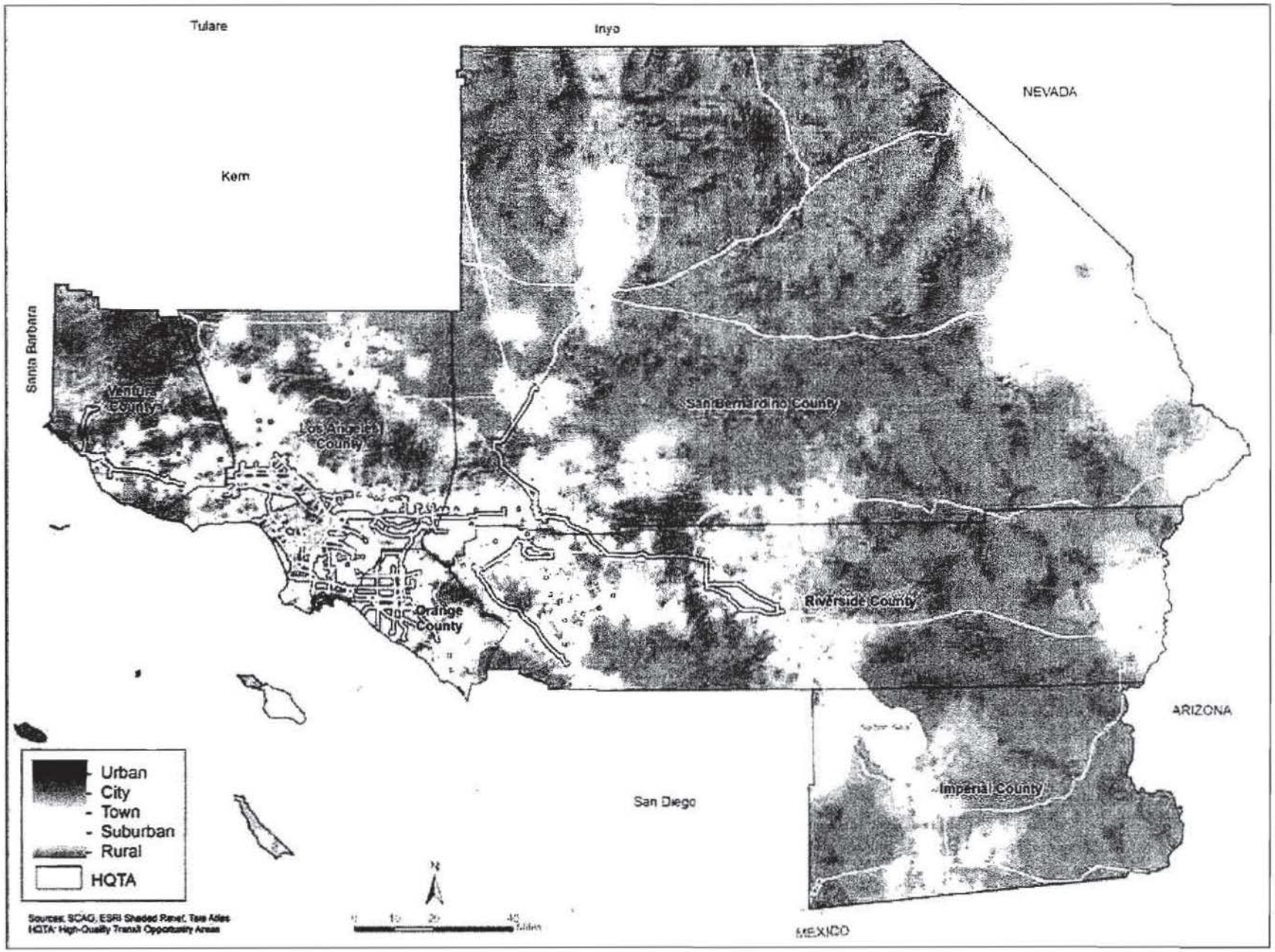


EXHIBIT 4.15 Land Use Pattern Los Angeles County (2035)

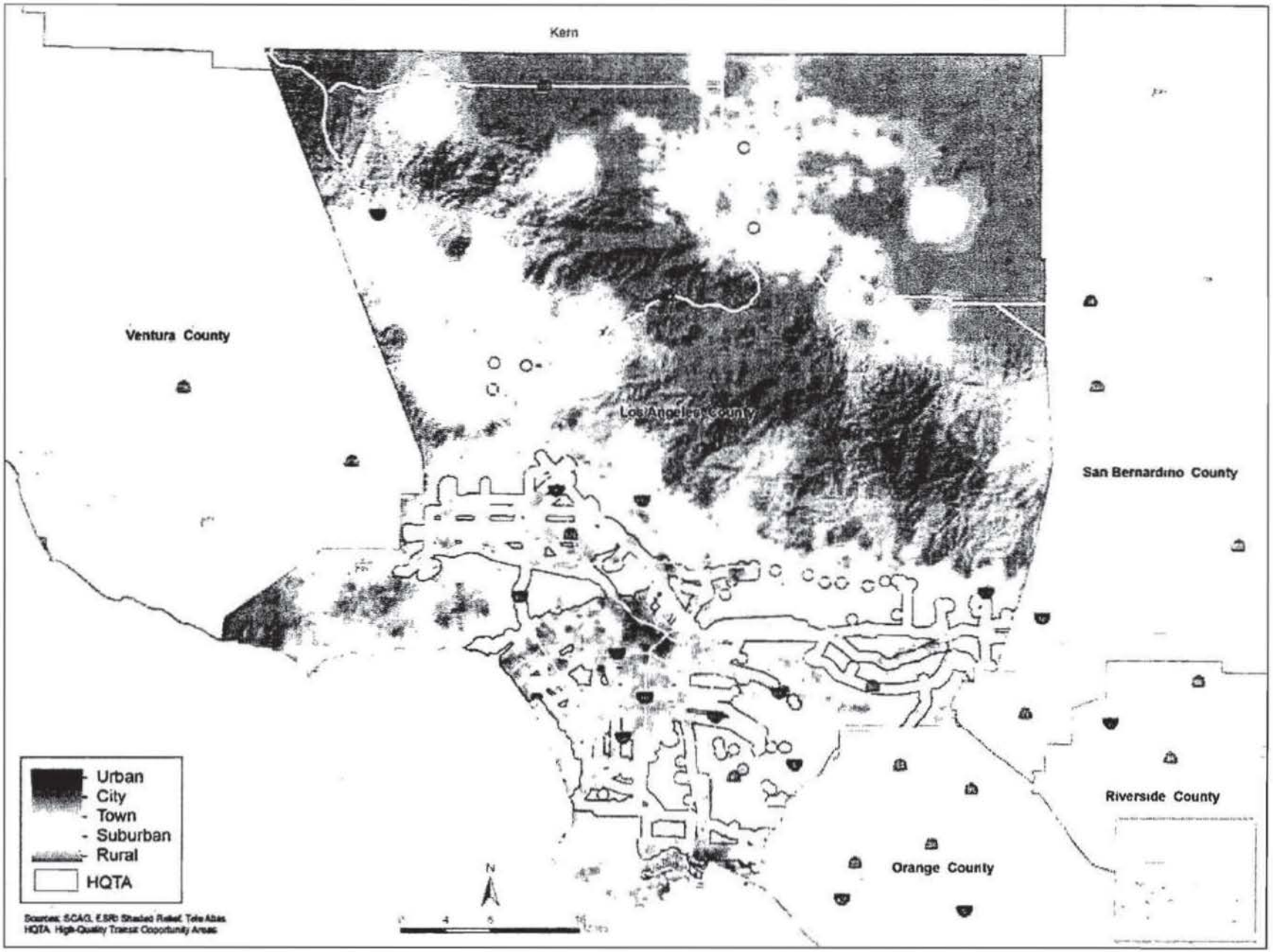


EXHIBIT 19 Land Use Pattern Map - City of Los Angeles 2008

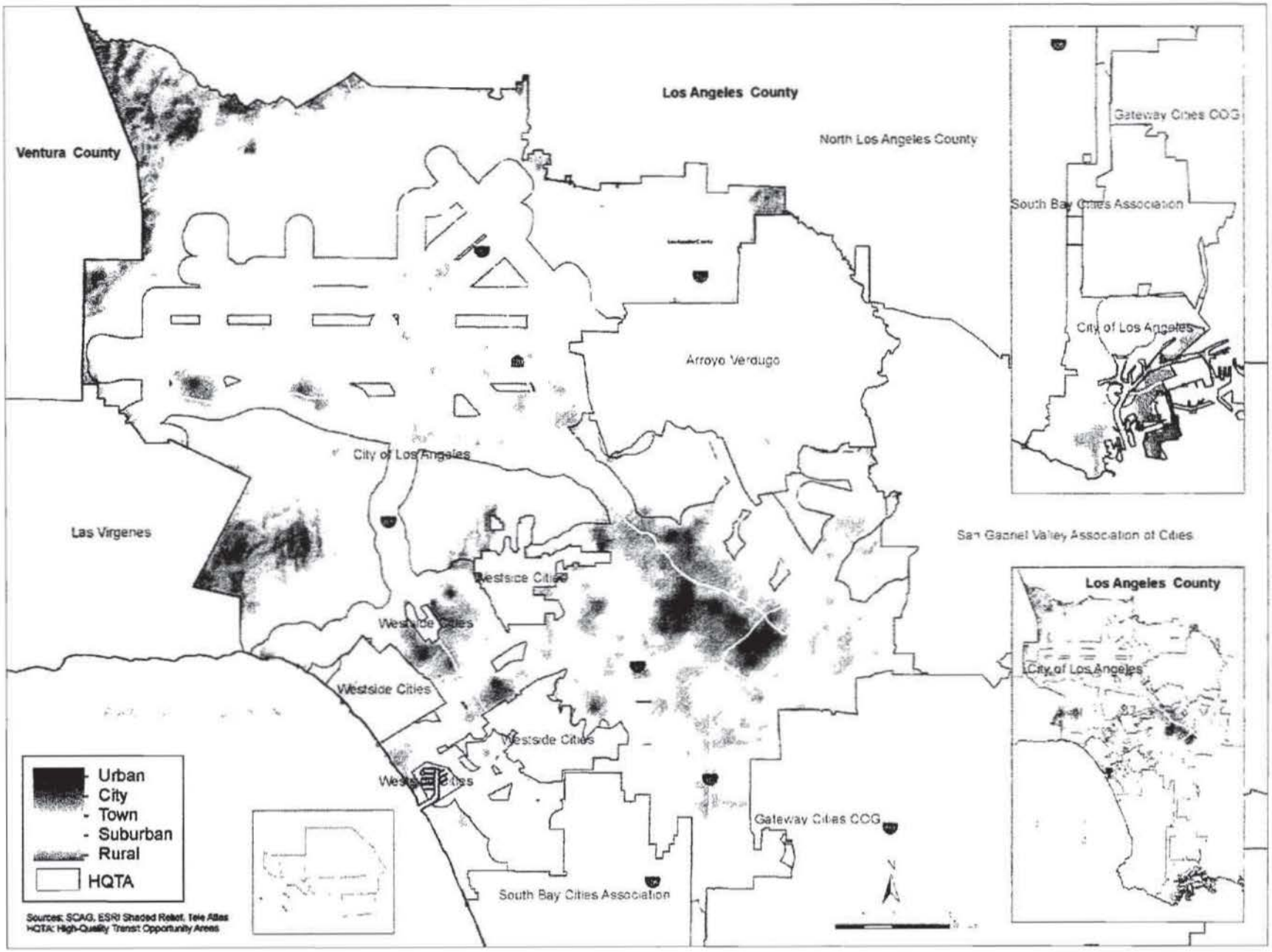


EXHIBIT 20 Land Use Pattern Map - City of Los Angeles 2020

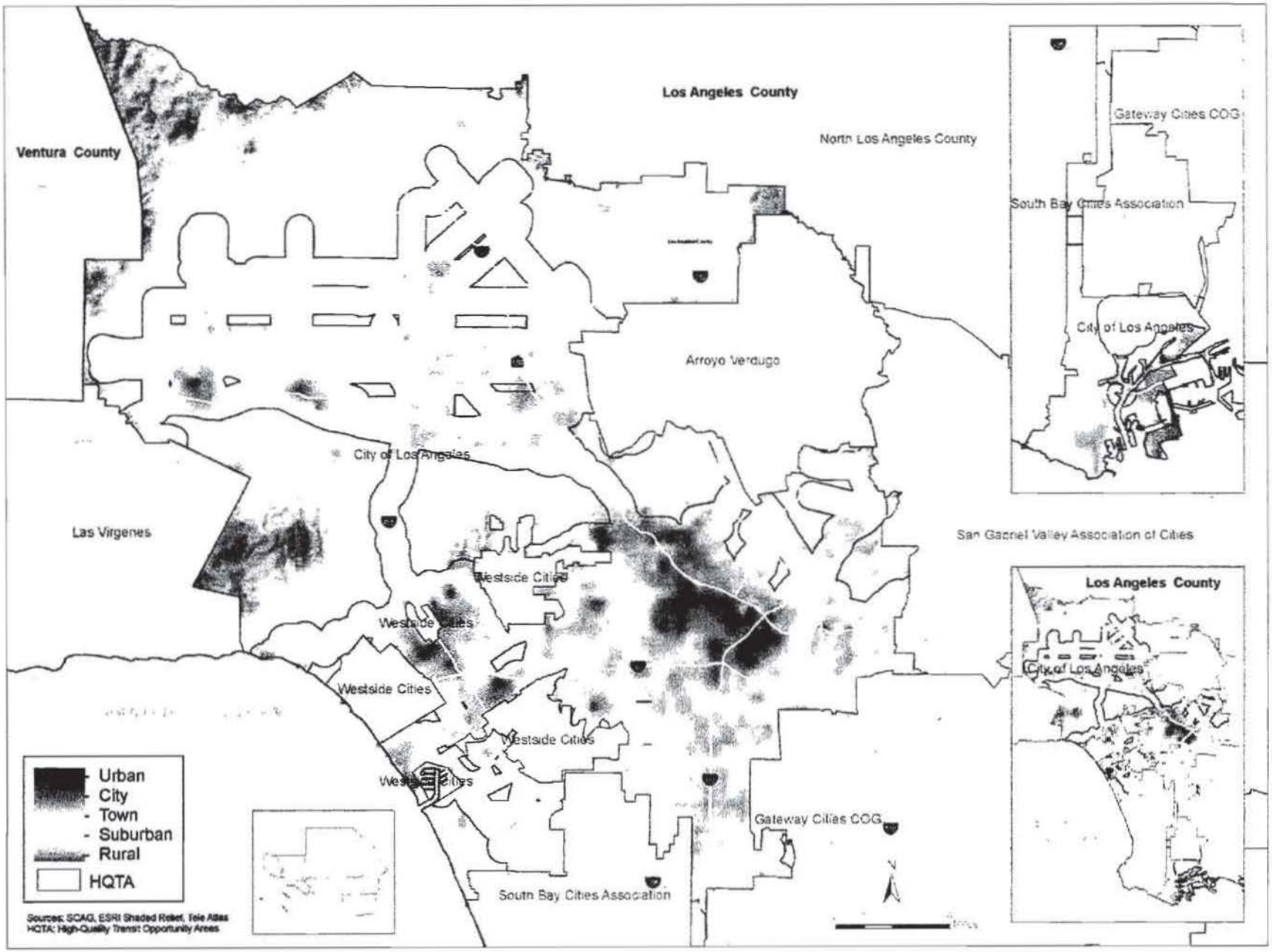


EXHIBIT 21 Land Use Pattern Map - City of Los Angeles 2035

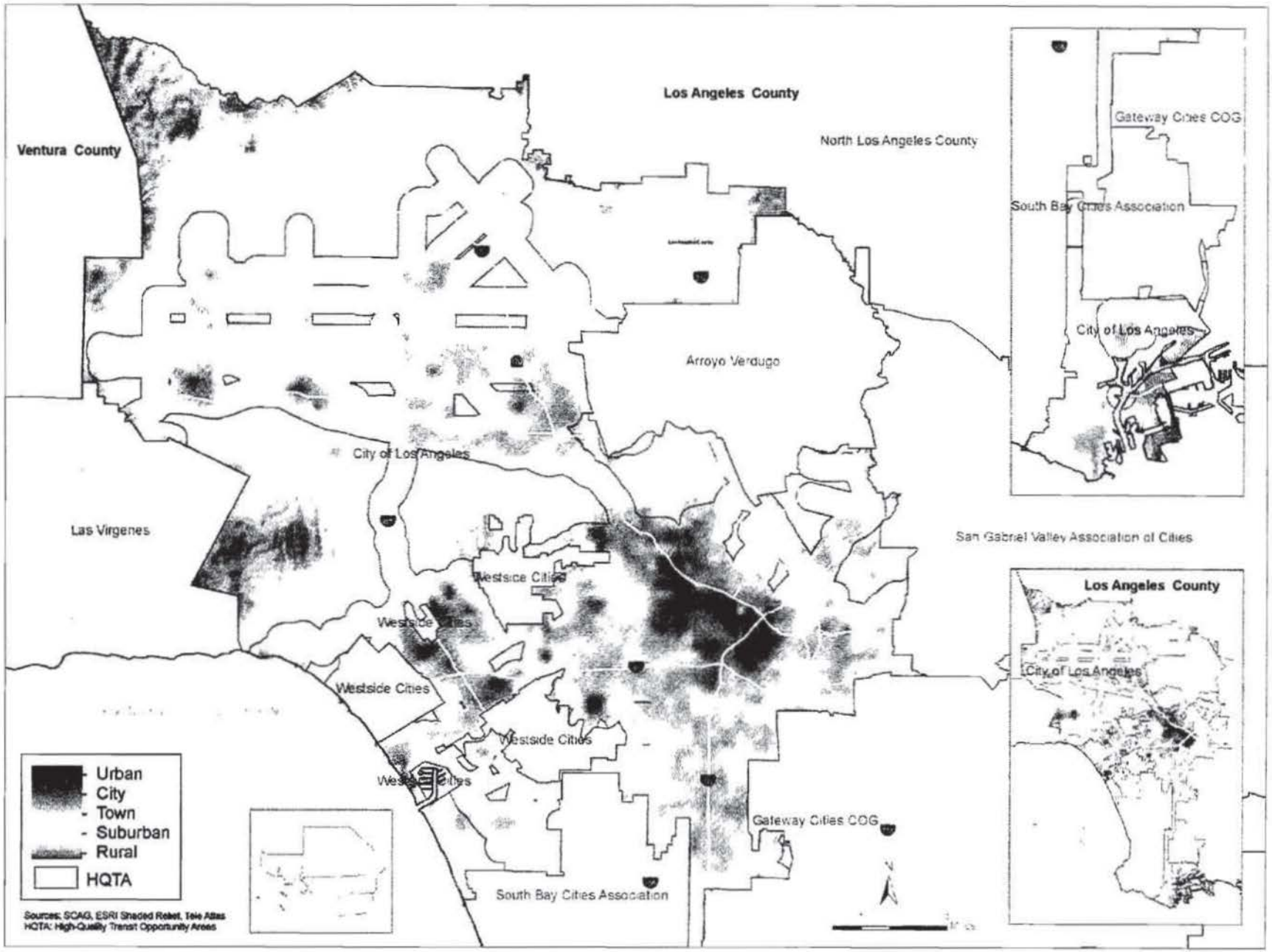


EXHIBIT 4.5 Urban Centers SCAG Region

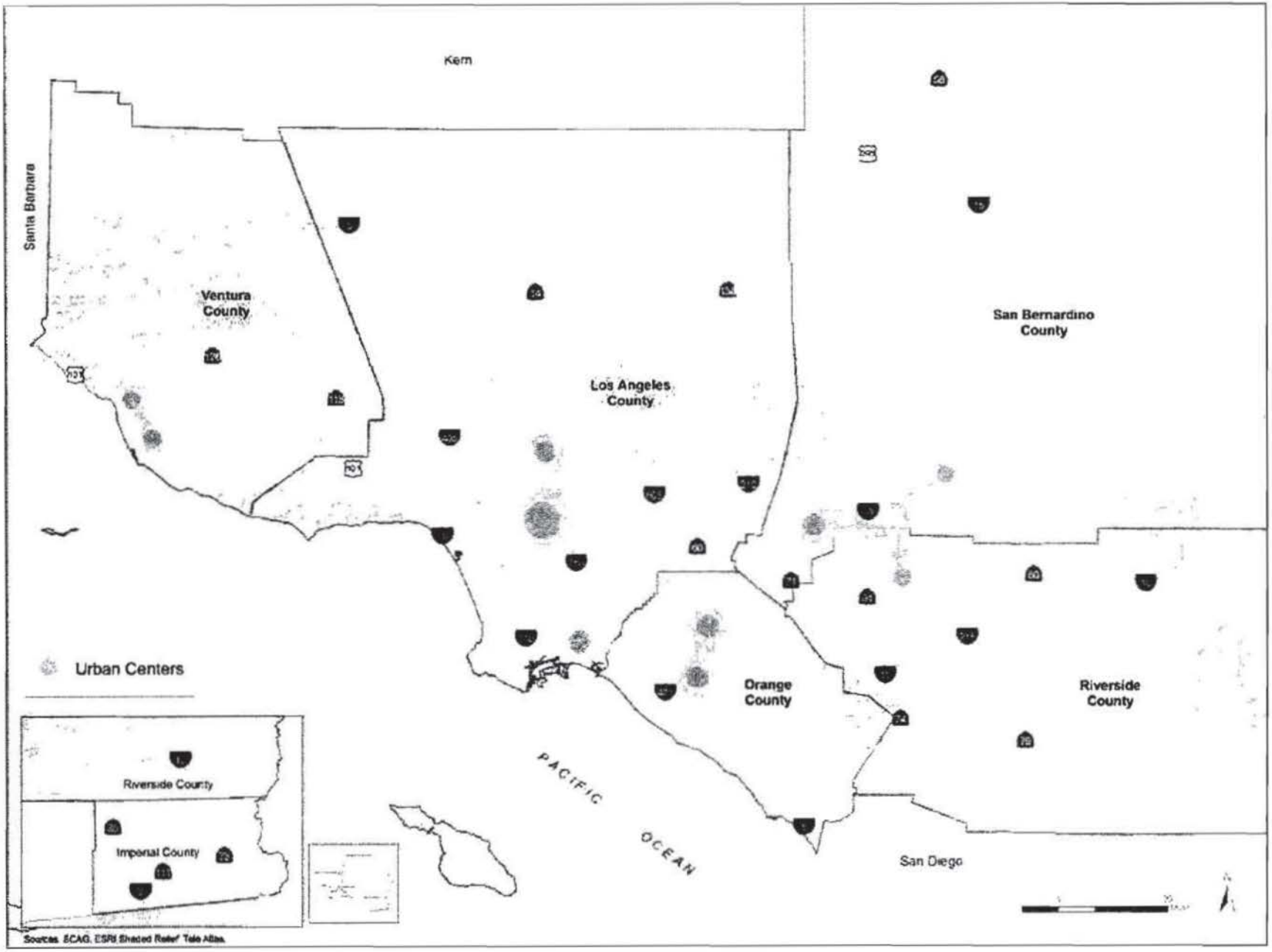


EXHIBIT 4.11 Proposed Bikeway Network SCAG Region

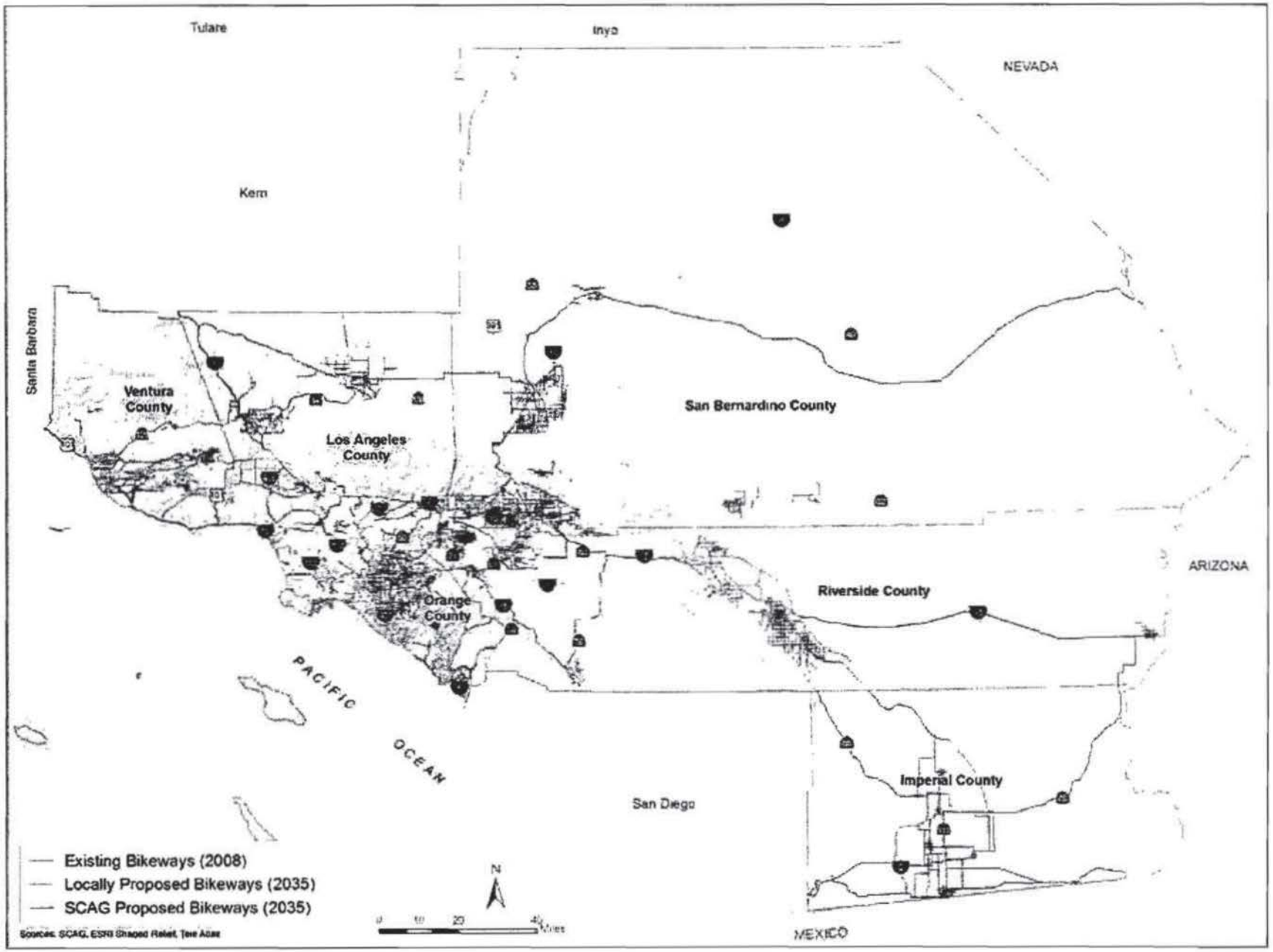


EXHIBIT 4.1 Population Growth SCAG Region (2035)

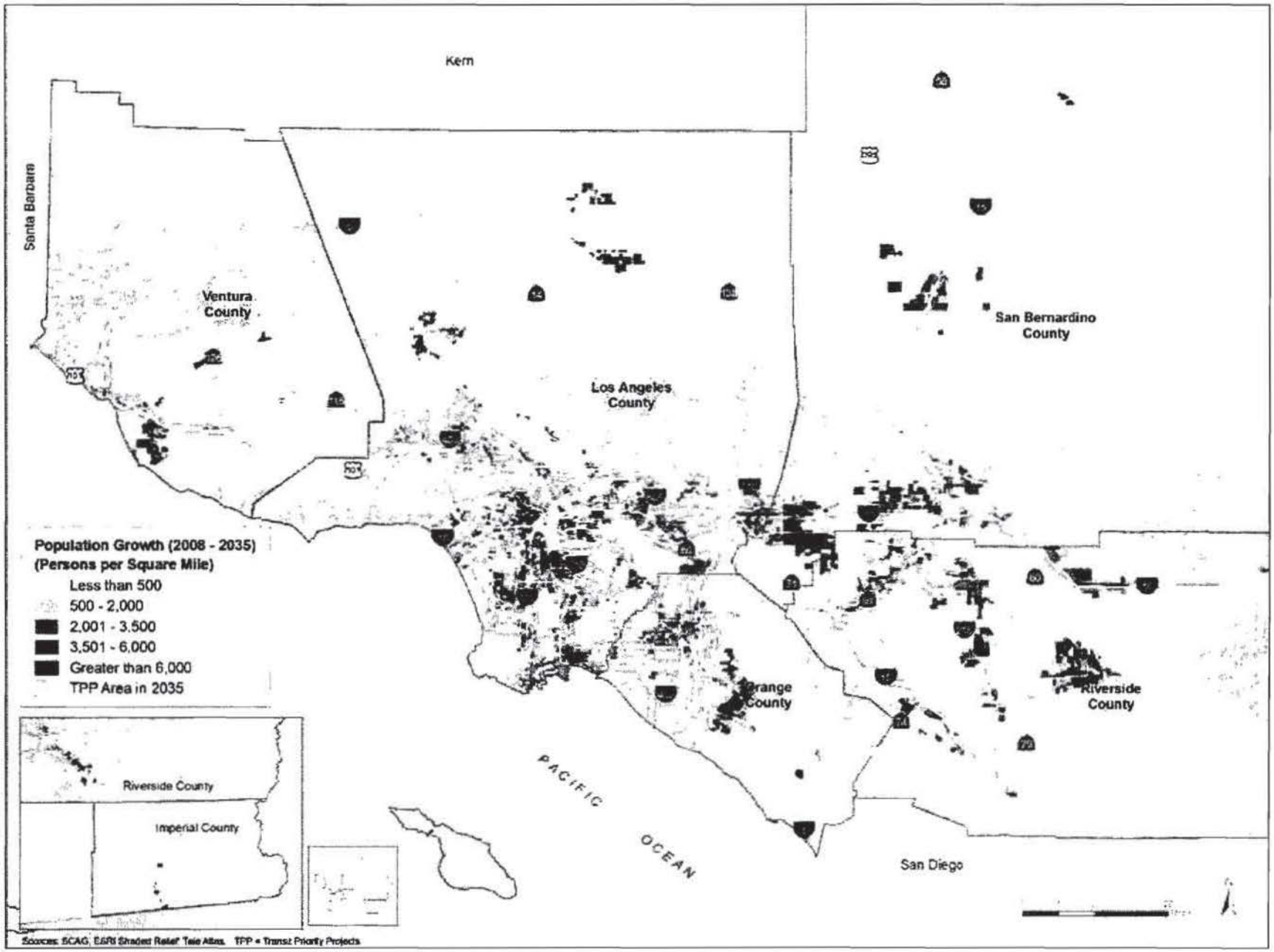


EXHIBIT 4.2 Employment Growth SCAG Region (2035)

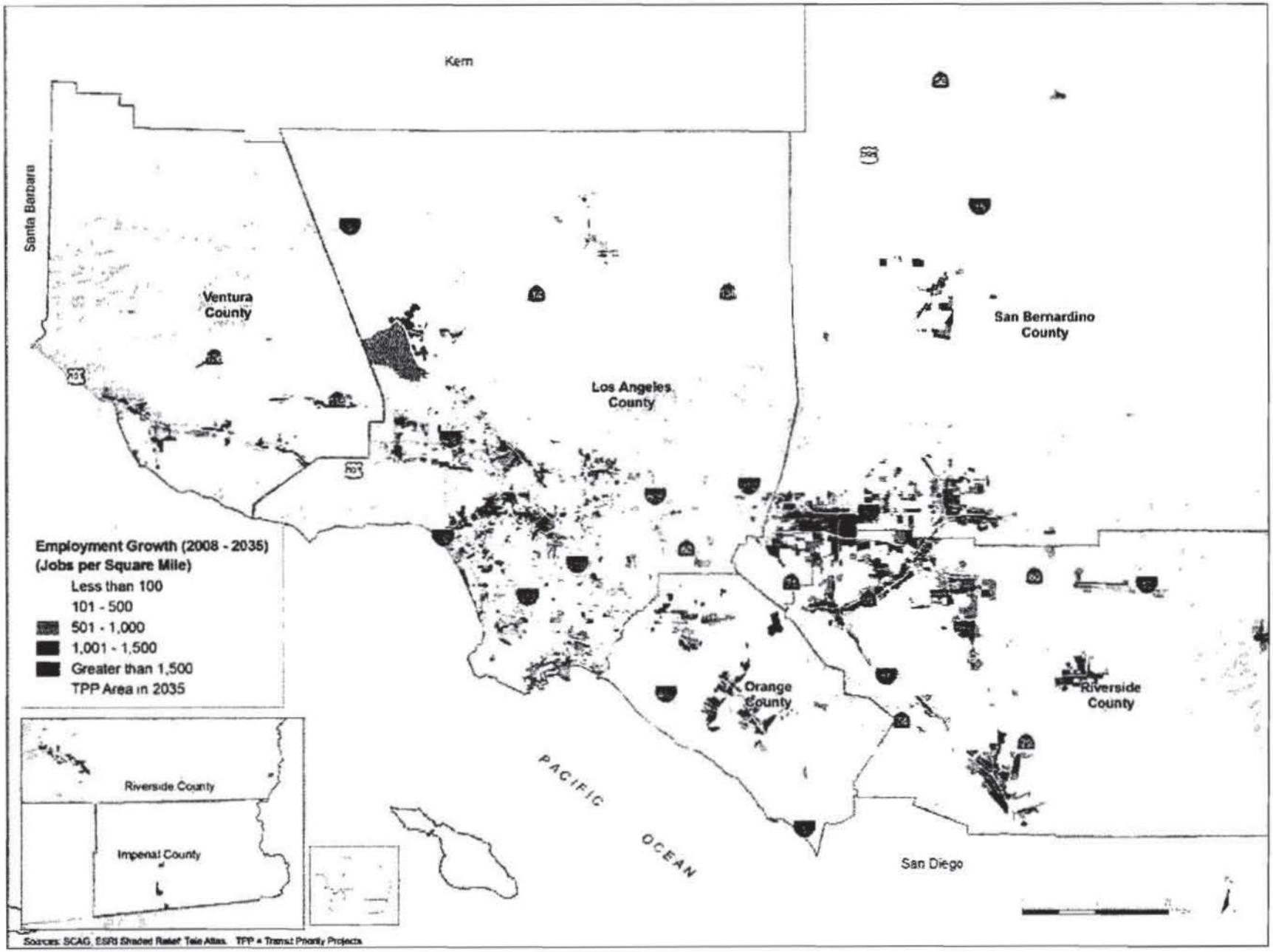
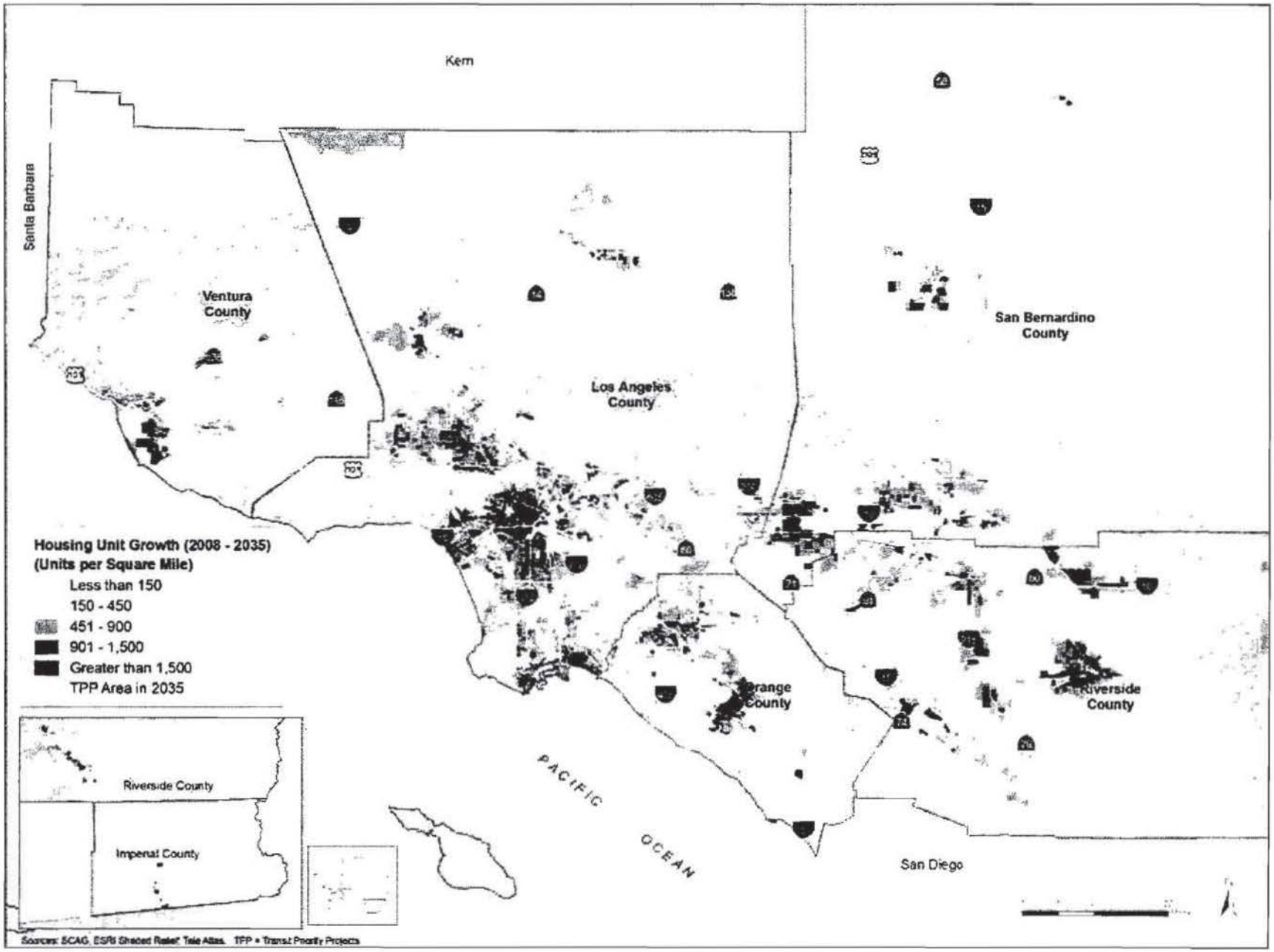


EXHIBIT 4.3 Housing Unit Growth SCAG Region (2035)



City of Los Angeles Projects Requested to be added to Strategic Plan - 2012 RTP/SCS

Strategic Projects							
County	System	Category	Route Name	From/At	To	Project Description	Lead Agency
Los Angeles	Local Highway	Capacity	11th Street	Aviation Blvd	La Cienega Blvd	Widen and restripe to accommodate two through lanes in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Alameda Street	US-101 Fwy	I-10 Fwy	Widen to 70 ft and remove embedded rails and ties, install left turn channelization and widen curb returns to reduce congestion and improve truck movement	Los Angeles City
Los Angeles	Local Highway	Capacity	Alameda Street	I-10 Fwy	7th St	Alameda St. from I-10 to Seventh St. - project includes rehabilitation of the roadway, removing enbedded rails and ties, installing left turn channelization, spot widening where needed to accommodate truck traffic	Los Angeles City
Los Angeles	Local Highway	Capacity	Alhambra Avenue	Lowell Ave	City of Alhambra city limits	Realign Alhambra Ave. between Lowell Ave. and the City of Alhambra city limits to smooth out an existing sharp s-curve and to enhance traffic and capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Anaheim Street	Farragut Ave	Dominguez Channel	Widen Anaheim St. from 78' to 84' and restripe to accommodate an additional lane in each direction; this would improve the roadway from 4 lanes to 6 lanes	Los Angeles City
Los Angeles	Local Highway	Capacity	Aviation Boulevard	Arbor Vitae St	Imperial Hwy	Widen and restripe to accommodate three through lanes in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Balboa Boulevard	Devonshire St		Widen east side of Balboa Blvd. south of Devonshire St. for approximately 500 ft., and restripe the intersection to provide dual left-turn lanes for the northbound and southbound approaches.	Los Angeles City
Los Angeles	Local Highway	Capacity	Barham Boulevard	US-101 Fwy Bridge		Replace the existing bridge to increase traffic capacity and widen/restripe southbound US-101 off-ramp at Barham Blvd to provide southbound double left turn lanes	Los Angeles City
Los Angeles	Local Highway	Capacity	Barham Boulevard	Coral Dr		Widen west side of Barham Blvd. to provide a southbound right-turn only lane on Barham Blvd. and to improve access to Universal Studios and to the 101 NB on-ramp.	Los Angeles City
Los Angeles	Local Highway	Capacity	Beverly Glen Boulevard	Mulholland Dr		Widen south leg of Beverly Glen Blvd to create a right turn only lane; ROW acquisition needed	Los Angeles City
Los Angeles	Local Highway	Capacity	Brandford Street	Laurel Canyon Blvd	Amboy Ave	Widen north side of Brandford St. to provide an additional westbound lane.	Los Angeles City
Los Angeles	Local Highway	Capacity	Broad Avenue	Harry Bridges Blvd	Water St	Build grade-separated access to waterfront area from rail lines, extend Broad Ave to Water Street, and install bike lanes and sidewalks on both side of Broad Ave	Los Angeles City
Los Angeles	Local Highway	Capacity	Bundy Drive	I-10 Fwy ramps		Reduce congestion on Bundy by reconfiguring the I-10 WB ramps (consolidate to one ramp location accommodating both the on and off ramps with new signal)	Los Angeles City
Los Angeles	Local Highway	Capacity	Burbank Boulevard	Clybourne Ave	Vineland Ave	Widen Burbank Blvd. to a major highway standard (80-foot roadway width) on both sides of street to improve roadway capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Burbank Boulevard	US-101 Fwy WB		Widening to add second westbound through lane and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Canoga Avenue	US-101 WB off-ramp		Widen westbound off-ramp to prove a right turn only lane to Canoga Ave	Los Angeles City
Los Angeles	Local Highway	Capacity	Canoga Avenue	Burbank Blvd		Widening to add a second westbound left-turn lane and a dedicated northbound right-turn lane and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Transit	Canoga Avenue	Ventura Blvd	Canoga Orange Line Station	Purchase 20 new buses to add to a Local Circulator bus system between Ventura Boulevard adn Canoga Orange Line Station. Install new bus shelters and/or enhance the existing bus shelters along the route as required	Los Angeles City
Los Angeles	Local Highway	Capacity	Canoga Avenue	Saticoy St		Widening to add southbound through lane. Change sorthbound and eastbound phasing from left-turn permitted to protected.	Los Angeles City
Los Angeles	Local Highway	Capacity	Coldwater Canyon Boulevard	Ventura Blvd	Magnolia Blvd	Remove jut-outs to add one through lane in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Corbin Avenue	Victory Blvd		Widening to add eastbound and westbound through lanes and upgrade traffic signal	Los Angeles City

Attachment E

City of Los Angeles Projects Requested to be added to Strategic Plan - 2012 RTP/SCS

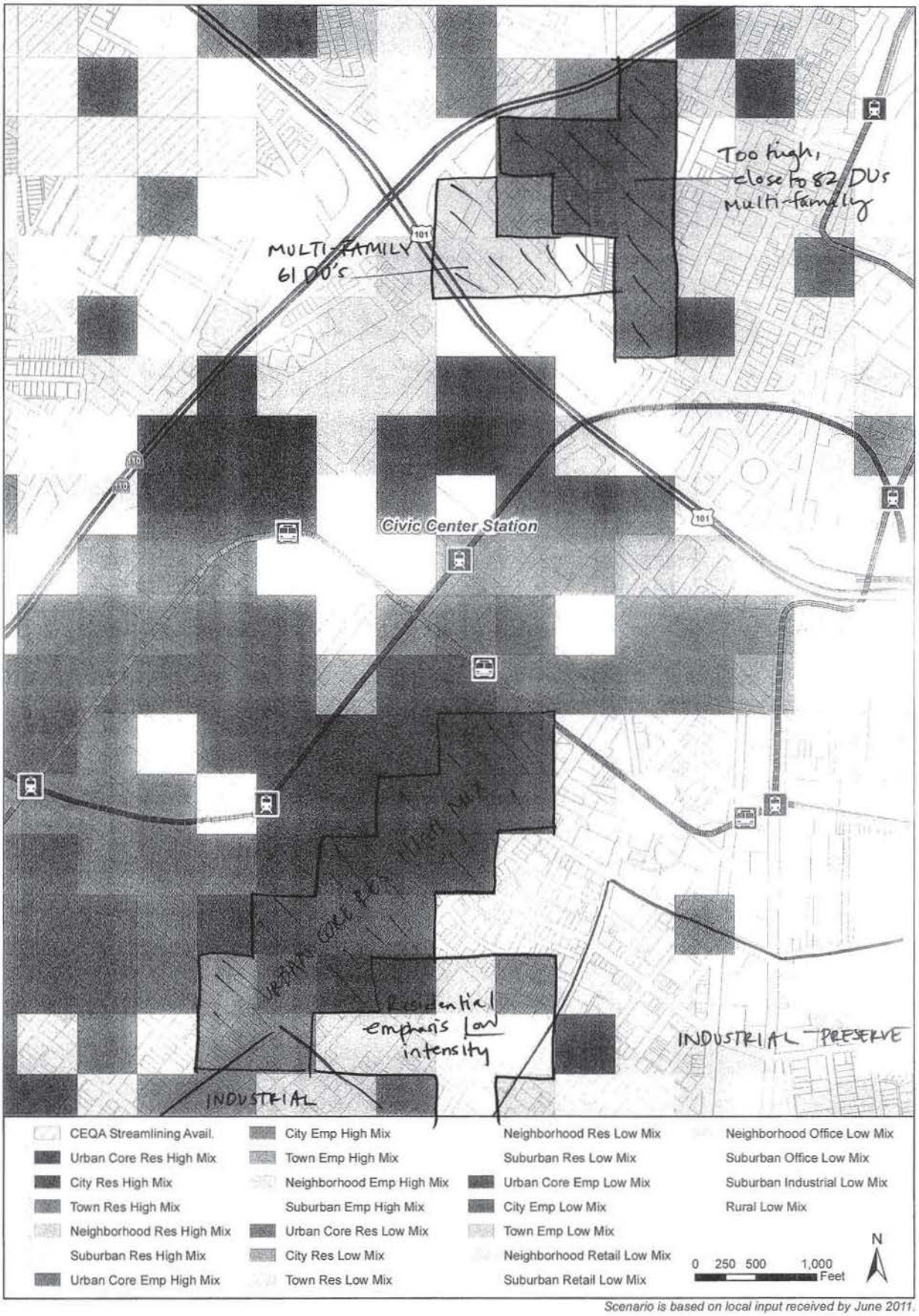
Strategic Projects							
County	System	Category	Route Name	From/At	To	Project Description	Lead Agency
Los Angeles	Local Highway	Capacity	Crenshaw Boulevard	I-10 WB on-ramp		Widen SB Crenshaw Blvd to provide a SB right-turn only lane and redesign the WB off-ramp to reduce congestion and improve intersection operation	Los Angeles City
Los Angeles	Local Highway	Capacity	Culver Boulevard	Centinela Ave	I-405 Fwy	Improve traffic flow along Culver Blvd between Centinela Ave and I-405 Freeway including providing left-turn lanes at key signalized intersections (including Inglewood Blvd)	Los Angeles City
Los Angeles	Local Highway	Capacity	De Soto Aveue	Ventura Blvd	Clark St	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	De Soto Aveue	Saticoy St		Widening to add eastbound and westbound right turn lanes and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	De Soto Street	Parthenia St		Widening to add dedicated eastbound westbound right turn lane and northbound phasing from left-turn permitted to protected.	Los Angeles City
Los Angeles	Local Highway	Capacity	De Soto Street	Califa St		Widening to add northbound and westbound right-turn lanes and install new traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Enterprise Street	Mateo St (near WB I-10 off-ramp)		Widen Enterprise St at Mateo St (near WB-10 off-ramp) to improve truck movement at curb returns	Los Angeles City
Los Angeles	Local Highway	Capacity	Fallbrook Avenue	Victory Blvd		Widening to add westbound right turn lane and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Figueroa Street	146th St	Redondo Beach Blvd	Widen Figueroa St to major highway standard from 62 ft to 80 ft to provide three lanes in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Fletcher Street Bridge	LA River		Widen to increase capacity and improve access to I-5 Fwy; add bike lanes and sidewalks	Los Angeles City
Los Angeles	Local Highway	Capacity	Foothill Boulevard	Balboa Blvd		Widen north of Balboa Blvd over culvert and widen west leg of Foothill Blvd at Balboa Blvd. Upgrade traffic signal to improve intersection capacity	Los Angeles City
Los Angeles	Local Highway	Capacity	Forest Lawn Drive	near SR-134 Bridge	/LA River	Construct a new bridge with bike path (including equestrian trail) over LA River at LAEC. Re-align the SR-134 freeway on/off ramps at Forest Lawn Dr. to improve flow and capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Fountain Avenue	Sunset Blvd	Western Ave	Widen Fountain Ave to add a left-turn lane at each intersection-ROW acquisition needed	Los Angeles City
Los Angeles	Local Highway	Capacity	Glenoaks Boulevard	Sunland Blvd		Widen Glenoaks Blvd to provide an eastbound right-turn lane	Los Angeles City
Los Angeles	Local Highway	Capacity	Grand Avenue Bridge	Cesar Chavez Ave	Temple St	Widen bridge over US-101 Fwy to improve access to US-101, SR-110, future school and Grand Ave.	Los Angeles City
Los Angeles	Local Highway	Capacity	Grand Avenue Bridge	Over US 101 Fwy		Widen the Existing bridge to provide dual left-turn lane onto the 101 and 110 freeways on-ramps, includes, and add through lane and right-turn lane, and widen sidewalk.	Los Angeles City
Los Angeles	Local Highway	Capacity	Imperial Highway	Sepulveda Blvd	Pershing Dr	Widen to provide continuous three through lanes in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Irwin Street	Owensmouth Ave	De Soto St	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	La Cienega Boulevard	Arbor Vitae St	111th St	Widen and restripe to accommodate three through lanes in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	La Tijera Boulevard	Airport Blvd	La Cienega Blvd	Widen and restripe to provide continuous three through lanes in each direction	Los Angeles City
Los Angeles	Local Highway	Capacity	Laurel Canyon Boulevard	Mulholland Dr		Widen the west side of Laurel Canyon Blvd south of Mulholland Dr to carry two southbound lanes through the intersection	Los Angeles City
Los Angeles	Local Highway	Capacity	Lincoln Boulevard	Jefferson Blvd	Fiji Way	Partnering with Caltrans & LA County, improve Lincoln Blvd between Jefferson Blvd & Fiji Way including removing the existing bottleneck by replacing/widening the existing bridge to provide an add'l lane in each direction & on-street bike lanes	Los Angeles City
Los Angeles	Local Highway	Capacity	Maclay Street	Gladstone Ave		Remove jut-outs on Maclay at Gladstone and install a new traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Magnolia Boulevard	Cahuenga Blvd	Vineland Ave (north side)	Widen the north side of Magnolia Blvd. to provide an additional lane in the westbound direction.	Los Angeles City

City of Los Angeles Projects Requested to be added to Strategic Plan - 2012 RTP/SCS

Strategic Projects							
County	System	Category	Route Name	From/At	To	Project Description	Lead Agency
Los Angeles	Local Highway	Capacity	Mason Avenue	Saticoy St		Widening to add Exclusive right-turn lanes for all approaches and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Mission Road	Griffin Ave	Marengo St	Widen Mission Road to provide an additional through lane in each direction, and install new pedestrian signal at Sichel Street	Los Angeles City
Los Angeles	Local Highway	Capacity	Moorpark Avenue	Woodman Ave	Mammoth Ave	Widen Moorpark Ave. to increase capacity and install street lights, curb, and gutter.	Los Angeles City
Los Angeles	Local Highway	Capacity	North Main Street	Albion St		Grade seperate North Main Street over the exiting Metrolink and freight tracks; reduces delays for vehicles and transit riders traveling on Main Street	Los Angeles City
Los Angeles	Local Highway	Capacity	North Spring Street	Roundout St	Baker St	Widen N. Spring St. between Roundout St. to Baker St. from 44 ft. to an 80' roadway width and install landscaped medians	Los Angeles City
Los Angeles	Local Highway	Capacity	Olympic Boulevard	Soto St		Improvements to the intersection by increasing the curb return radius of all four corners and Olympic Blvd approaches. ROW required	Los Angeles City
Los Angeles	Local Highway	Capacity	Olympic Boulevard	Alameda St		Widen to improve truck movement (right-of-way required)	Los Angeles City
Los Angeles	Local Highway	Capacity	Olympic Boulevard	Santa Fe Ave		Widening curb retrun to improve truck movement through the intersection.	Los Angeles City
Los Angeles	Local Highway	Capacity	Owensmouth Avenue	Canyon Creek Dr (Private)		Widening to add southbound and eastbound right-turn lanes, add a northbound left-turn lane, and upgrade traffic signal.	Los Angeles City
Los Angeles	Local Highway	Capacity	Owensmouth Avenue	Saticoy St		Widening to add northbound left-turn and upgrade traffic signal.	Los Angeles City
Los Angeles	Local Highway	Capacity	Oxnard Street	White Oak Ave	Lindley Ave	[illegible] (Require additional ROW) to allow through lane in each	Los Angeles City
Los Angeles	Local Highway	Capacity	Oxnard Street	AMC Dwy	De Soto St	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Reseda Boulevard	Burbank Blvd	US-101 Fwy WB ramps	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Riverside Drive	SR-134 Fwy		Widen the bridge to improve the capacity and to add the bike lane	Los Angeles City
Los Angeles	Local Highway	Capacity	Robertson Avenue	National Blvd	/I-10 Fwy Interchange	Reconfigure existing ramps and construct new ramps to improve capacity	Los Angeles City
Los Angeles	Local Highway	Capacity	Roxford Street	Sepulveda Blvd		Realign Roxford St. at Sepulveda Blvd. by widening curb radius to enhance traffic flow.	Los Angeles City
Los Angeles	Local Highway	Capacity	San Fernando Road	Sierra Hwy	Roxford St	Install a center-reversible lane on the Old Road to provide extra capacity during peak hours along an approximately 3 mile segment.	Los Angeles City
Los Angeles	Local Highway	Capacity	Santa Fe Avenue	Porter St		Widening curb retrun to improve truck movement through the intersection.	Los Angeles City
Los Angeles	Local Highway	Capacity	Saticoy Street	Van Nuys Blvd	Woodman Ave	Construct grade seperation and extend roadway westerly from Woodman Ave to Van Nuys Blvd	Los Angeles City
Los Angeles	Local Highway	Capacity	Sepulveda Boulevard	National Blvd	Olympic Blvd	Widen to major highway standard and increase number of through lanes from two to three lanes	Los Angeles City
Los Angeles	Local Highway	Capacity	Sepulveda Boulevard Corridor	Wilshire Blvd	LAX	Partnering with Culver City & LA County, identify and implement ways of improving traffic flow, carrying capacity, and efficiency in the utilization of the Sepulveda Corridor from Wilshire to LAX.	Los Angeles City
Los Angeles	Local Highway	Capacity	Sepulveda Tunnel	Mulholland Bridge		Widen existing tunnel to provide additional traffic lanes and bike lanes	Los Angeles City
Los Angeles	Local Highway	Capacity	Sherman Way Avenue	Jordan Ave	De Soto St	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Shoup Avenue	Irwin Ave		Widening to add northbound right turn lane and upgrade traffic signal to include northbound protected left-turn phasing	Los Angeles City

City of Los Angeles Projects Requested to be added to Strategic Plan - 2012 RTP/SCS

Strategic Projects							
County	System	Category	Route Name	From/At	To	Project Description	Lead Agency
Los Angeles	Local Highway	Capacity	Shoup Avenue	Oxnard St		Widening to add northbound right turn lane and upgrade traffic signal to include westbound and northbound protected left-turn phasings	Los Angeles City
Los Angeles	Local Highway	Capacity	Shoup Avenue	Vanowen St		Widening to add eastbound right turn lane and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Shoup Avenue	Sherman Way		Widening to add northbound right turn lane and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Slauson Avenue	110 Fwy	Alameda St	Design and construction of street improvements and signage for commercial vehicles	Los Angeles City
Los Angeles	Local Highway	Capacity	Topanga Canyon Boulevard	Mulholland Dr		Widening toadd a southbound right-turn lane and upgrade traffic signal to include southbound right-turn overlap phase	Los Angeles City
Los Angeles	Local Highway	Capacity	Topanga Canyon Boulevard	Roscoes Bvd		Widening to add northbound left-turn and southbound right-turn lanes and traffic signal upgrade.	Los Angeles City
Los Angeles	Local Highway	Capacity	Topanga Canyon Boulevard	Vanowen St	Ventura Blvd	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity. Install new signal at Topanga Canyon Blvd. and Califa St.	Los Angeles City
Los Angeles	Local Highway	Capacity	Vaiel Avenue	Kittridge St		Widening to add eastbound and westbound through lanes and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Valley Boulevard	San Pablo St	Boca Ave	Improve capacity and enhance traffic flow at railroad crossing by widening to add lanes, to improve curb, and to upgrade signal systems and rail road equipment along Valley Blvd.	Los Angeles City
Los Angeles	Local Highway	Capacity	Van Ness Avenue	US-101 Fwy SB off-ramp	Sunset Blvd	Widen both sides of Van Ness Ave. to accommodate one additional southbound lane.	Los Angeles City
Los Angeles	Local Highway	Capacity	Vanalden Avenue	US-101 Fwy EB ramps	/Ventura Blvd	Widening to add westbound through lane and upgrade traffic signal to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Vanowen Avenue	Owensmouth Ave	Mason Ave	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Transit	Variel Avenue	Oxnard St		Construction of a 4th Orange Line Station in Warner Center Area	Los Angeles City
Los Angeles	Local Highway	Capacity	Ventura Boulevard	Shoup Ave	US-101 SB ramps	Widen between Shoup Ave and US-101 freeway southbound ramps to provide double left-turn lanes	Los Angeles City
Los Angeles	Local Highway	Capacity	Vermont Avenue	Washington Blvd	I-10 Fwy WB off-ramp	Widen 10 ft. of east-side of Vermont Ave to provide left-turn lane	Los Angeles City
Los Angeles	Local Highway	Transit	Victory Boulevard	Owensmouth Ave to Oxnard	Variel Ave to Victory Blvd	Purchase 20 new buses to add to a Local Circulator bus system to operate from Victory to Owensmouth to Oxnard to Variel and back to Victory. Install new bus shelters and/or enhance the existing bus shelters along the route as required	Los Angeles City
Los Angeles	Local Highway	Capacity	Victory Boulevard	Owensmouth Ave	Winnetka Ave	Intersection widening to add through and/or turn lanes, and upgrade traffic signal to include new phasing as needed to improve intersection capacity.	Los Angeles City
Los Angeles	Local Highway	Capacity	Western Avenue	Florence Ave	80th St/Manchester Ave	Widen east side of Western Ave. to accomodate left-turn lanes at various intersections within the project limits.	Los Angeles City
Los Angeles	Local Highway	Capacity	Western Avenue	Exposition Blvd		Widen Western Blvd. to add northbound and southbound left-turn lanes at Exposition Blvd.	Los Angeles City
Los Angeles	Local Highway	Capacity	Wilshire Boulevard	San Vicente Blvd	Centinela Ave	Arterial widening to provide an additional lane in each direction.	Los Angeles City
Los Angeles	Local Highway	Capacity	Winnetka Avenue	Vanowen St		Widening to add northbound and southbound right-turn lanes and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Winnetka Avenue	Ventura Blvd		Change westbound right-turn lane to a shared through-right turn lane, add an eastbound left-turn lane, and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Winnetka Avenue	Oxnard St		Widening to add westbound right turn lane and upgrade traffic signal	Los Angeles City
Los Angeles	Local Highway	Capacity	Woodlake Avenue	Victory Blvd		Widening to add northbound shared-through right turn lane and upgrade traffic signal	Los Angeles City



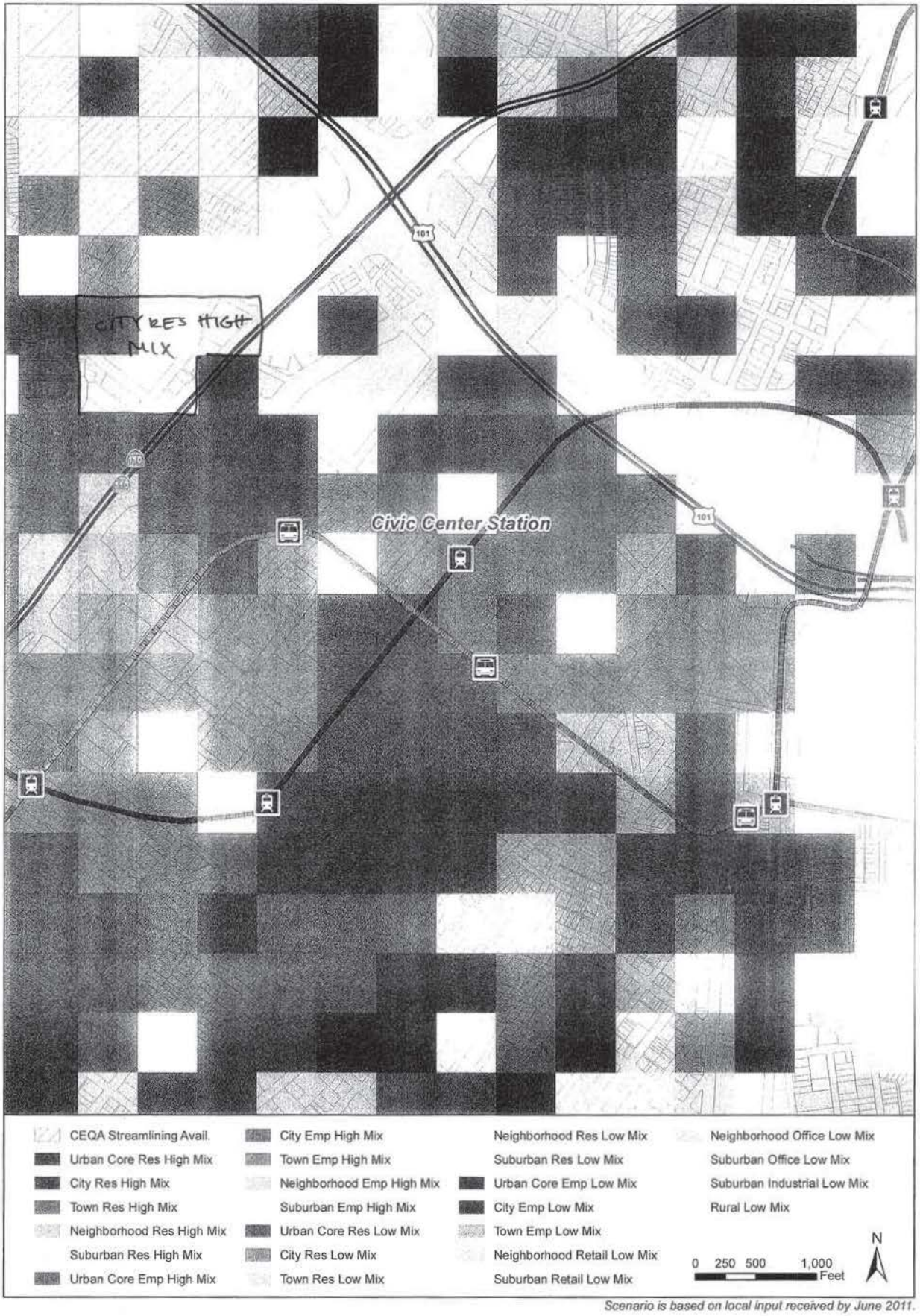
Scenario is based on local input received by June 2011.

Civic Center Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

– Same as 08 w/ additional comment

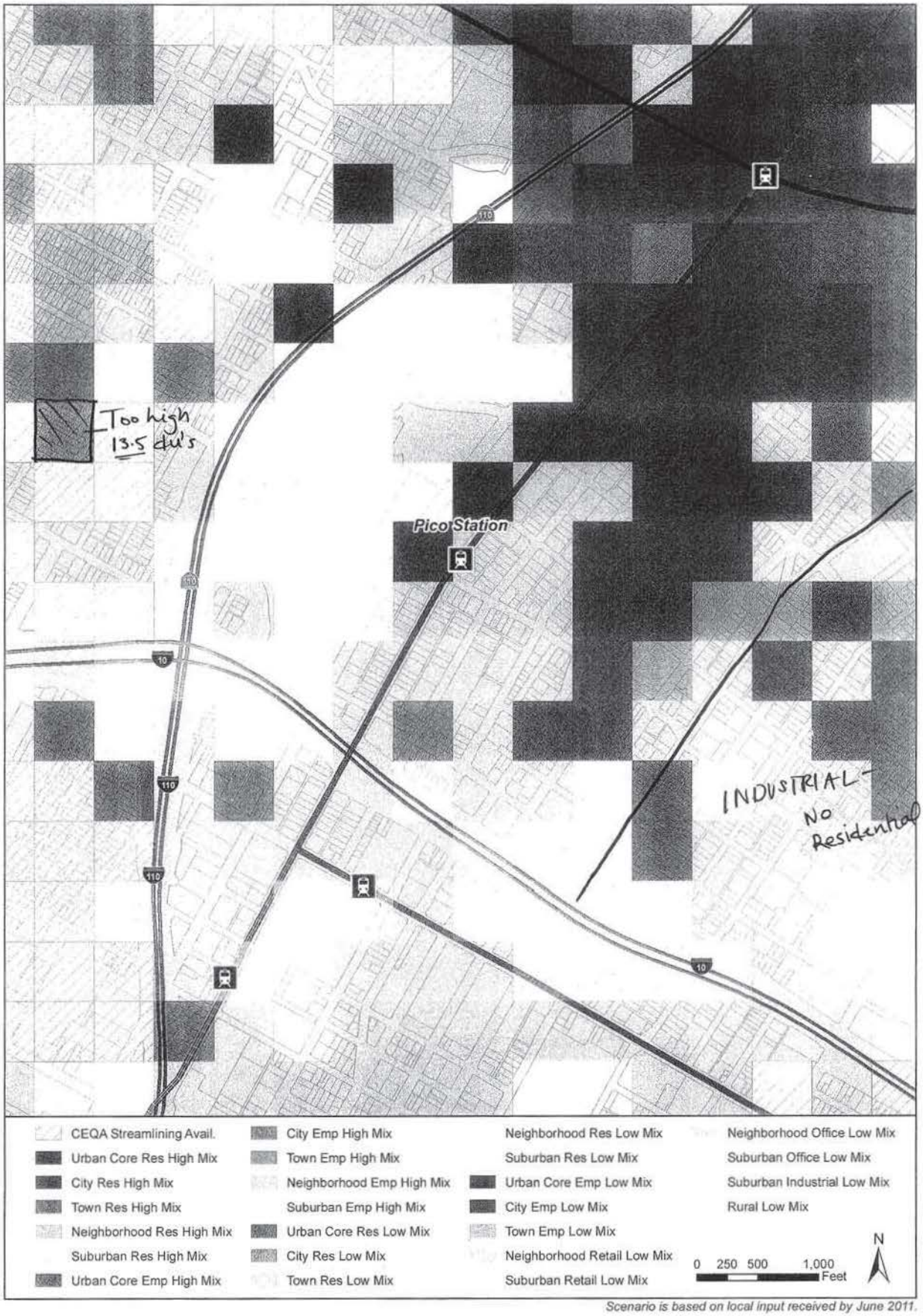


Scenario is based on local input received by June 2011.

Civic Center Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



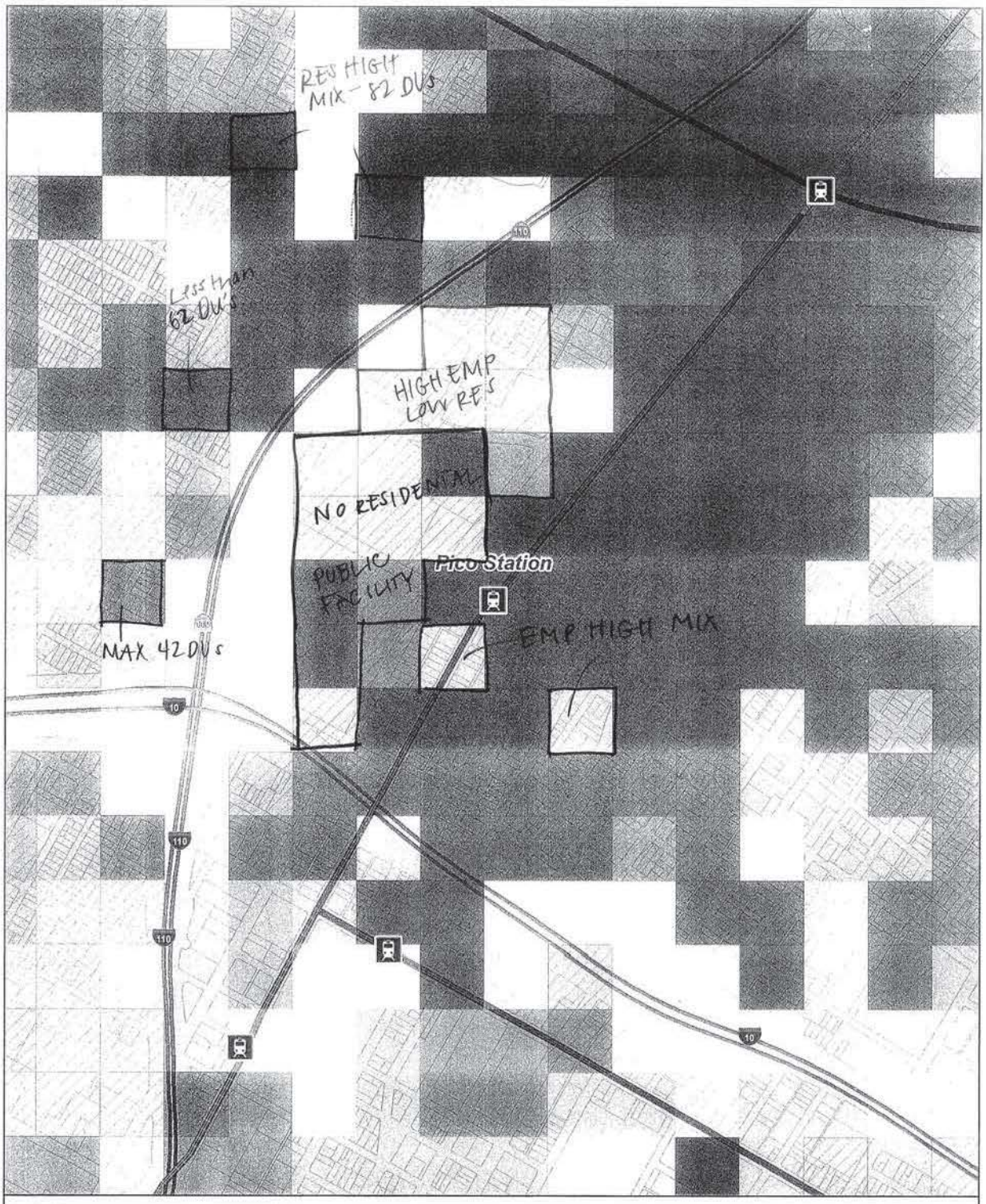
Scenario is based on local input received by June 2011.

Pico Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

- Same as 08 with additional comments



CEQA Streamlining Avail.	City Emp High Mix	Neighborhood Res Low Mix	Neighborhood Office Low Mix
Urban Core Res High Mix	Town Emp High Mix	Suburban Res Low Mix	Suburban Office Low Mix
City Res High Mix	Neighborhood Emp High Mix	Urban Core Emp Low Mix	Suburban Industrial Low Mix
Town Res High Mix	Suburban Emp High Mix	City Emp Low Mix	Rural Low Mix
Neighborhood Res High Mix	Urban Core Res Low Mix	Town Emp Low Mix	
Suburban Res High Mix	City Res Low Mix	Neighborhood Retail Low Mix	
Urban Core Emp High Mix	Town Res Low Mix	Suburban Retail Low Mix	

0 250 500 1,000 Feet

N

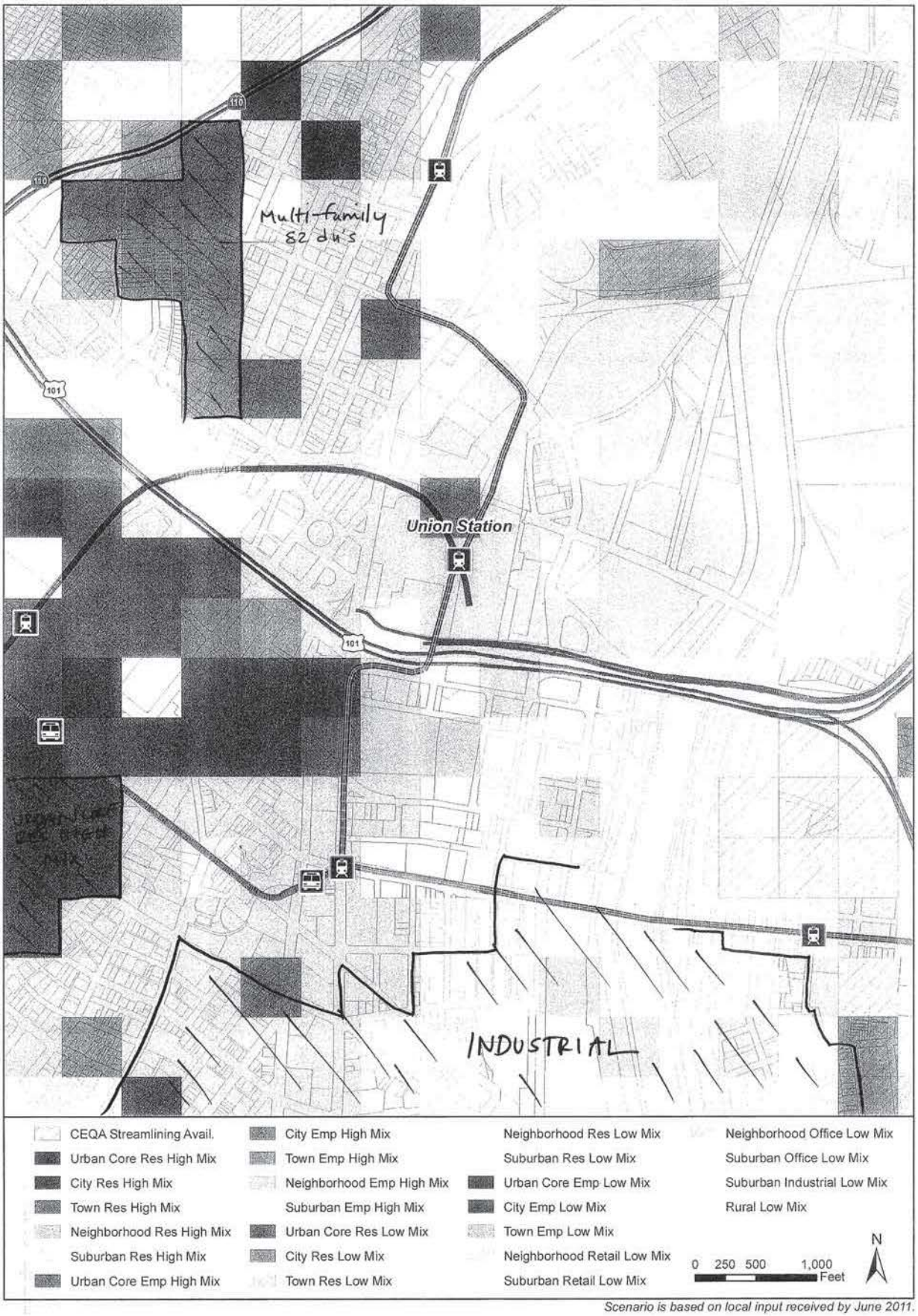
Scenario is based on local input received by June 2011.

Pico Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



Scenario is based on local input received by June 2011.

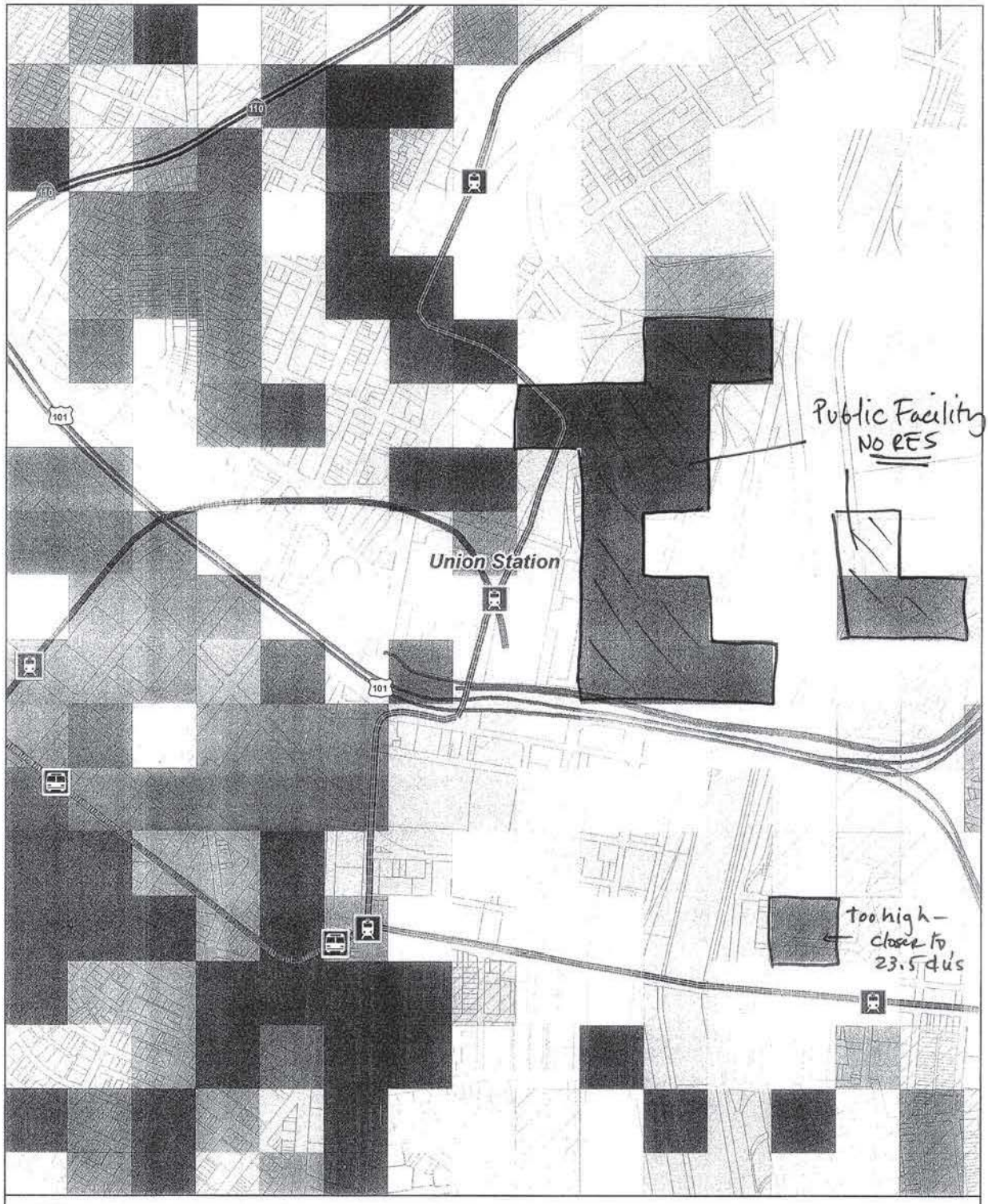
Union Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

- Same as 08 w/ additional annotations below



CEQA Streamlining Avail.
Urban Core Res High Mix
City Res High Mix
Town Res High Mix
Neighborhood Res High Mix
Suburban Res High Mix
Urban Core Emp High Mix
City Emp High Mix
Town Emp High Mix
Neighborhood Emp High Mix
Suburban Emp High Mix
Urban Core Res Low Mix
City Res Low Mix
Town Res Low Mix
Neighborhood Res Low Mix
Suburban Res Low Mix
Urban Core Emp Low Mix
City Emp Low Mix
Town Emp Low Mix
Neighborhood Retail Low Mix
Suburban Retail Low Mix
Neighborhood Office Low Mix
Suburban Office Low Mix
Suburban Industrial Low Mix
Rural Low Mix

0 250 500 1,000 Feet

N

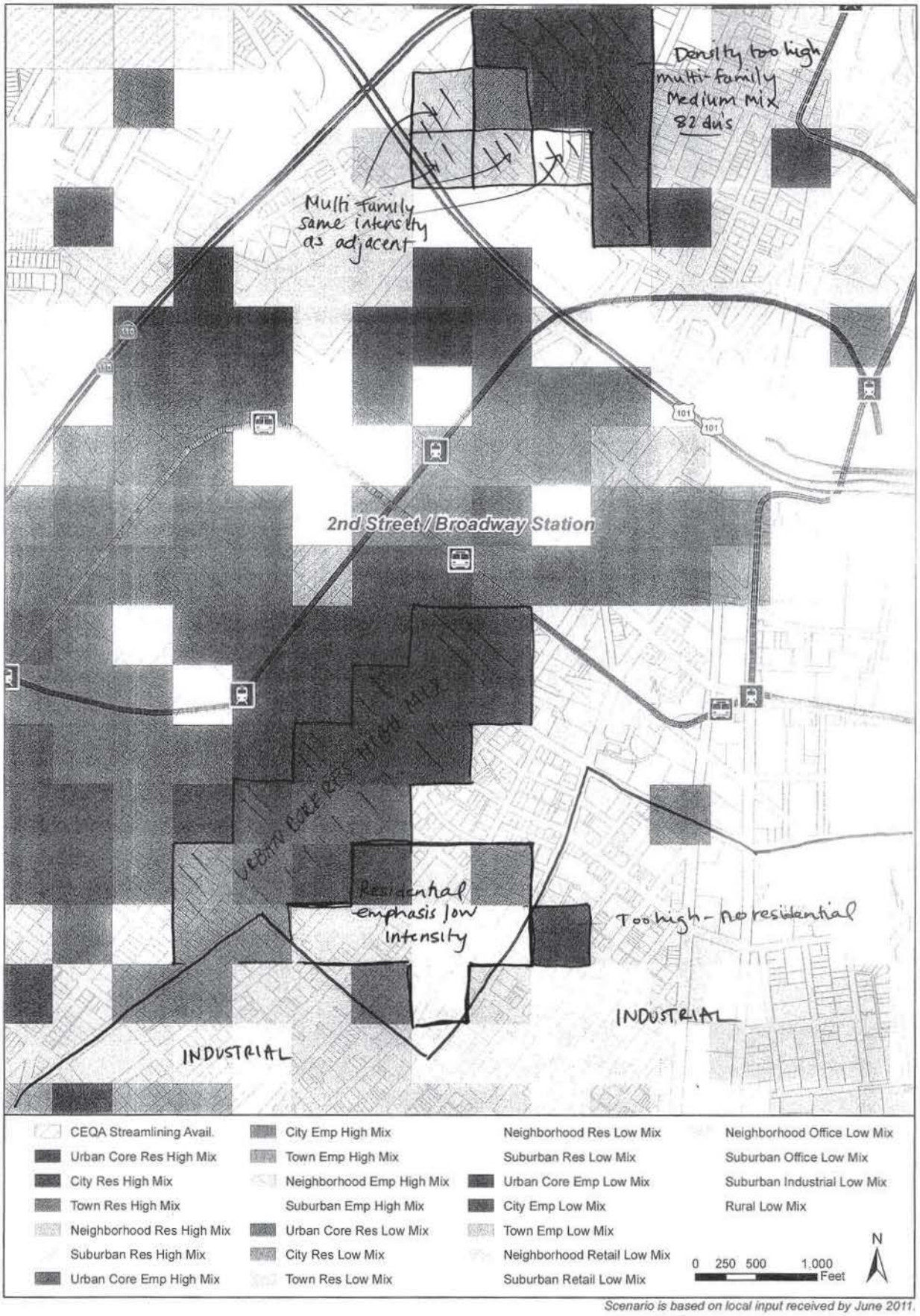
Scenario is based on local input received by June 2011.

Union Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



Scenario is based on local input received by June 2011.

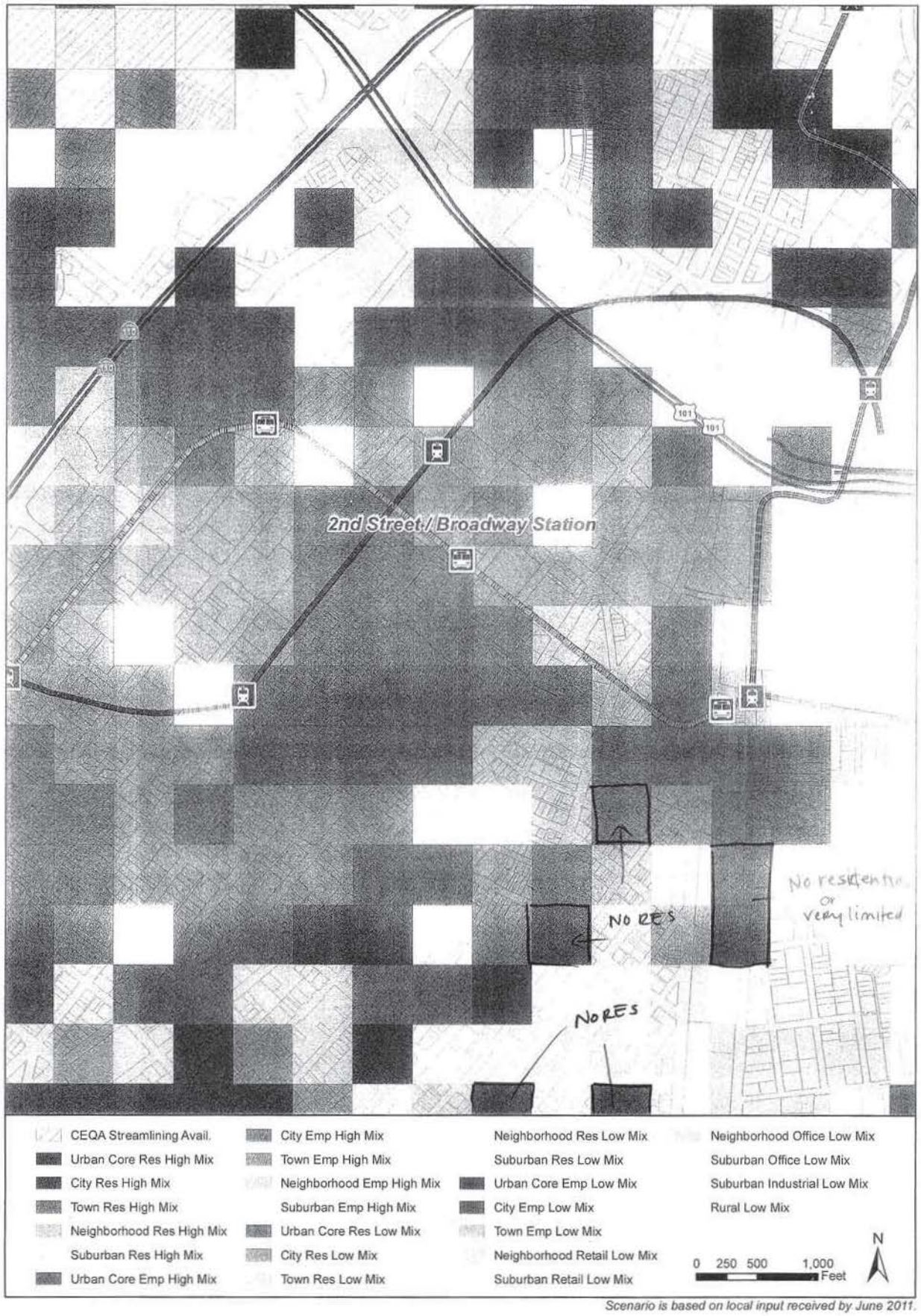
2nd Street / Broadway Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

– Same as 08 w/ additional comments



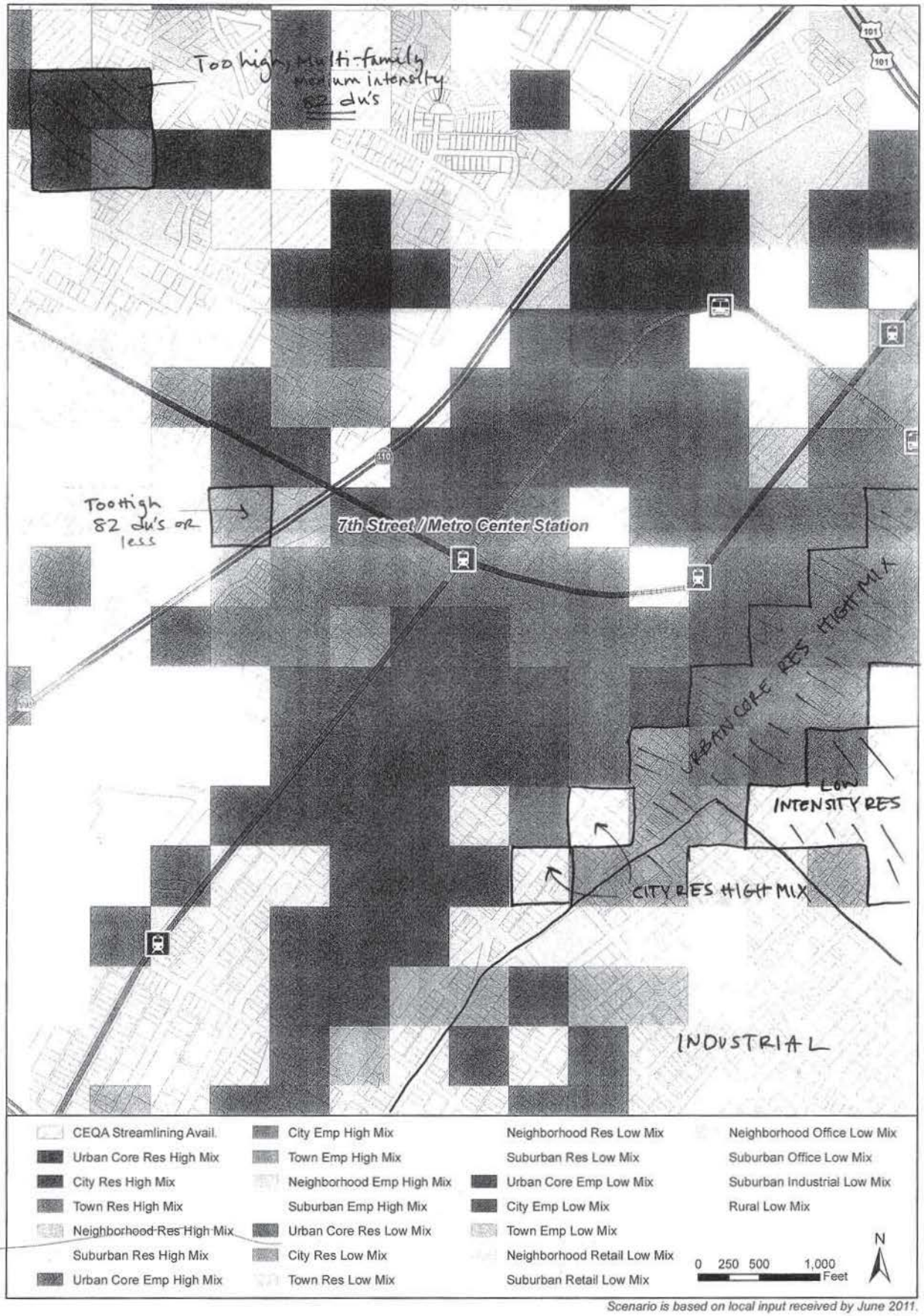
Scenario is based on local input received by June 2011.

2nd Street / Broadway Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



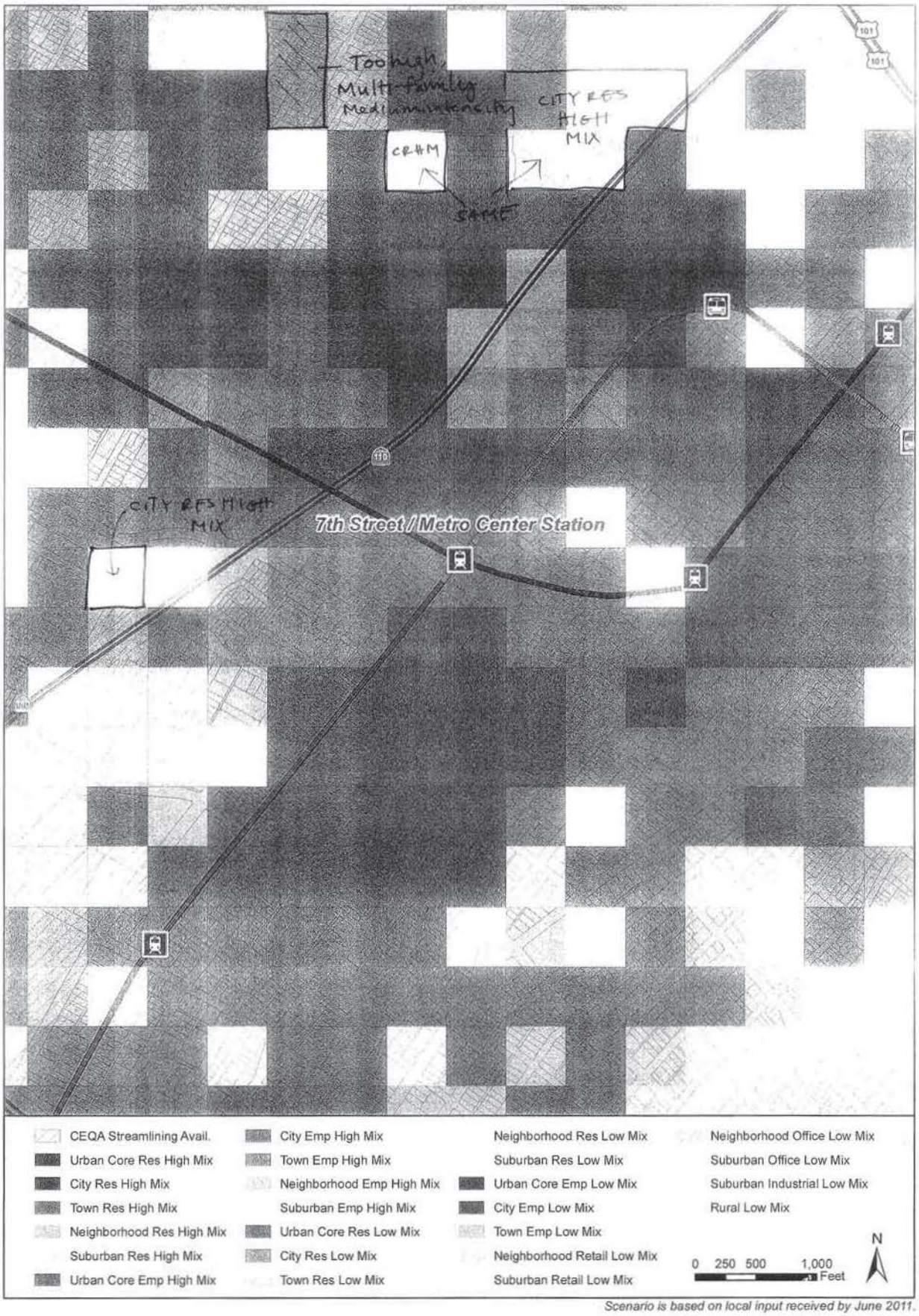
Scenario is based on local input received by June 2011.

7th Street / Metro Center Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

– same as 08 with additional annotation below



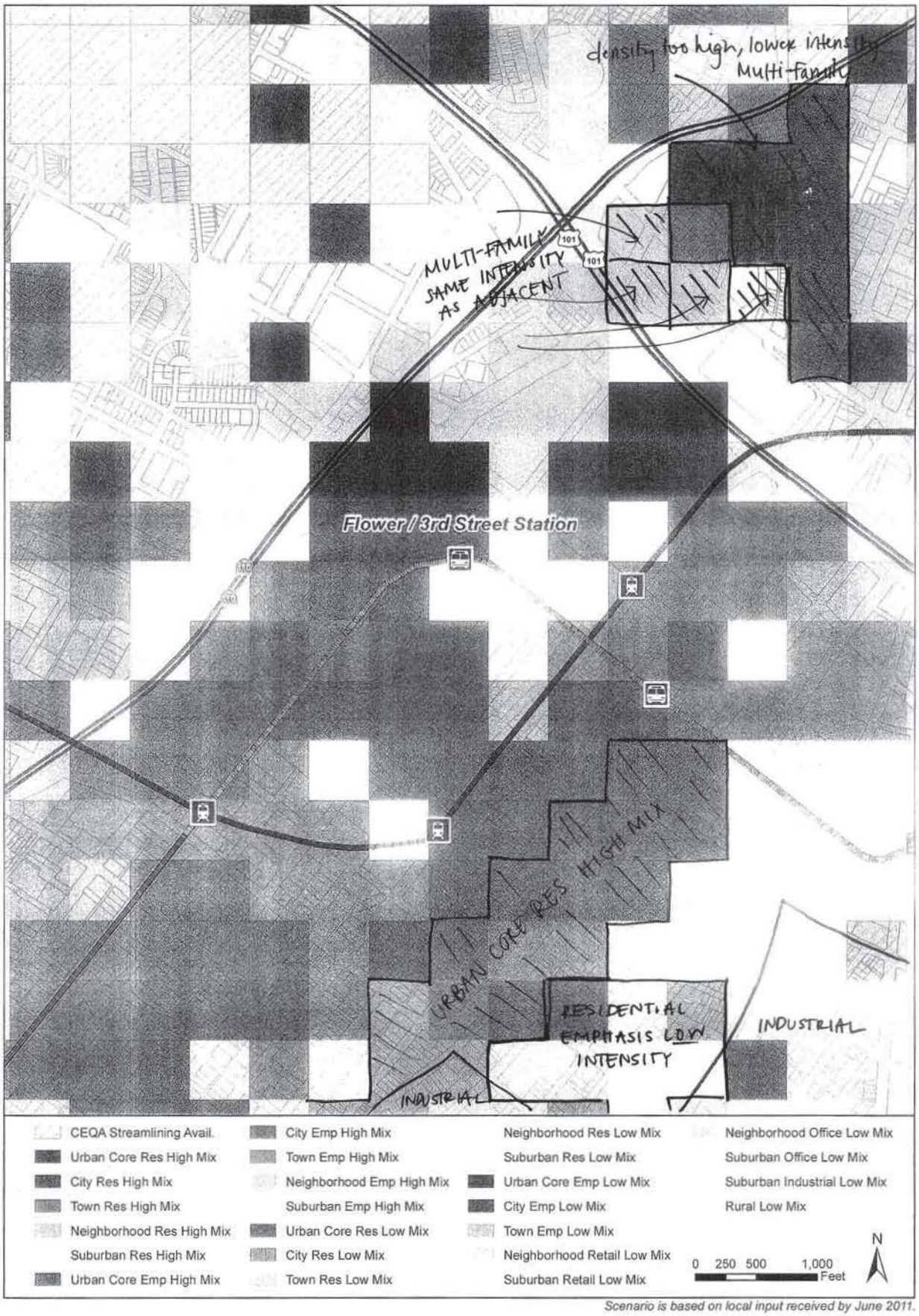
Scenario is based on local input received by June 2011.

7th Street / Metro Center Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



Scenario is based on local input received by June 2011.

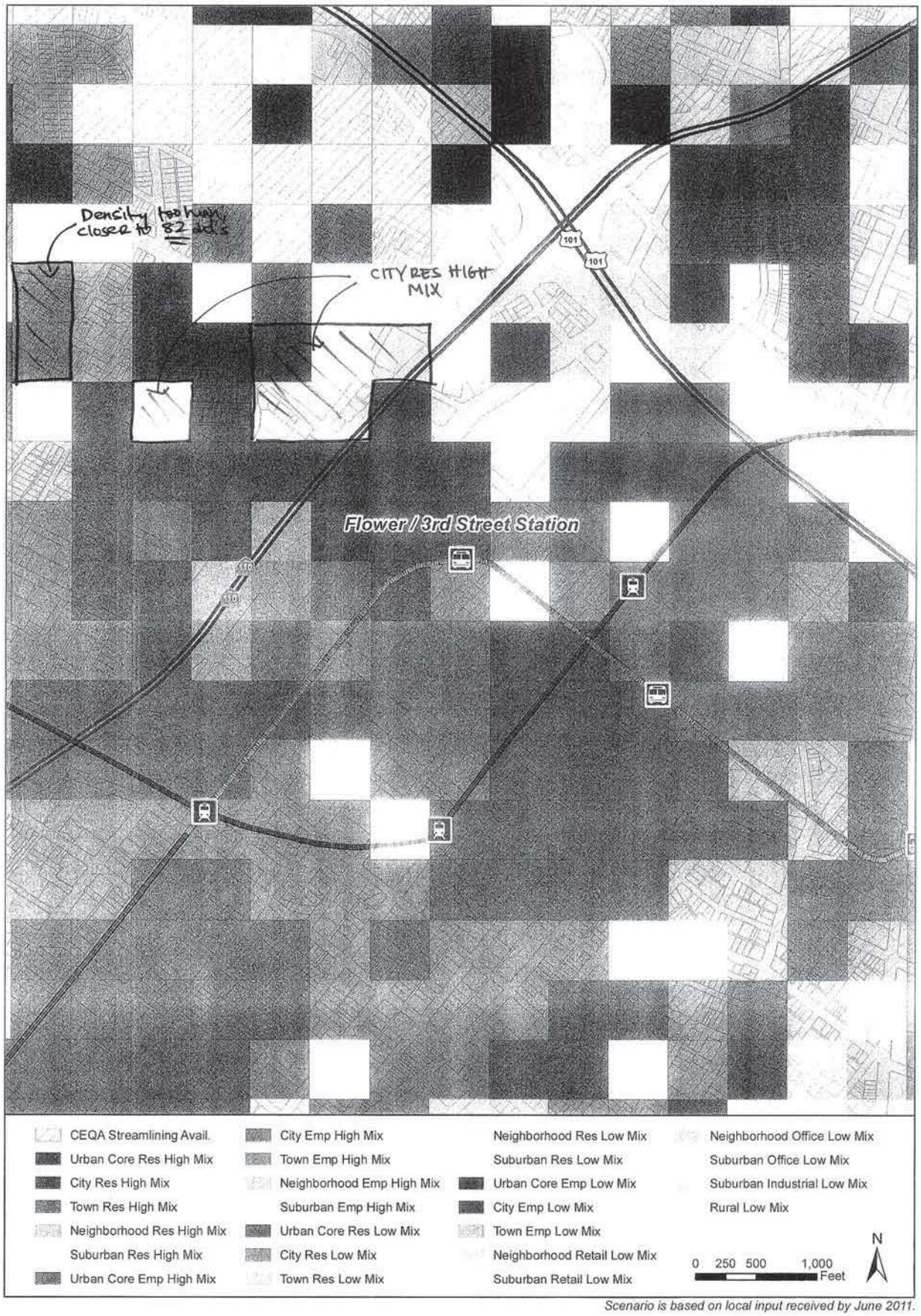
Flower / 3rd Street Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

– same as 08 w/ additional annotation below



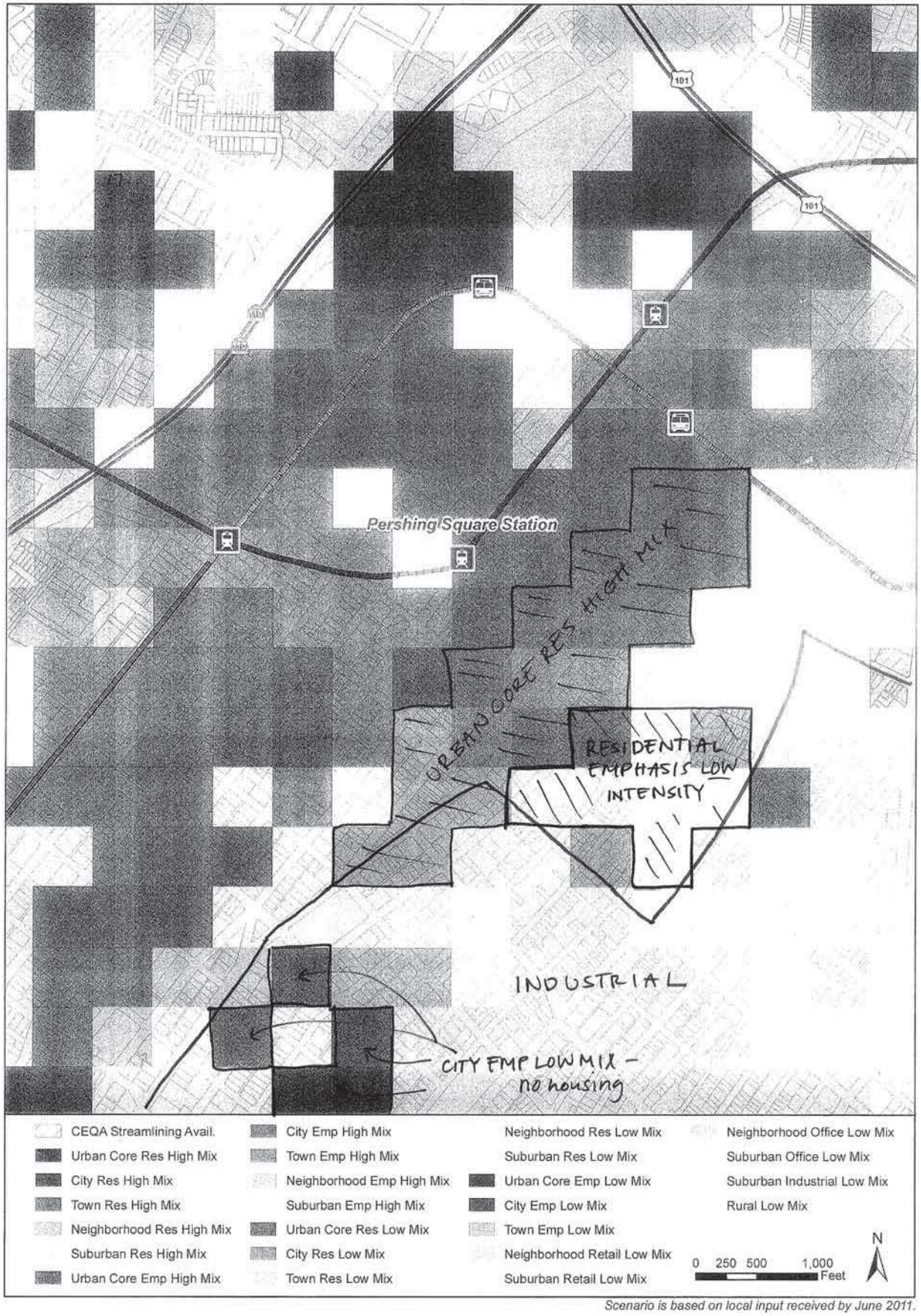
Scenario is based on local input received by June 2011.

Flower / 3rd Street Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



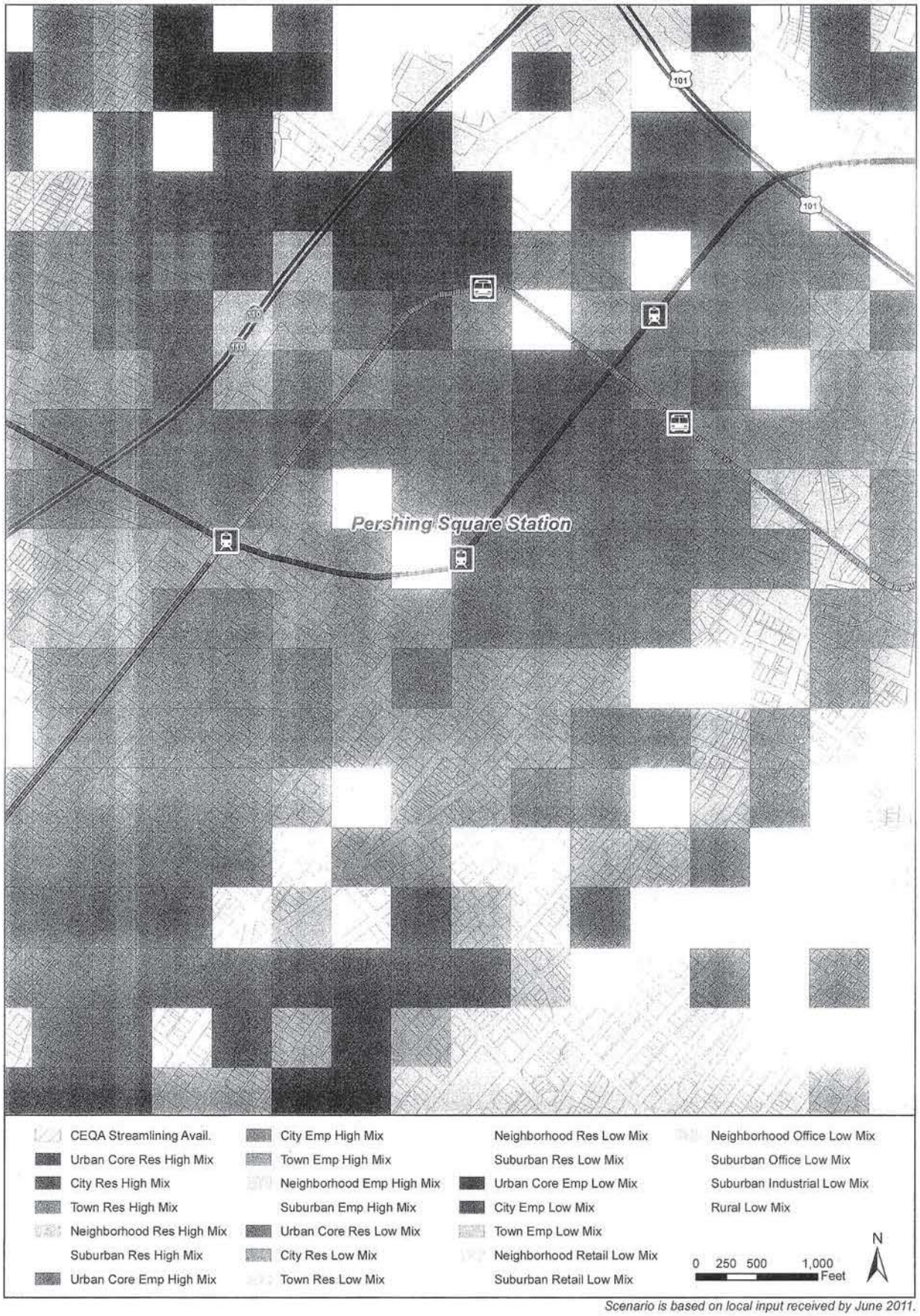
Scenario is based on local input received by June 2011.

Pershing Square Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Same as 08



Scenario is based on local input received by June 2011.

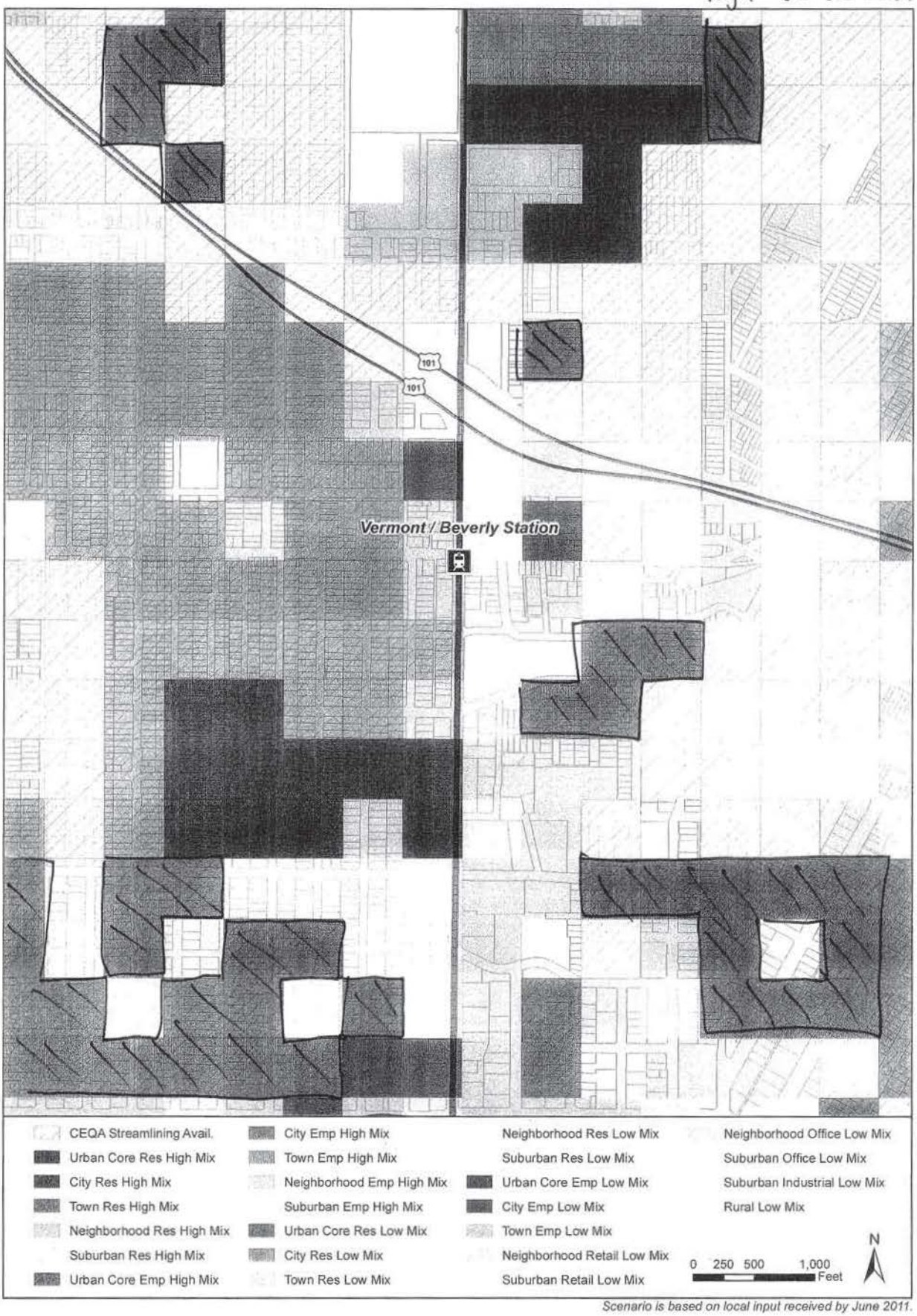
Pershing Square Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

highlighted cells density too high 82 DU Max



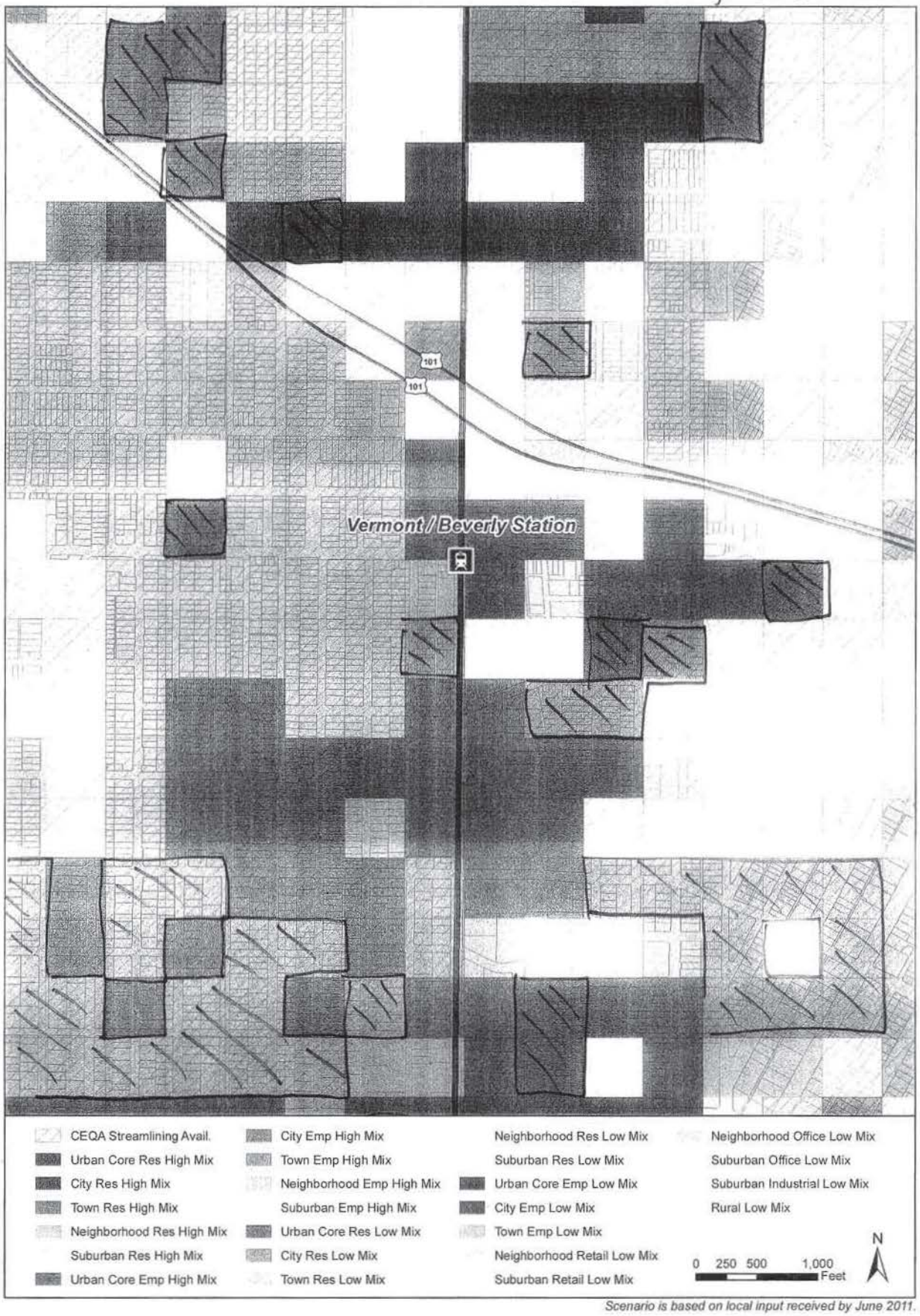
Scenario is based on local input received by June 2011.

Vermont / Beverly Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

highlighted cells density too high 82 DU max



Scenario is based on local input received by June 2011.

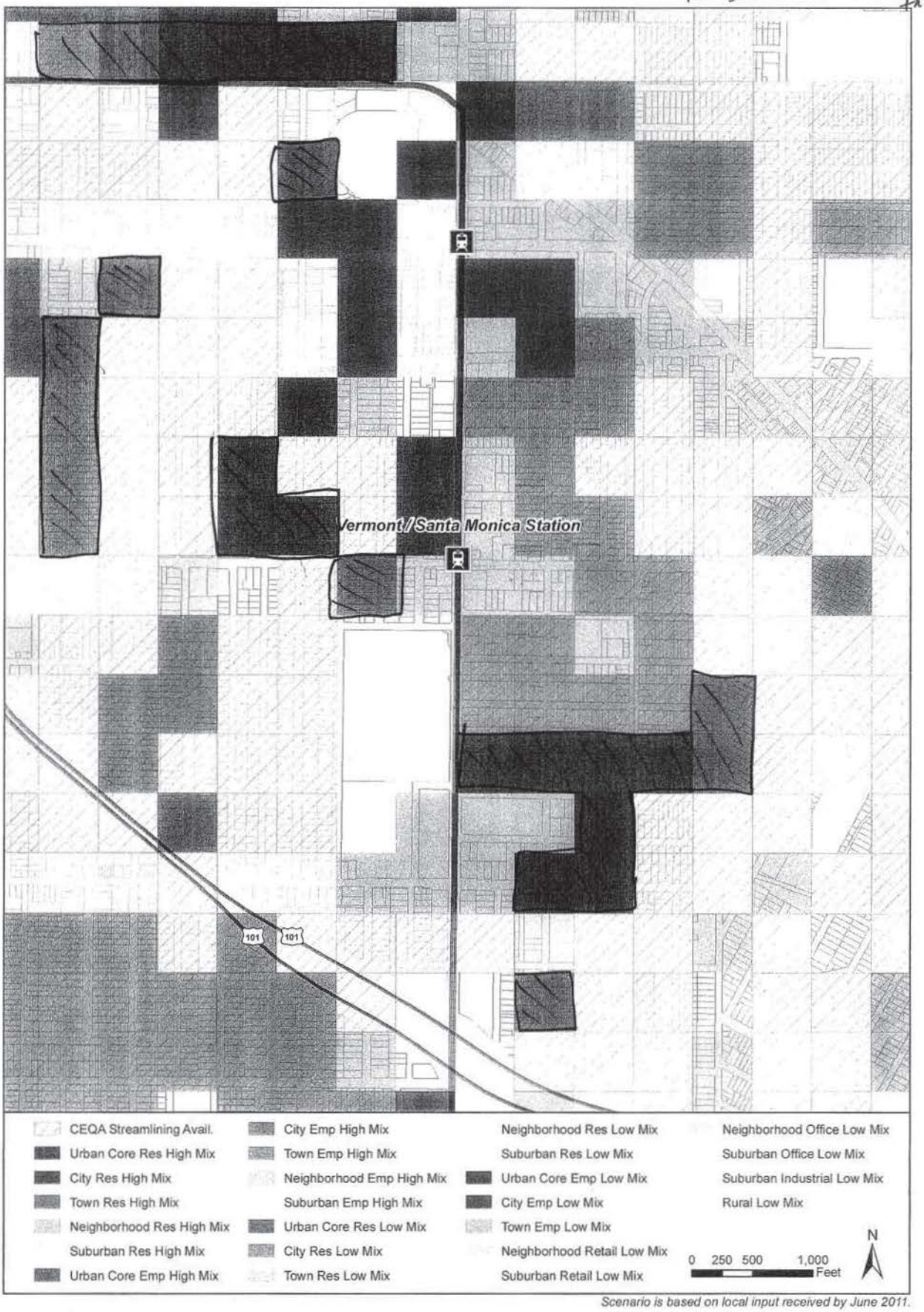
Vermont / Beverly Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

highlighted cells too high
42 DUs max - Multi-family



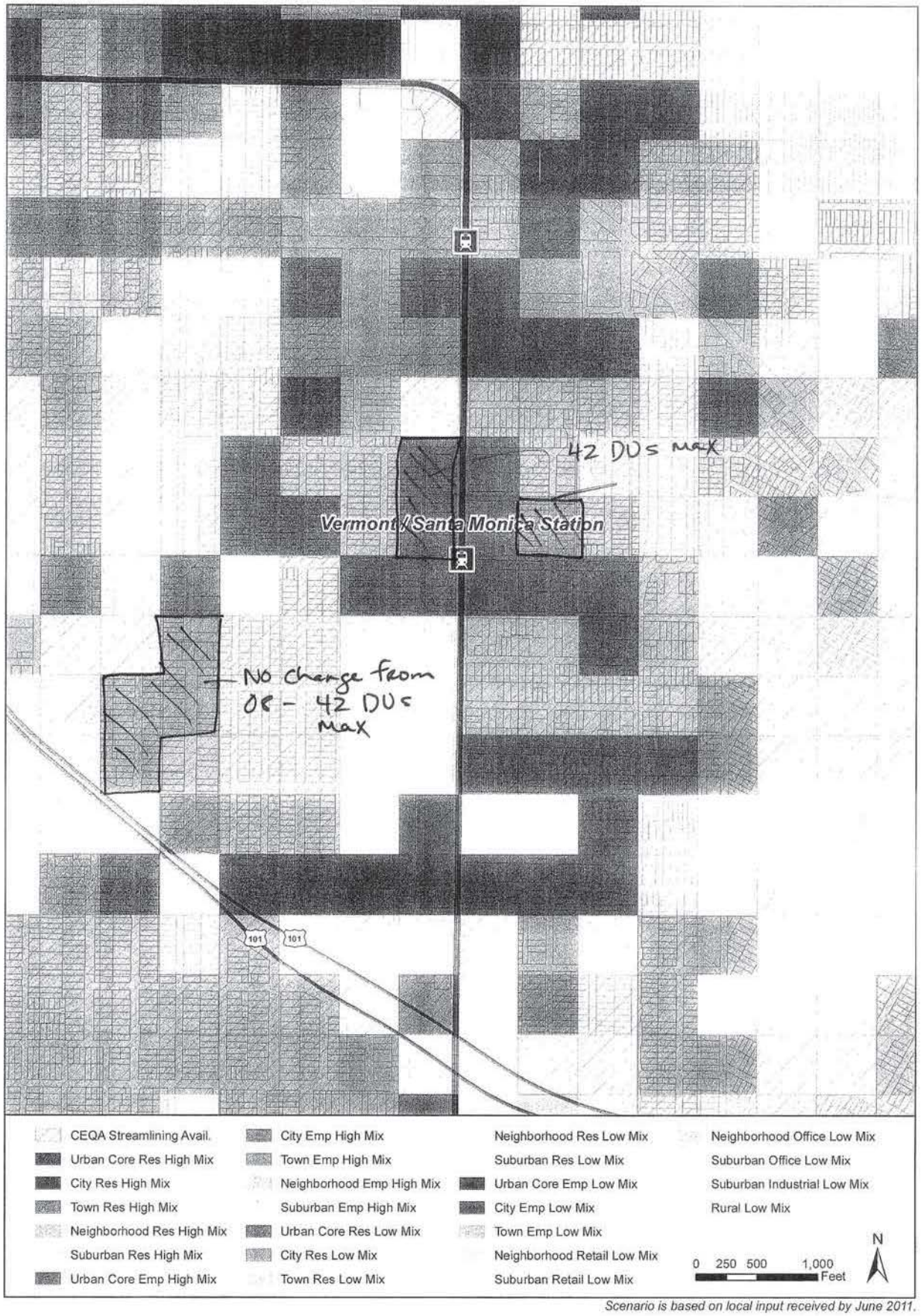
Scenario is based on local input received by June 2011.

Vermont / Santa Monica Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Same as 08 w/ additional comments



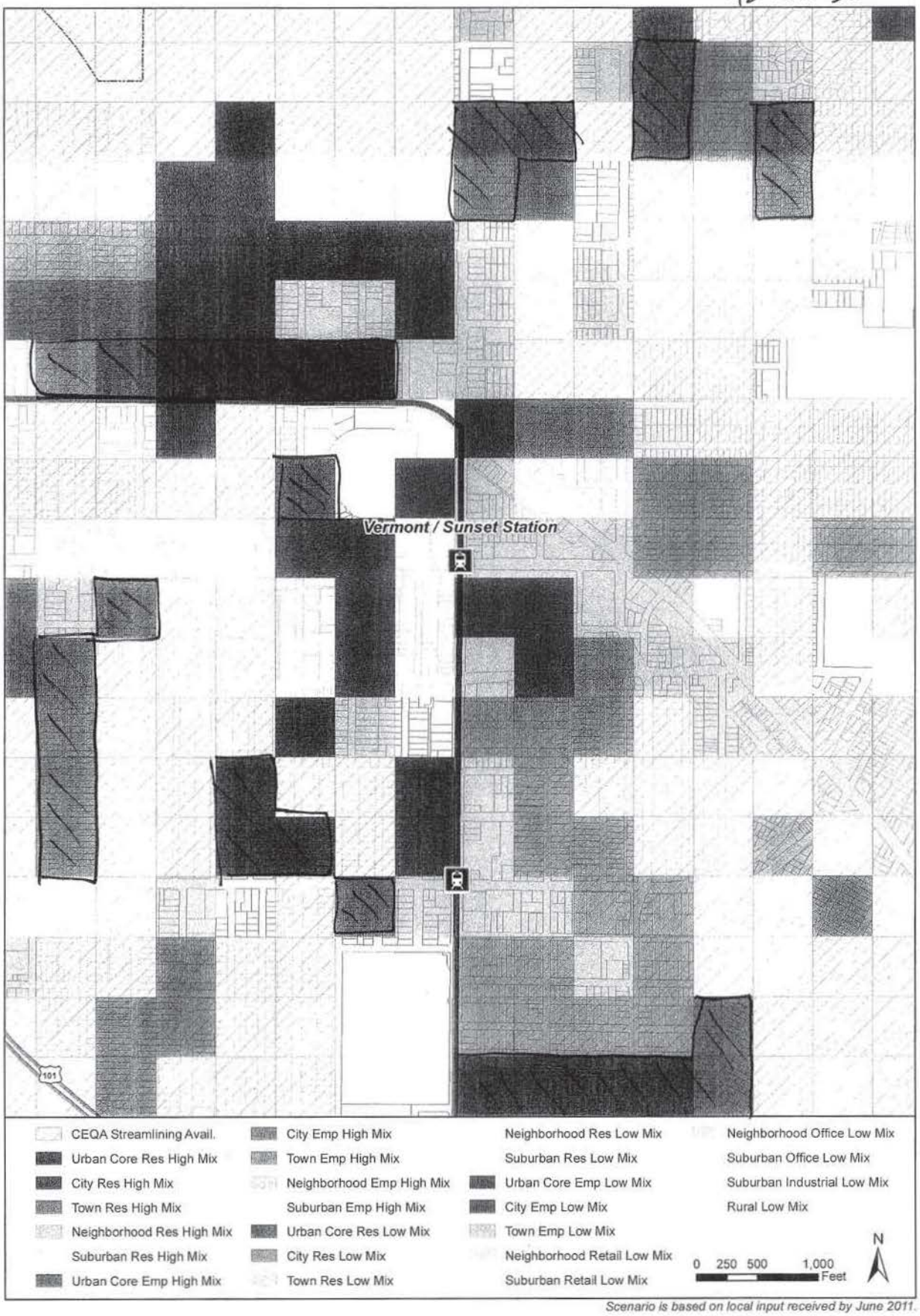
Scenario is based on local input received by June 2011.

Vermont / Santa Monica Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

highlighted cells too high
42 Max DU



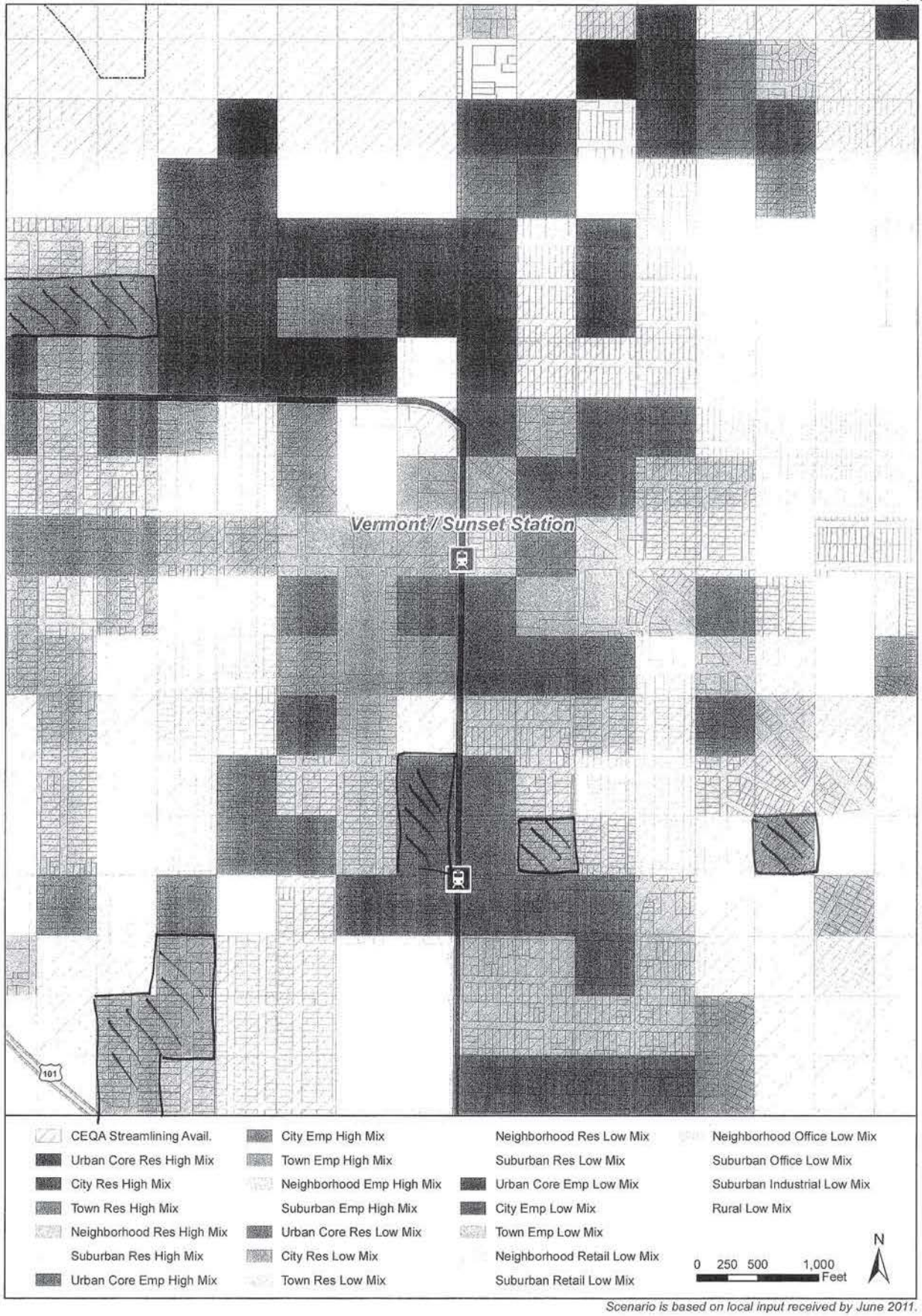
Scenario is based on local input received by June 2011.

Vermont / Sunset Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Same as 08 with additional cells highlighted below, 42 DUs max



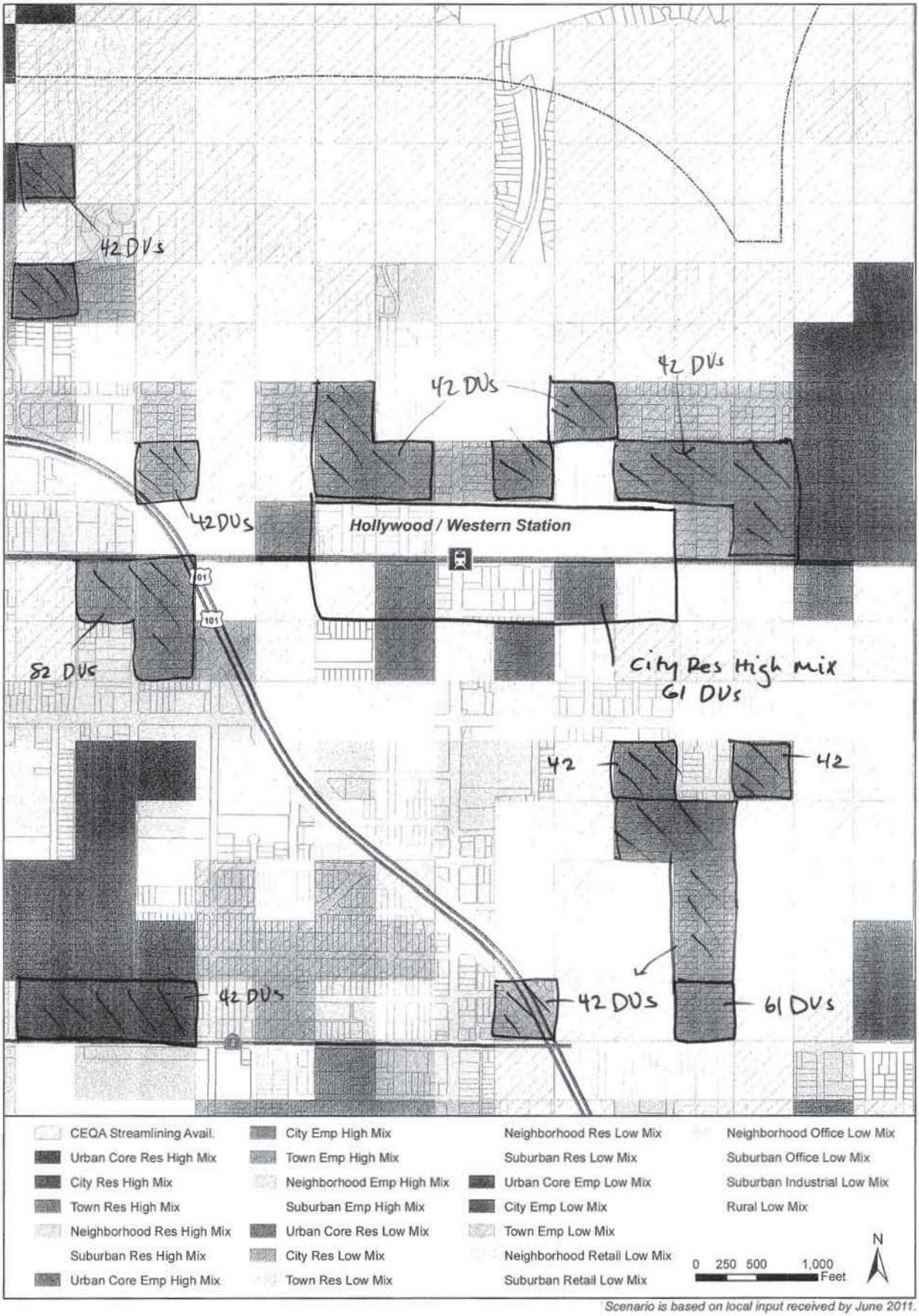
Scenario is based on local input received by June 2011.

Vermont / Sunset Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



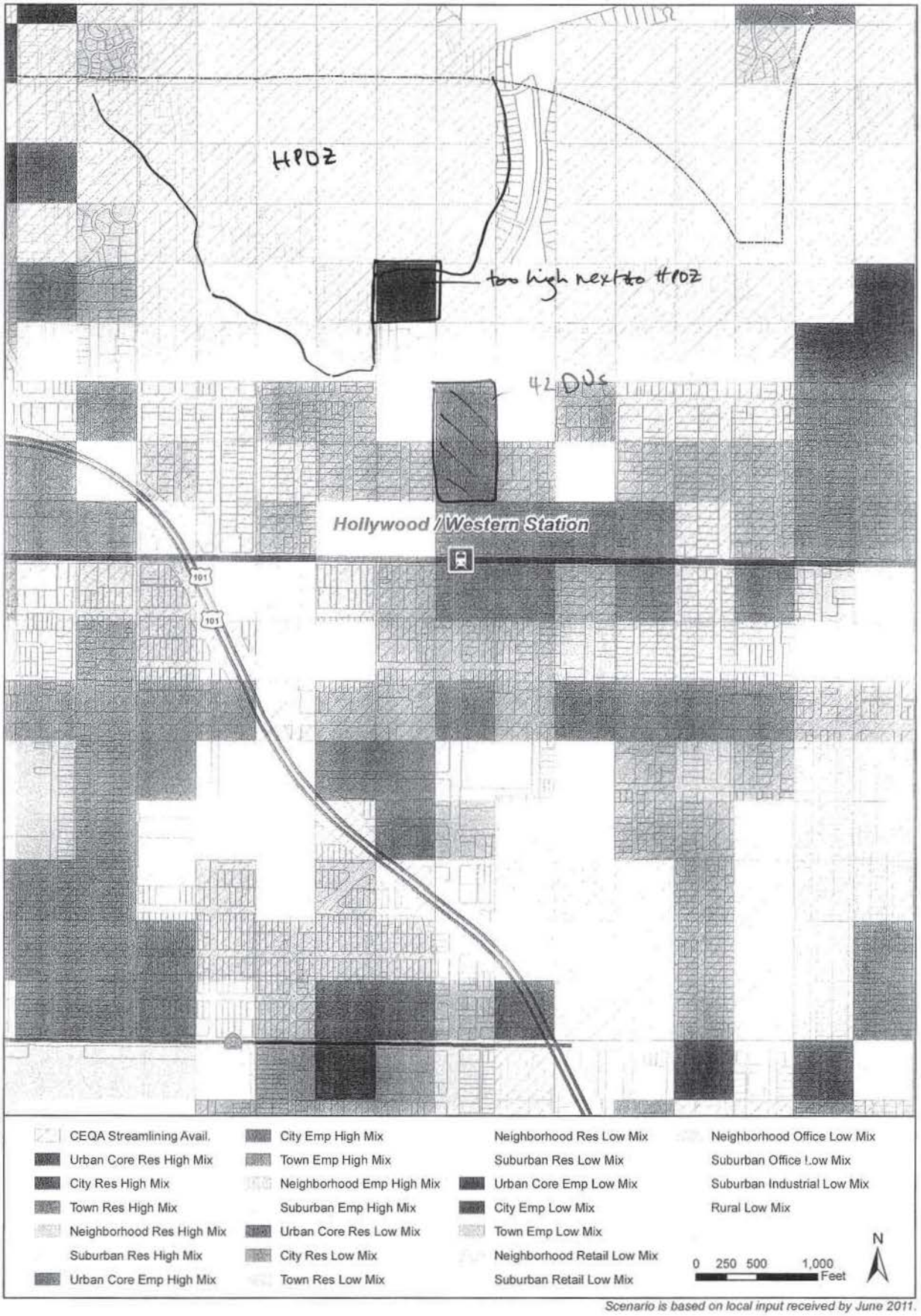
Scenario is based on local input received by June 2011.

Hollywood / Western Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Same as 08 with additional comments



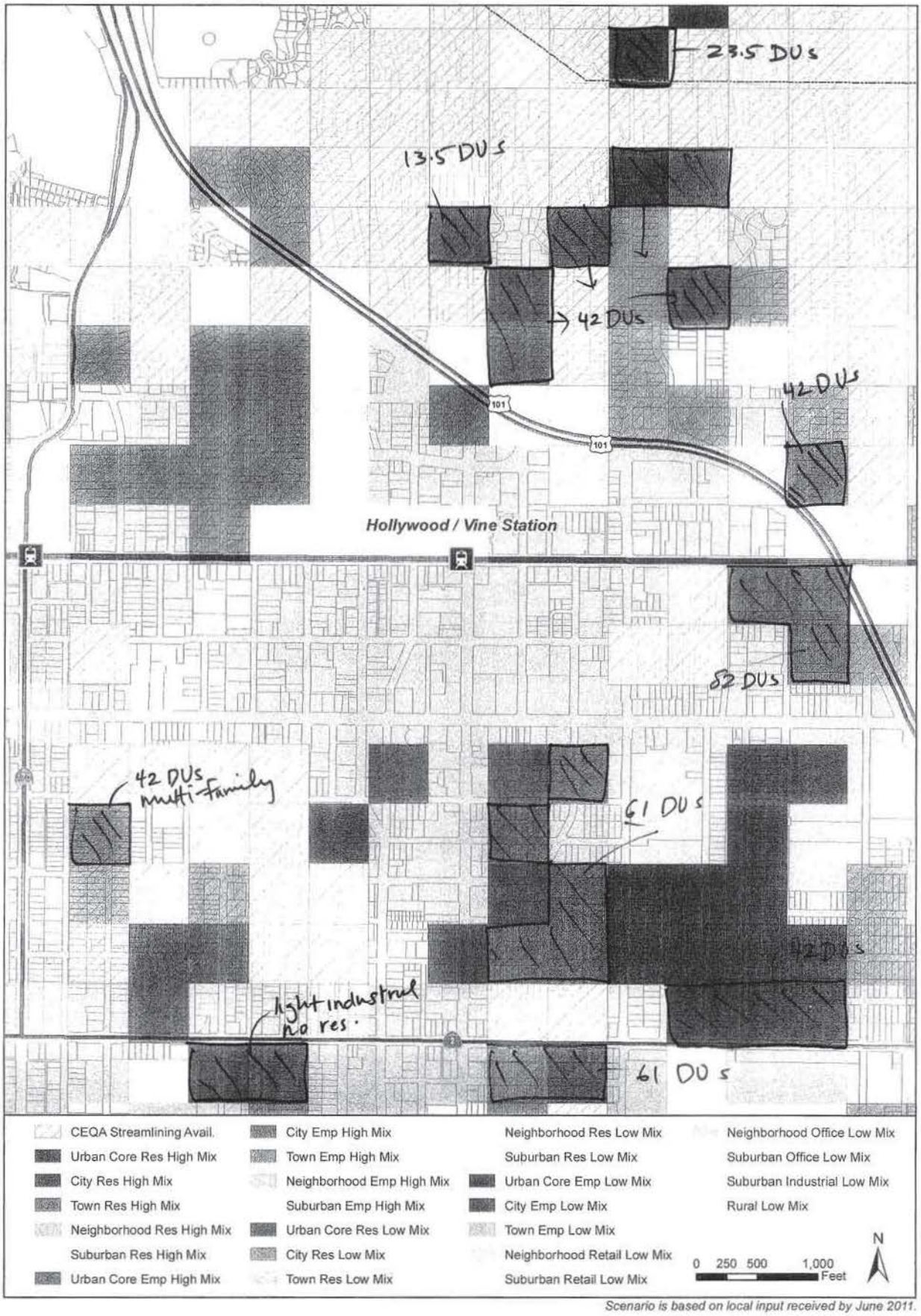
Scenario is based on local input received by June 2011.

Hollywood / Western Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

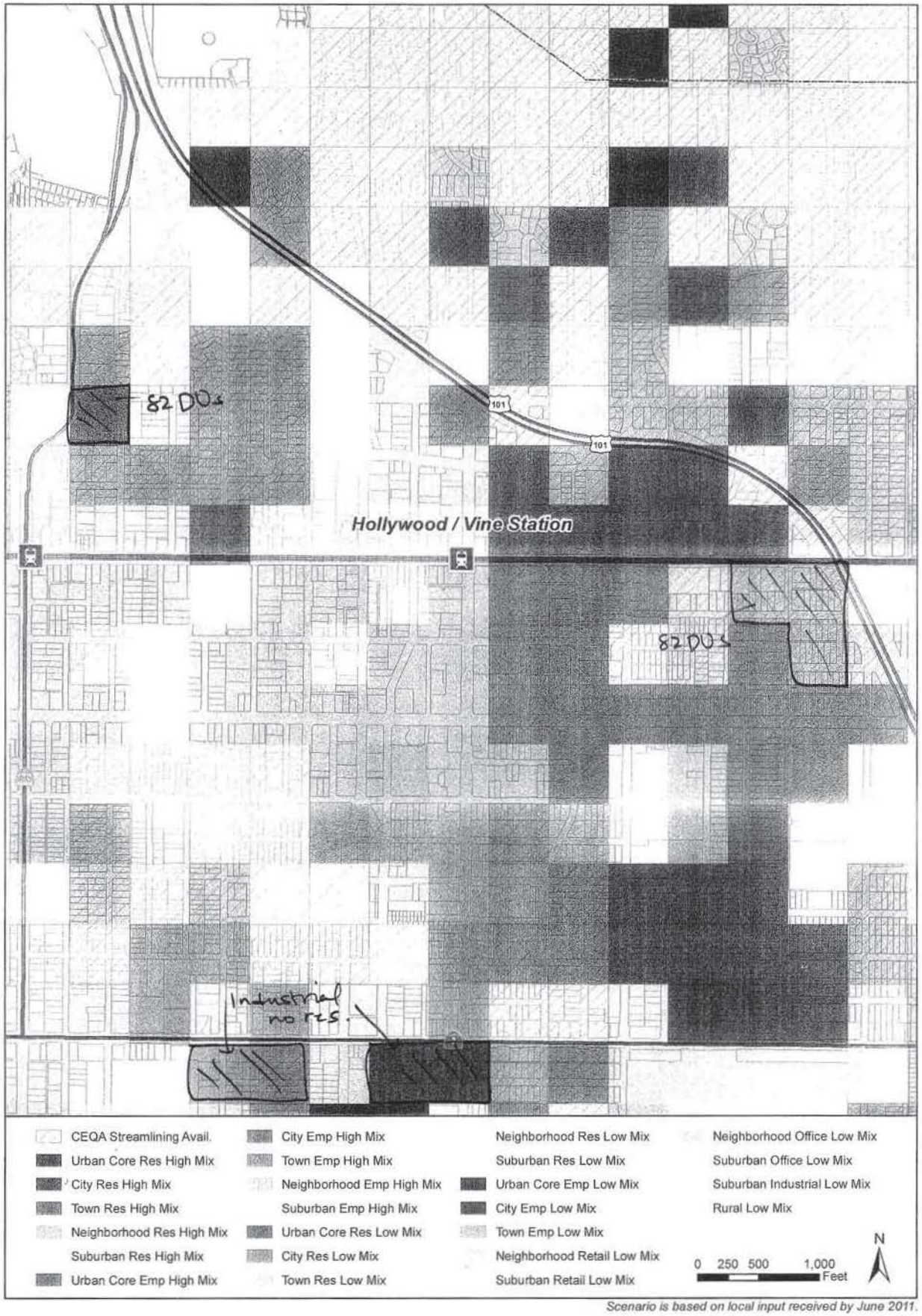


Scenario is based on local input received by June 2011.

Hollywood / Vine Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



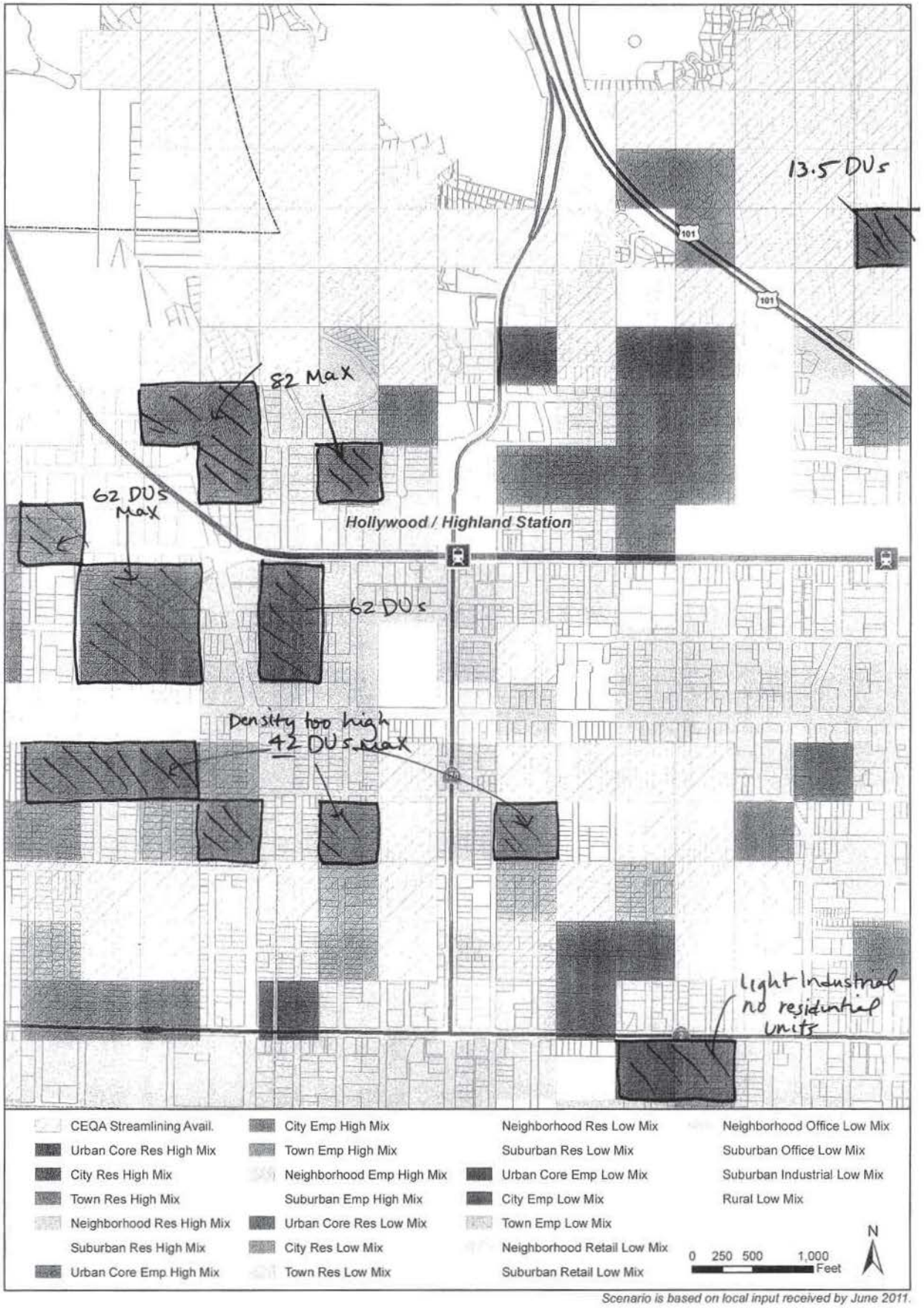
Scenario is based on local input received by June 2011.

Hollywood / Vine Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

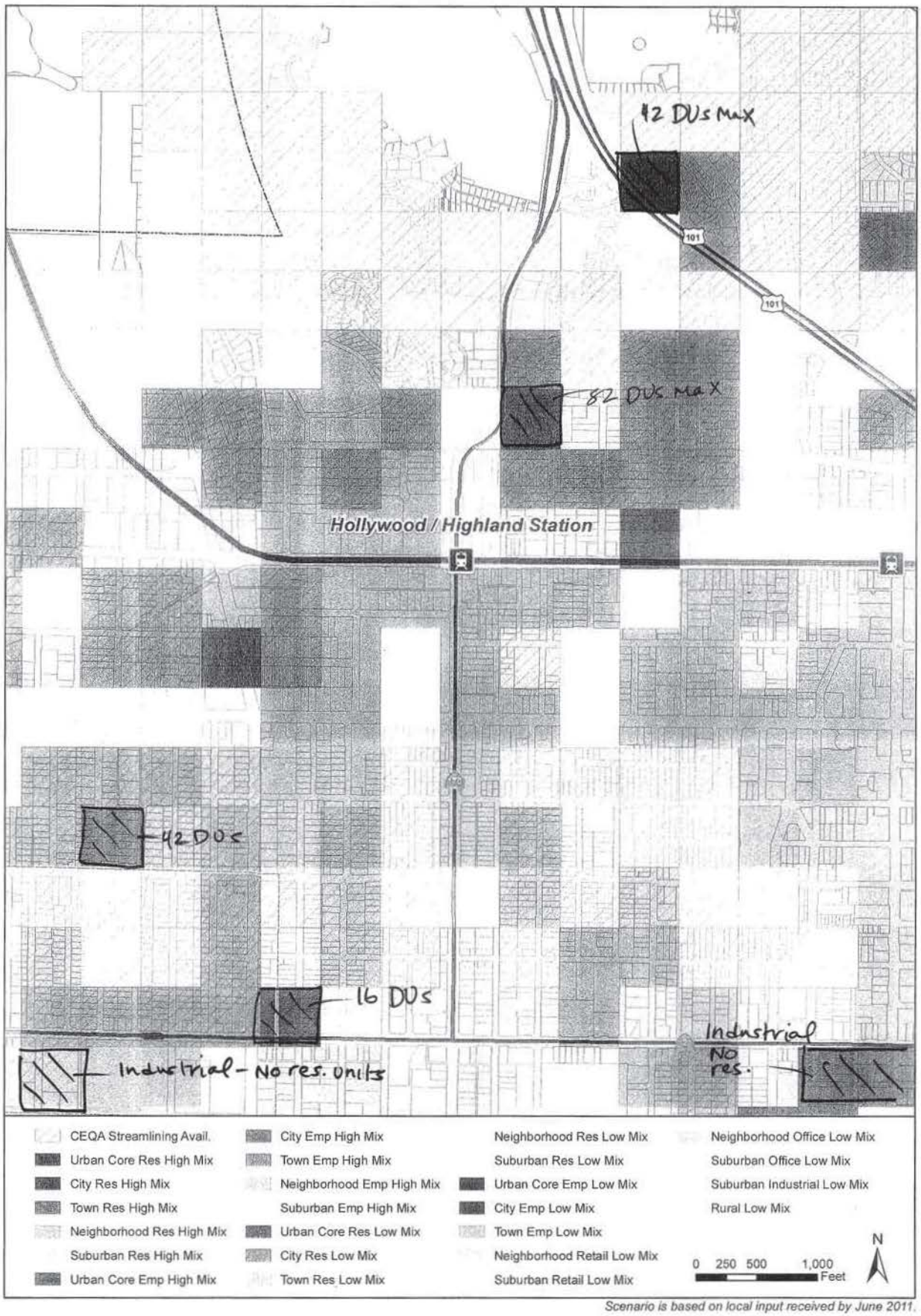


Scenario is based on local input received by June 2011.

Hollywood / Highland Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



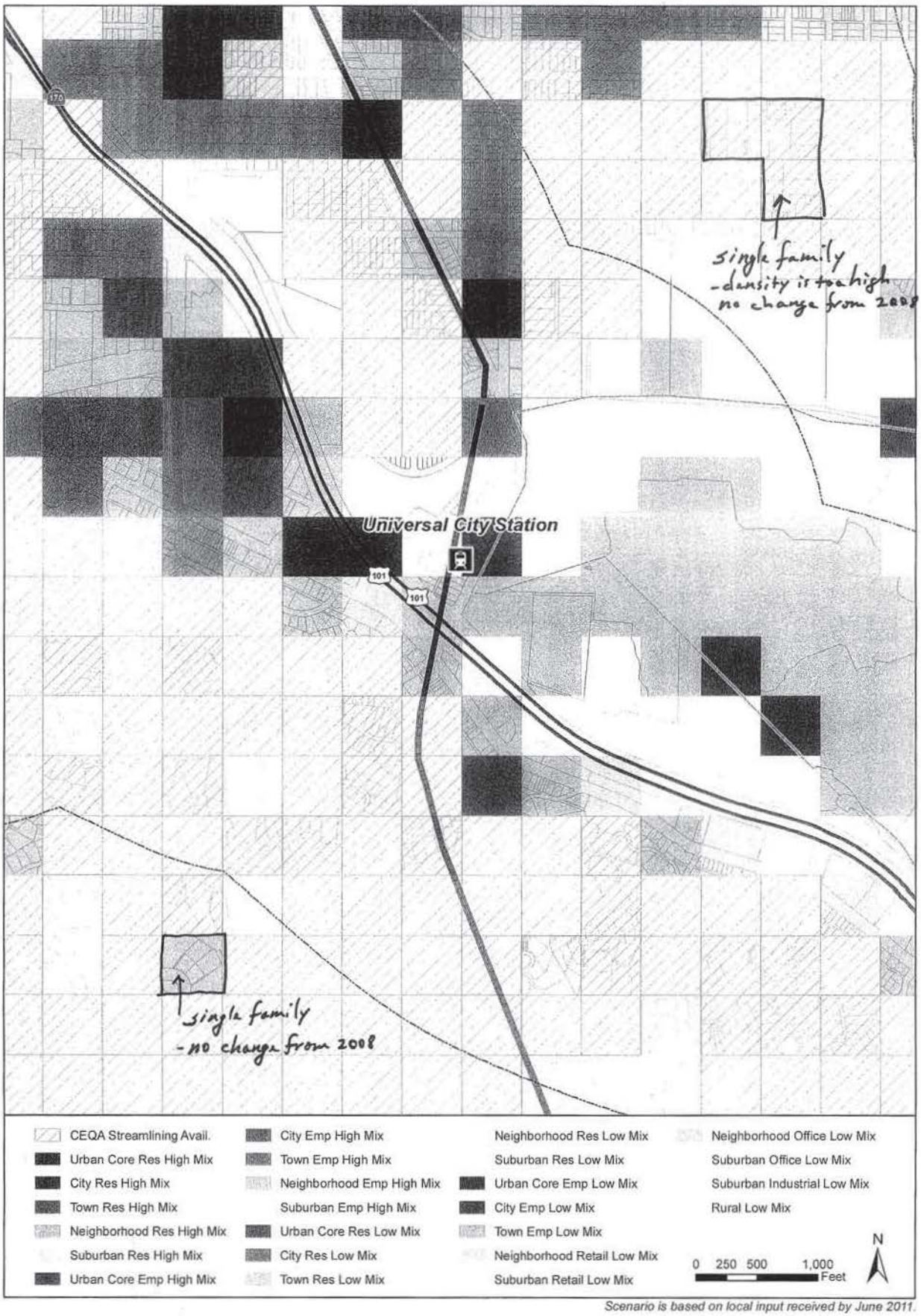
Scenario is based on local input received by June 2011.

Hollywood / Highland Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



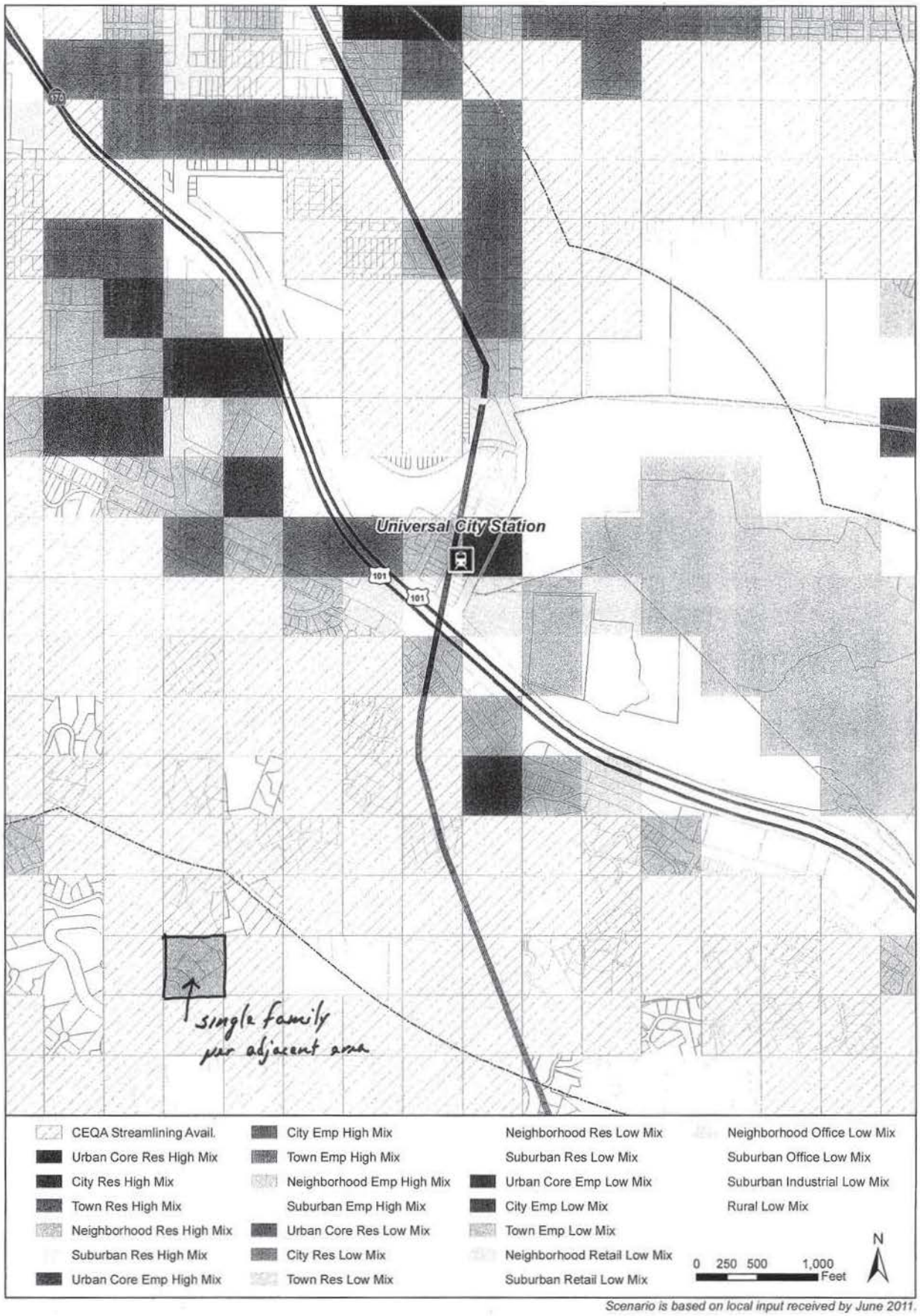
Scenario is based on local input received by June 2011.

Universal City Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

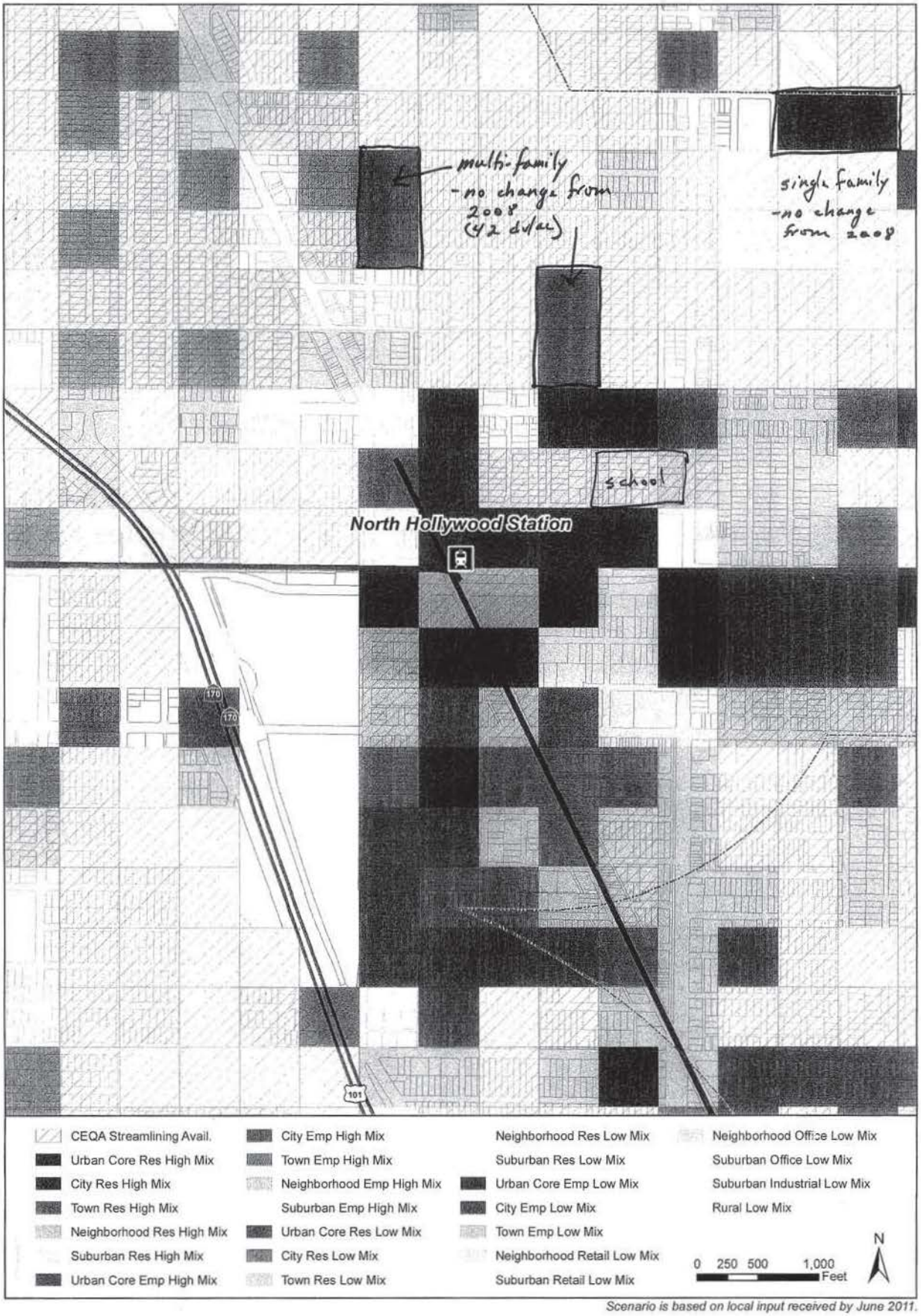


Scenario is based on local input received by June 2011.

Universal City Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



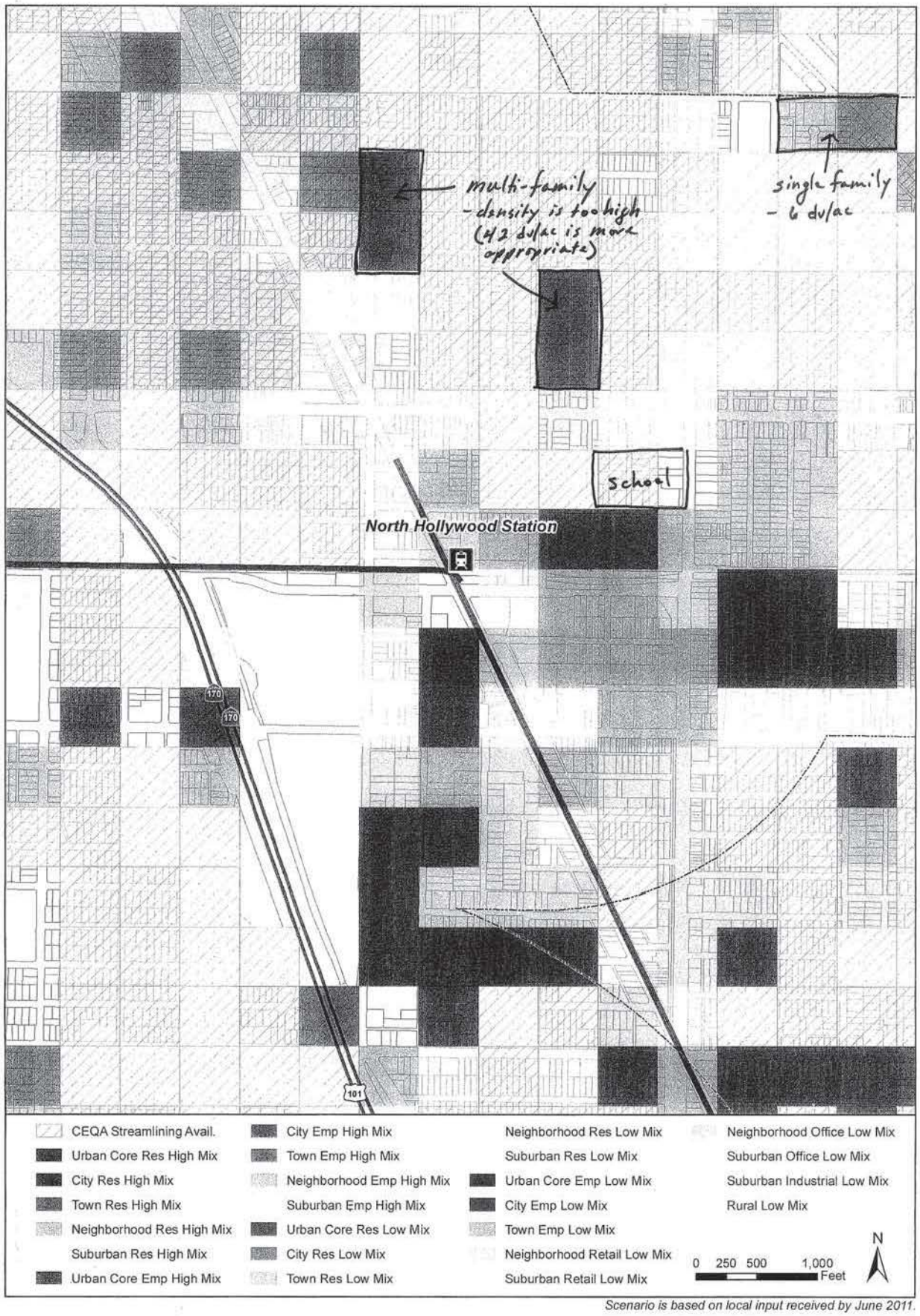
Scenario is based on local input received by June 2011.

North Hollywood Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



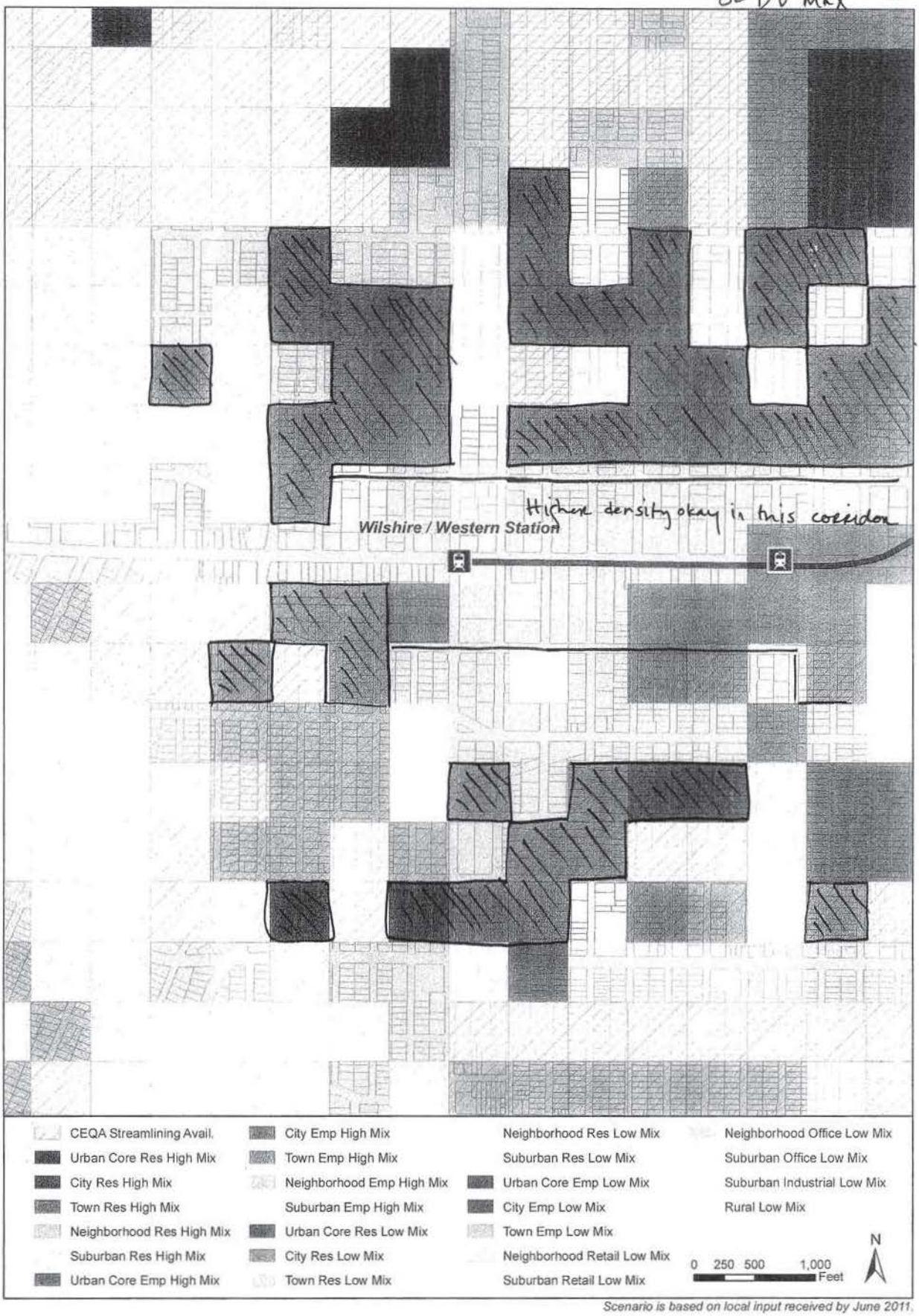
Scenario is based on local input received by June 2011.

North Hollywood Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

- highlighted cells density too high
82 DU MAX



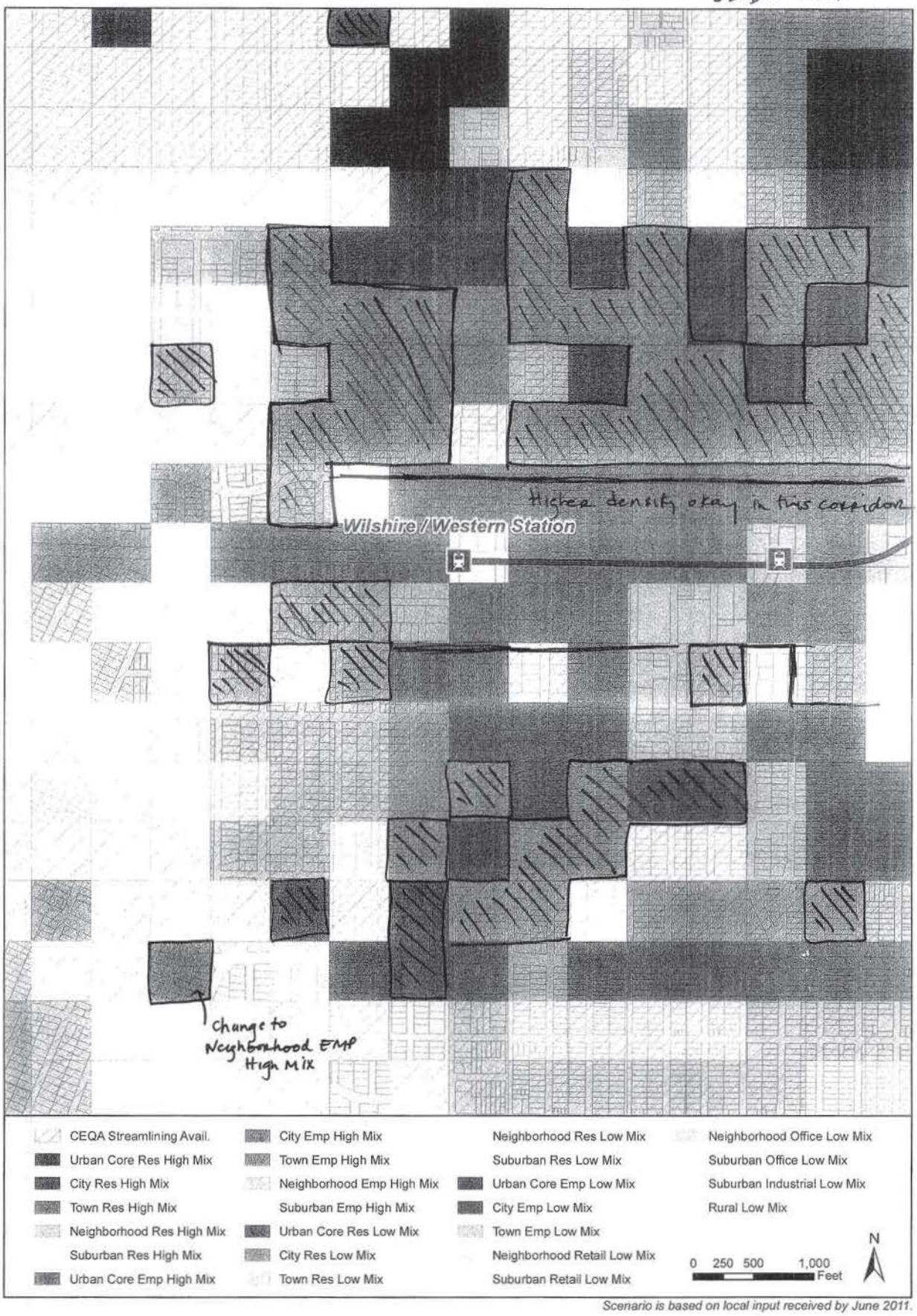
Scenario is based on local input received by June 2011.

Wilshire / Western Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

-highlighted cells density too high
82 DU max!



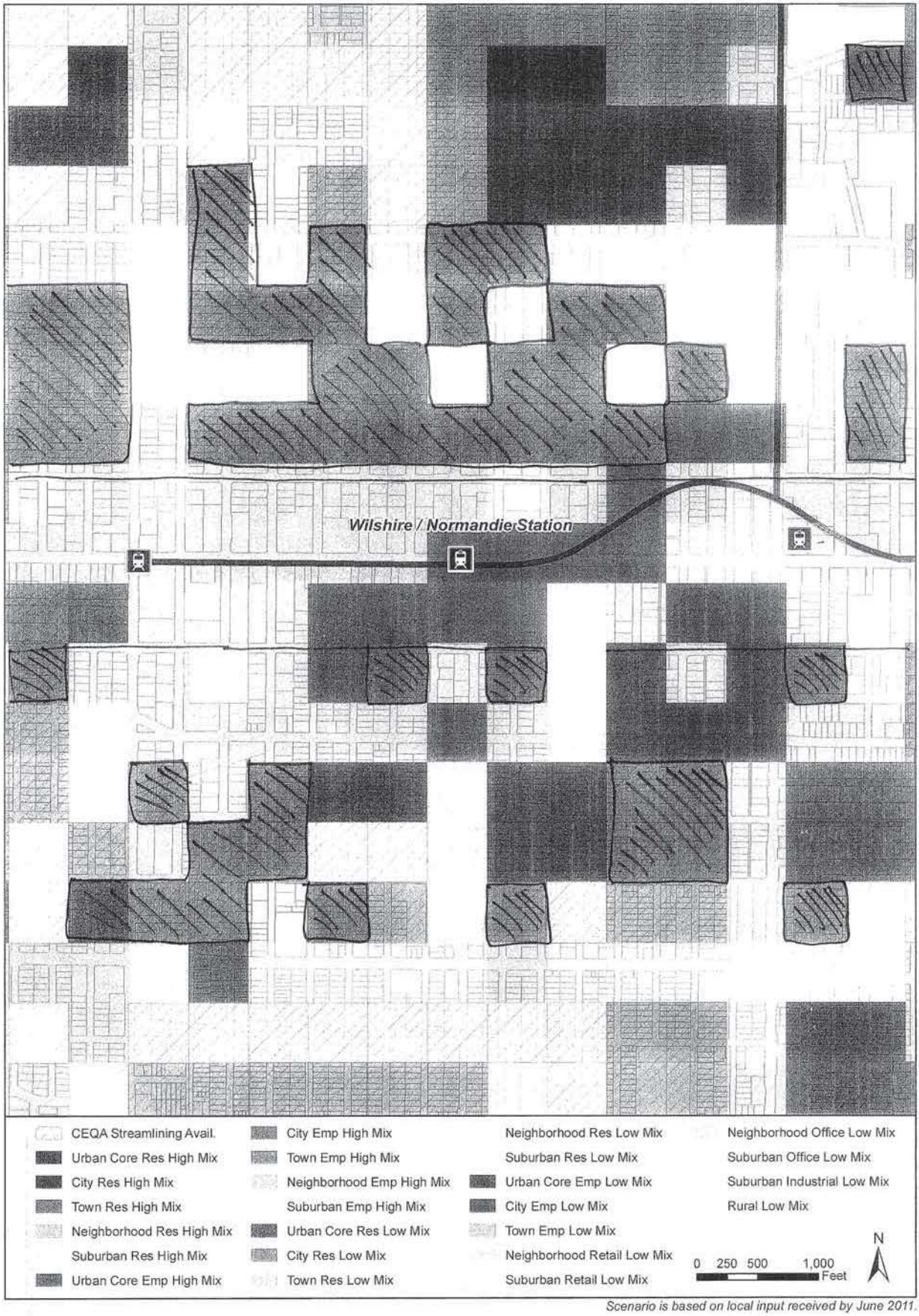
Scenario is based on local input received by June 2011.

Wilshire / Western Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

highlighted cells density too high
82 DU max



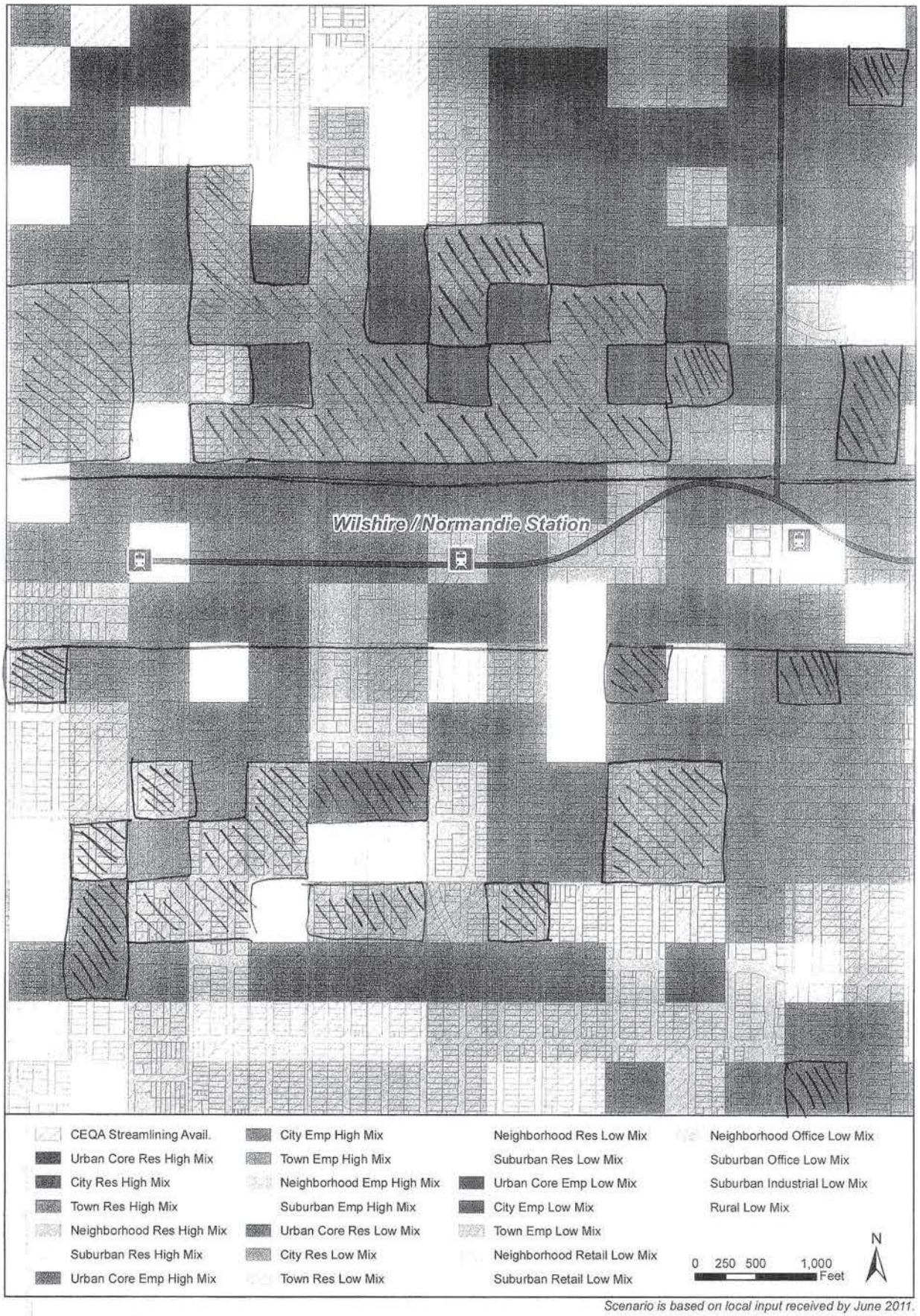
Scenario is based on local input received by June 2011.

Wilshire / Normandie Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

highlighted cells density too high
62 DU max



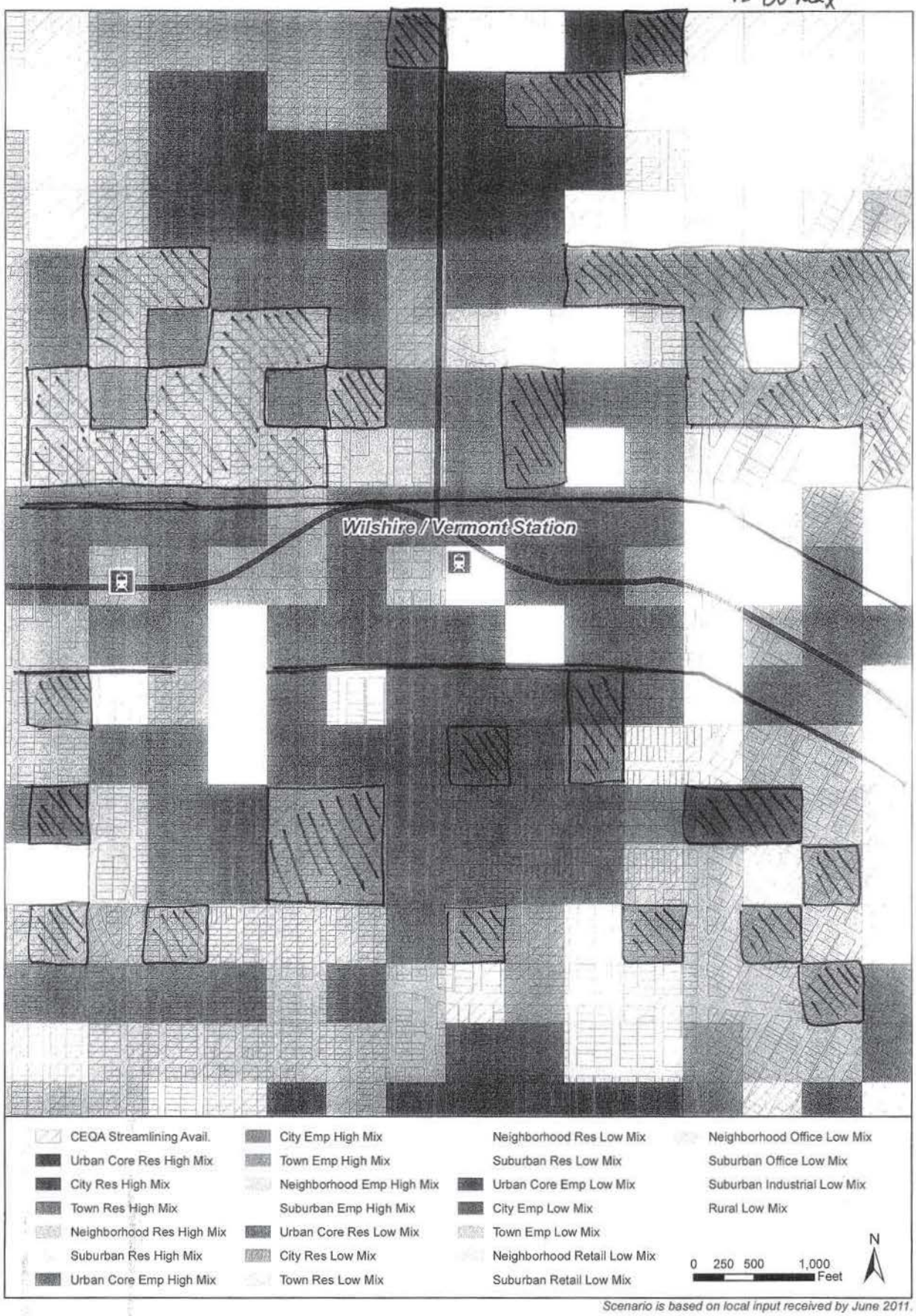
Scenario is based on local input received by June 2011.

Wilshire / Normandie Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

highlighted cells density too high
F2 DU max



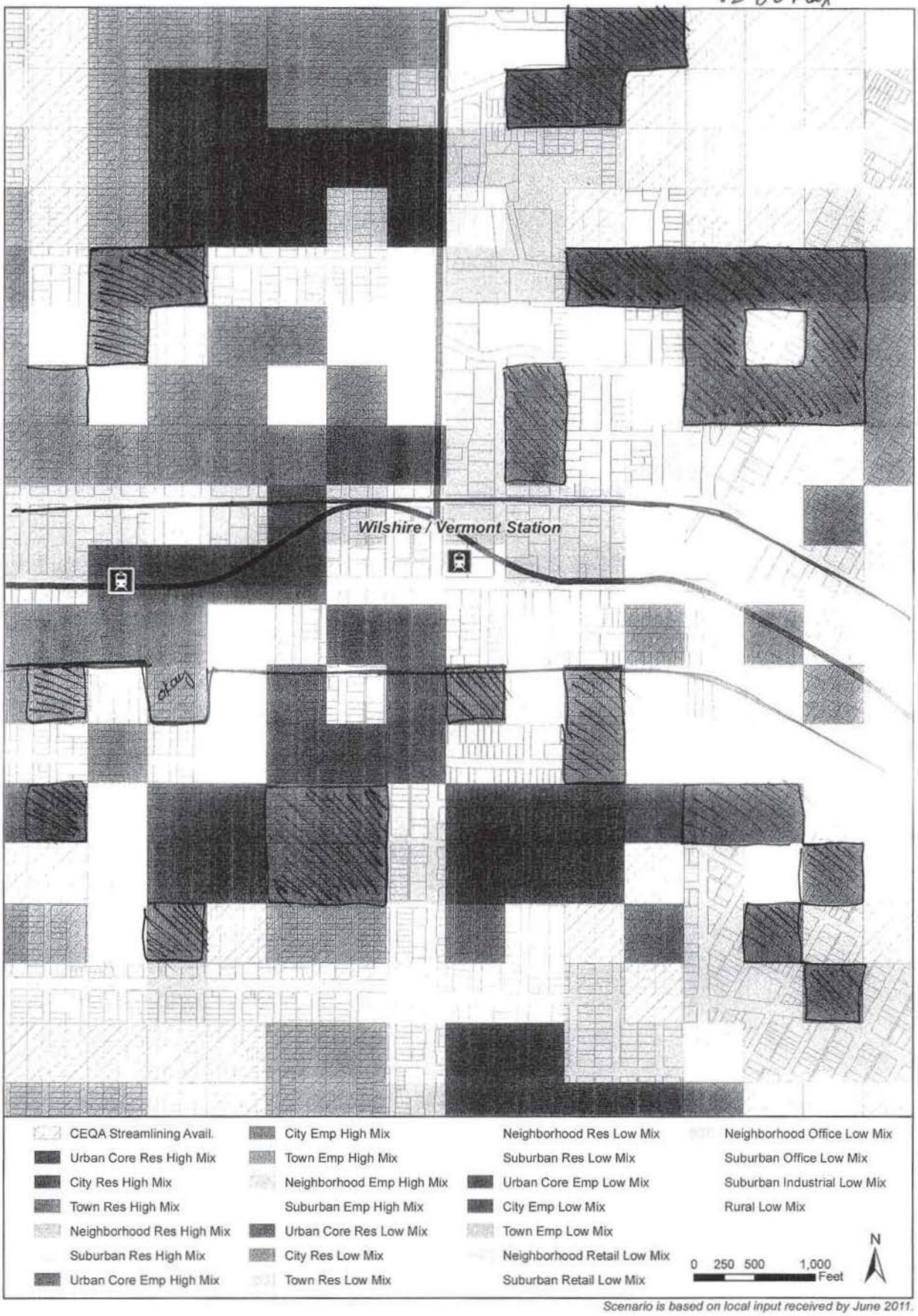
Scenario is based on local input received by June 2011.

Wilshire / Vermont Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

highlighted cells density too high
82 DU max



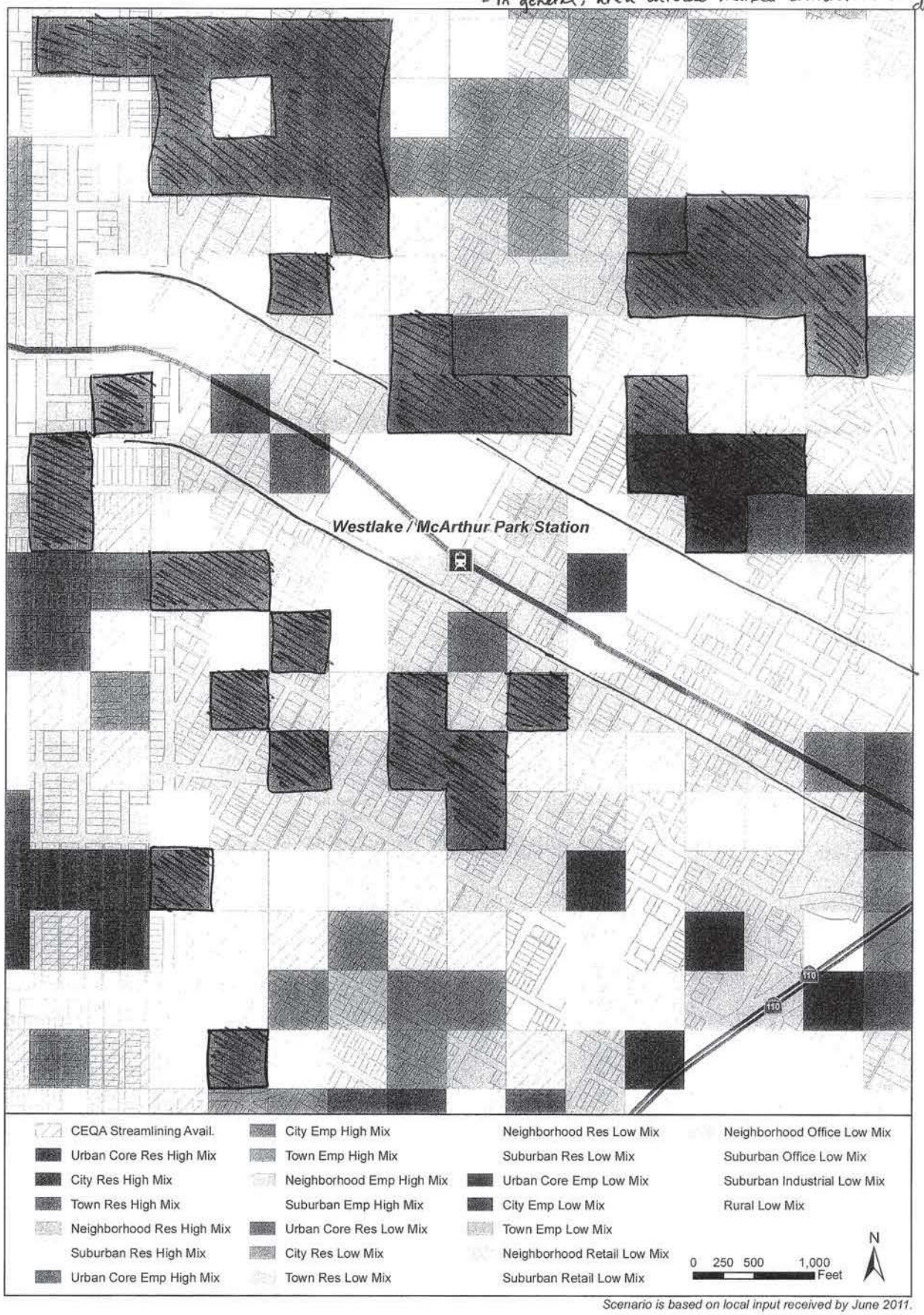
Scenario is based on local input received by June 2011.

Wilshire / Vermont Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

- highlighted boxes have density designations that are too high. Need to reduce.
- In general, area outside marked corridor has lower density



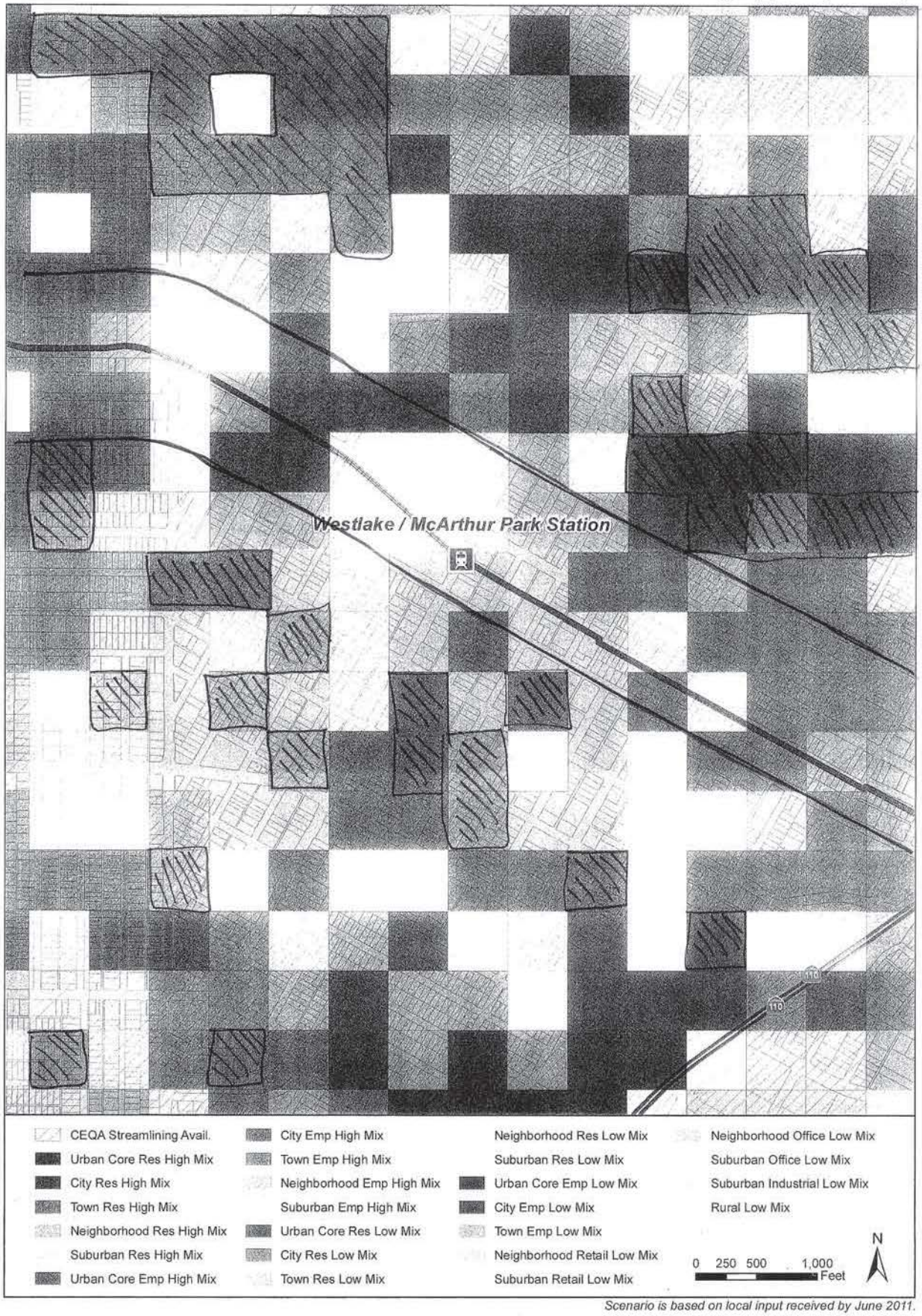
Scenario is based on local input received by June 2011.

Westlake / McArthur Park Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

highlighted cells density too high
82 DU max

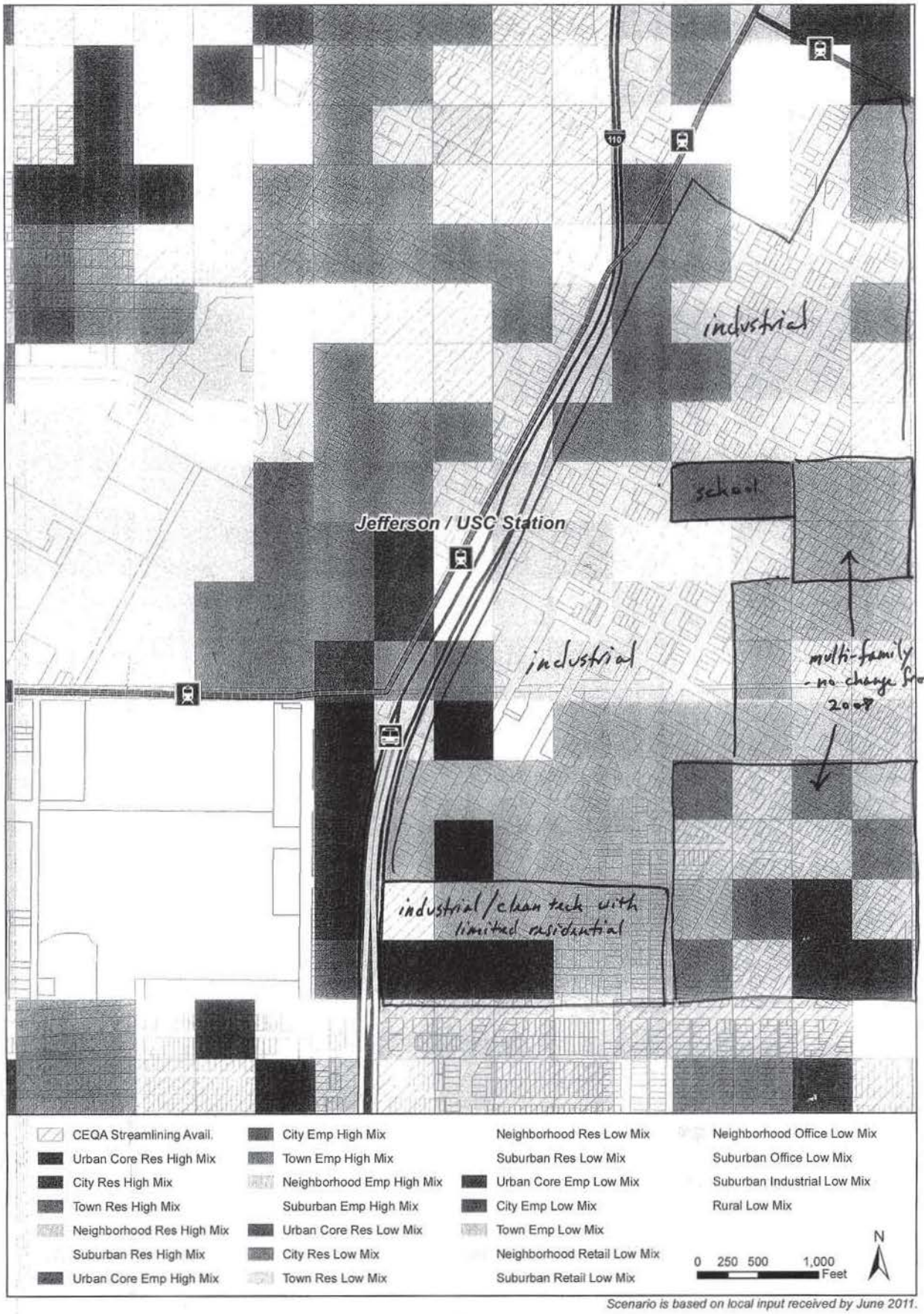


Scenario is based on local input received by June 2011.

Westlake / McArthur Park Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



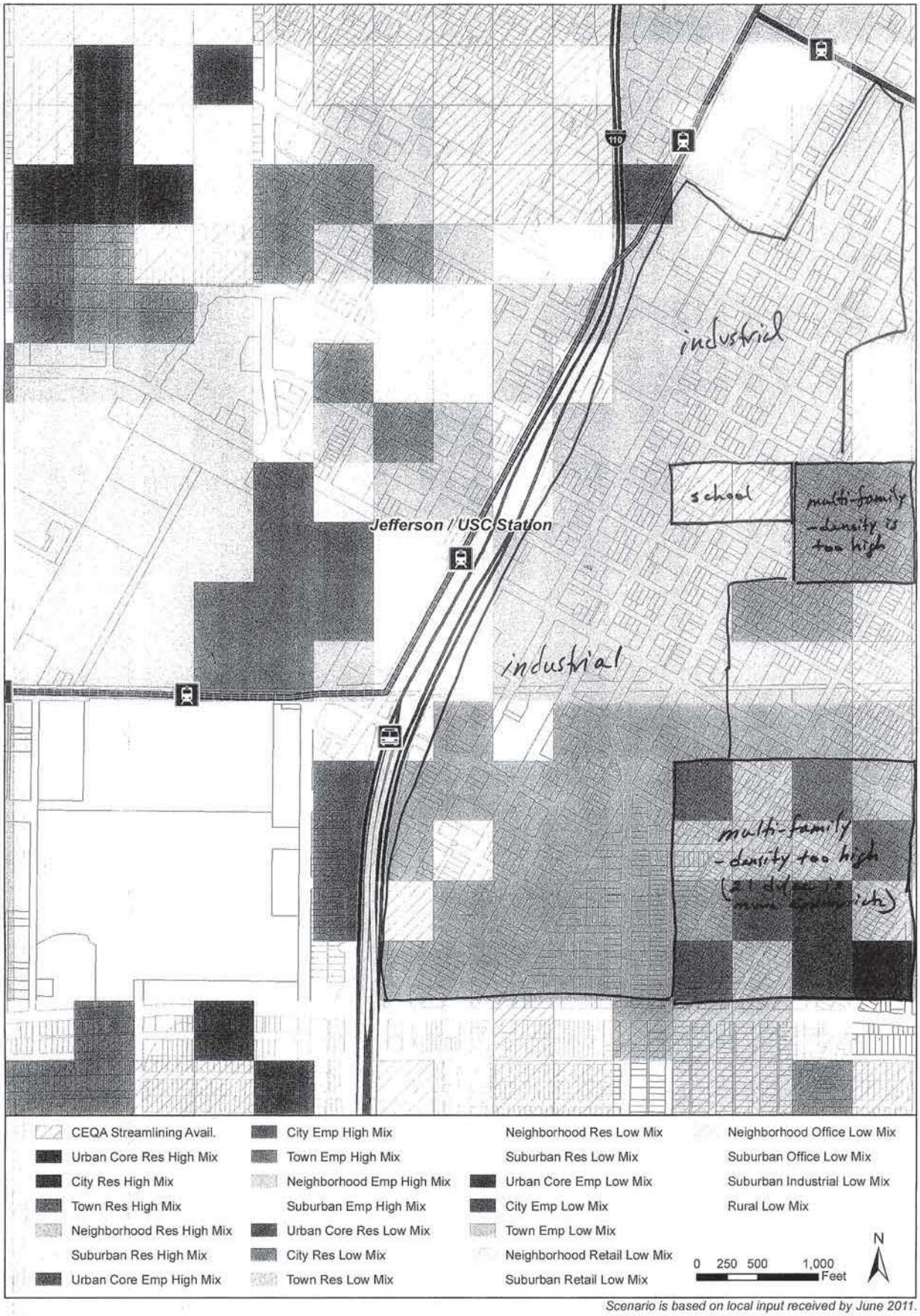
Scenario is based on local input received by June 2011.

Jefferson / USC Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



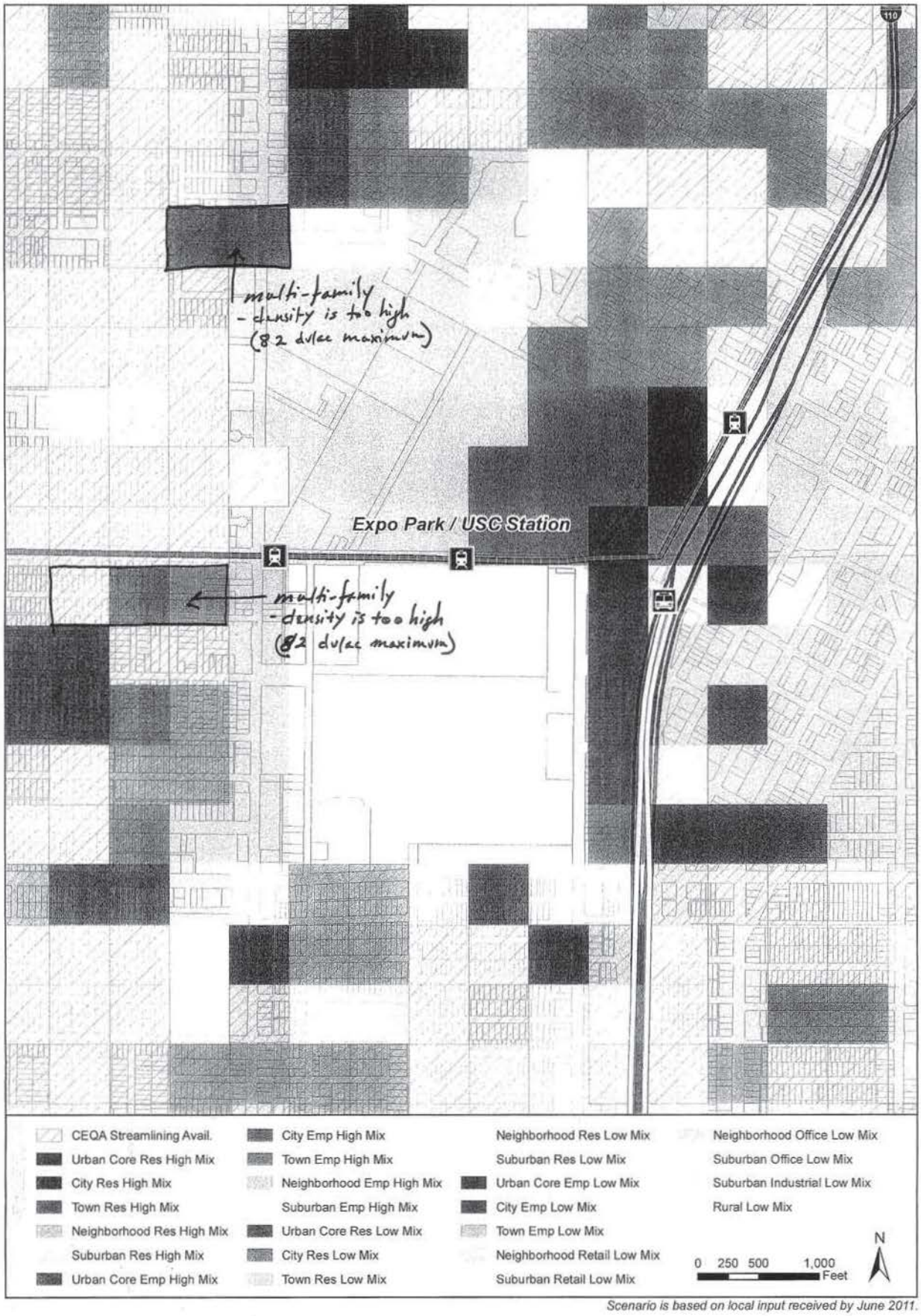
Scenario is based on local input received by June 2011.

Jefferson / USC Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

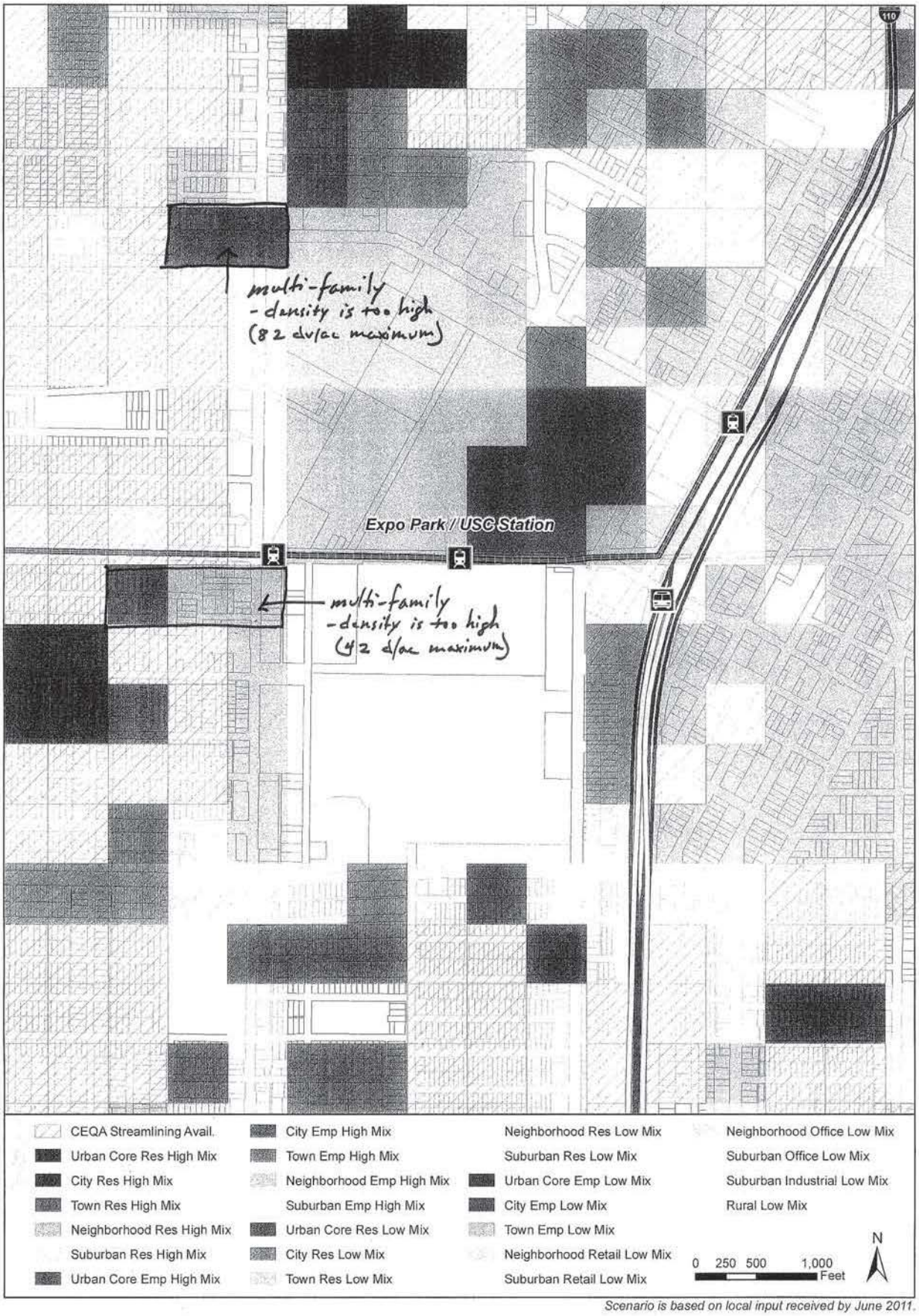


Scenario is based on local input received by June 2011.

Expo Park / USC Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

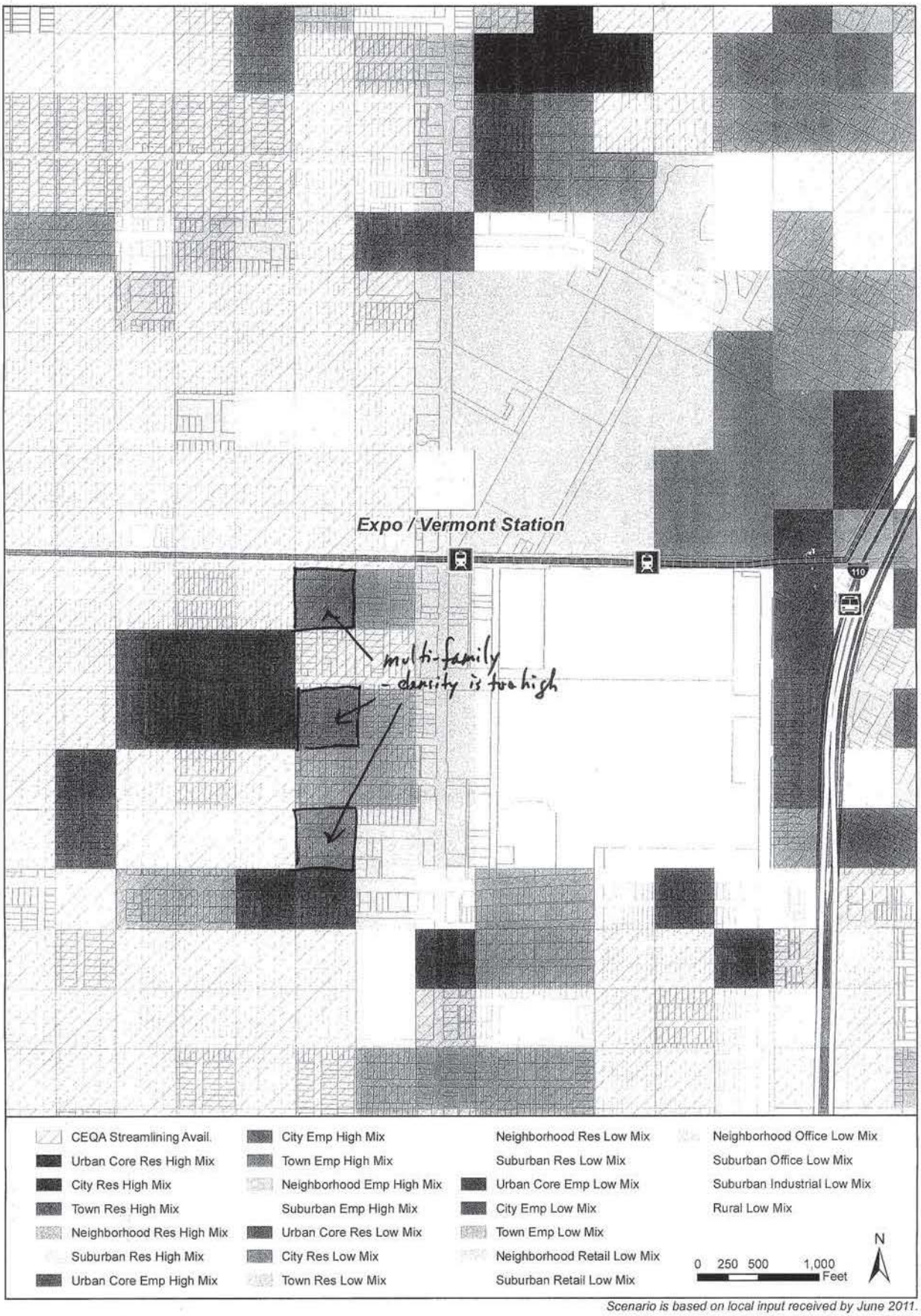


Scenario is based on local input received by June 2011.

Expo Park / USC Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



Scenario is based on local input received by June 2011.

Expo / Vermont Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

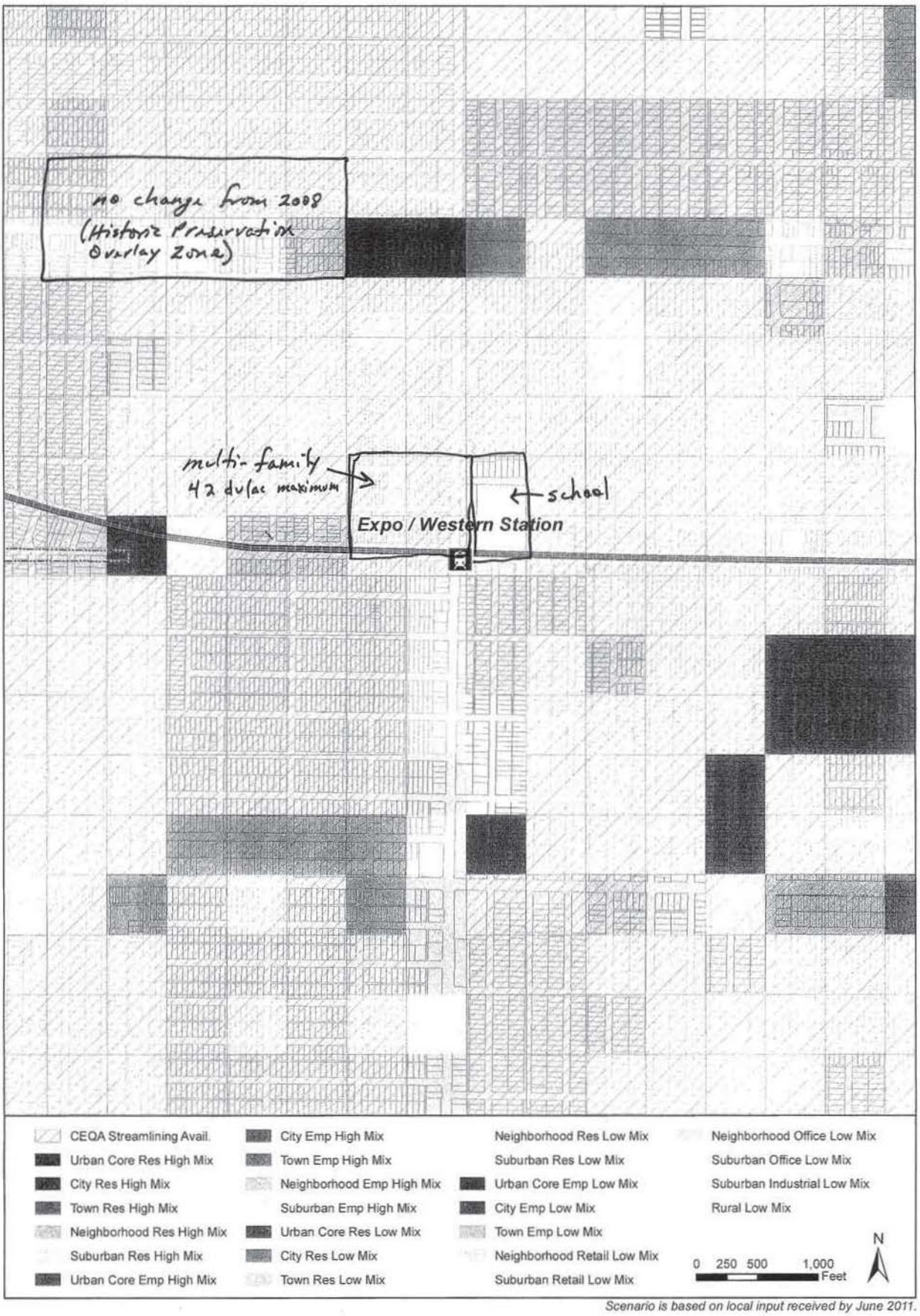
2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Scenario is based on local input received by June 2011.

Expo / Vermont Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



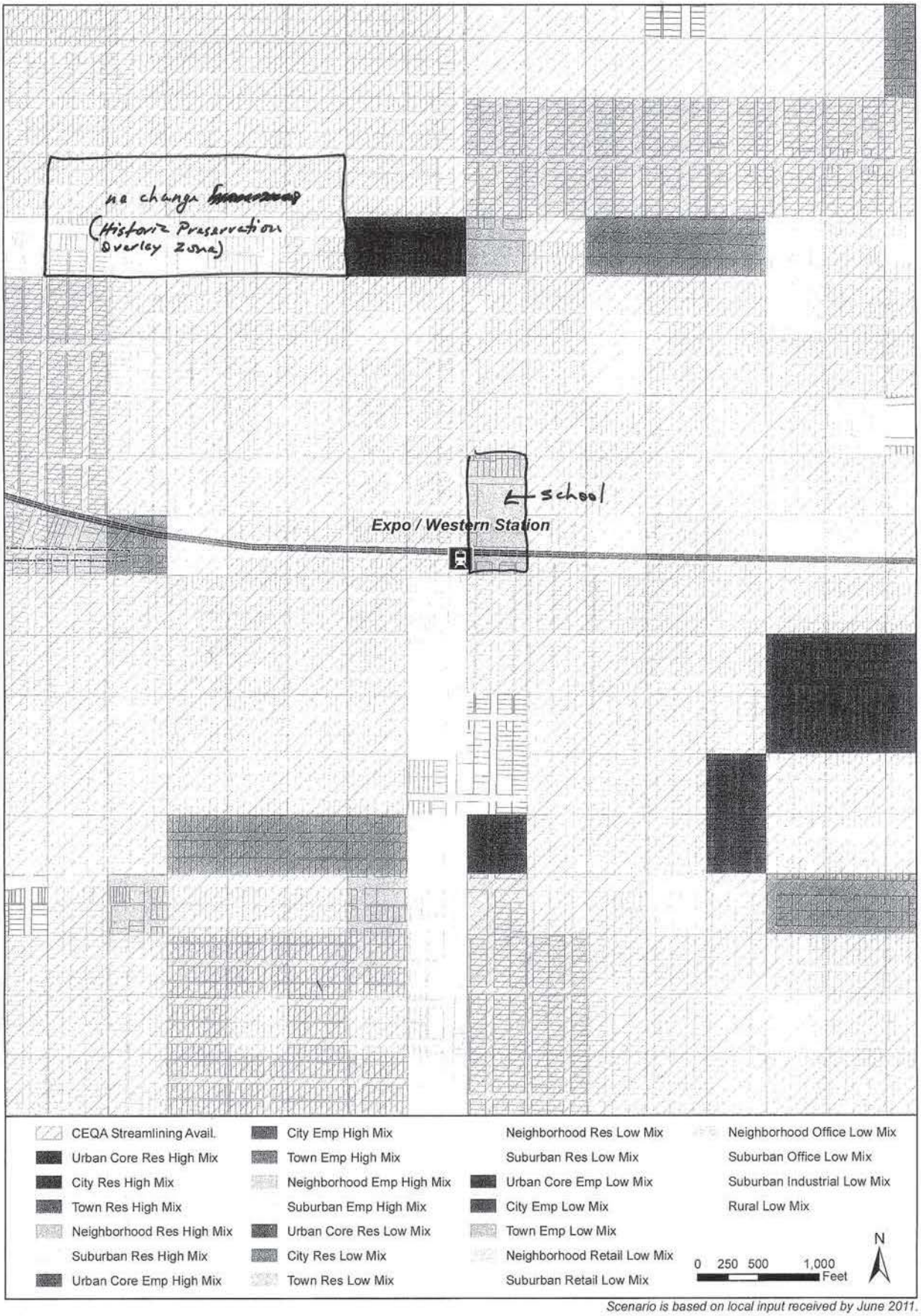
Scenario is based on local input received by June 2011.

Expo / Western Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

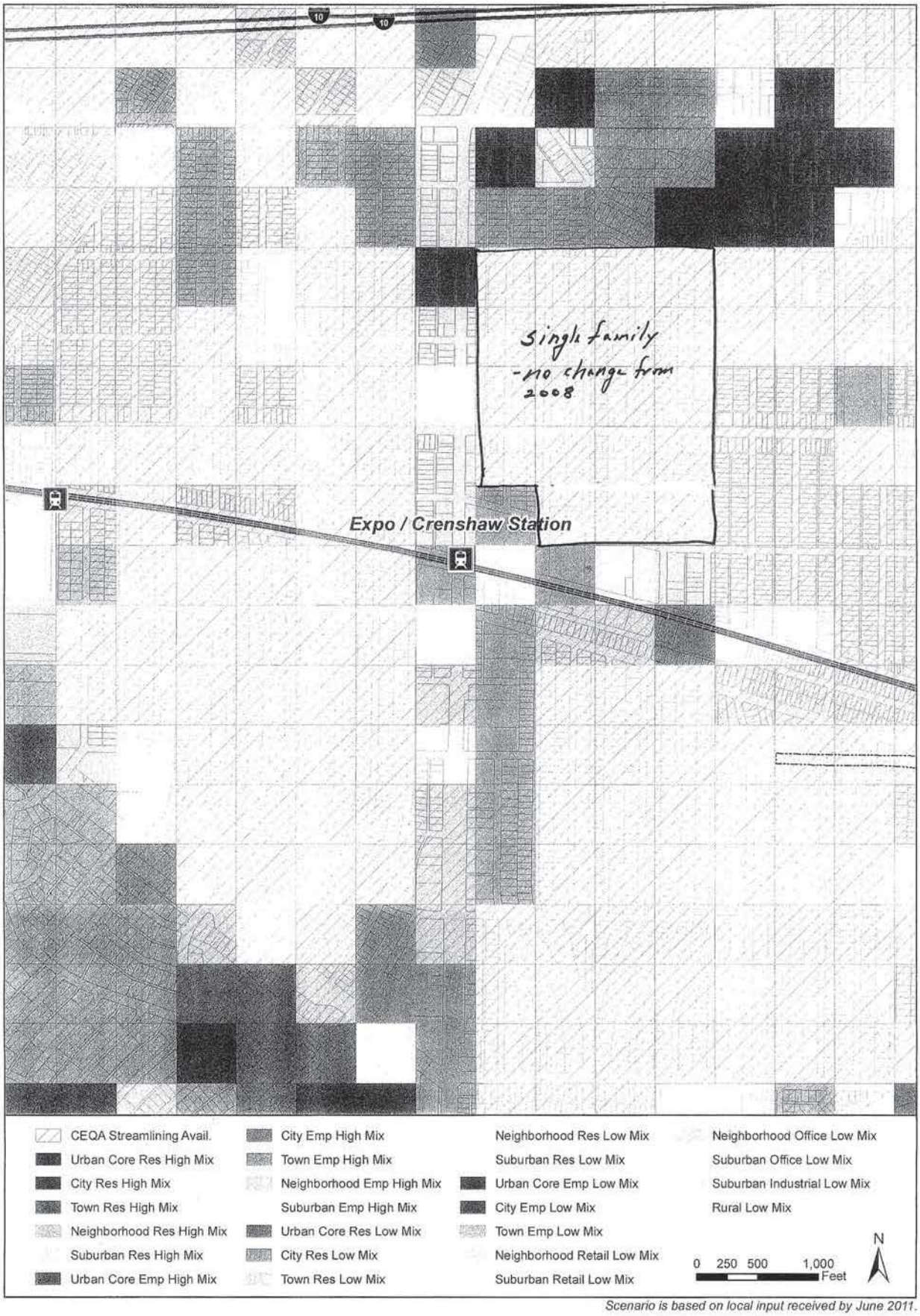


Scenario is based on local input received by June 2011.

Expo / Western Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



Scenario is based on local input received by June 2011.

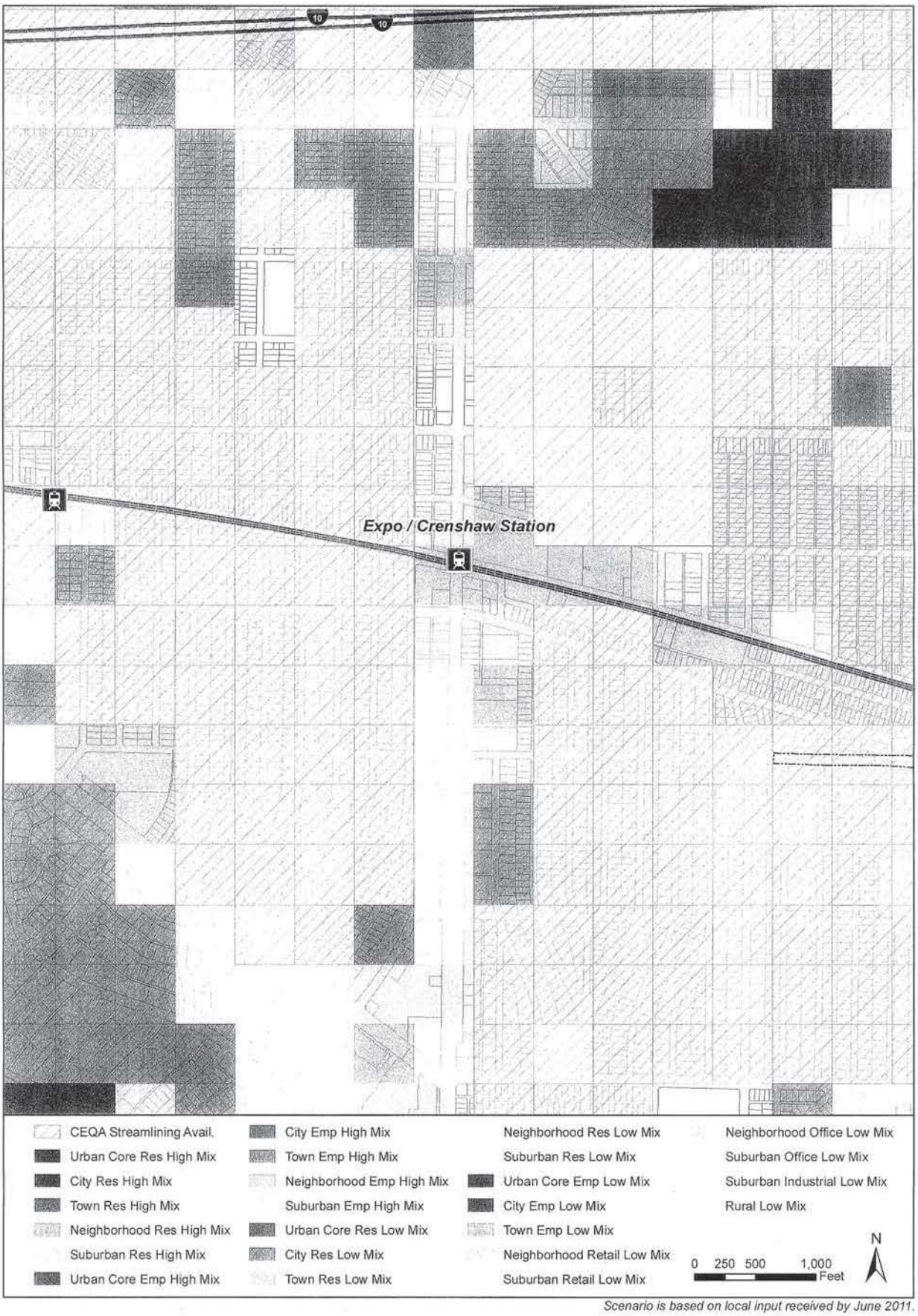
Expo / Crenshaw Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

-No comment

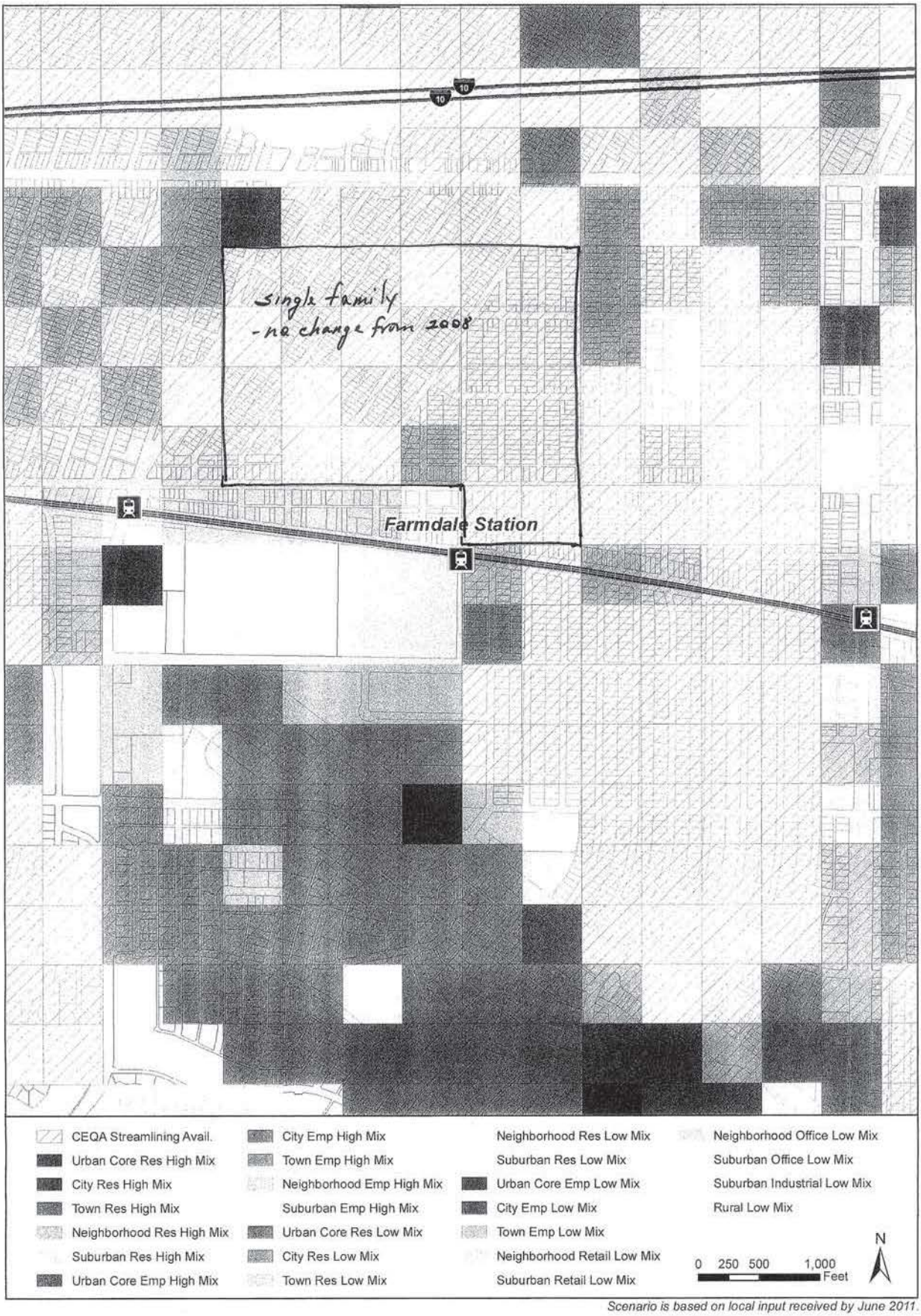


Scenario is based on local input received by June 2011.

Expo / Crenshaw Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



Scenario is based on local input received by June 2011.

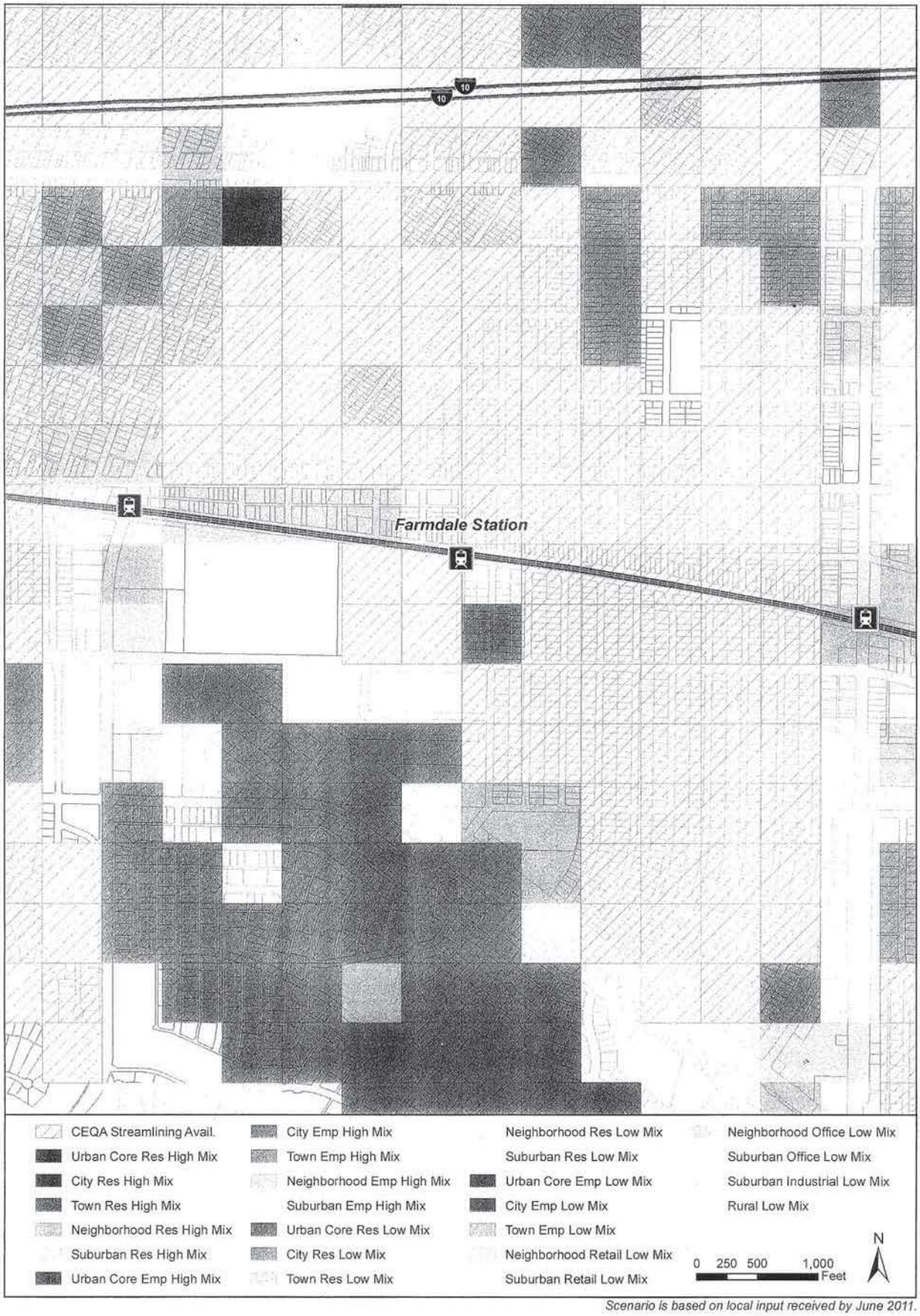
Farmdale Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

No comment

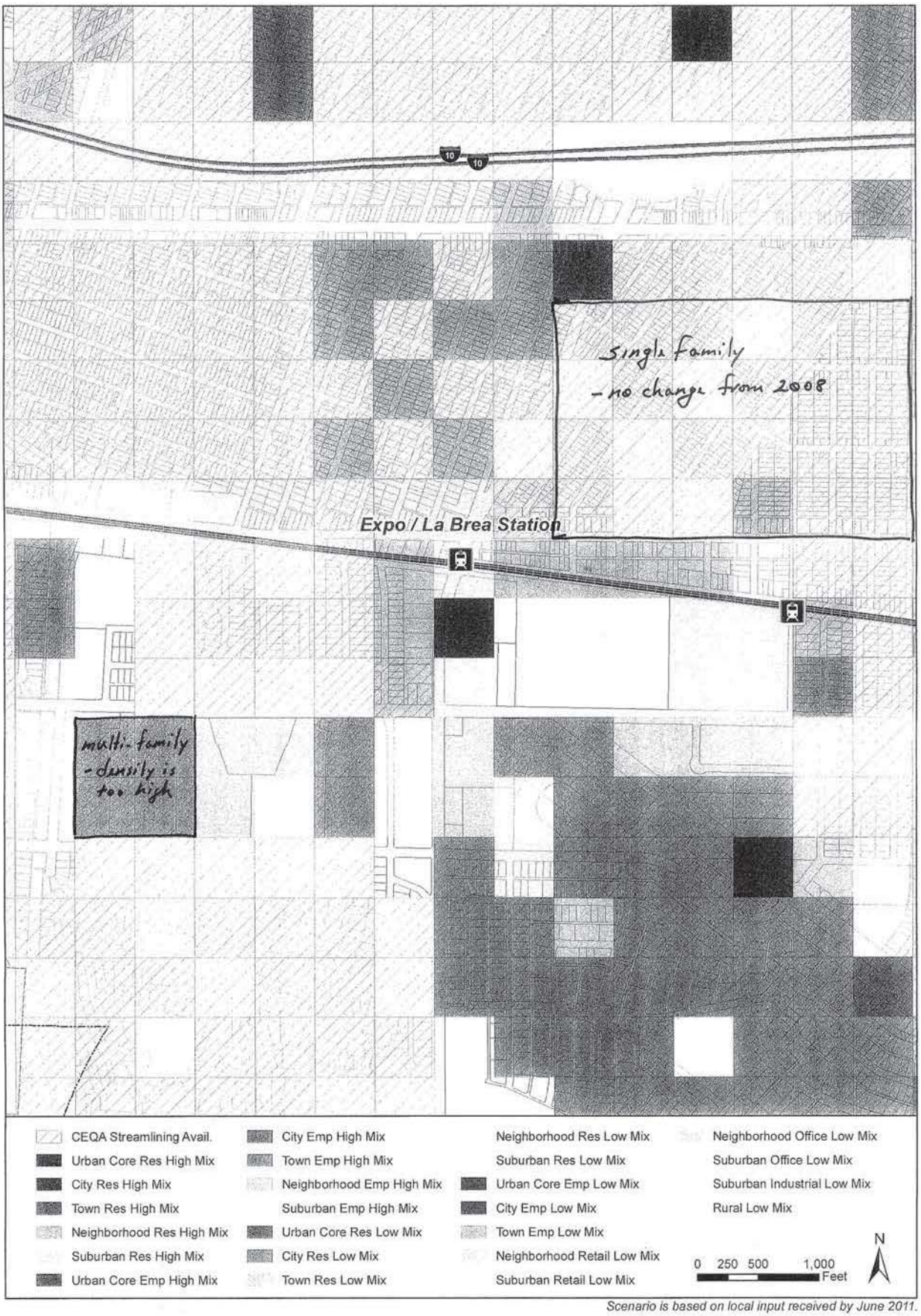


Scenario is based on local input received by June 2011.

Farmdale Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



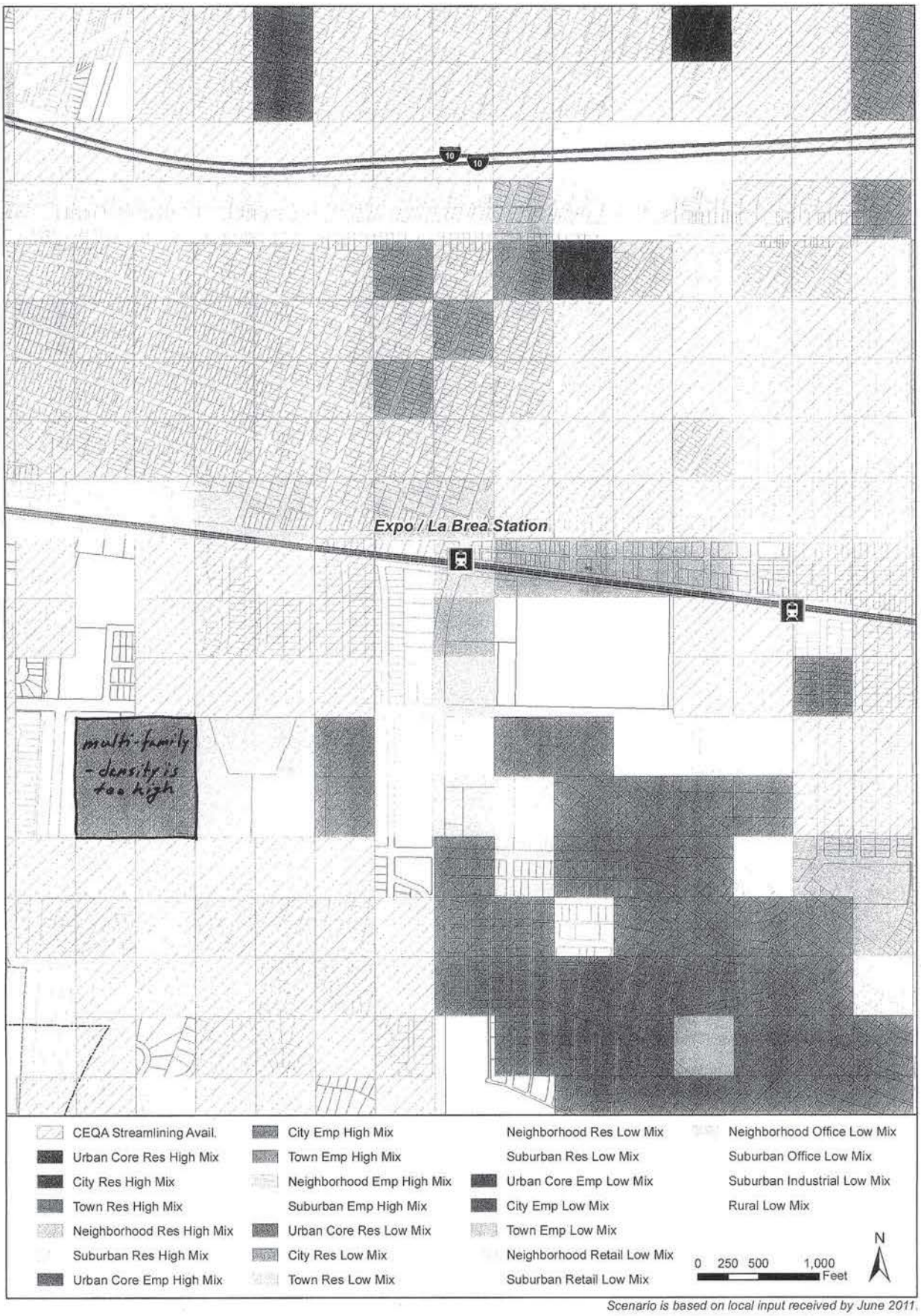
Scenario is based on local input received by June 2011.

Expo / La Brea Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



Scenario is based on local input received by June 2011.

Expo / La Brea Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

No comment

Scenario is based on local input received by June 2011.

La Cienega / Jefferson Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

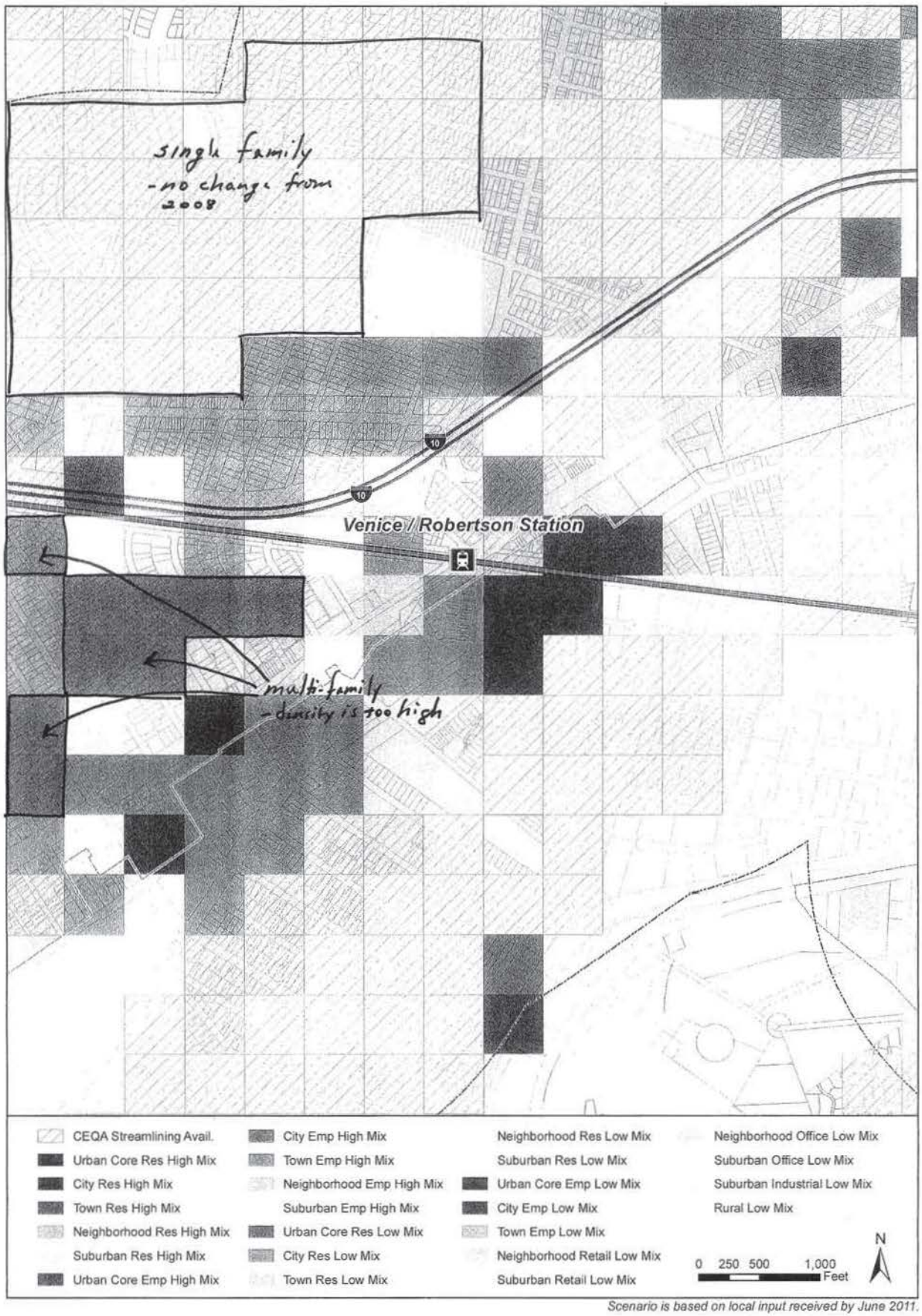
No comment

Scenario is based on local input received by June 2011.

La Cienega / Jefferson Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



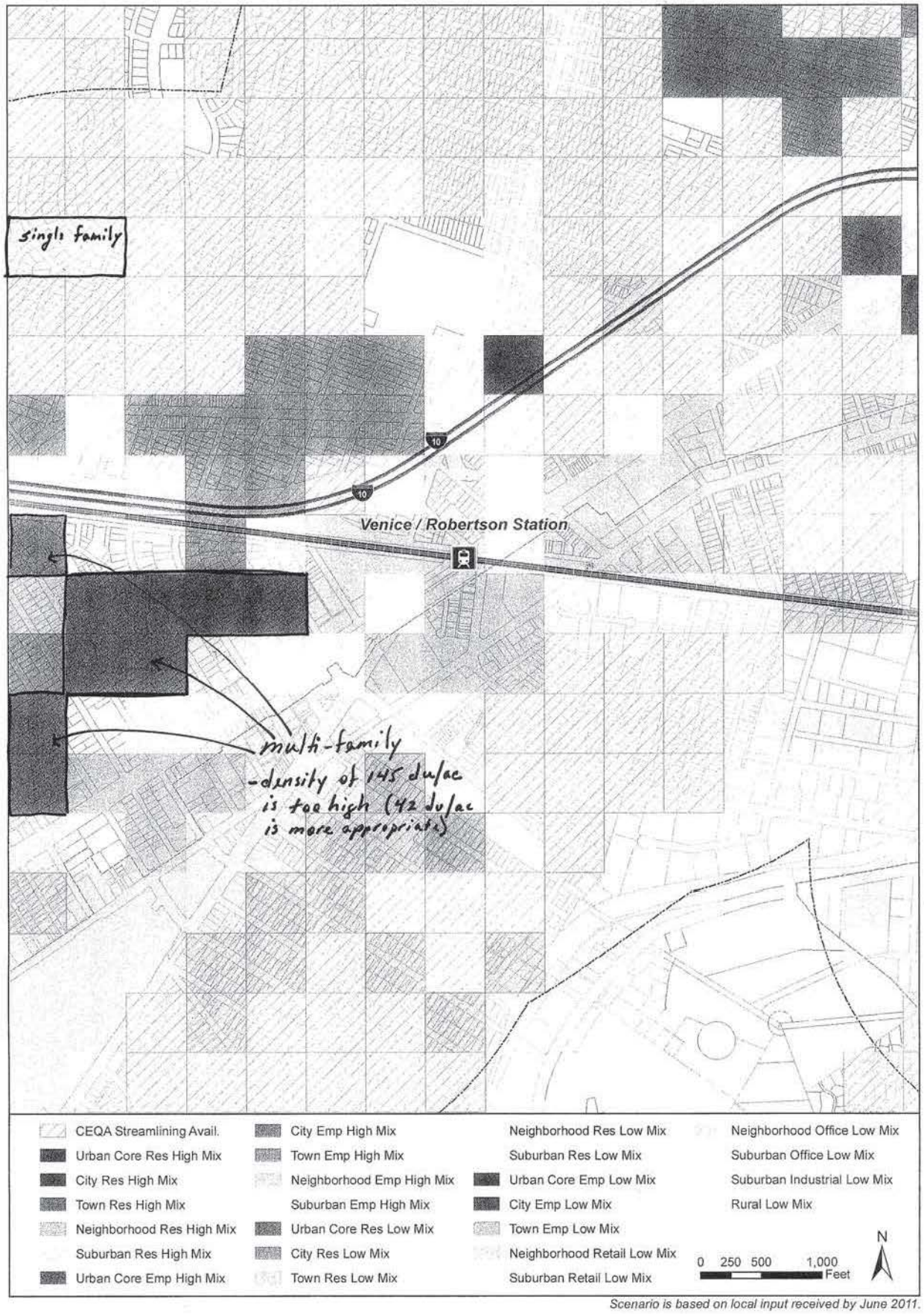
Scenario is based on local input received by June 2011.

Venice / Robertson Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

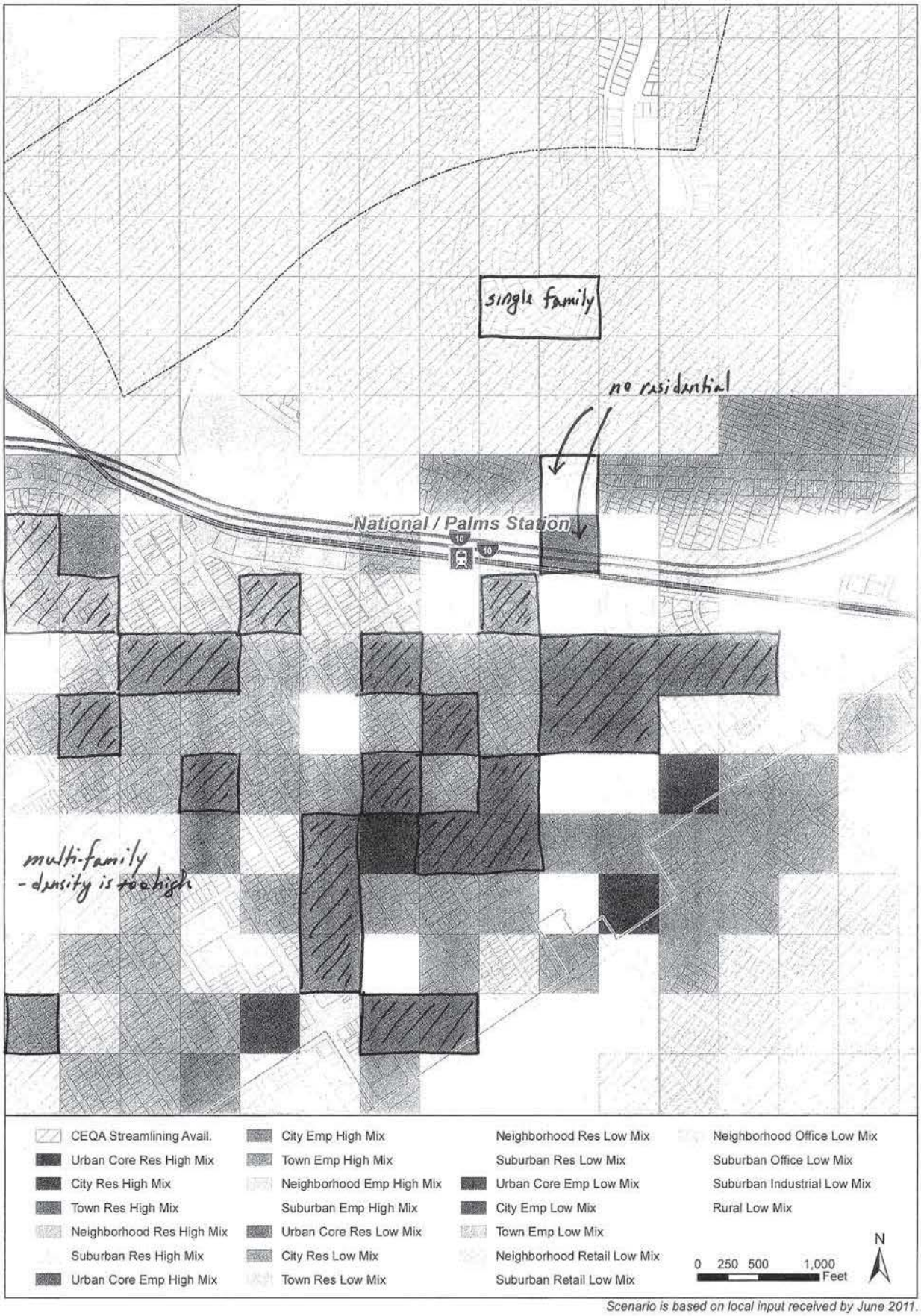


Scenario is based on local input received by June 2011.

Venice / Robertson Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

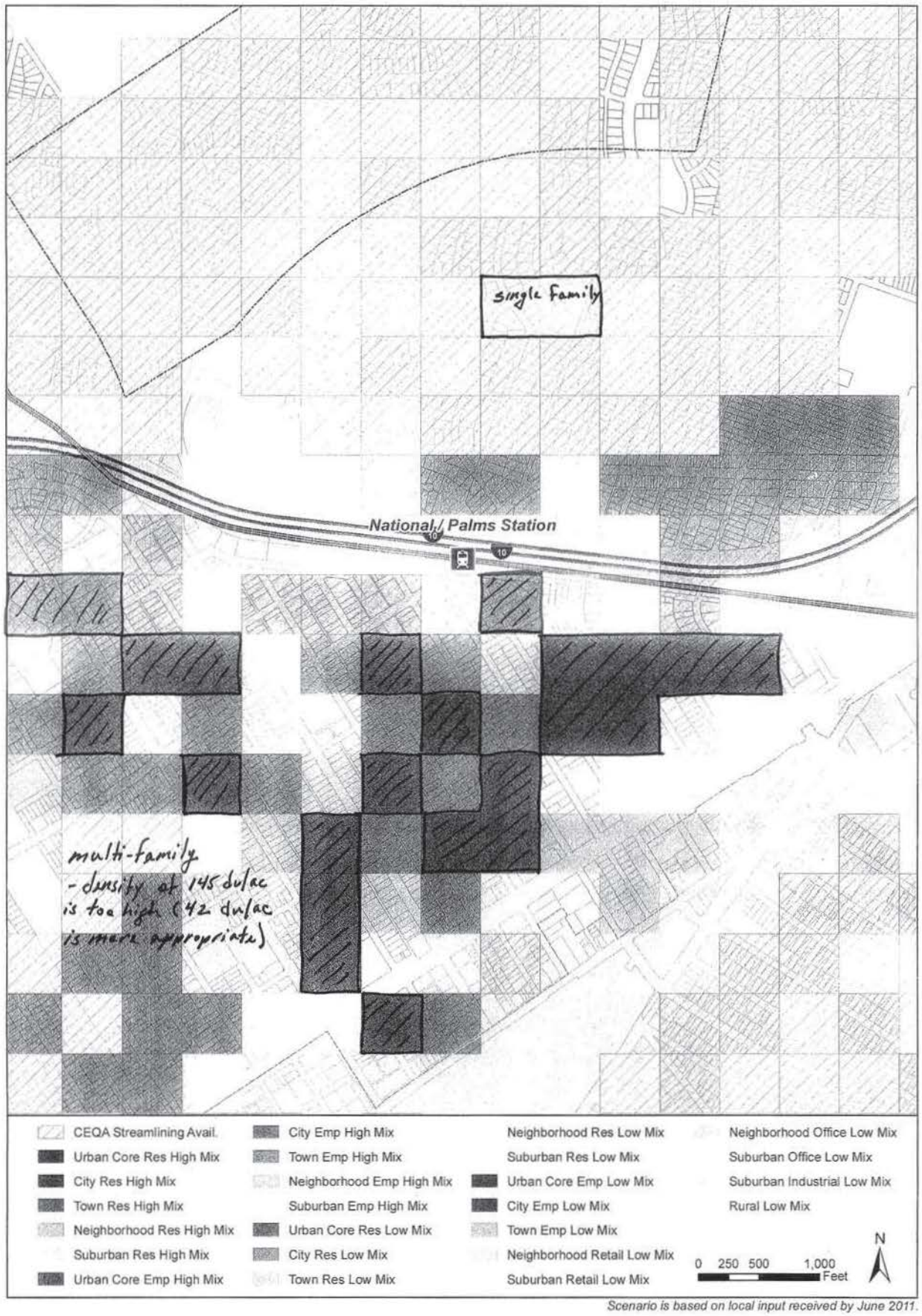


Scenario is based on local input received by June 2011.

National / Palms Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



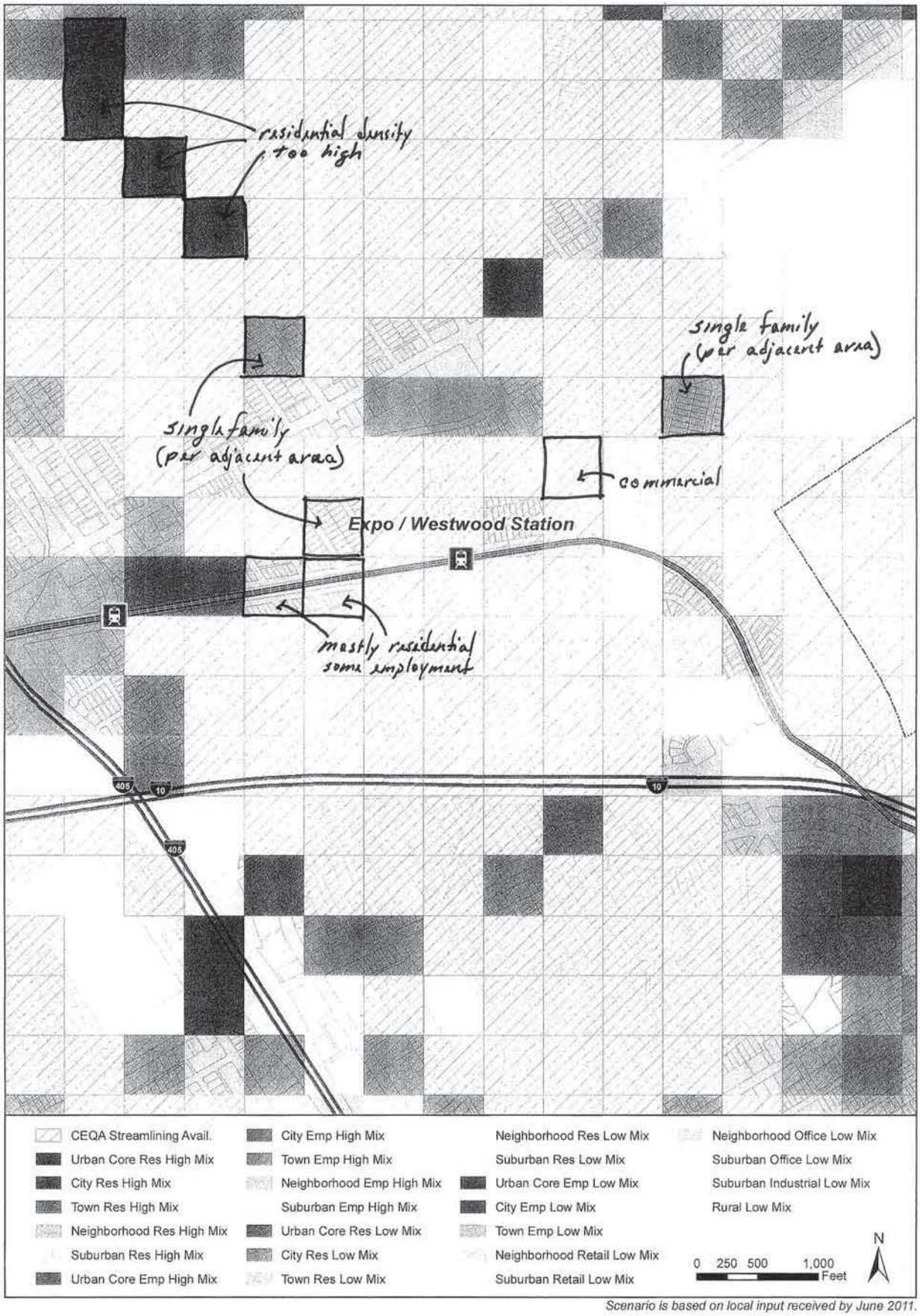
Scenario is based on local input received by June 2011.

National / Palms Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



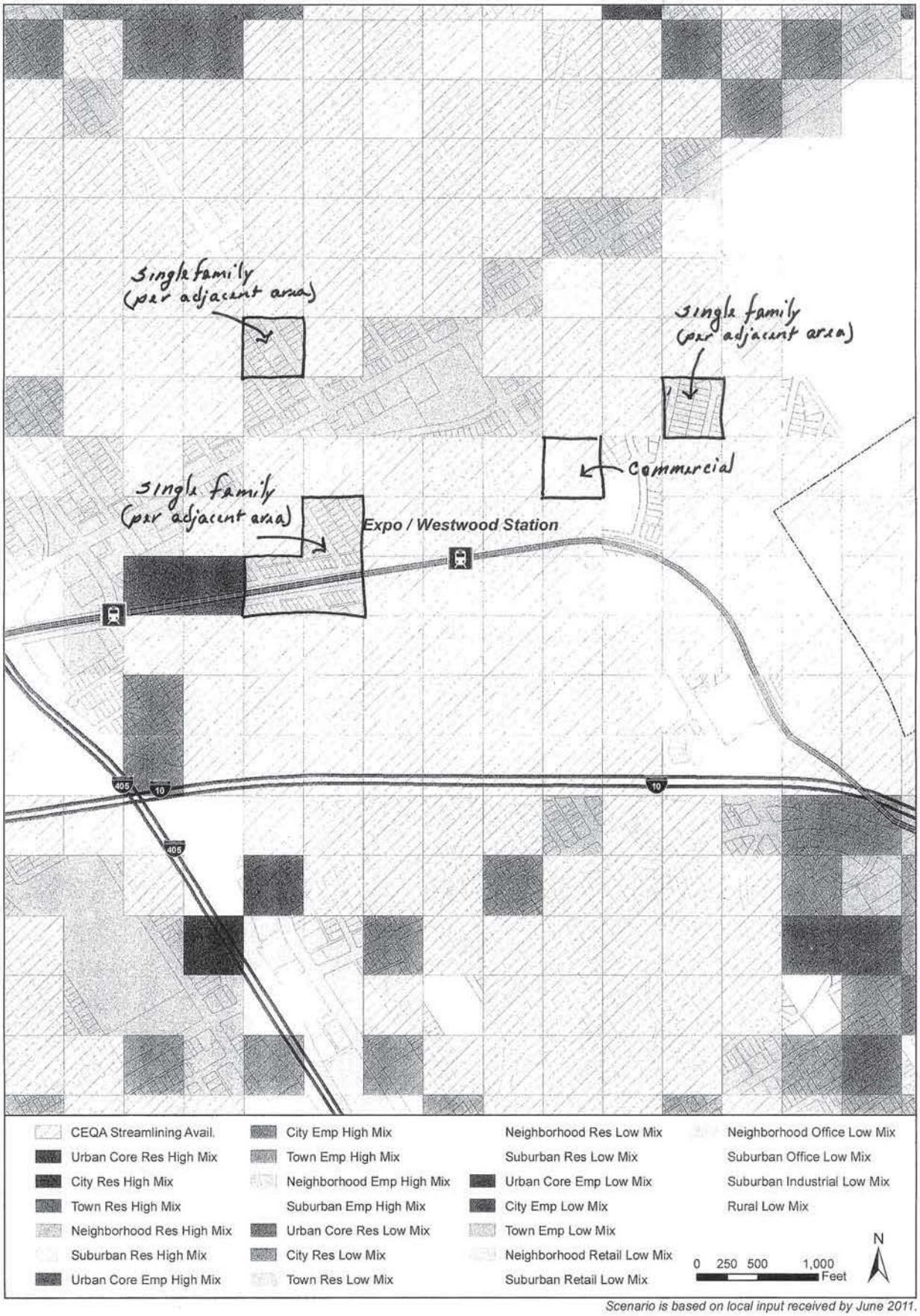
Scenario is based on local input received by June 2011.

Expo / Westwood Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

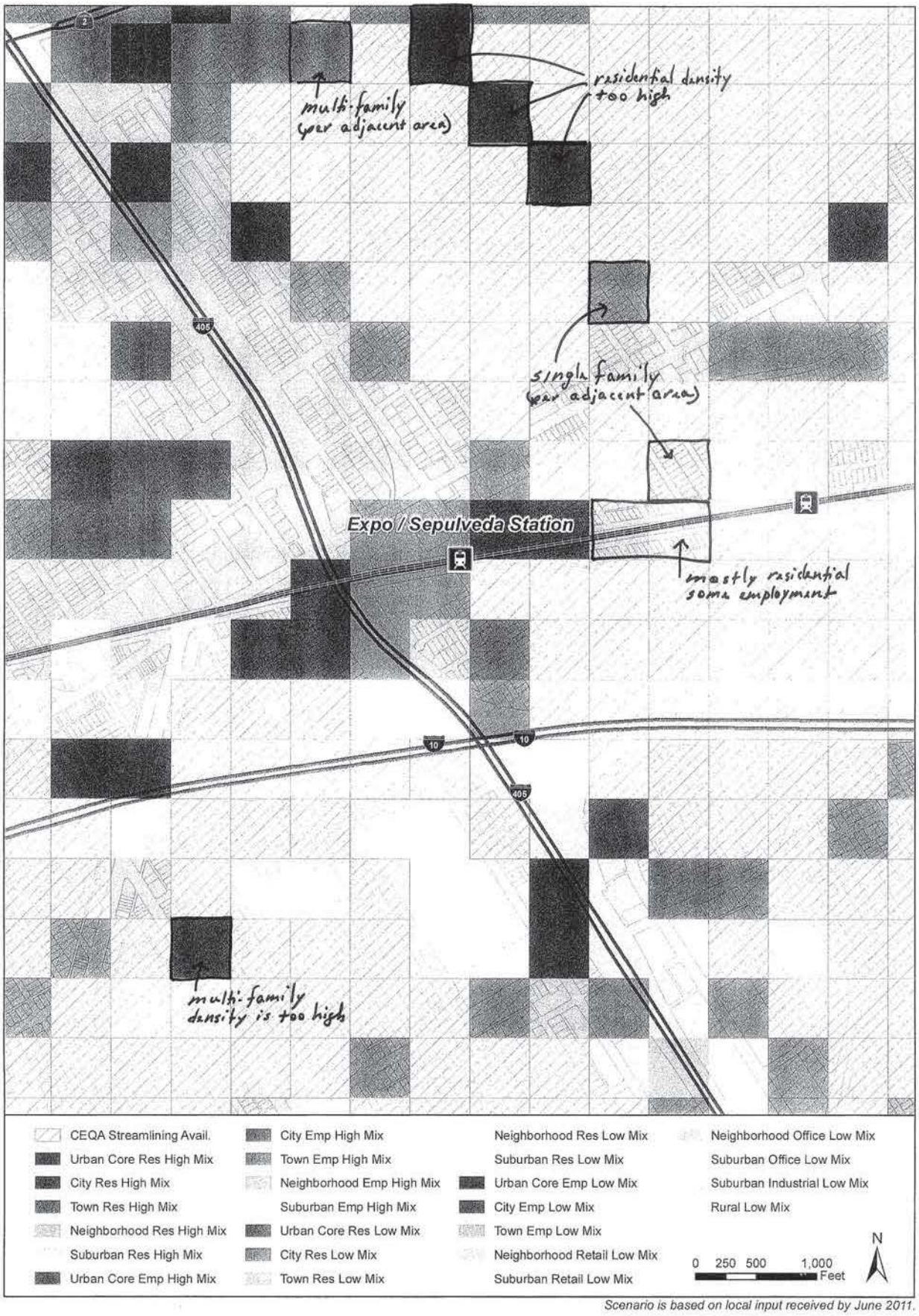


Scenario is based on local input received by June 2011.

Expo / Westwood Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



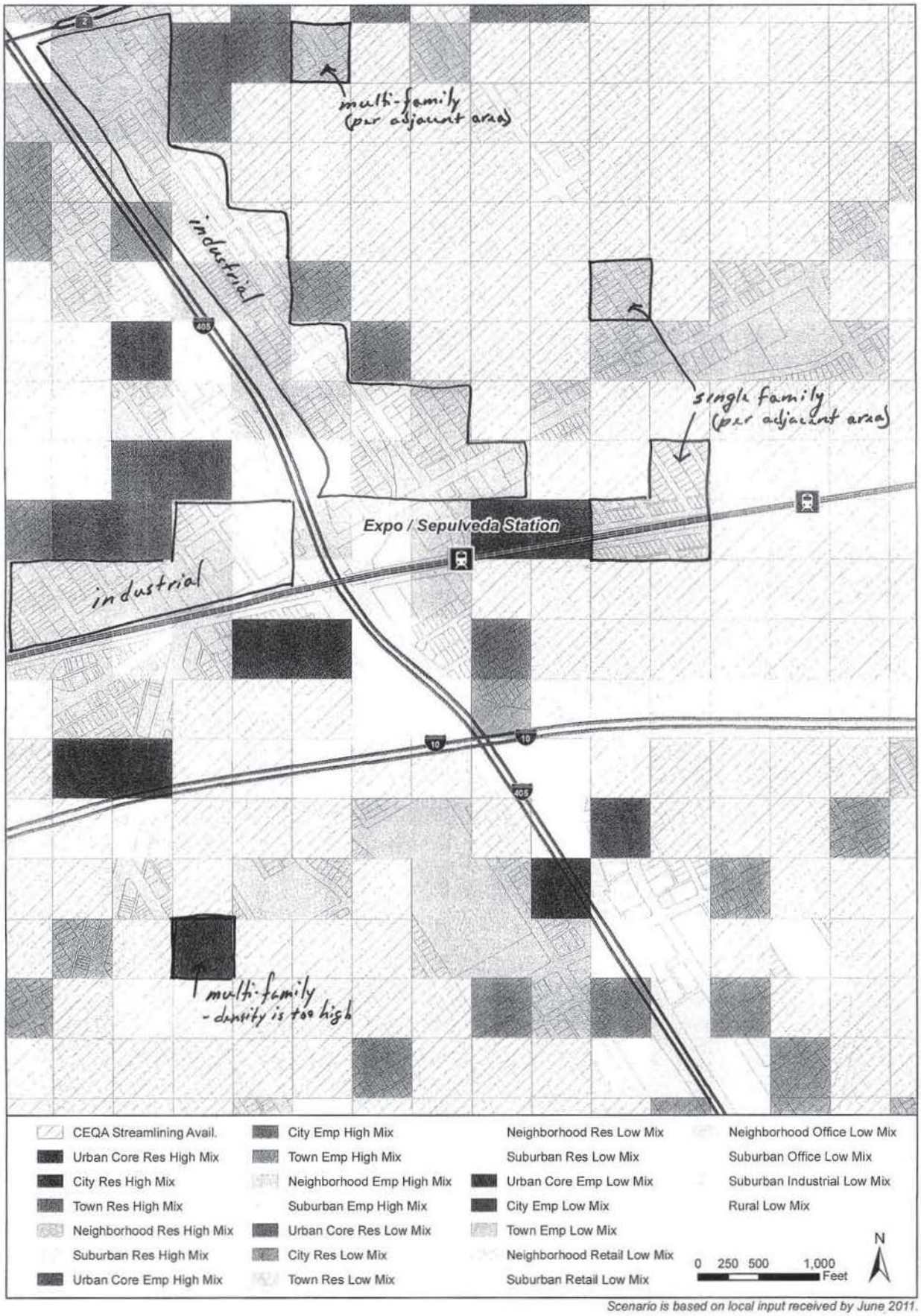
Scenario is based on local input received by June 2011.

Expo / Sepulveda Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

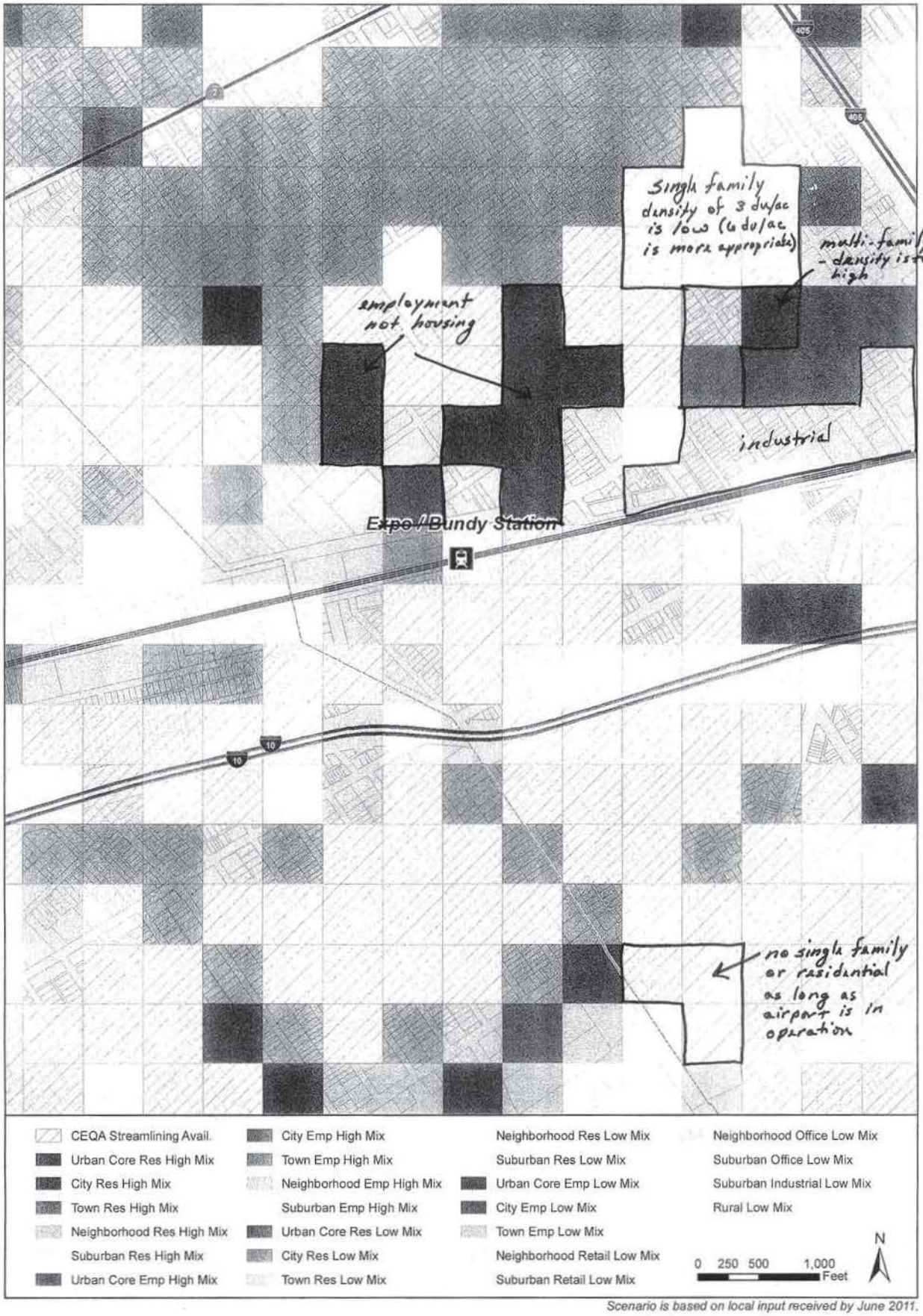


Scenario is based on local input received by June 2011.

Expo / Sepulveda Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



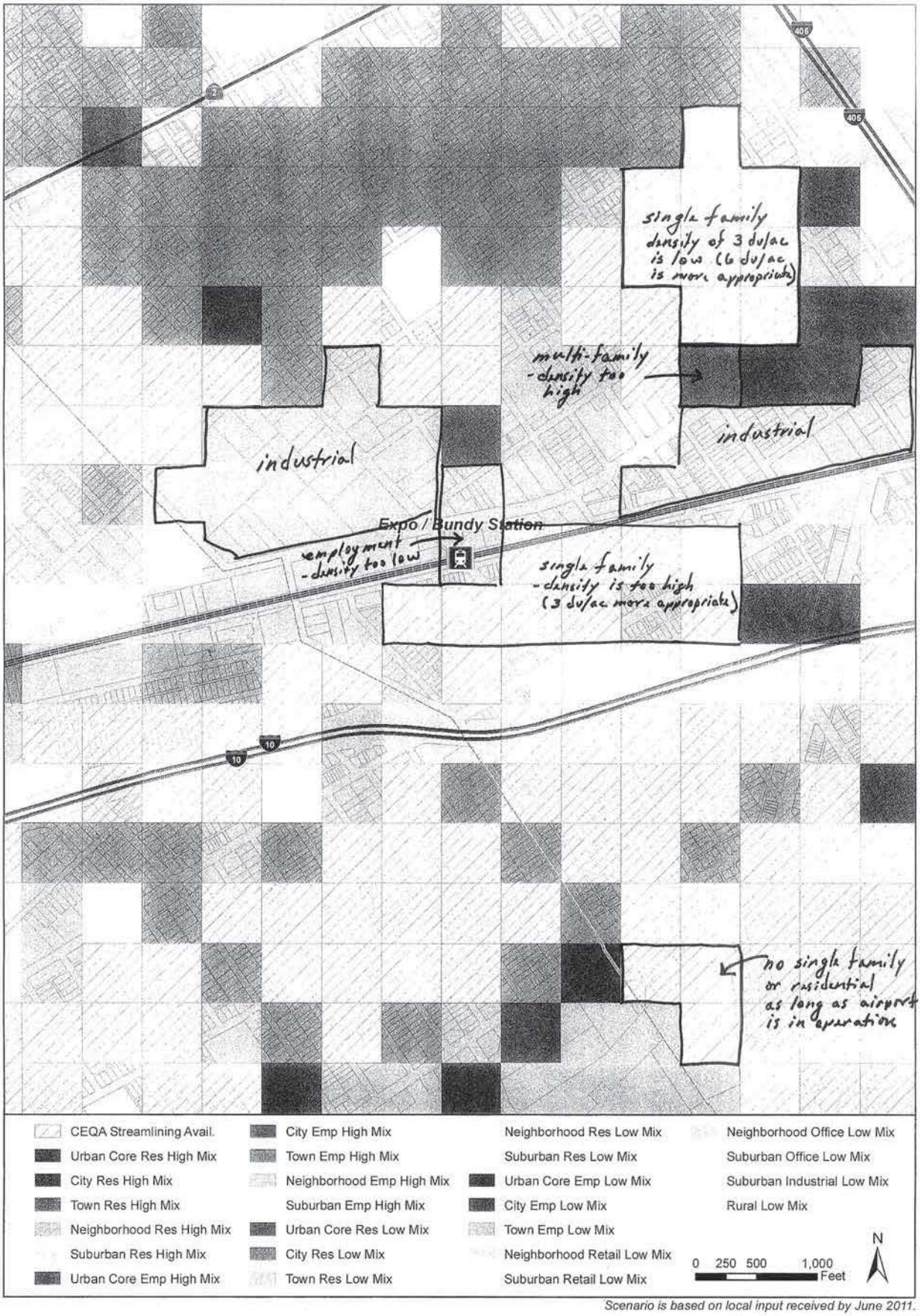
Scenario is based on local input received by June 2011.

Expo / Bundy Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



Scenario is based on local input received by June 2011.

Expo / Bundy Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

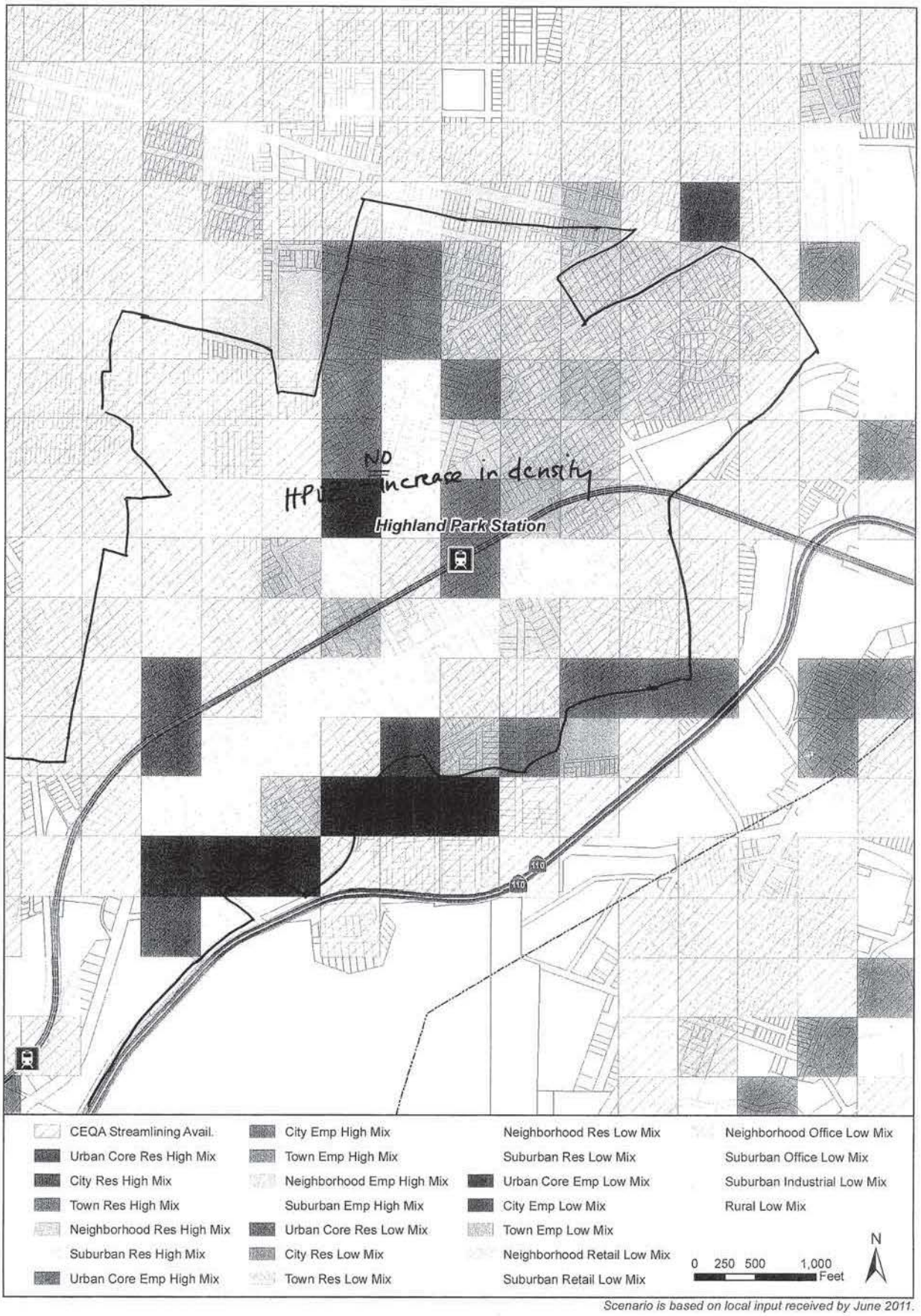
— Same as 08 w/ additional Comments

Scenario is based on local input received by June 2011.

Highland Park Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

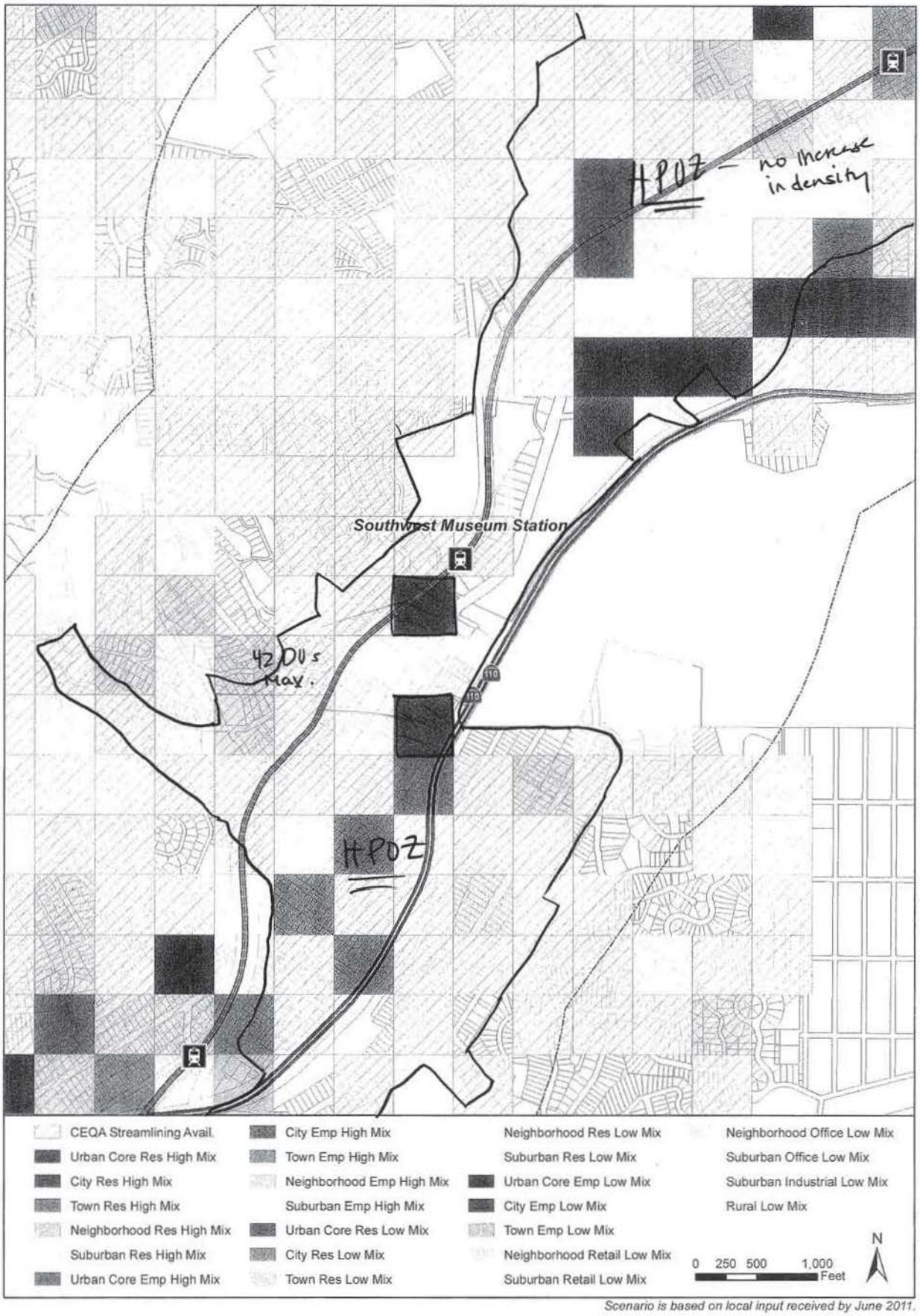


Scenario is based on local input received by June 2011.

Highland Park Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



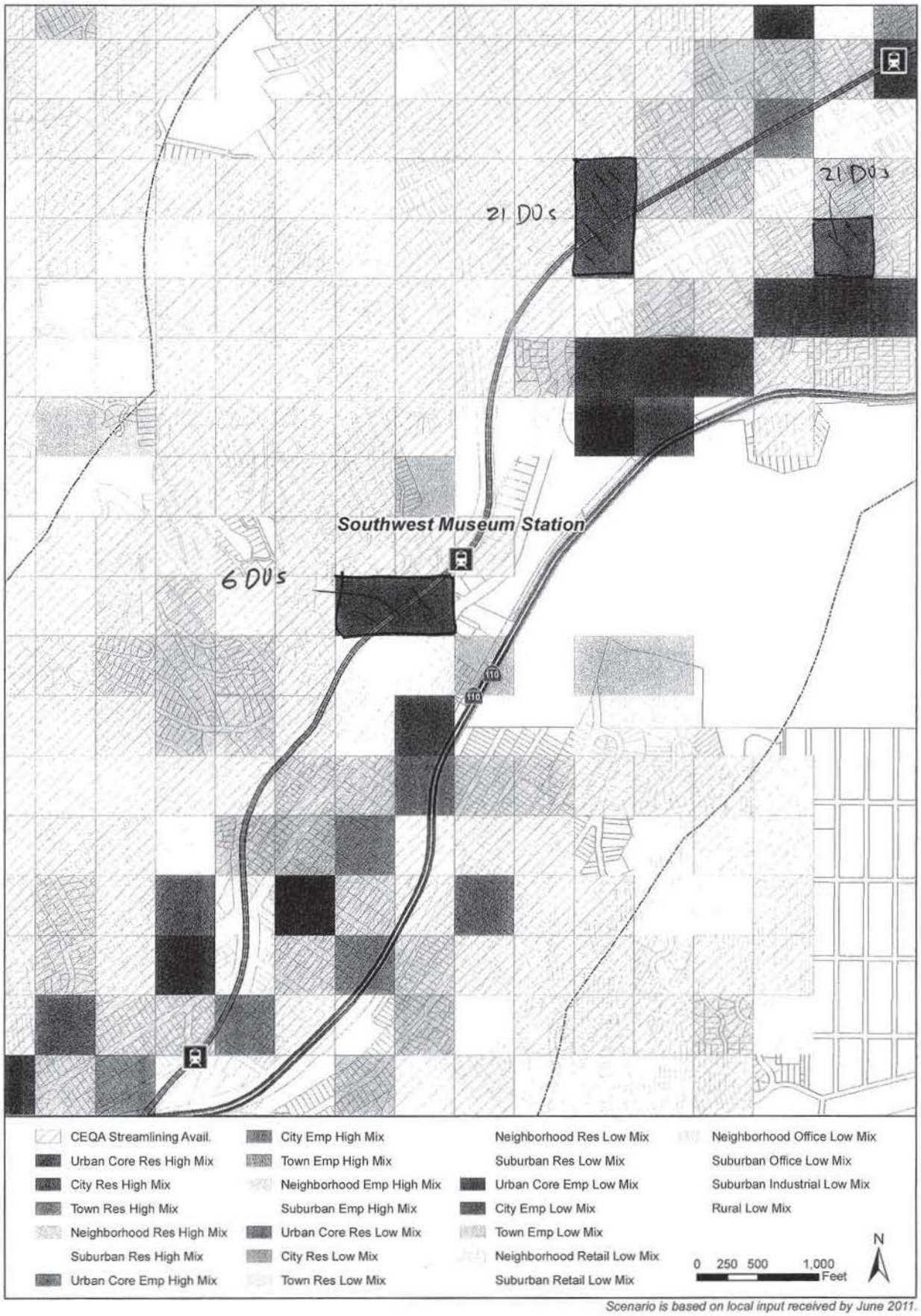
Scenario is based on local input received by June 2011.

Southwest Museum Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

– Same as 08 w/ additional comments below

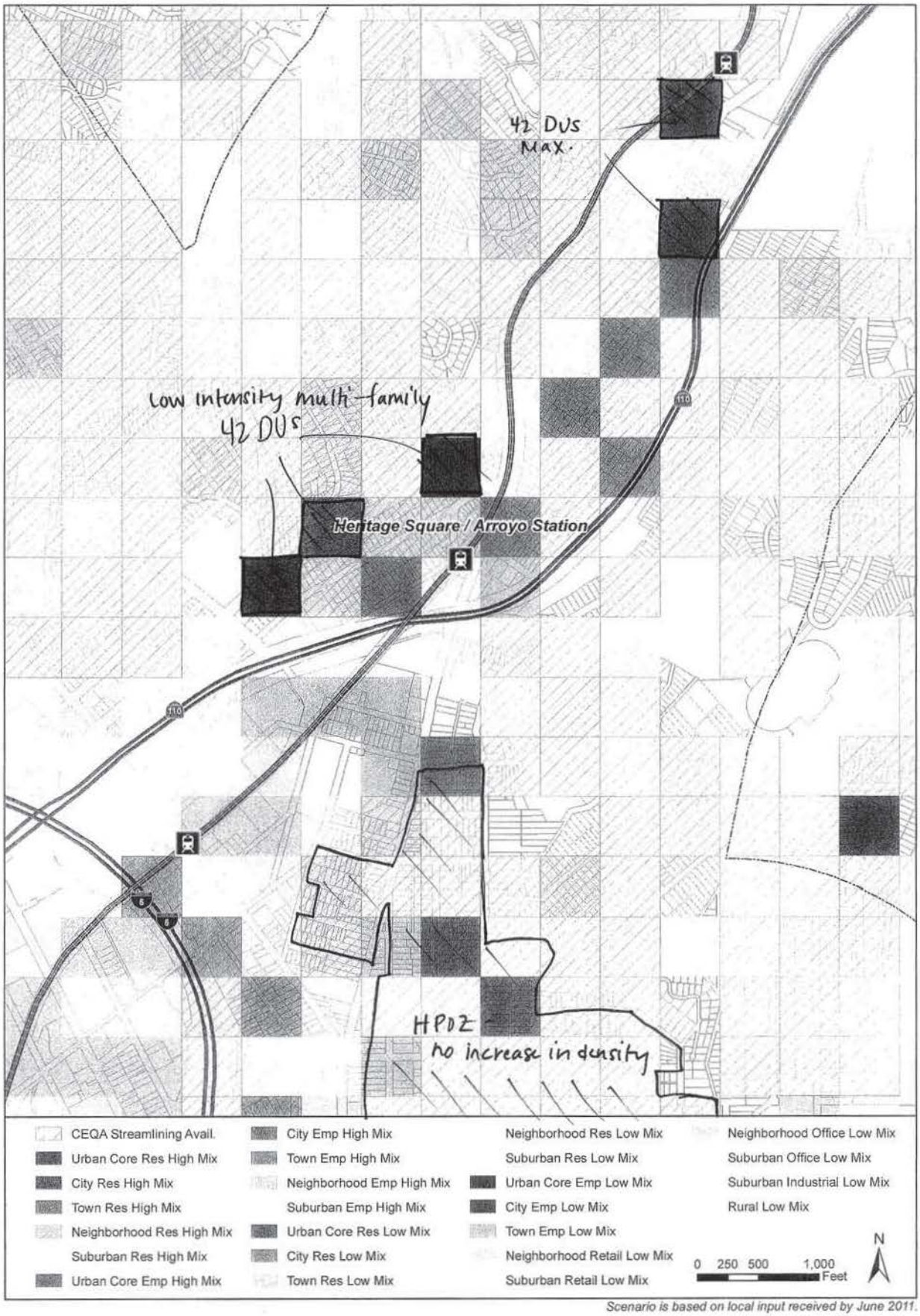


Scenario is based on local input received by June 2011.

Southwest Museum Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



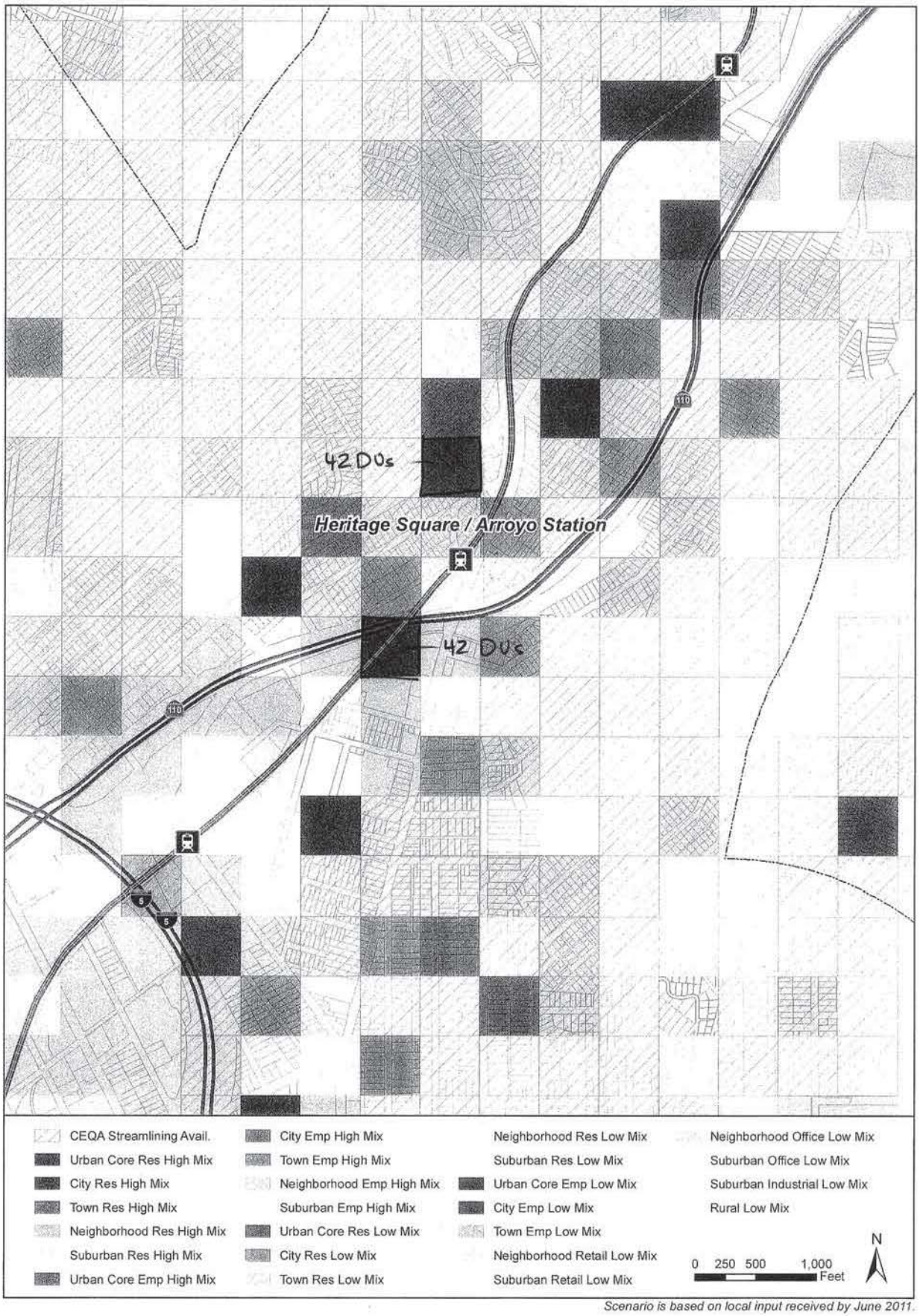
Scenario is based on local input received by June 2011.

Heritage Square / Arroyo Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

- Same as 08 w/ additional comments below

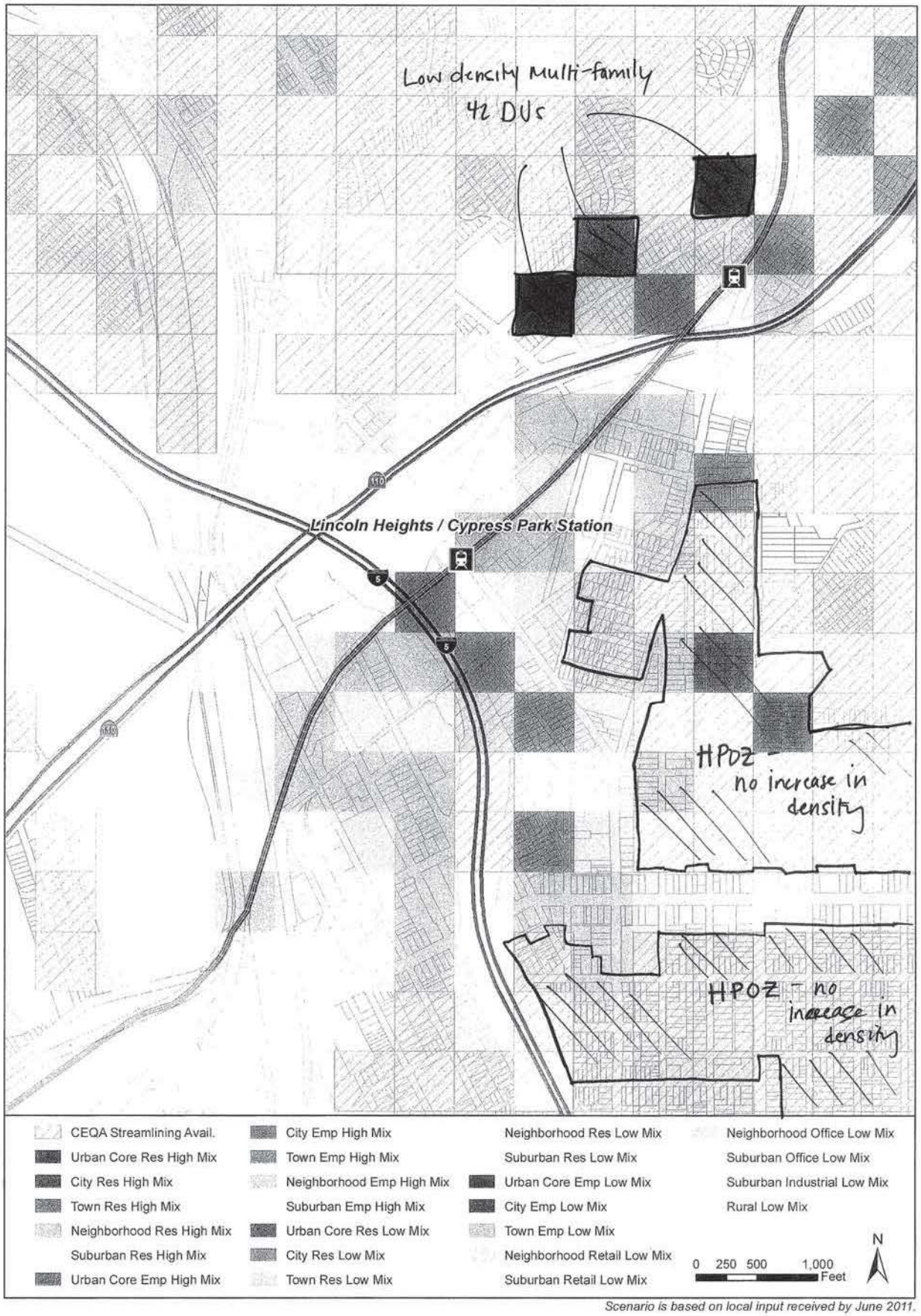


Scenario is based on local input received by June 2011.

Heritage Square / Arroyo Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



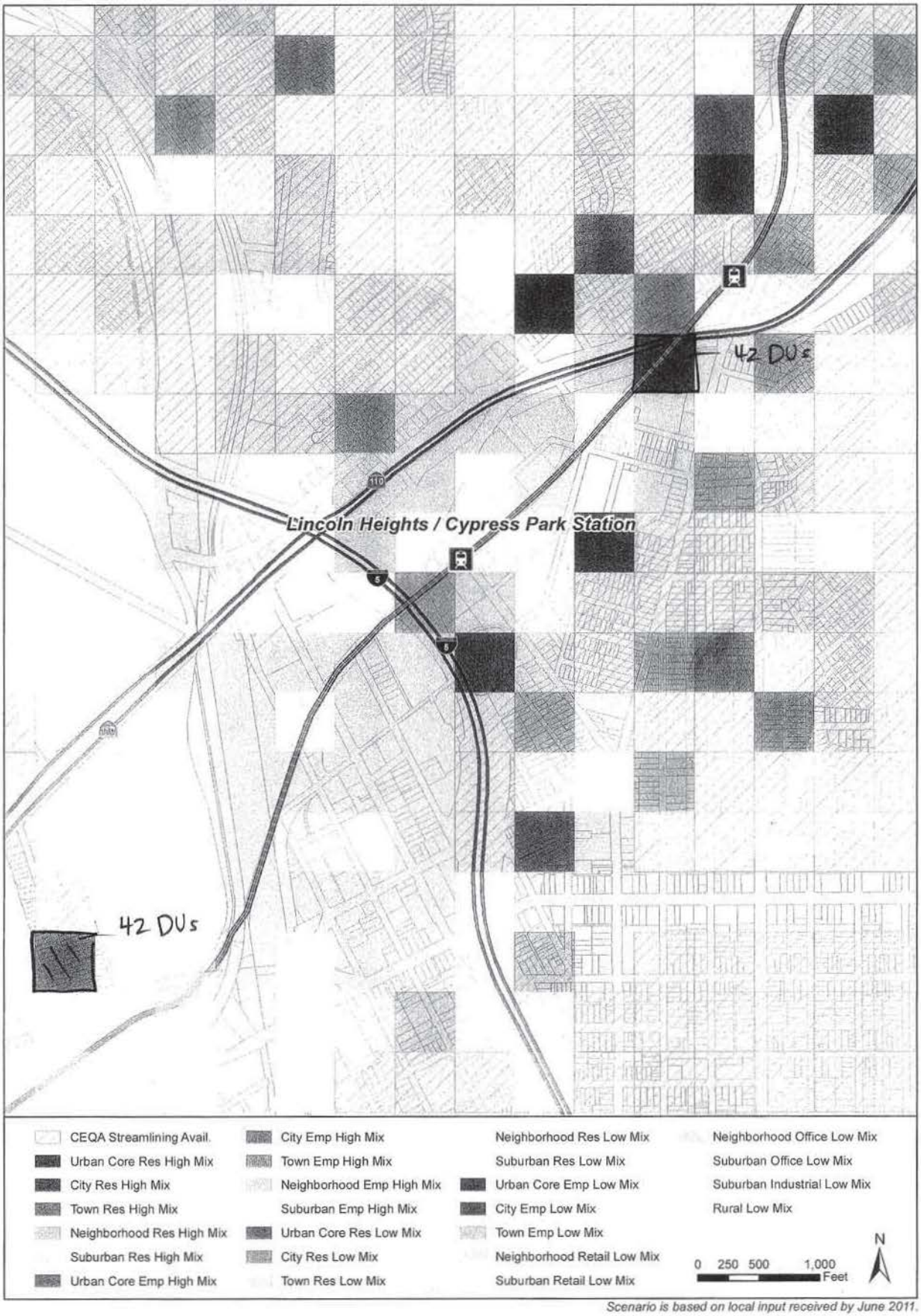
Scenario is based on local input received by June 2011.

Lincoln Heights / Cypress Park Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

– See 2008 comment w/ additional comments below



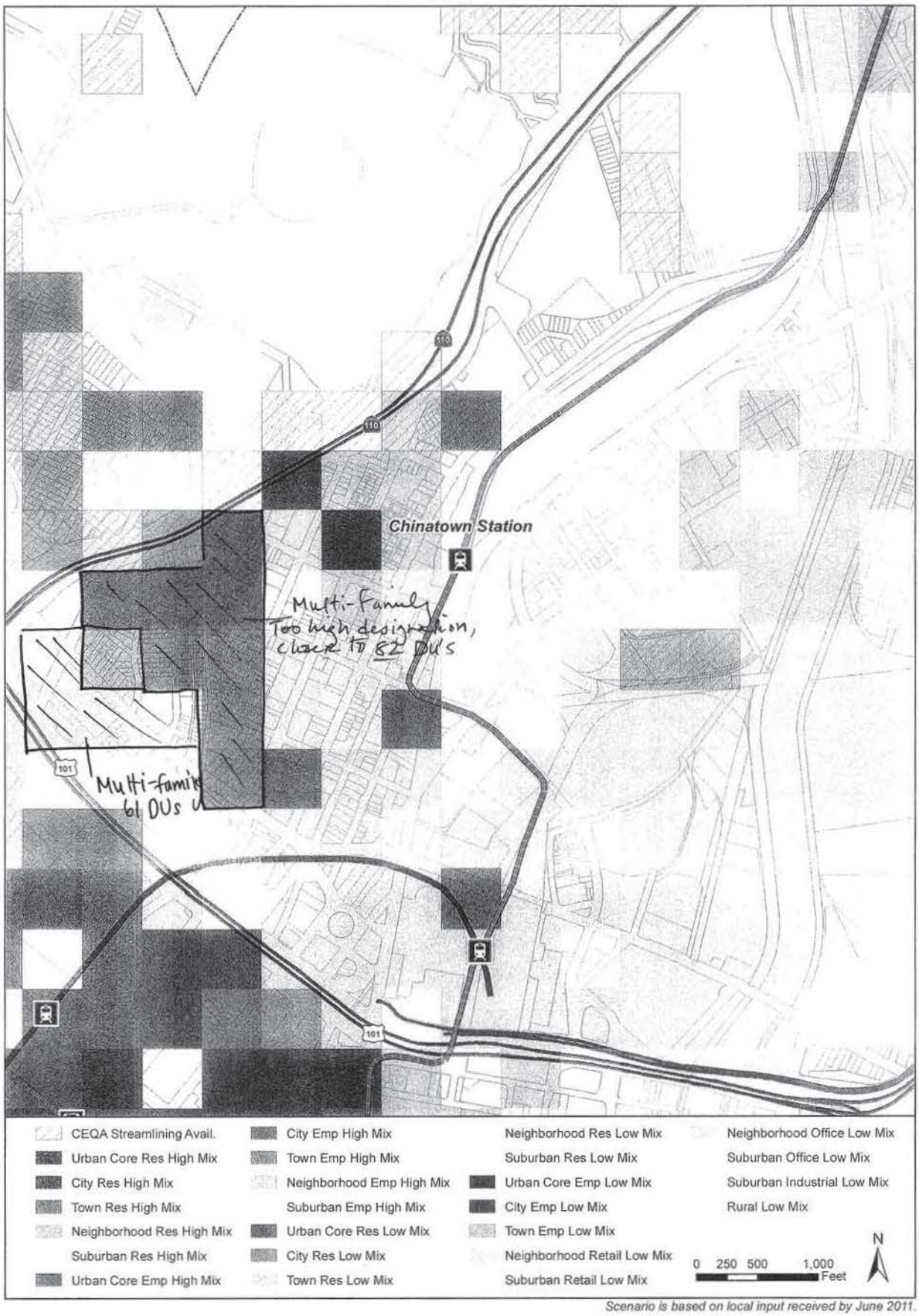
Scenario is based on local input received by June 2011.

Lincoln Heights / Cypress Park Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



Scenario is based on local input received by June 2011.

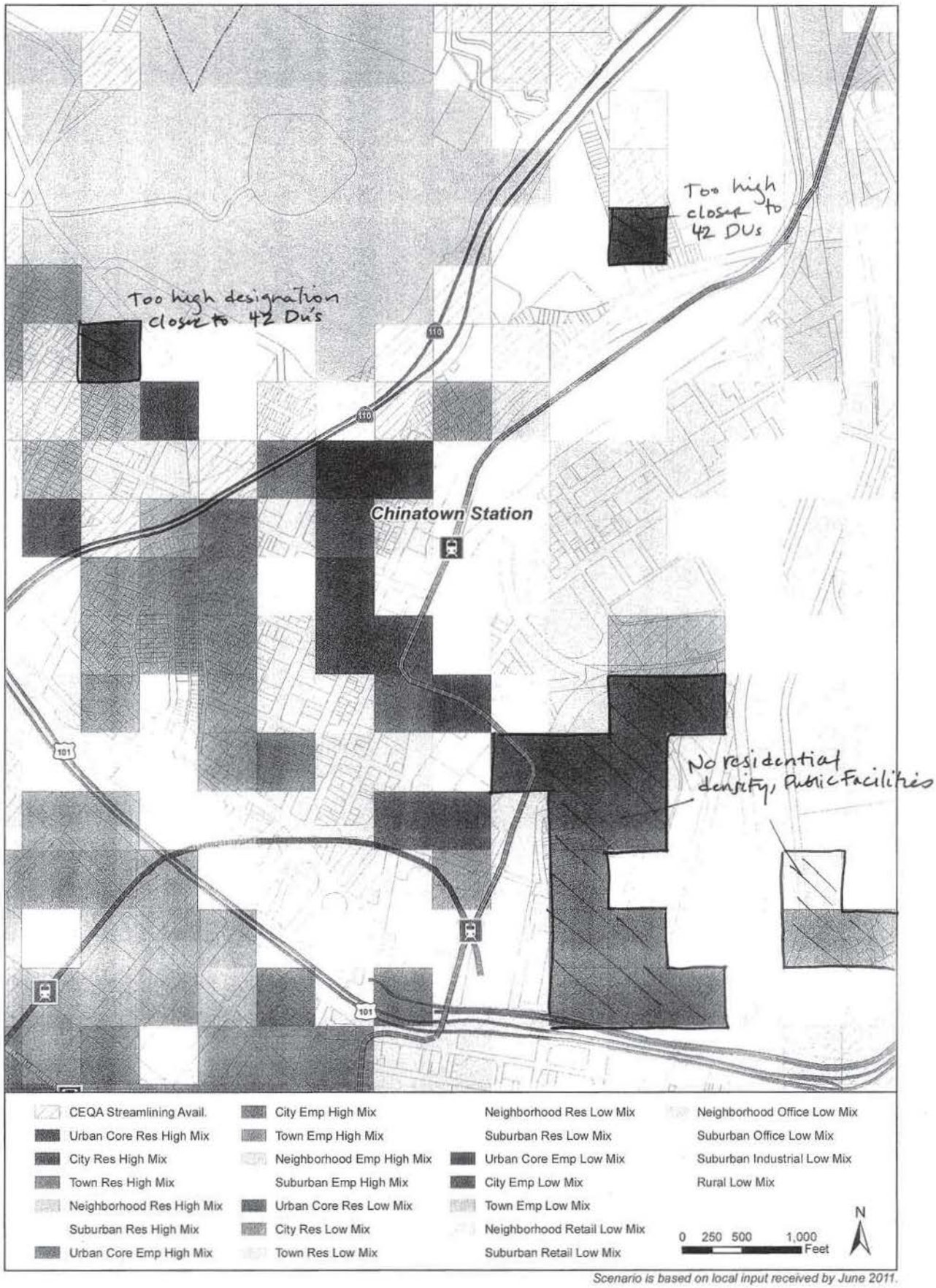
Chinatown Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

- same as 08 with additional comments



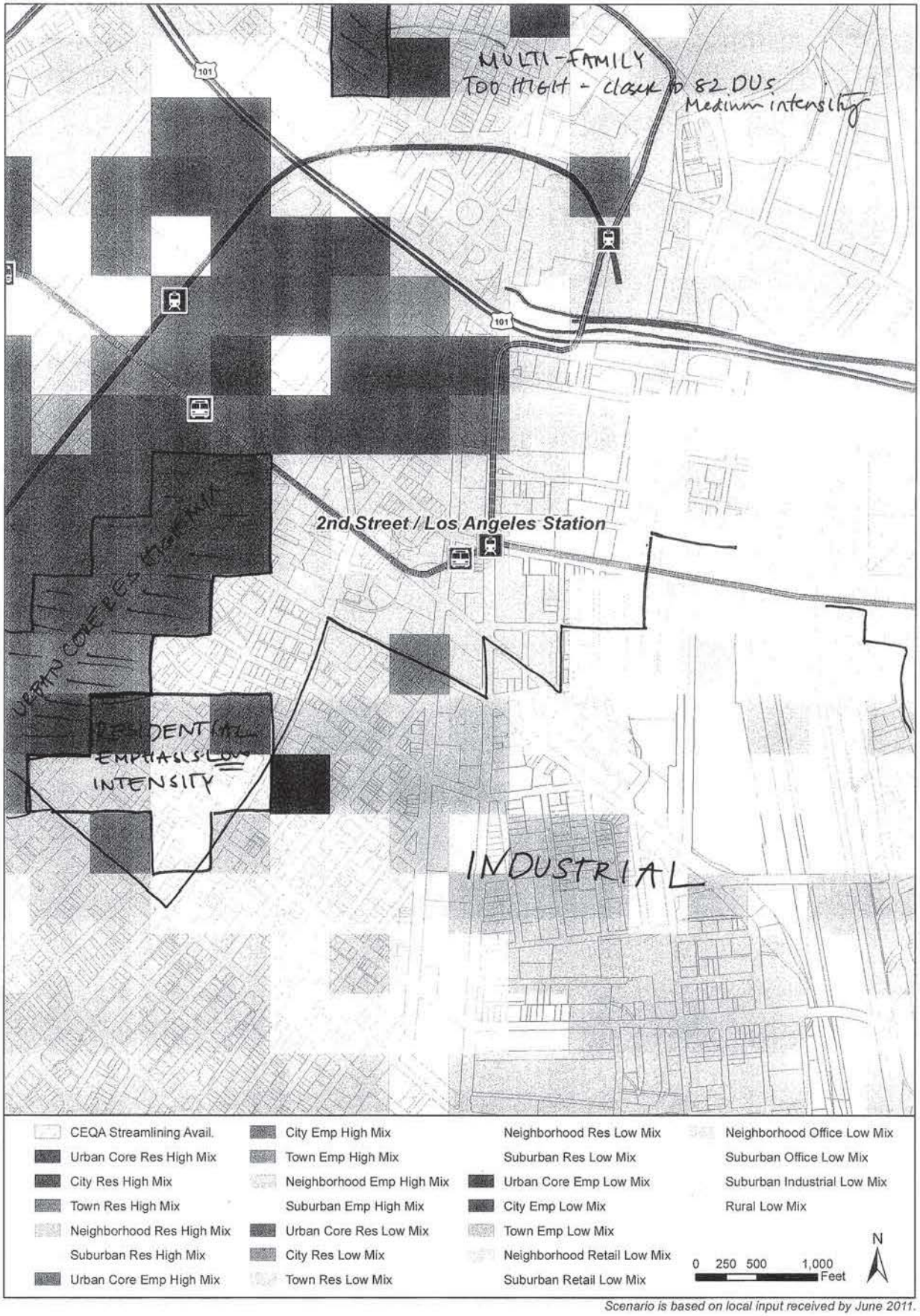
Scenario is based on local input received by June 2011.

Chinatown Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



Scenario is based on local input received by June 2011.

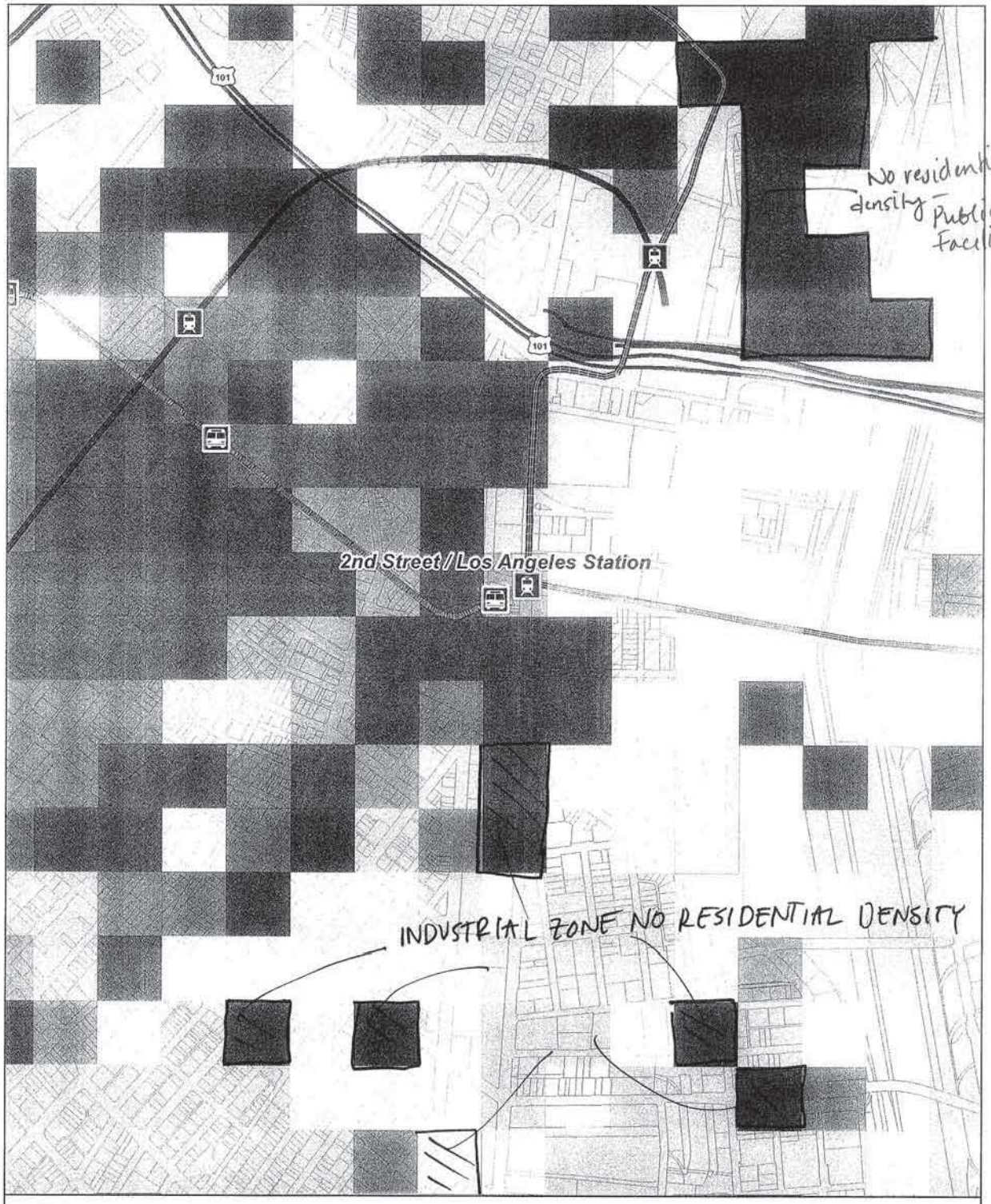
2nd Street / Los Angeles Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

- Same as D8 with additional comments



CEQA Streamlining Avail.	City Emp High Mix	Neighborhood Res Low Mix	Neighborhood Office Low Mix
Urban Core Res High Mix	Town Emp High Mix	Suburban Res Low Mix	Suburban Office Low Mix
City Res High Mix	Neighborhood Emp High Mix	Urban Core Emp Low Mix	Suburban Industrial Low Mix
Town Res High Mix	Suburban Emp High Mix	City Emp Low Mix	Rural Low Mix
Neighborhood Res High Mix	Urban Core Res Low Mix	Town Emp Low Mix	
Suburban Res High Mix	City Res Low Mix	Neighborhood Retail Low Mix	
Urban Core Emp High Mix	Town Res Low Mix	Suburban Retail Low Mix	

0 250 500 1,000 Feet

N

Scenario is based on local input received by June 2011.

2nd Street / Los Angeles Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

- See 2008 2nd street / Los Angeles station for comments

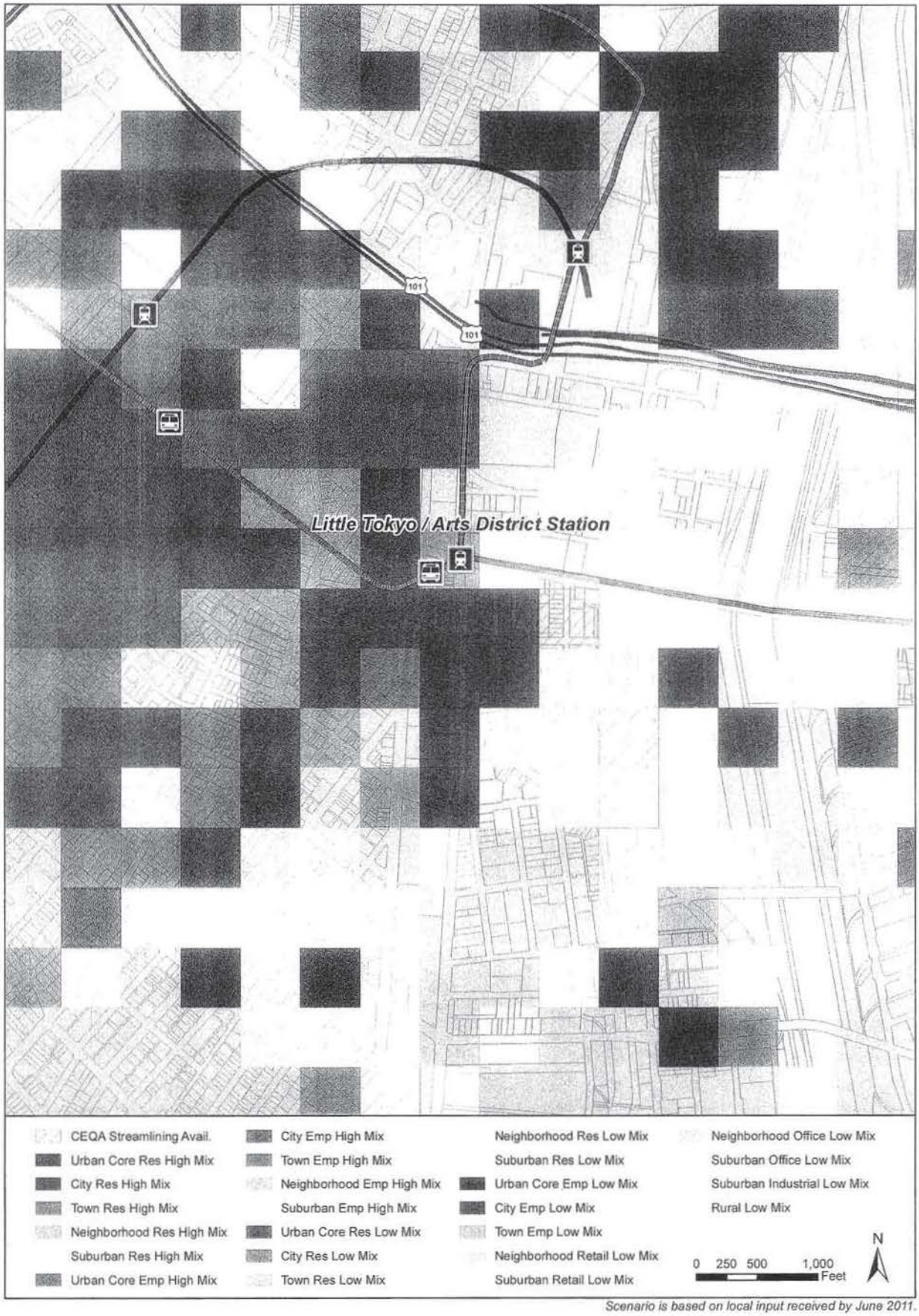
Scenario is based on local input received by June 2011.

Little Tokyo / Arts District Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

– See 2035 2nd street / Los Angeles station for comments

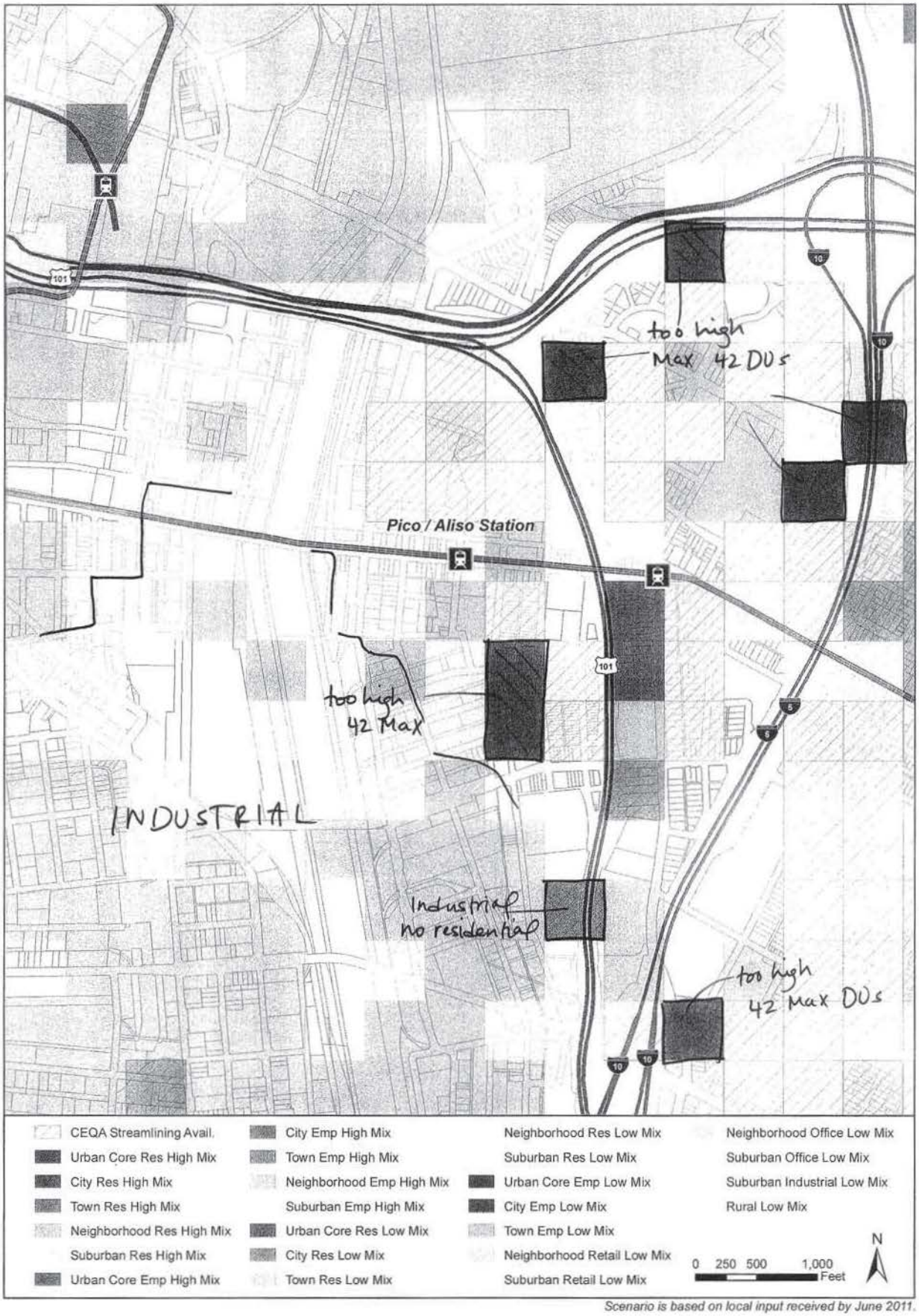


Scenario is based on local input received by June 2011.

Little Tokyo / Arts District Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



Scenario is based on local input received by June 2011.

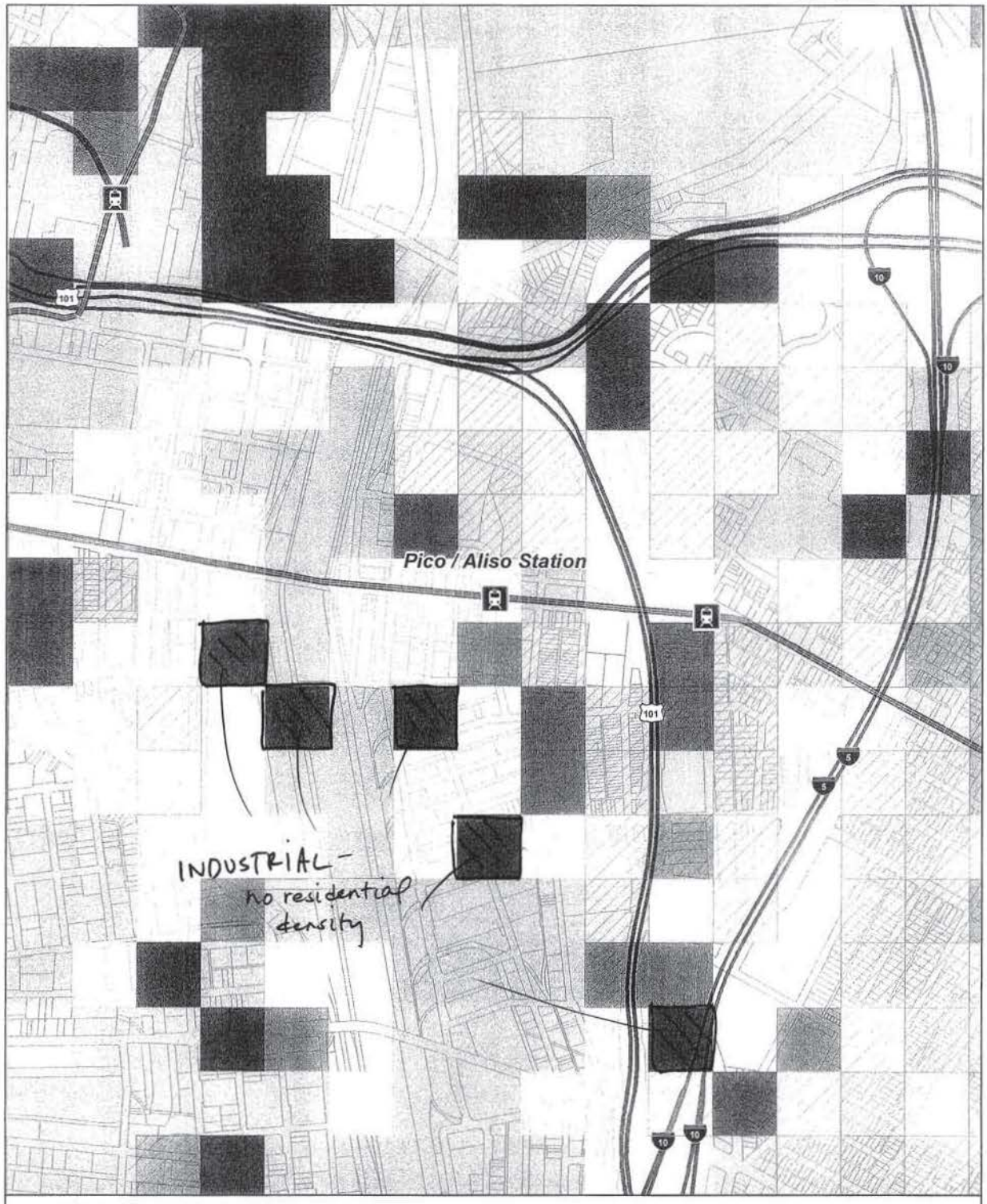
Pico / Aliso Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Same as 08 with additional comments



CEQA Streamlining Avail.
Urban Core Res High Mix
City Res High Mix
Town Res High Mix
Neighborhood Res High Mix
Suburban Res High Mix
Urban Core Emp High Mix
City Emp High Mix
Town Emp High Mix
Neighborhood Emp High Mix
Suburban Emp High Mix
Urban Core Res Low Mix
City Res Low Mix
Town Res Low Mix
Neighborhood Res Low Mix
Suburban Res Low Mix
Urban Core Emp Low Mix
City Emp Low Mix
Town Emp Low Mix
Neighborhood Retail Low Mix
Suburban Retail Low Mix
Neighborhood Office Low Mix
Suburban Office Low Mix
Suburban Industrial Low Mix
Rural Low Mix

0 250 500 1,000 Feet

N

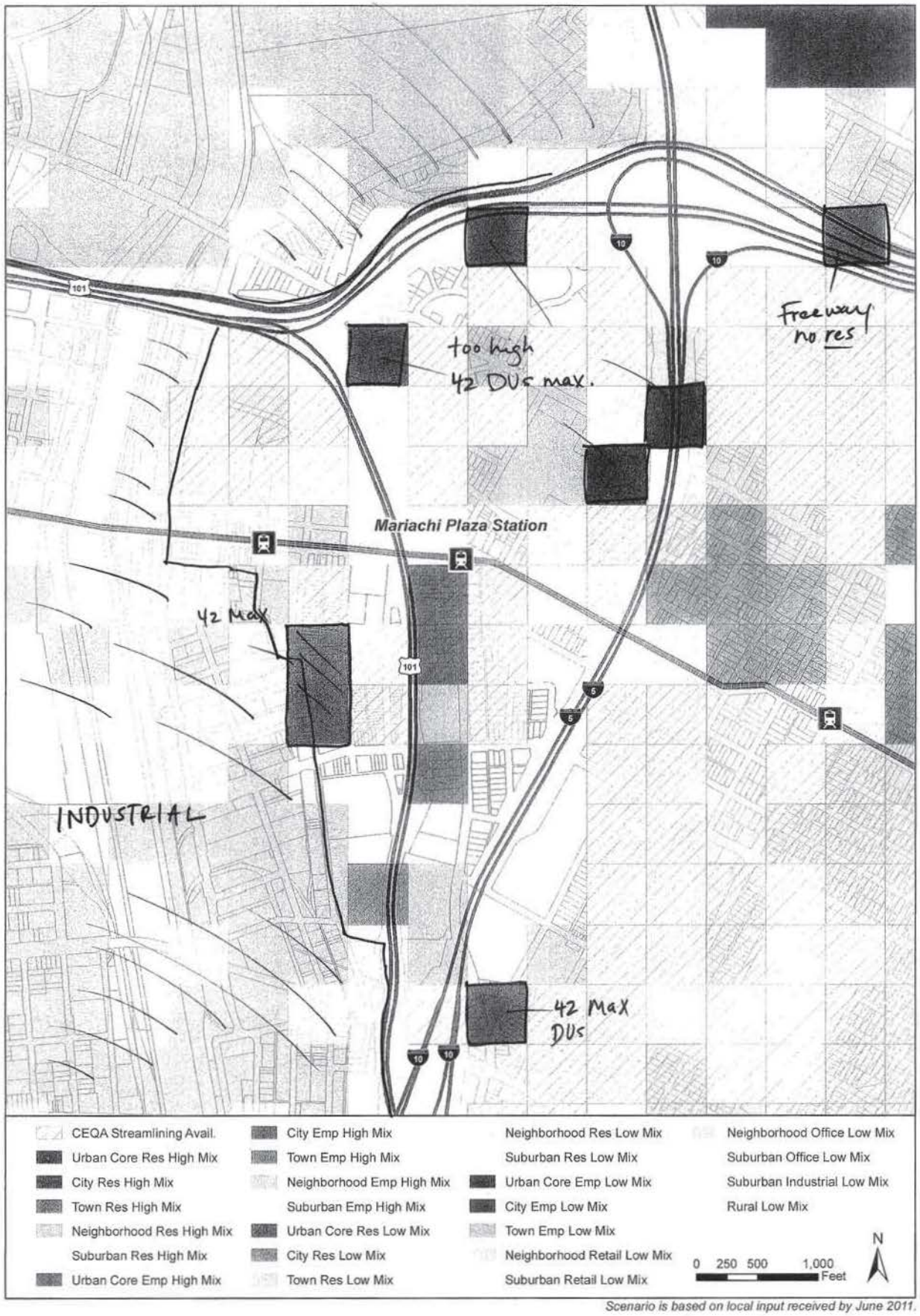
Scenario is based on local input received by June 2011.

Pico / Aliso Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



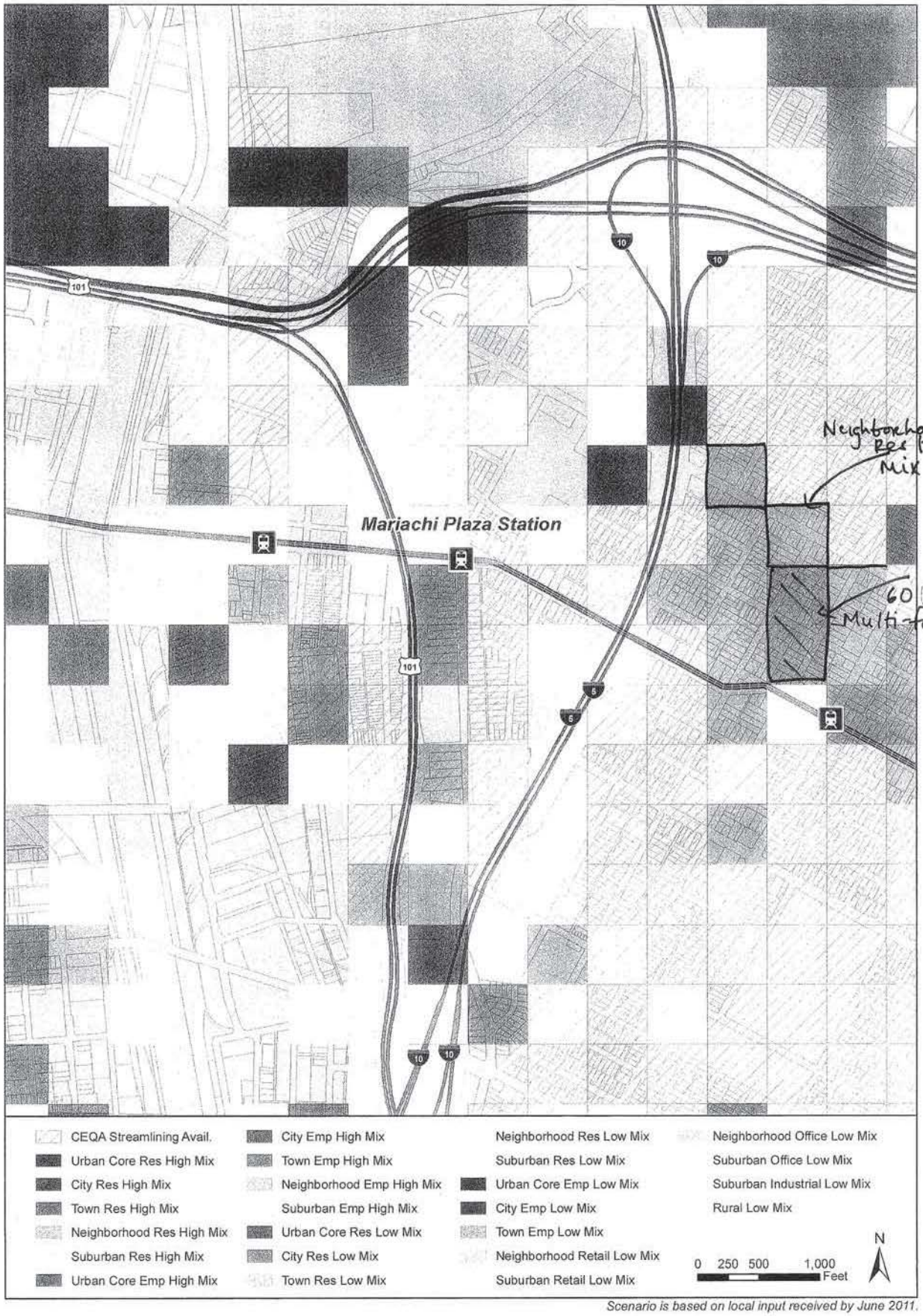
Scenario is based on local input received by June 2011.

Mariachi Plaza Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

- Same as 08 with additional comments



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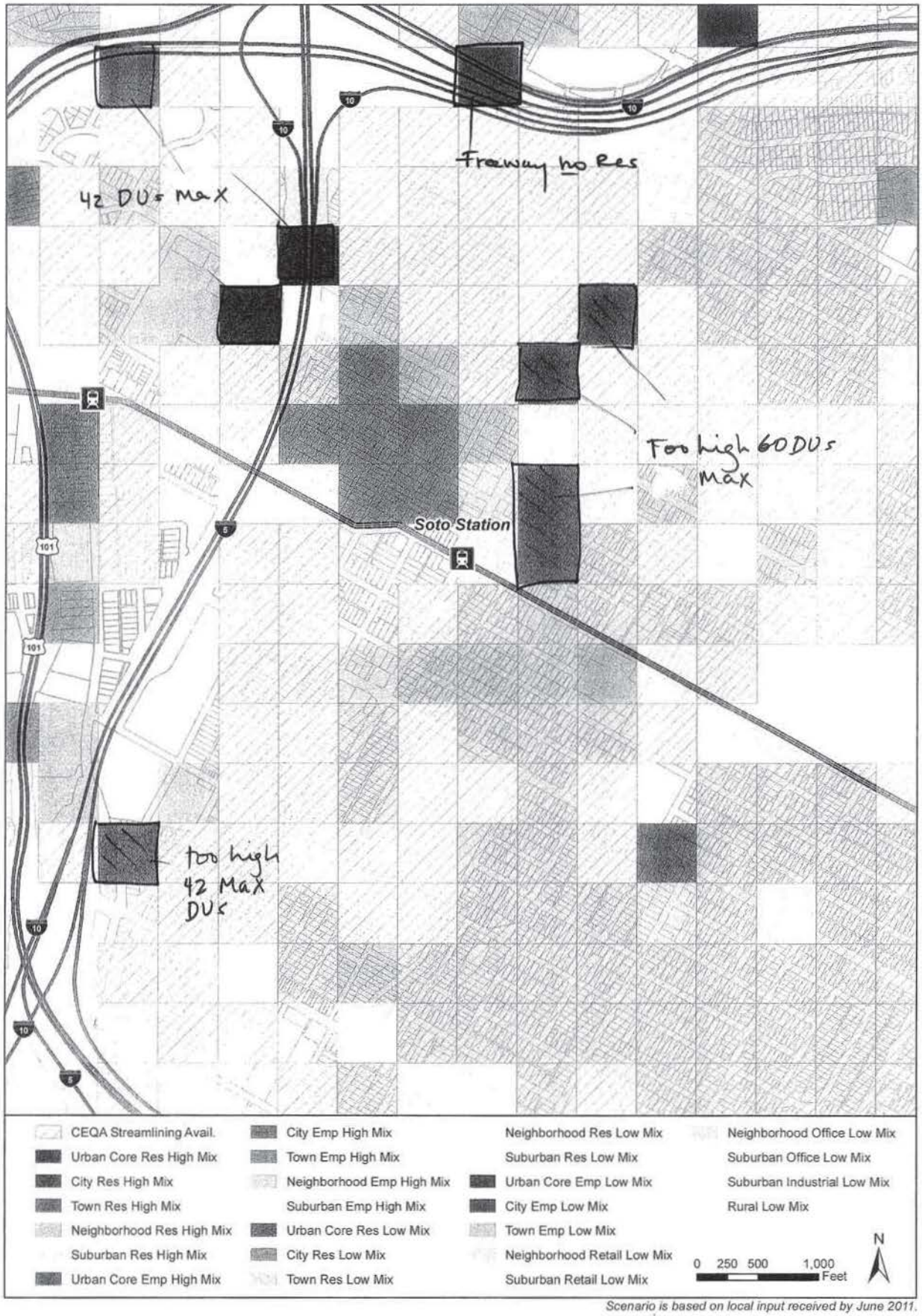
Mariachi Plaza Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



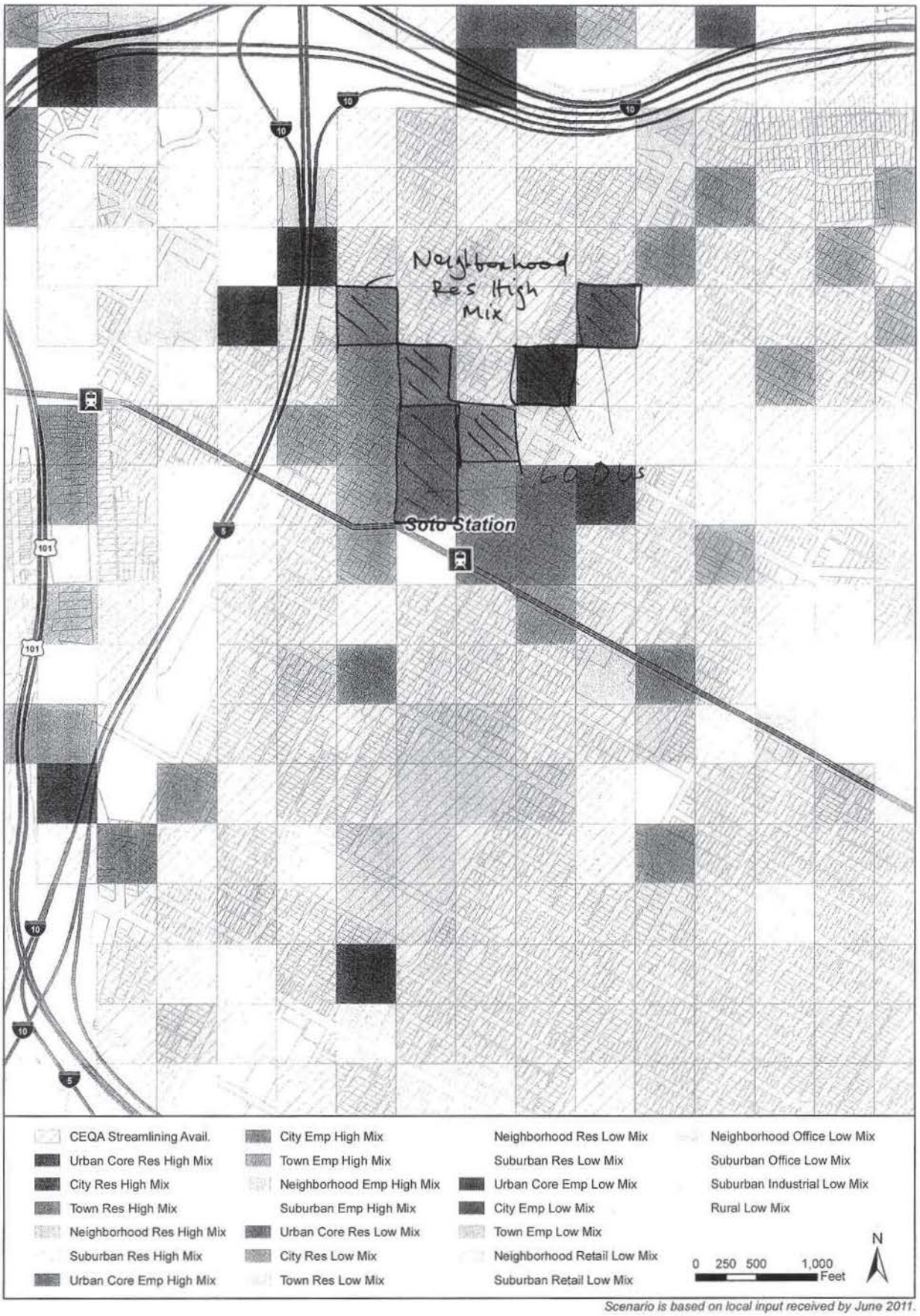
Scenario is based on local input received by June 2011.

Soto Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

See 08 w/ additional comments below



Scenario is based on local input received by June 2011.

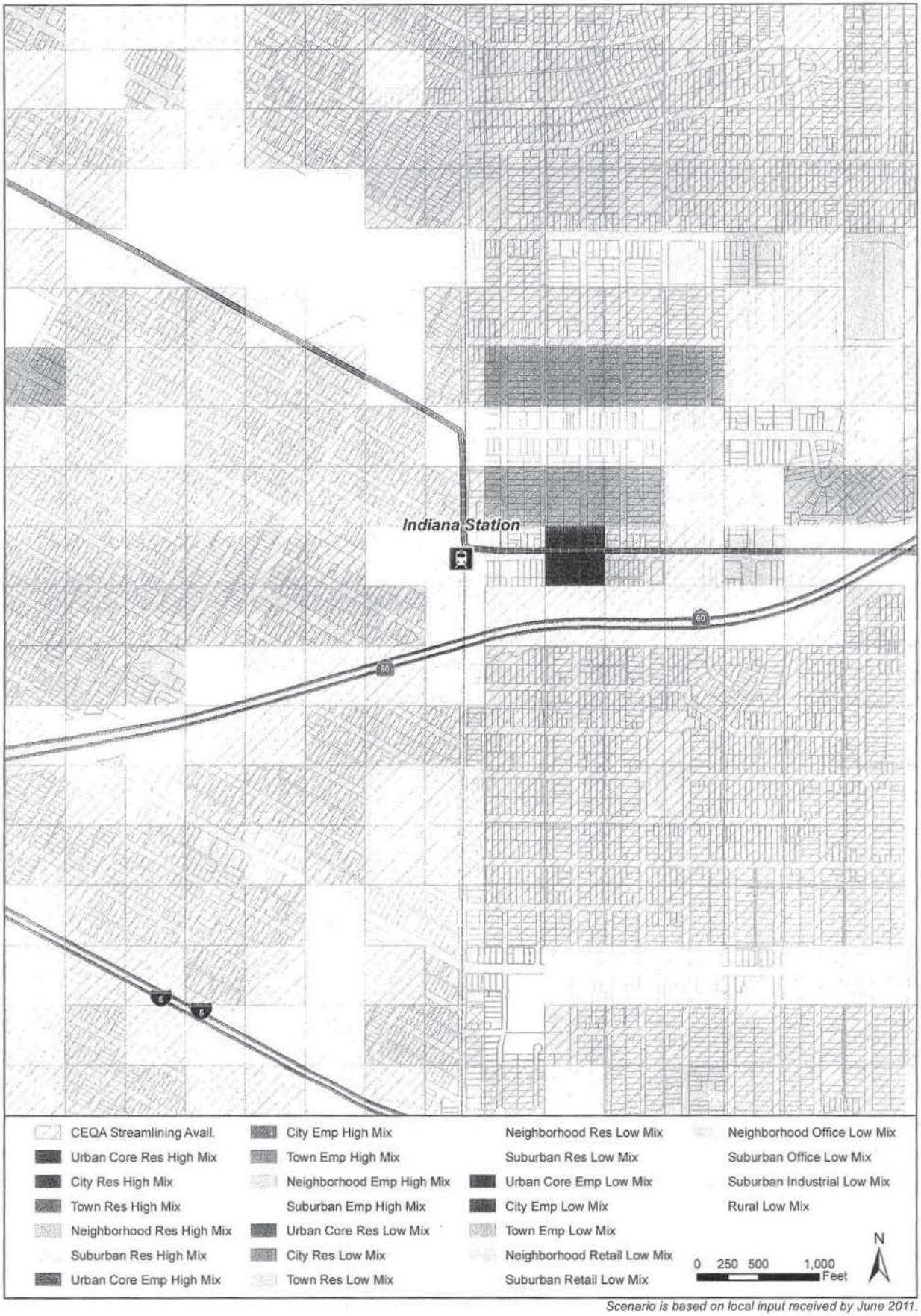
Soto Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

- okay as it is



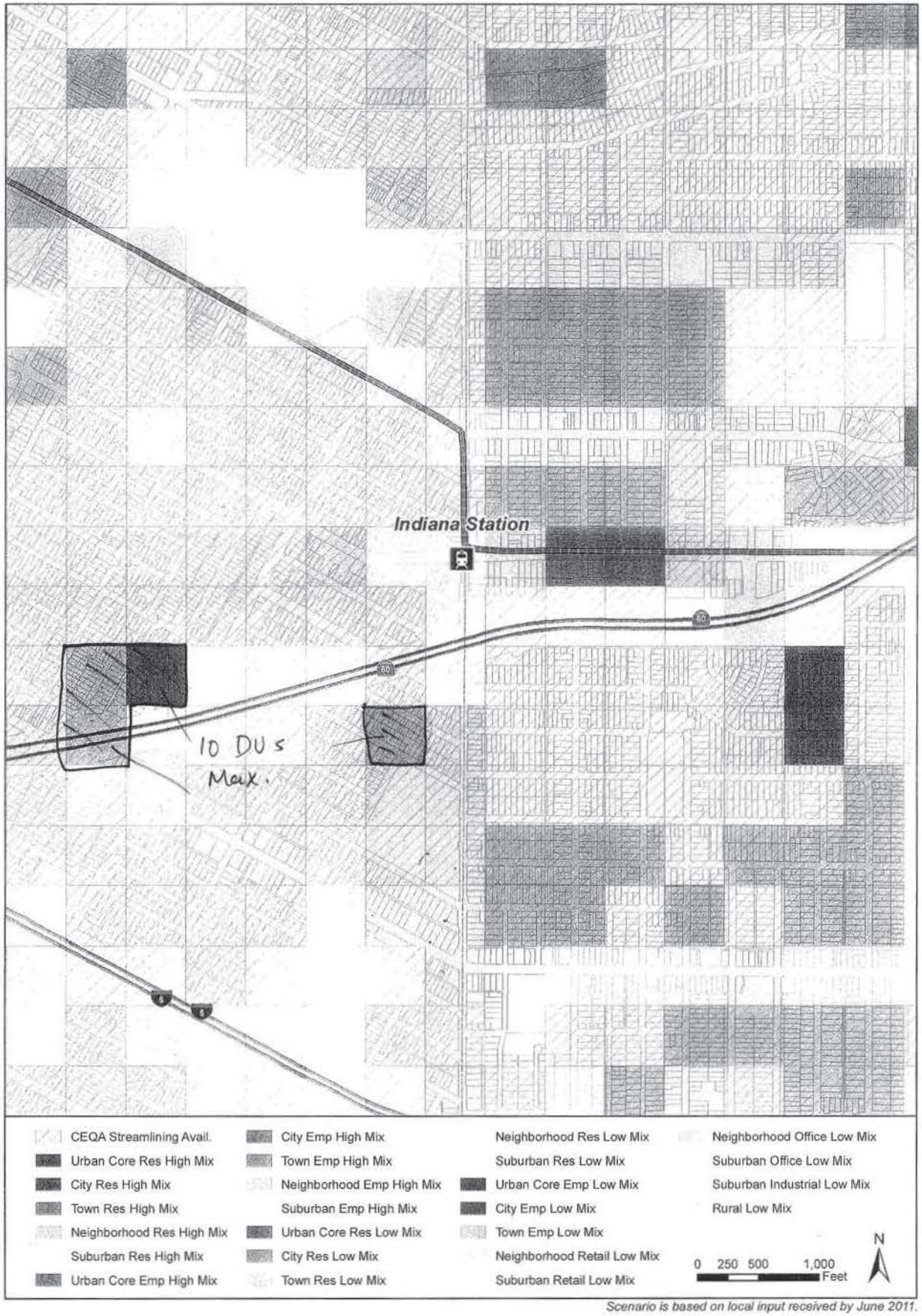
Scenario is based on local input received by June 2011.

Indiana Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



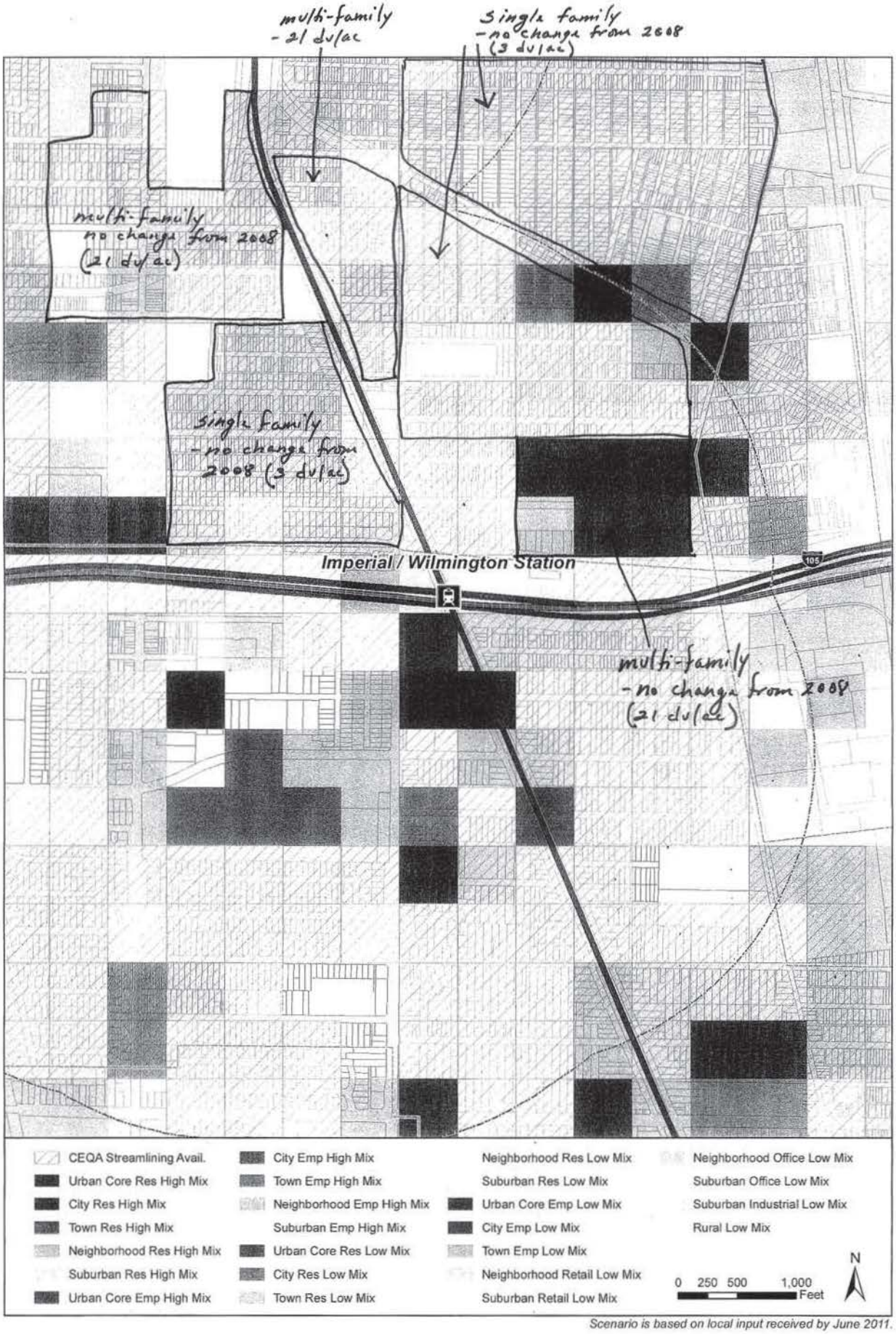
Scenario is based on local input received by June 2011.

Indiana Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



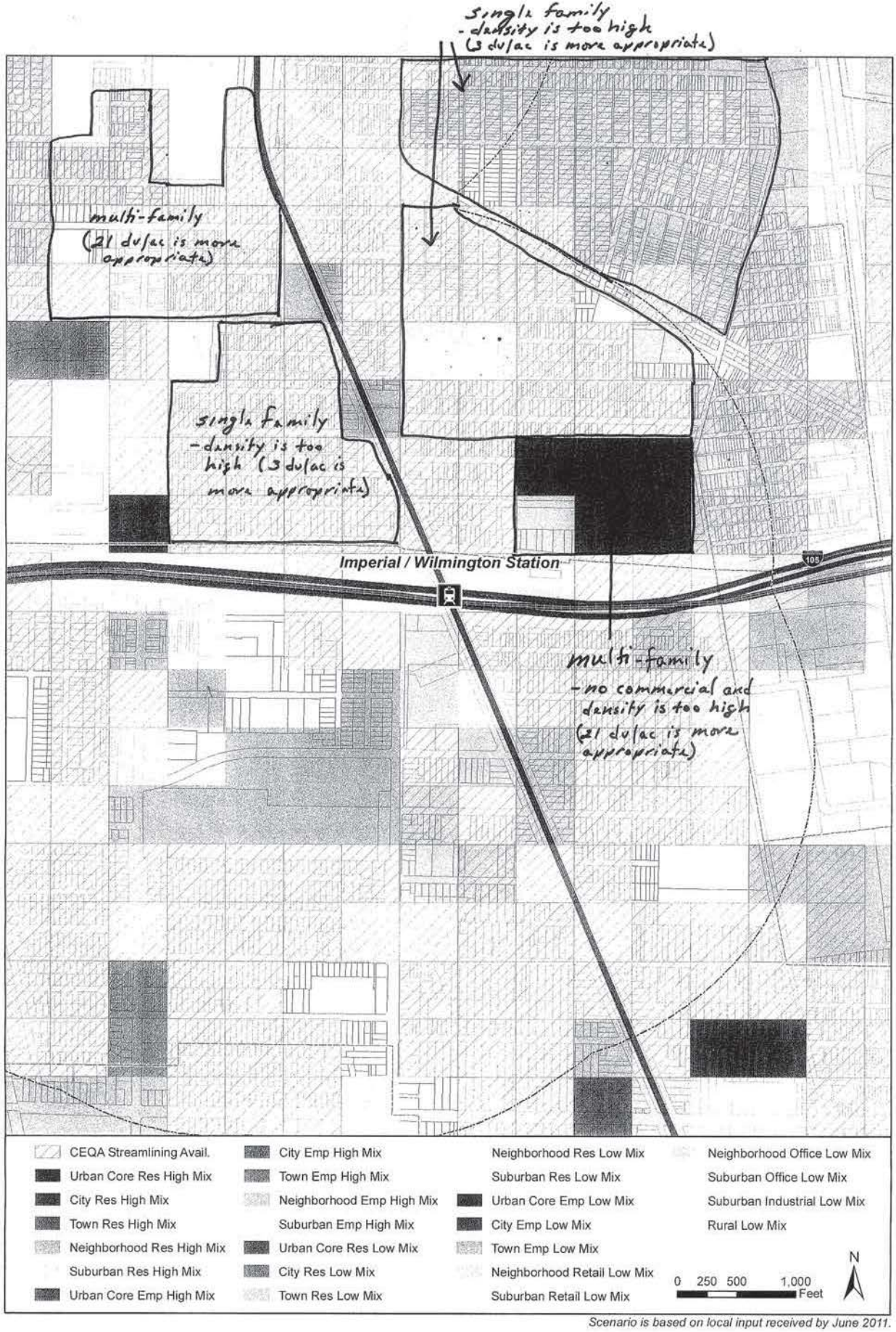
Scenario is based on local input received by June 2011.

Imperial / Wilmington Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

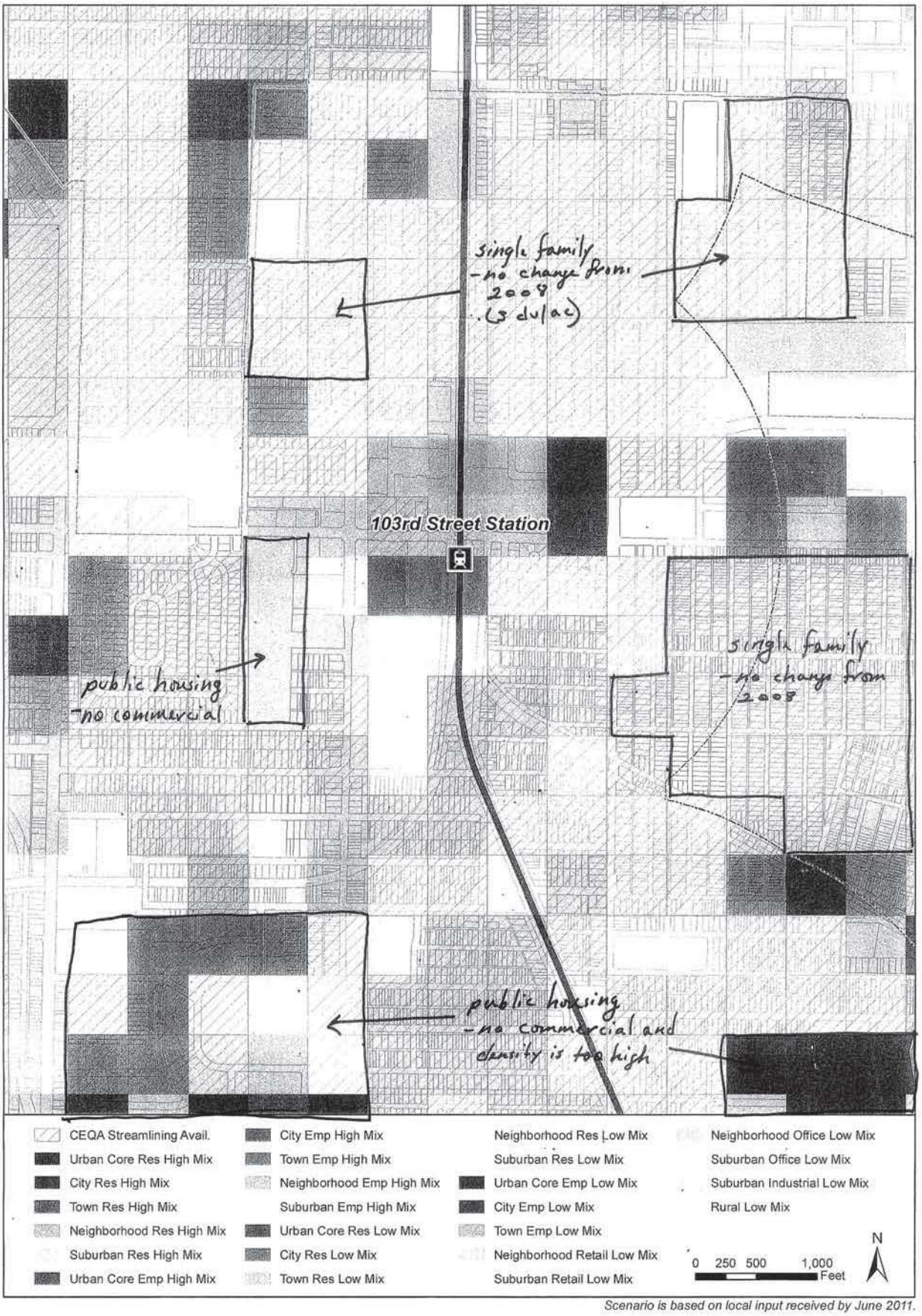


Scenario is based on local input received by June 2011.

Imperial / Wilmington Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

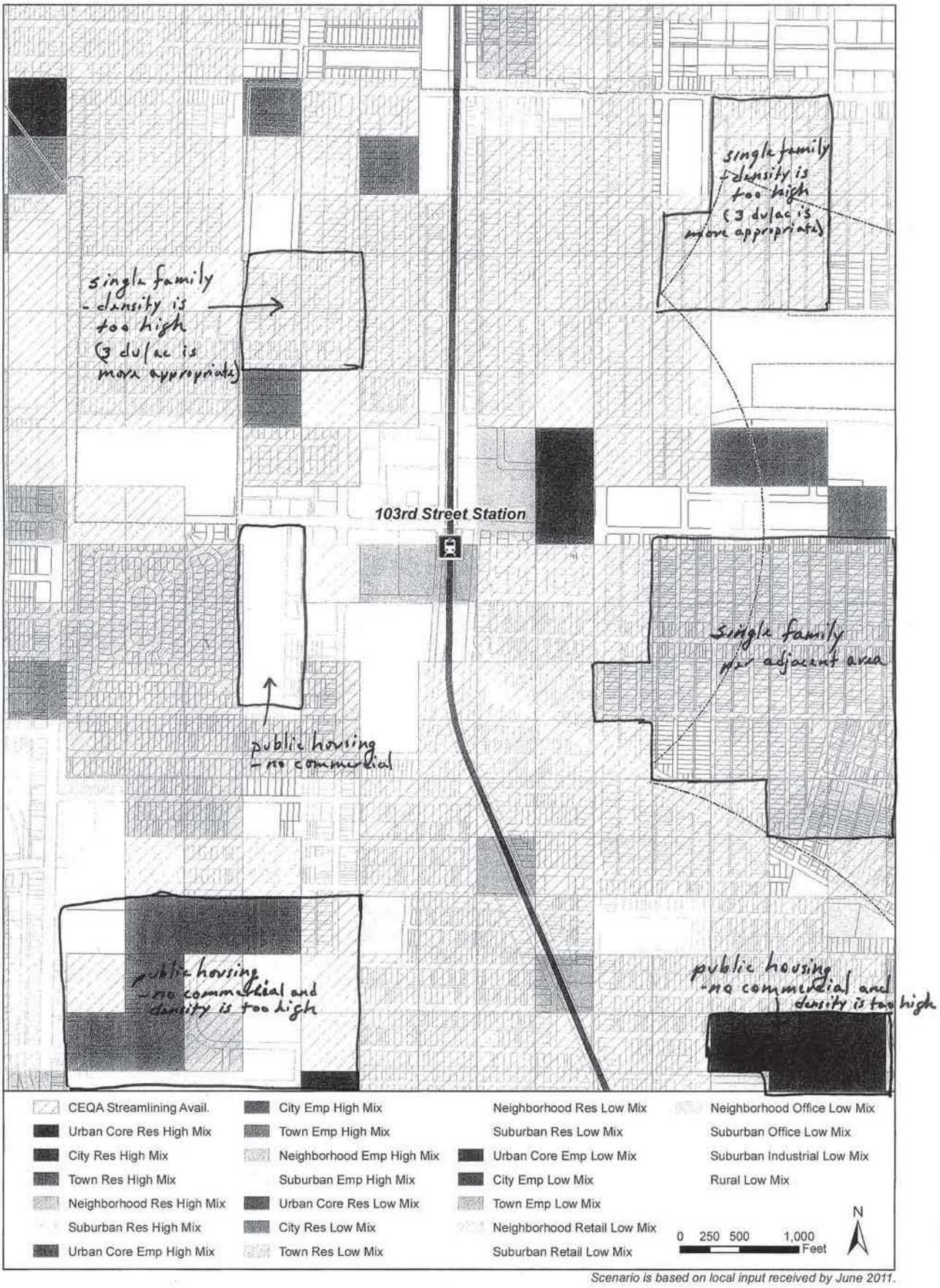


Scenario is based on local input received by June 2011.

103rd Street Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

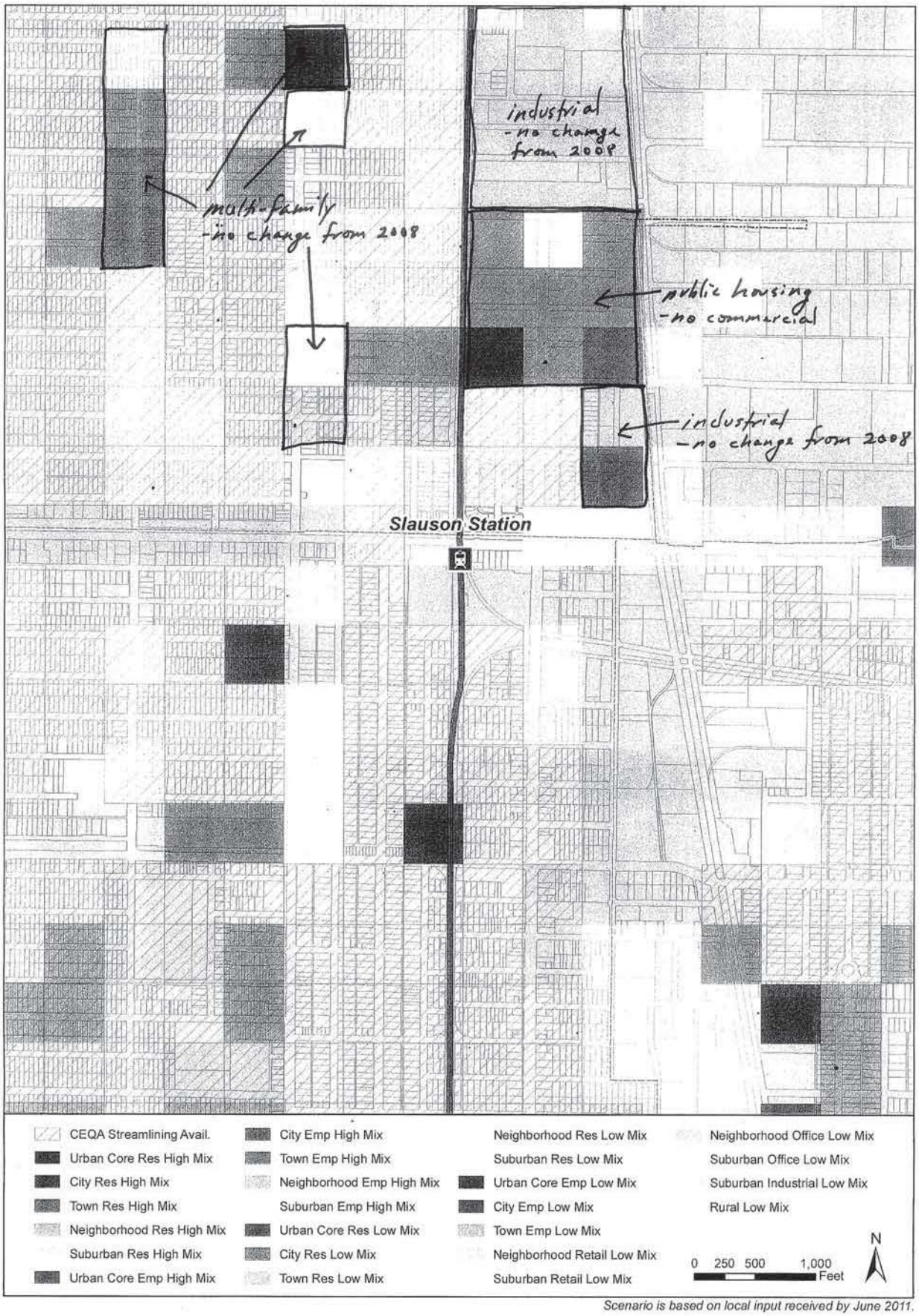


Scenario is based on local input received by June 2011.

103rd Street Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

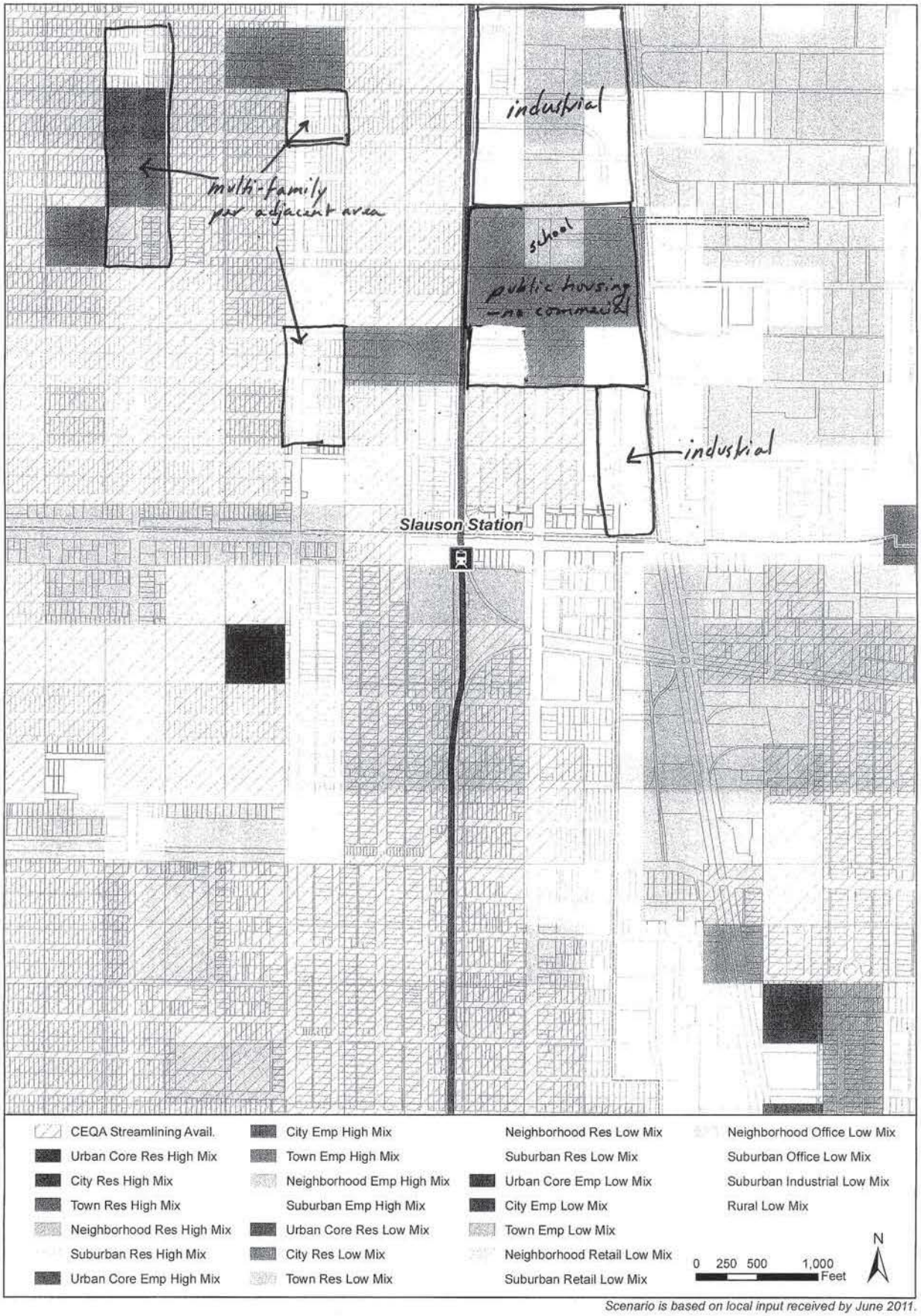


Scenario is based on local input received by June 2011.

Slauson Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

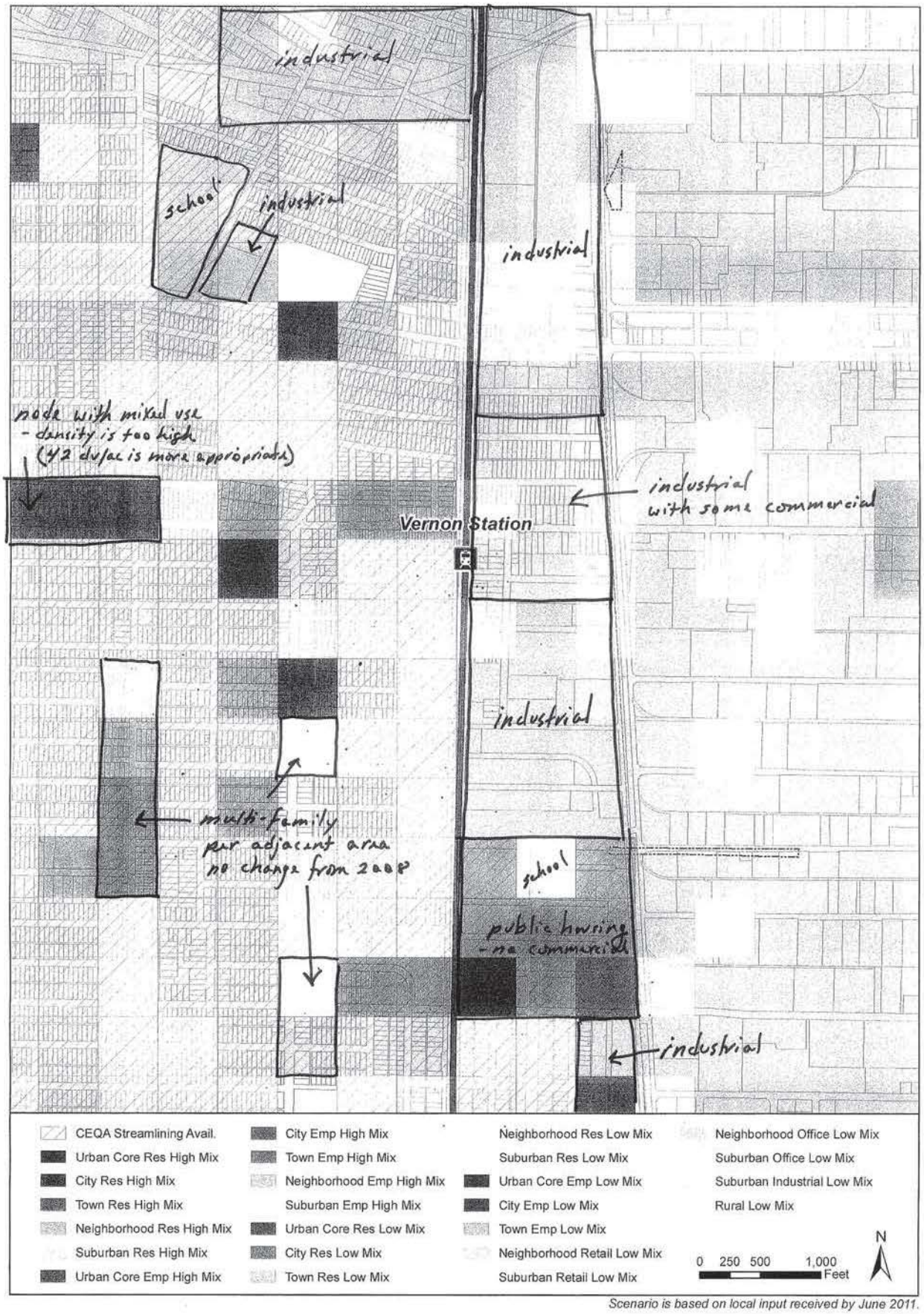


Scenario is based on local input received by June 2011.

Slauson Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



Scenario is based on local input received by June 2011.

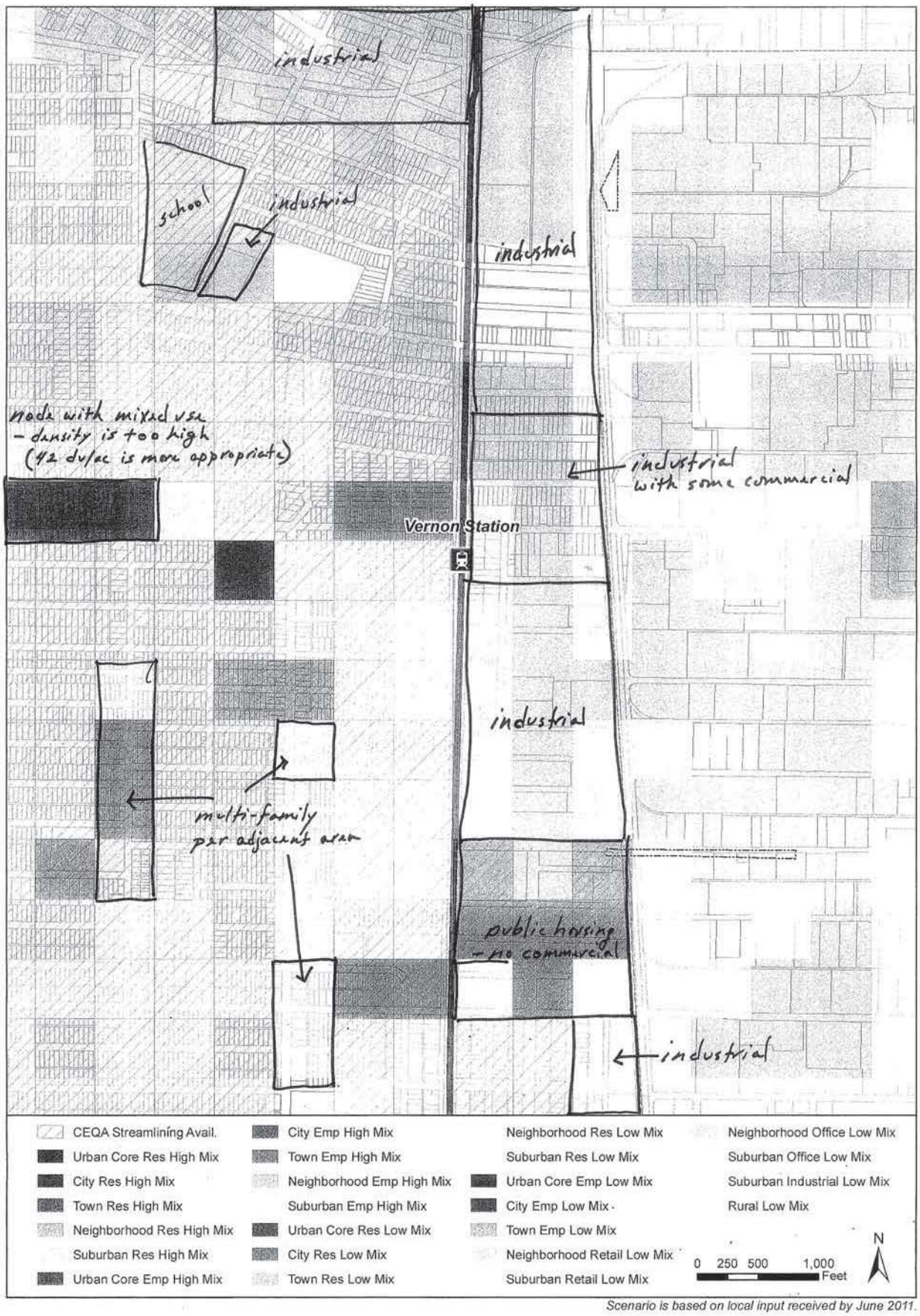
Vernon Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level

with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

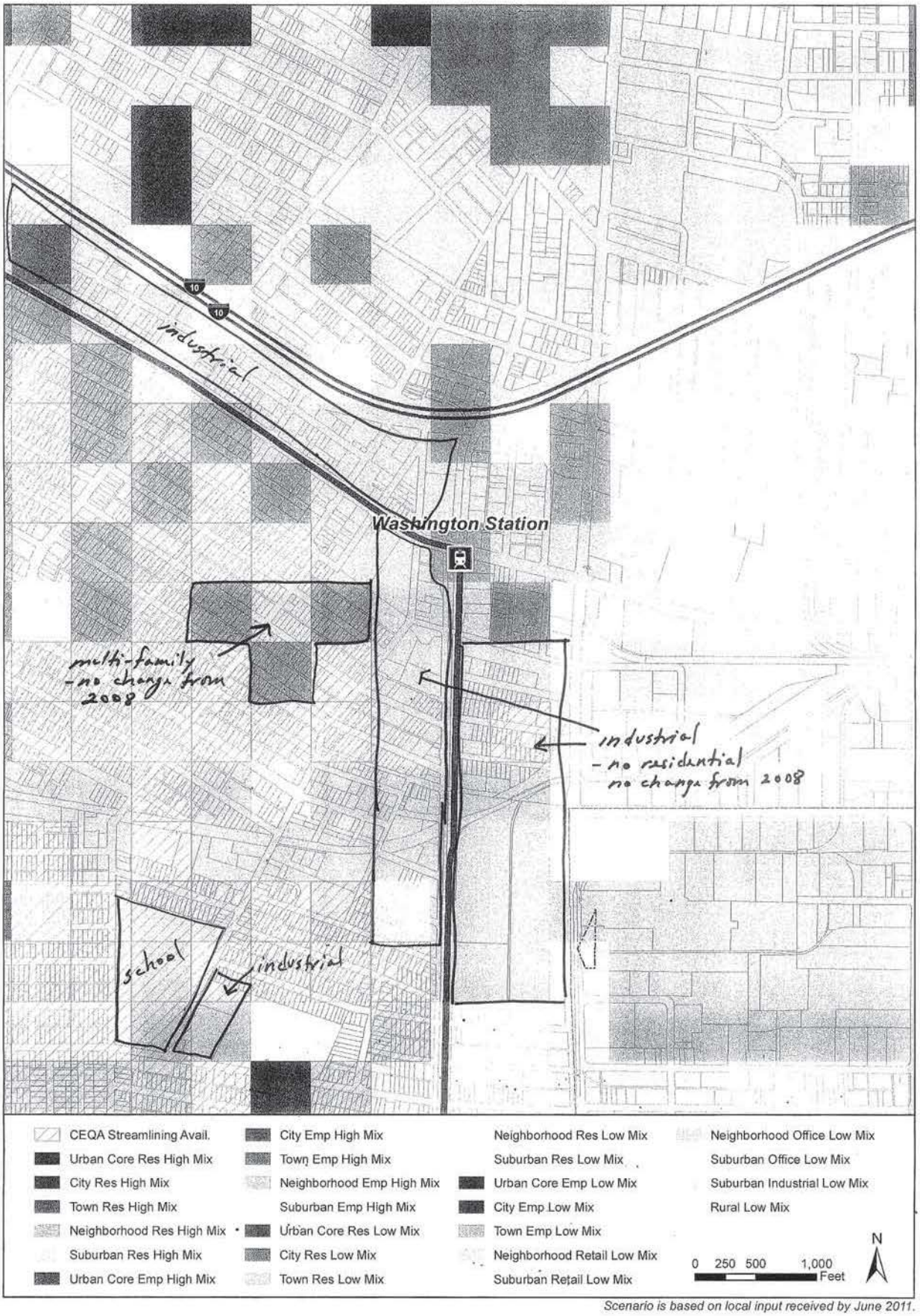


Scenario is based on local input received by June 2011.

Vernon Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



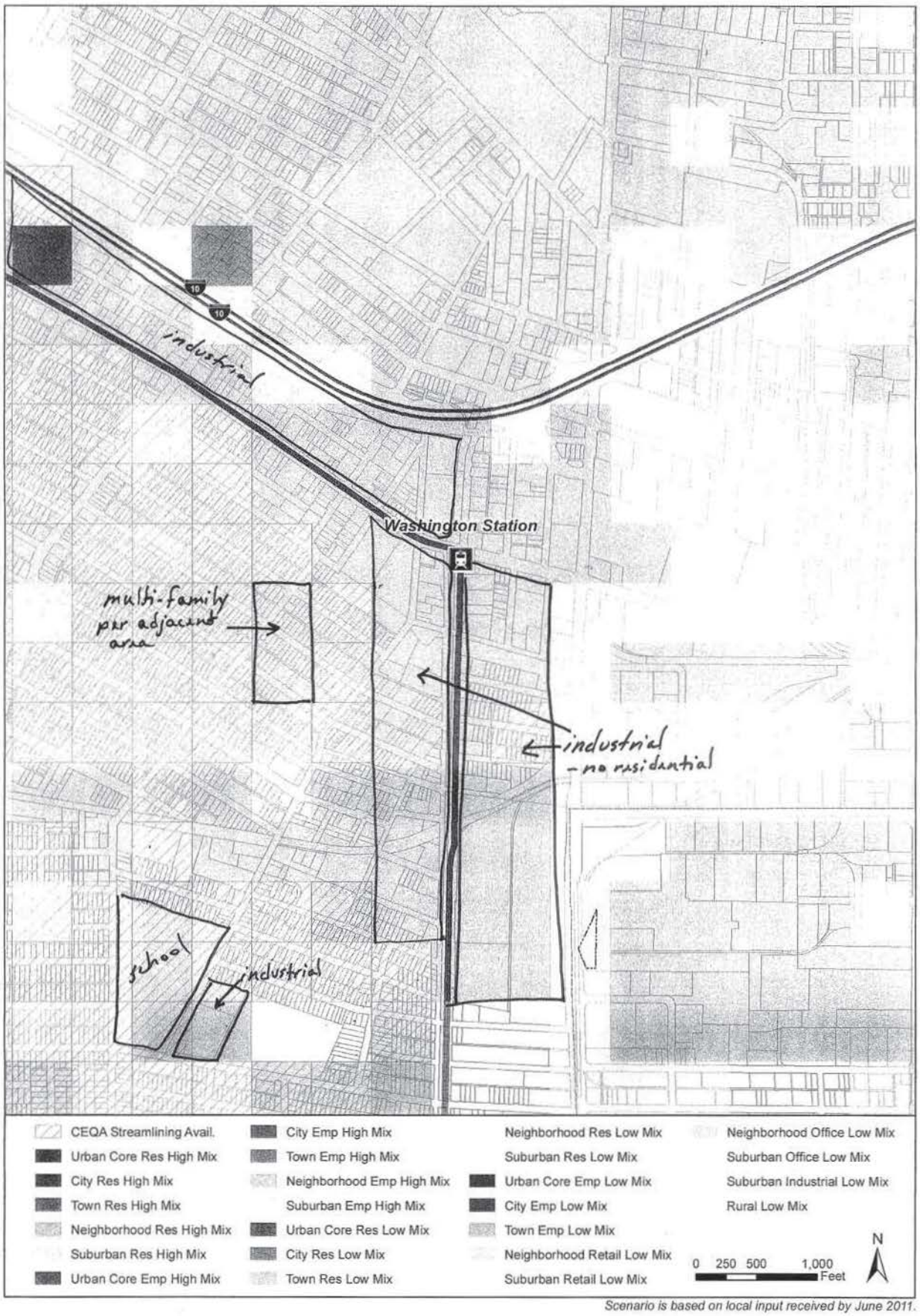
Scenario is based on local input received by June 2011.

Washington Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

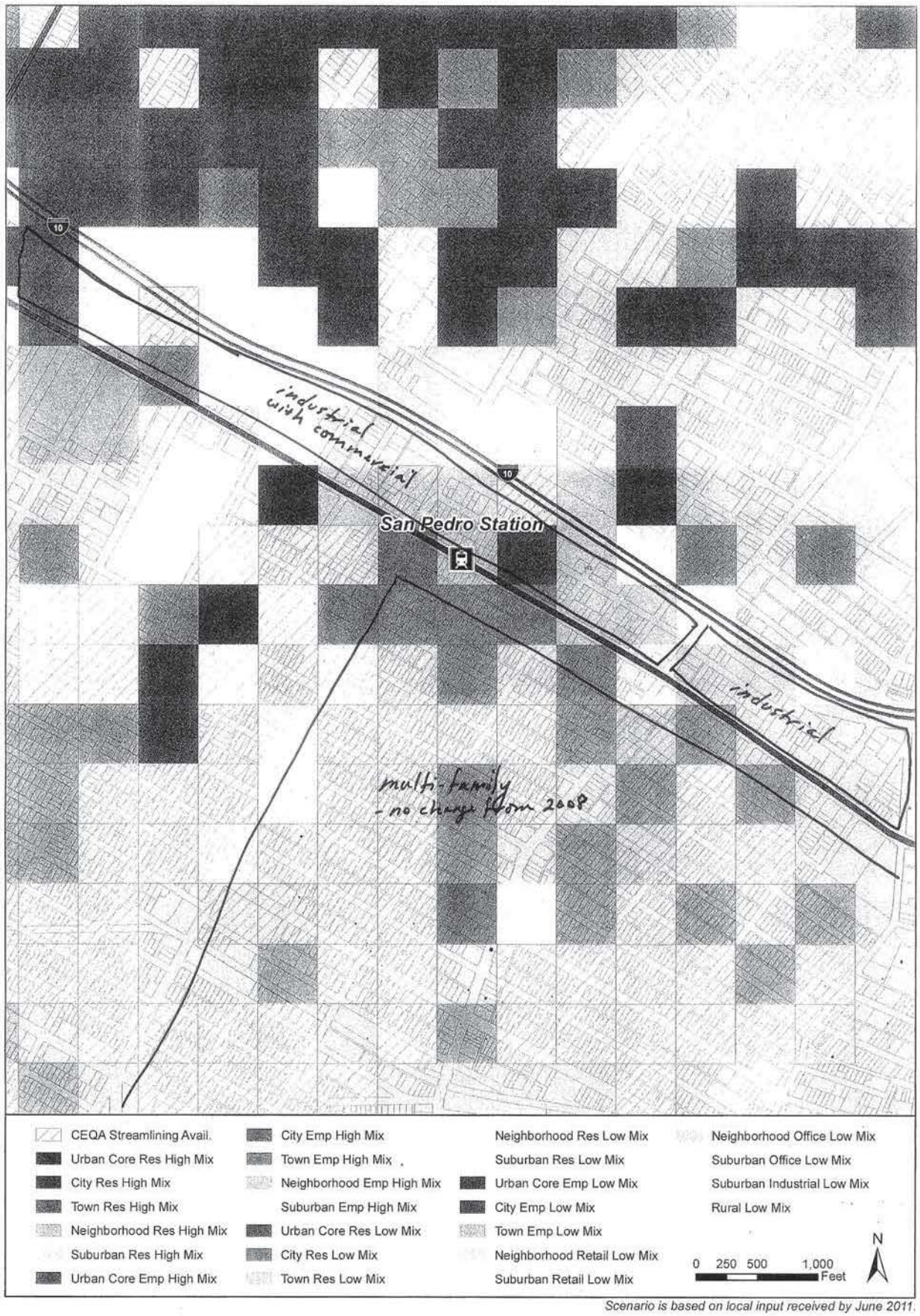


Scenario is based on local input received by June 2011.

Washington Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

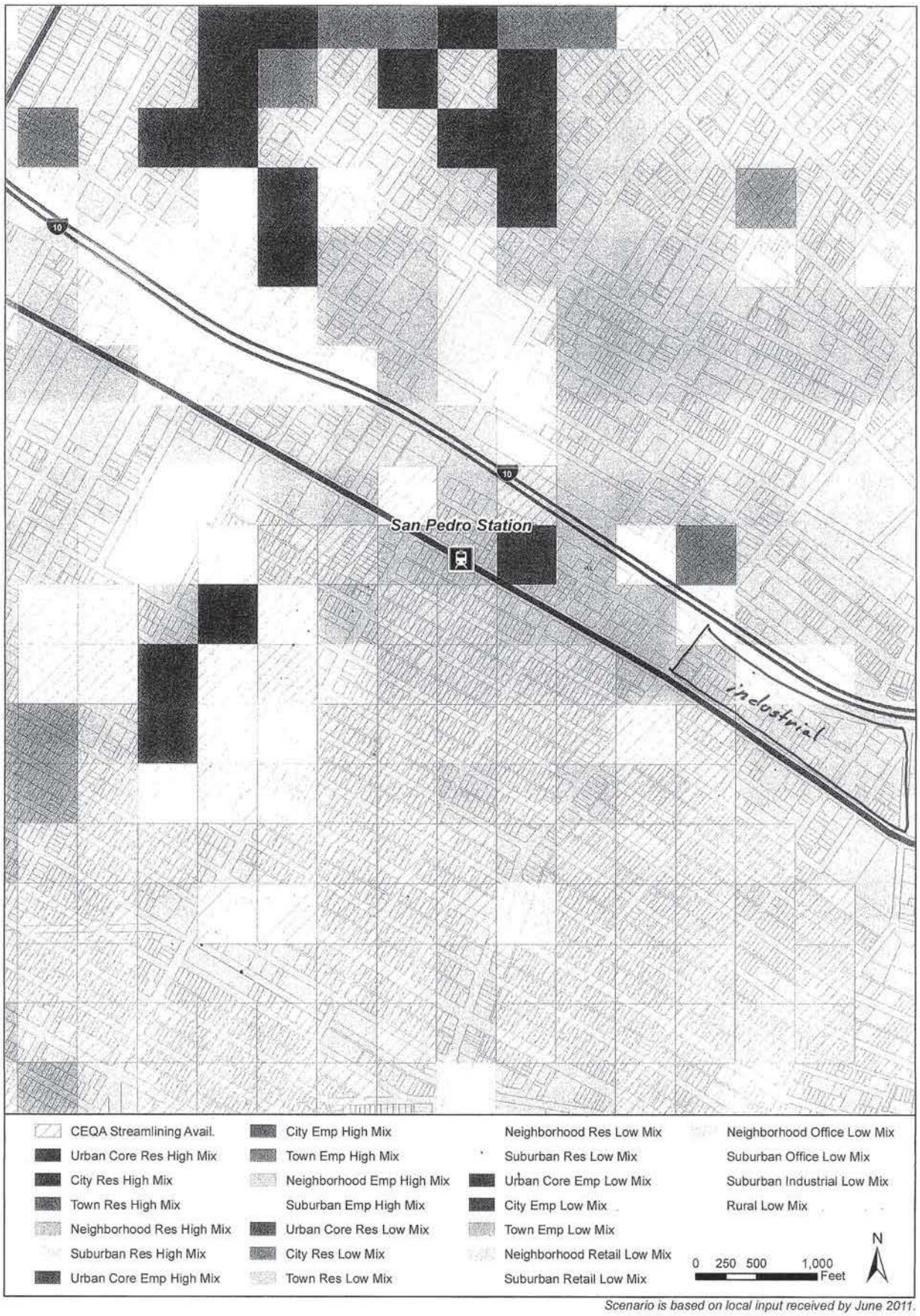


Scenario is based on local input received by June 2011.

San Pedro Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



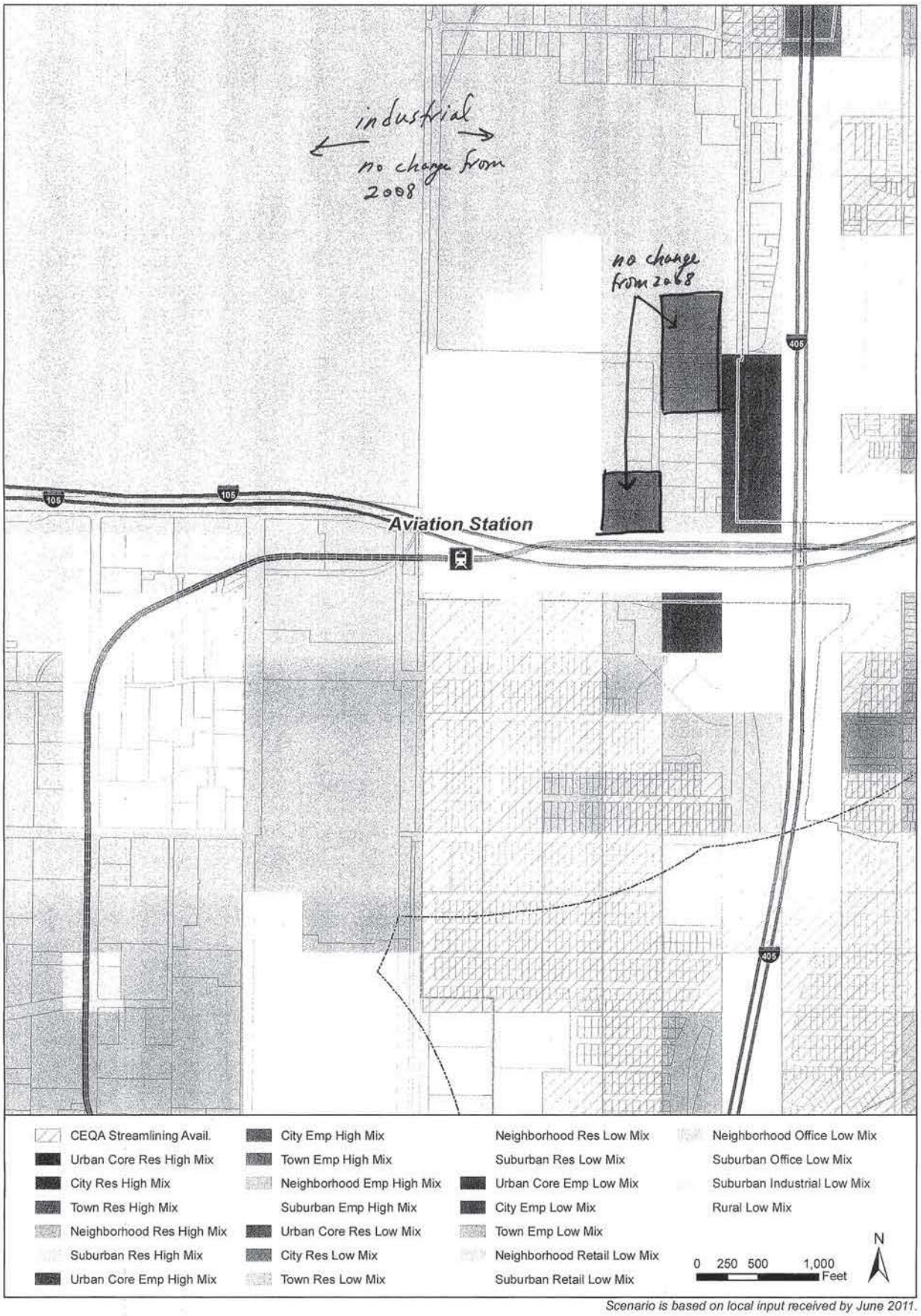
Scenario is based on local input received by June 2011.

San Pedro Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

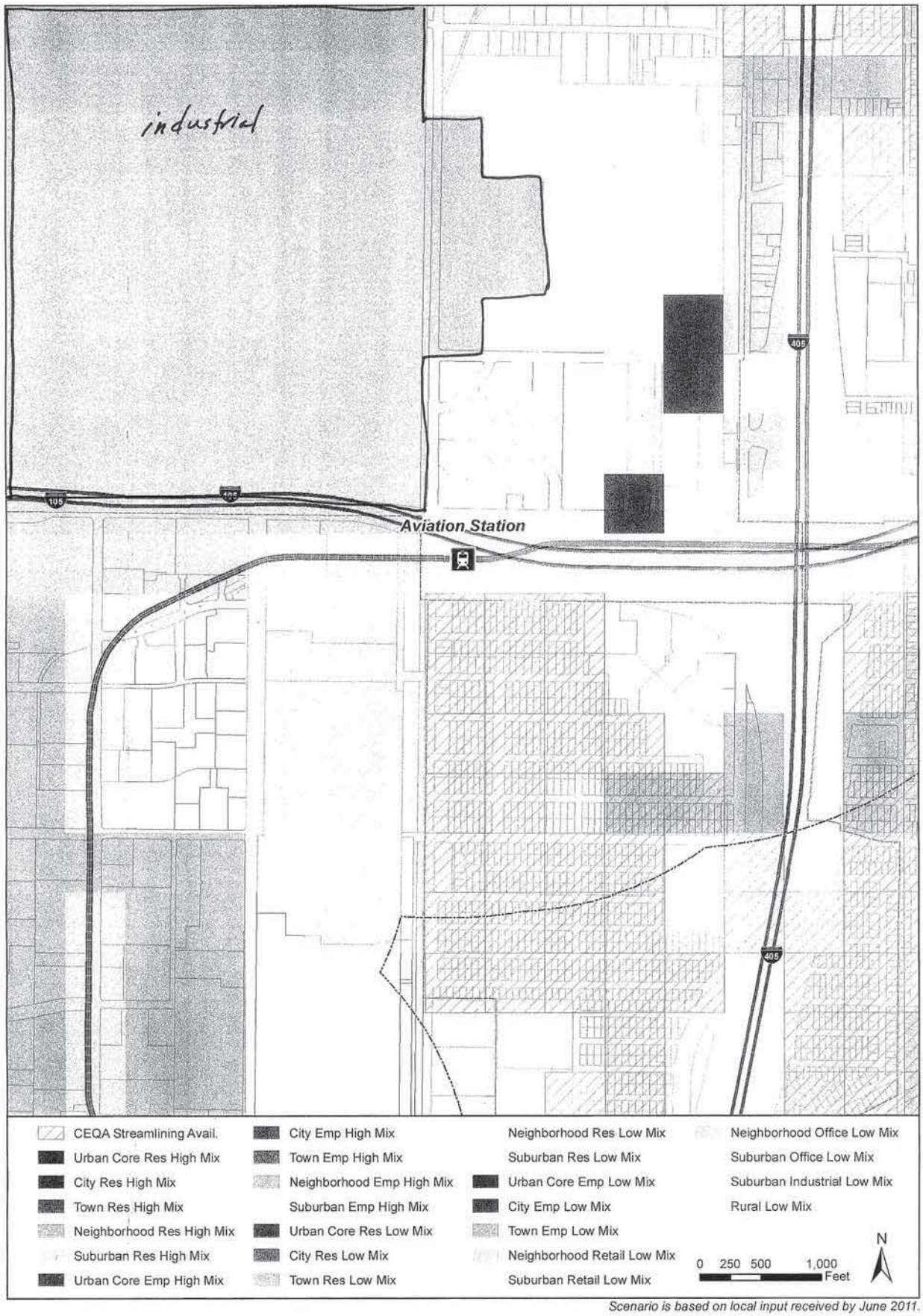


Scenario is based on local input received by June 2011.

Aviation Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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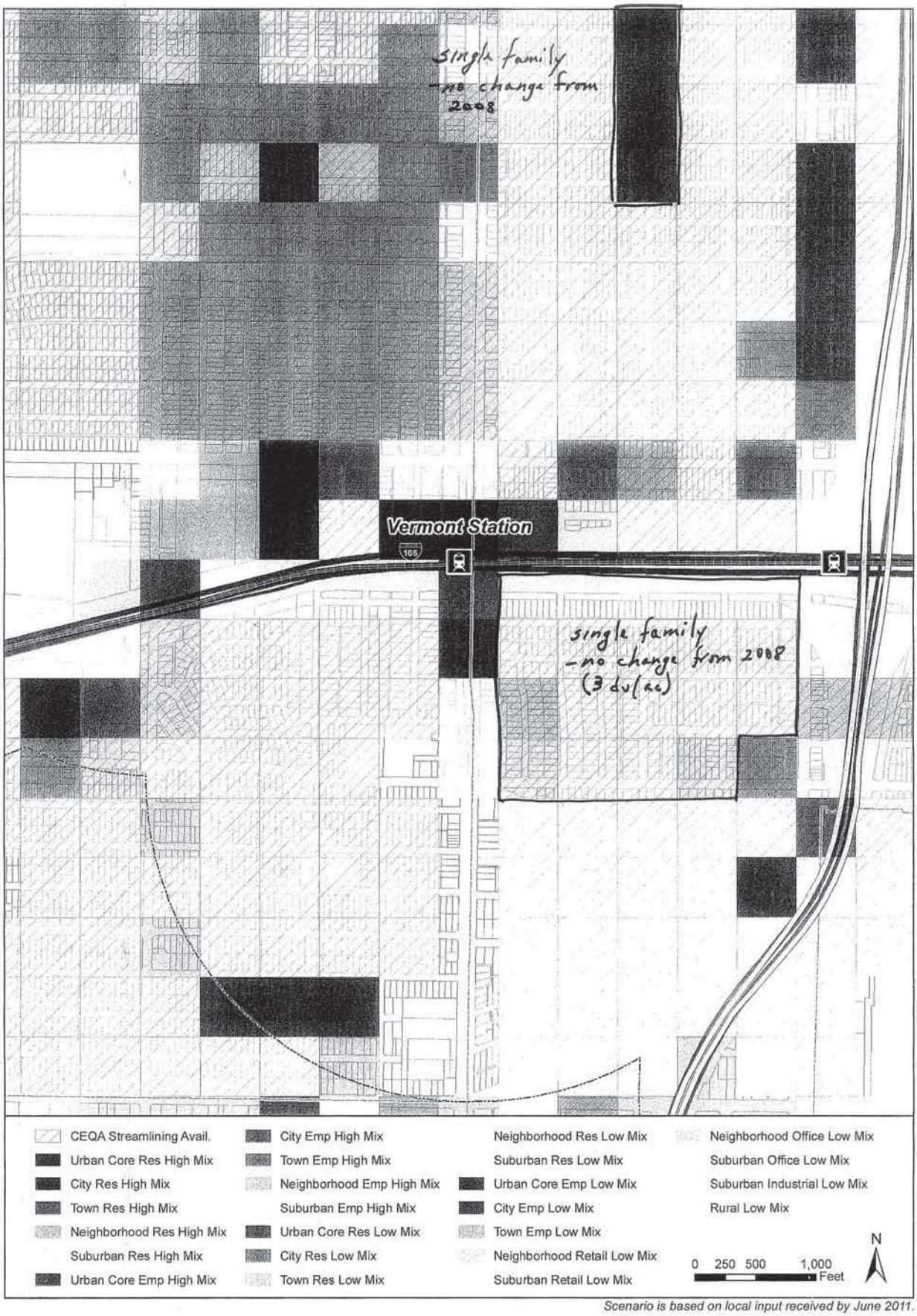
Aviation Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



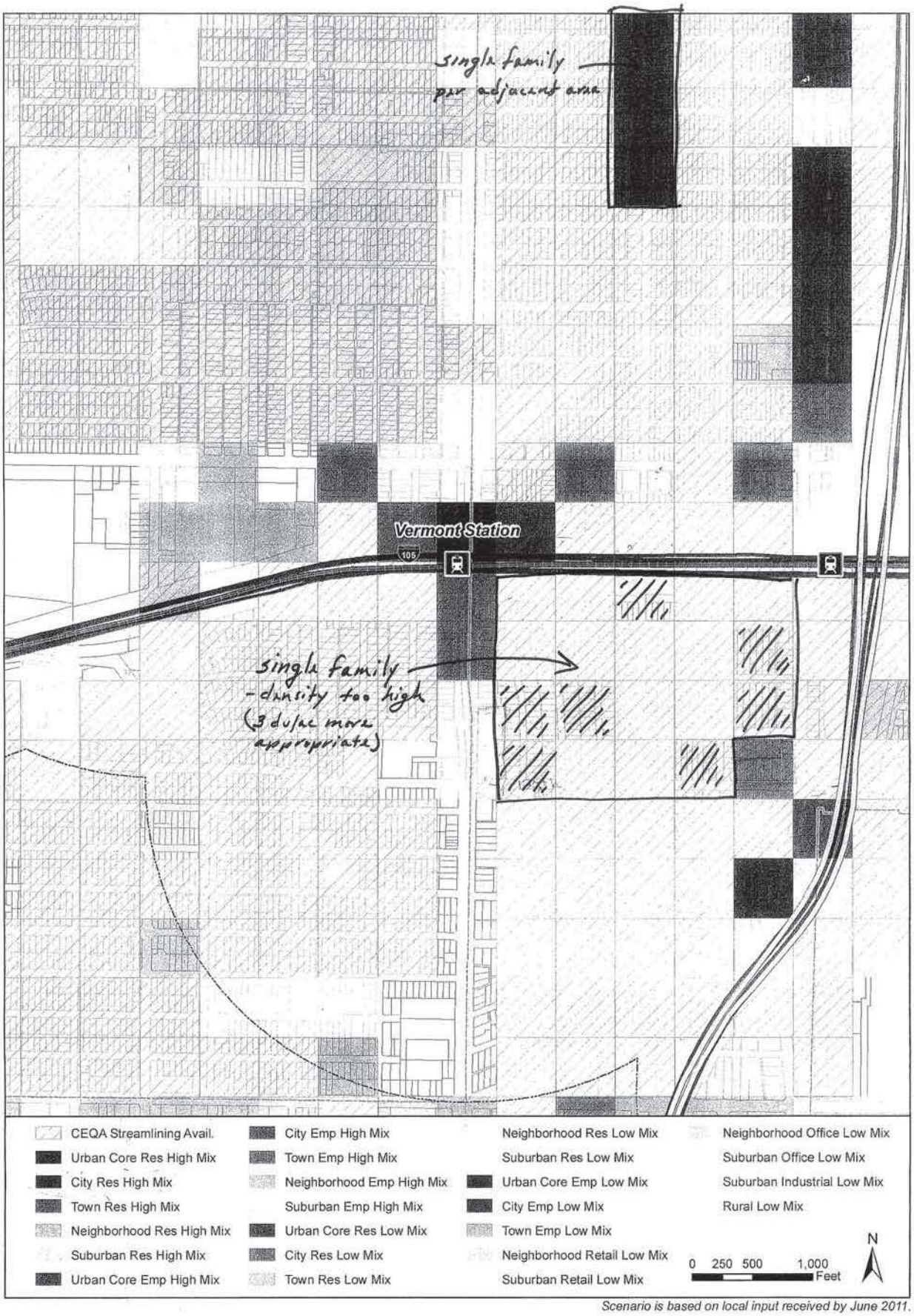
Scenario is based on local input received by June 2011.

Vermont Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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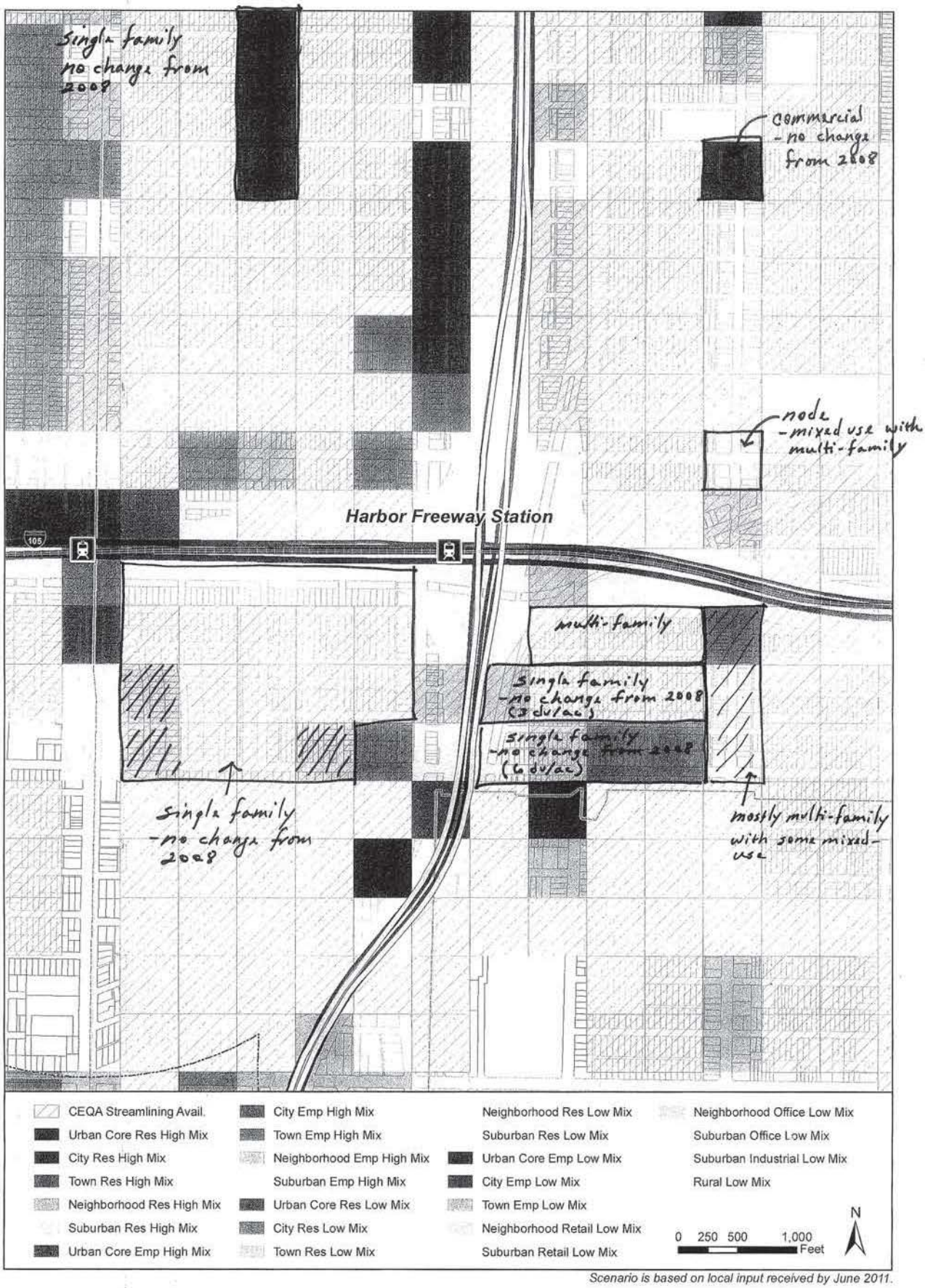
Vermont Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



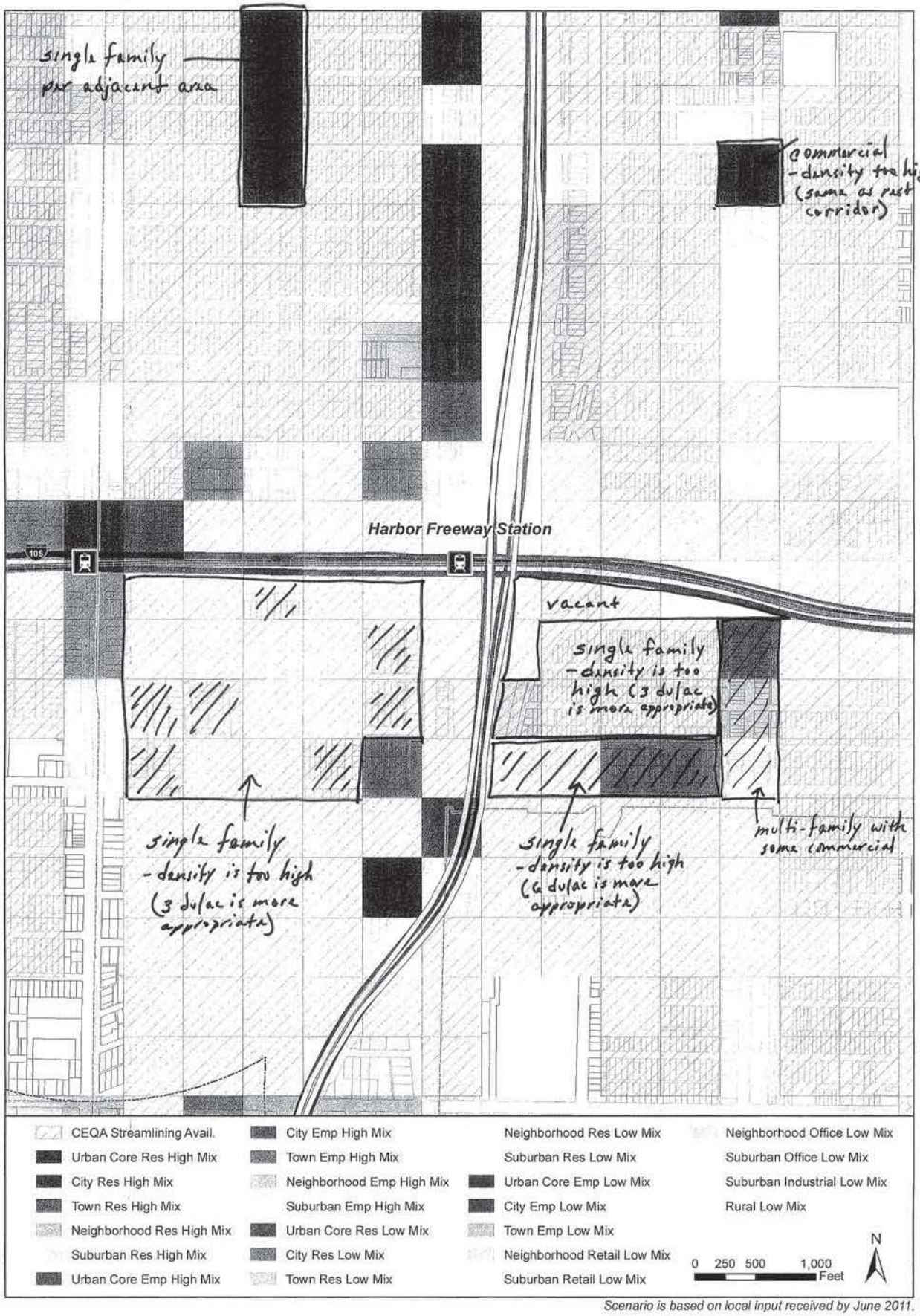
Scenario is based on local input received by June 2011.

Harbor Freeway Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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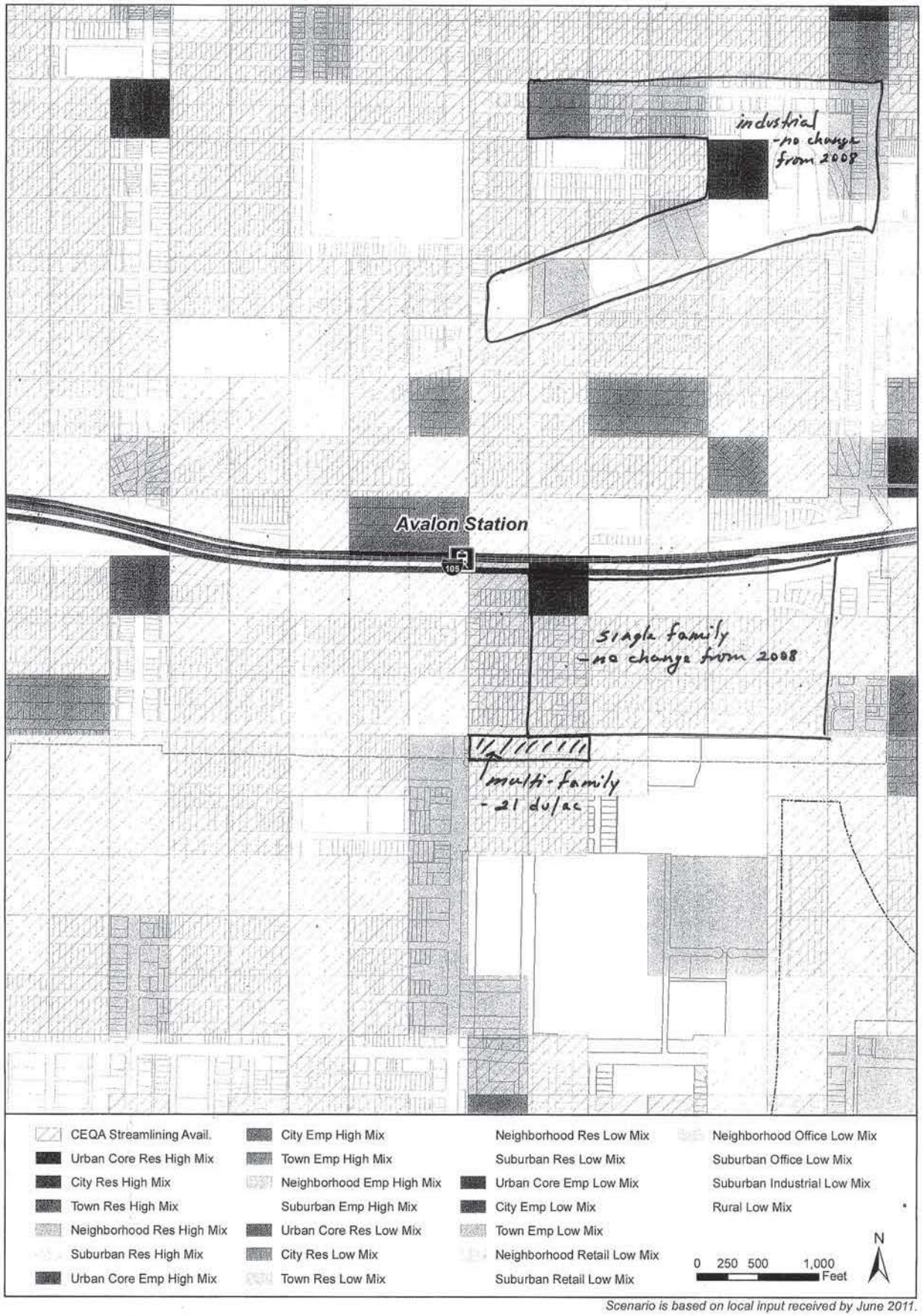
Harbor Freeway Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



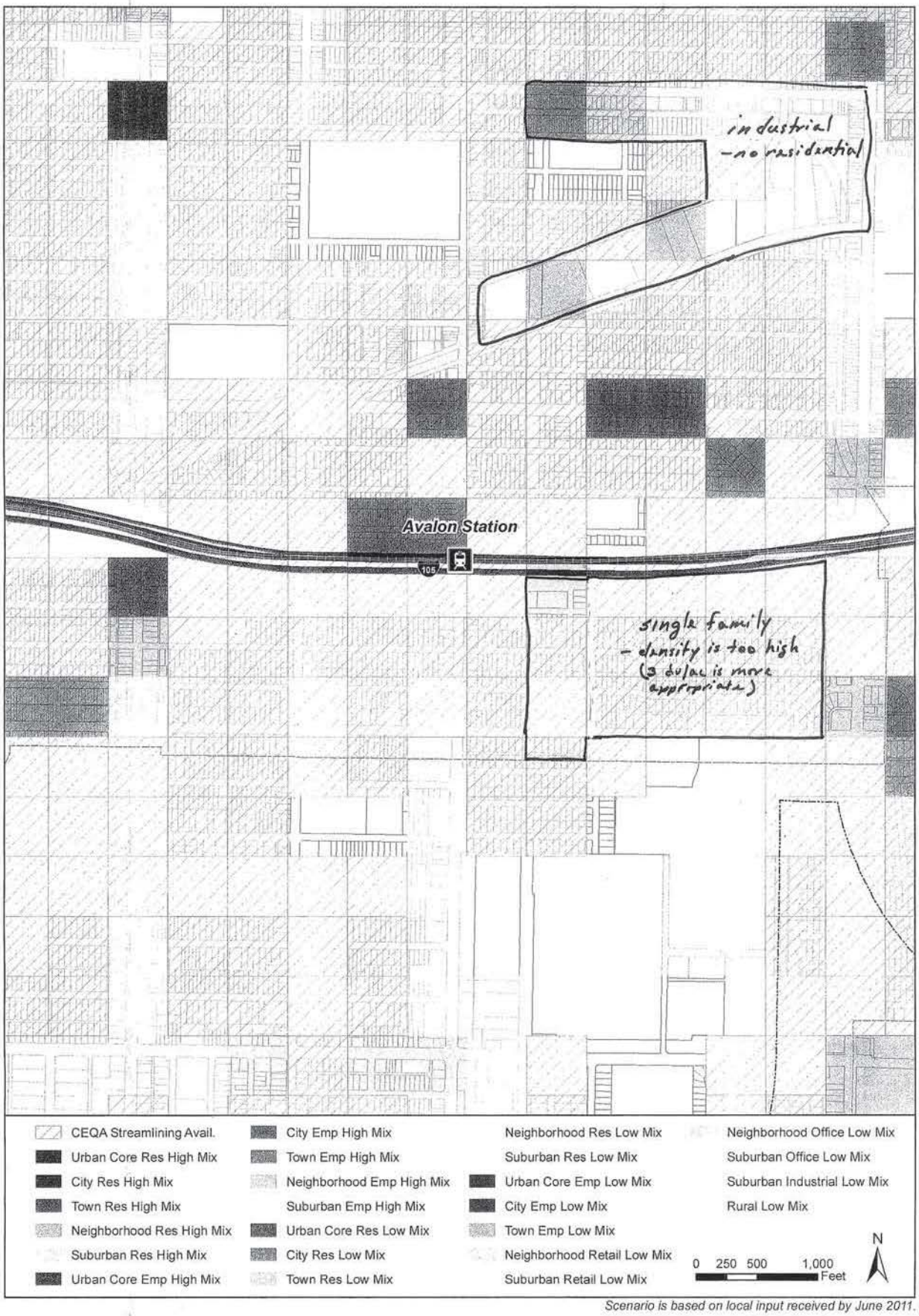
Scenario is based on local input received by June 2011.

Avalon Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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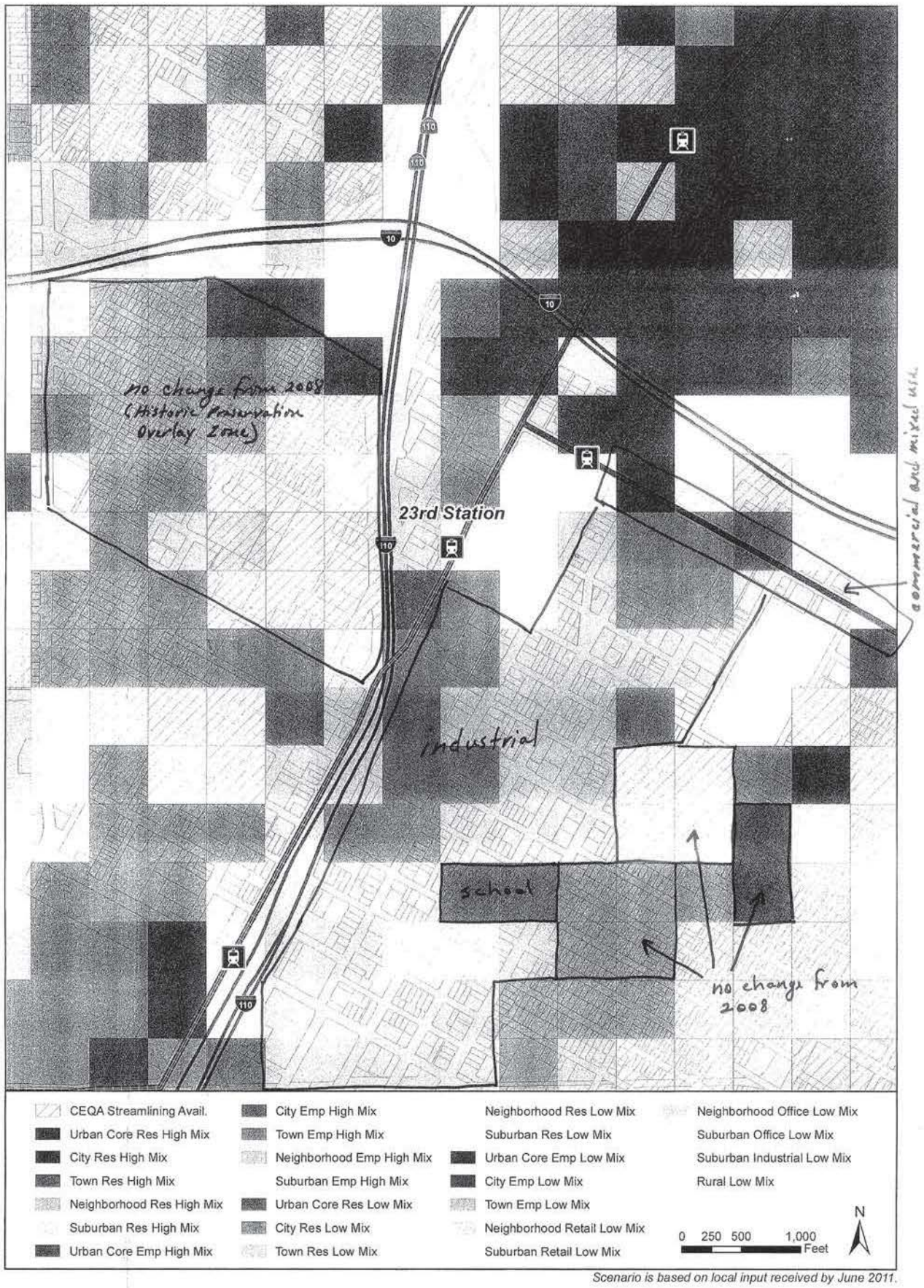
Avalon Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

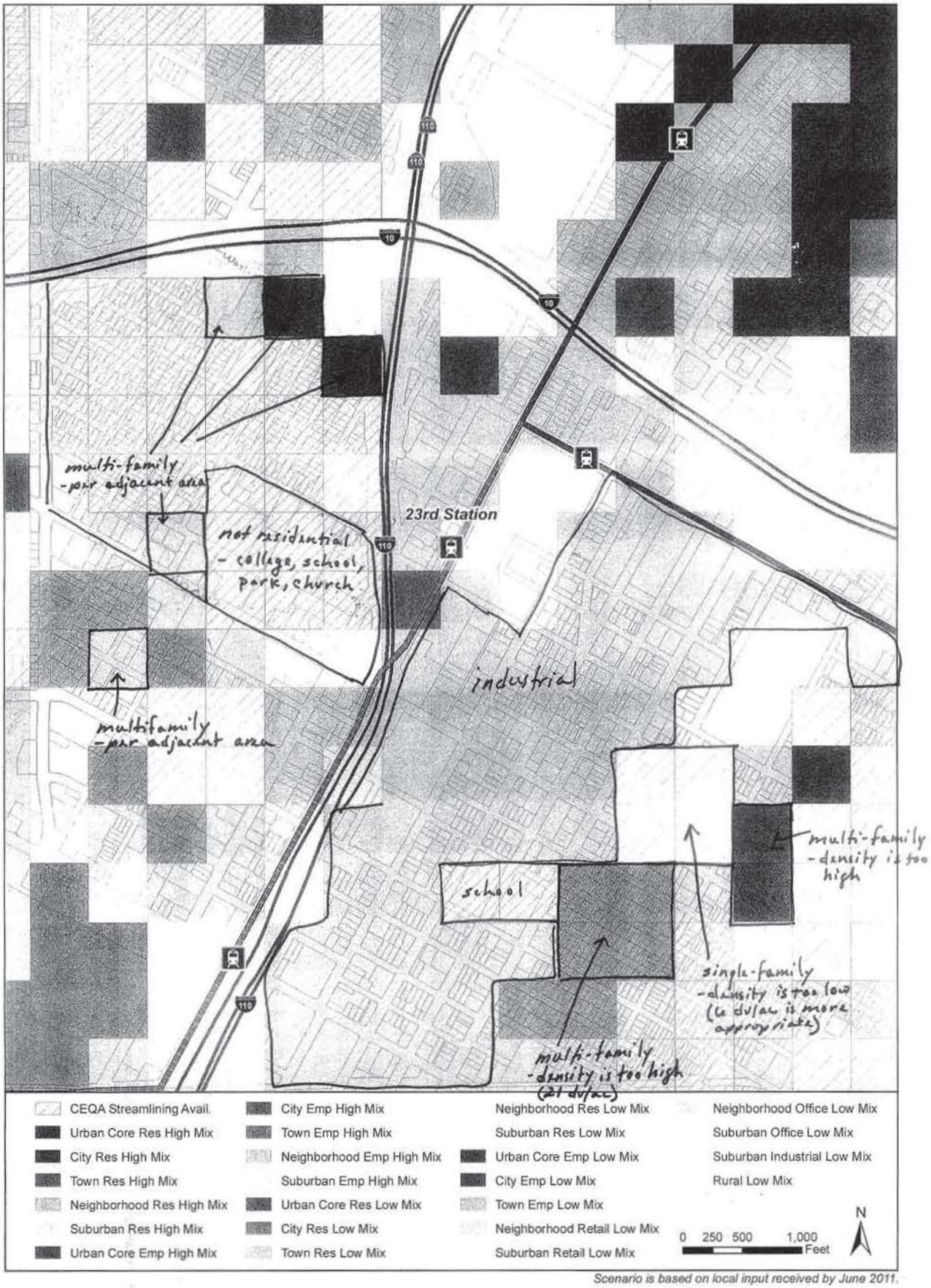


Scenario is based on local input received by June 2011.

23rd Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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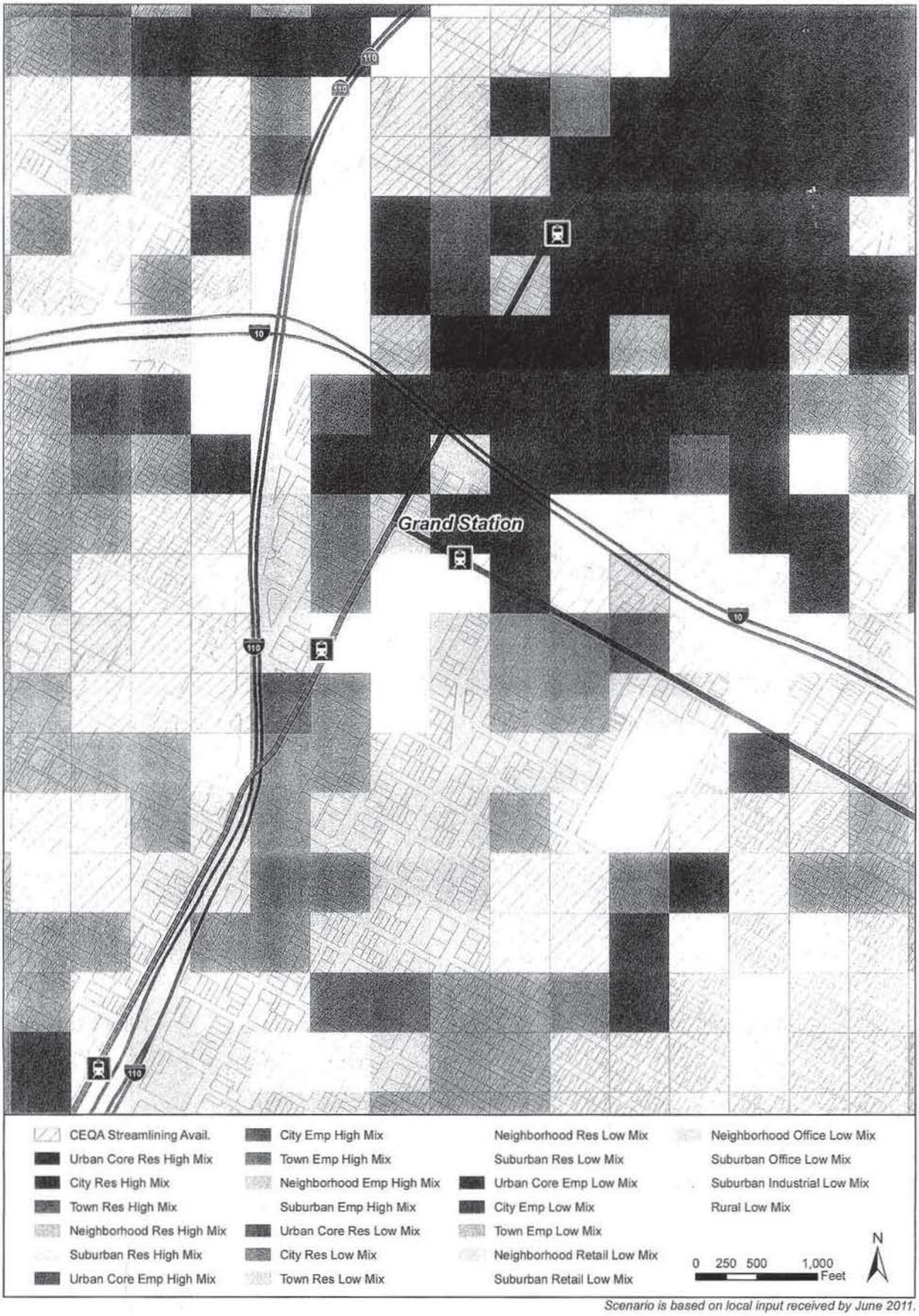
23rd Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

See 23rd Station area



Scenario is based on local input received by June 2011.

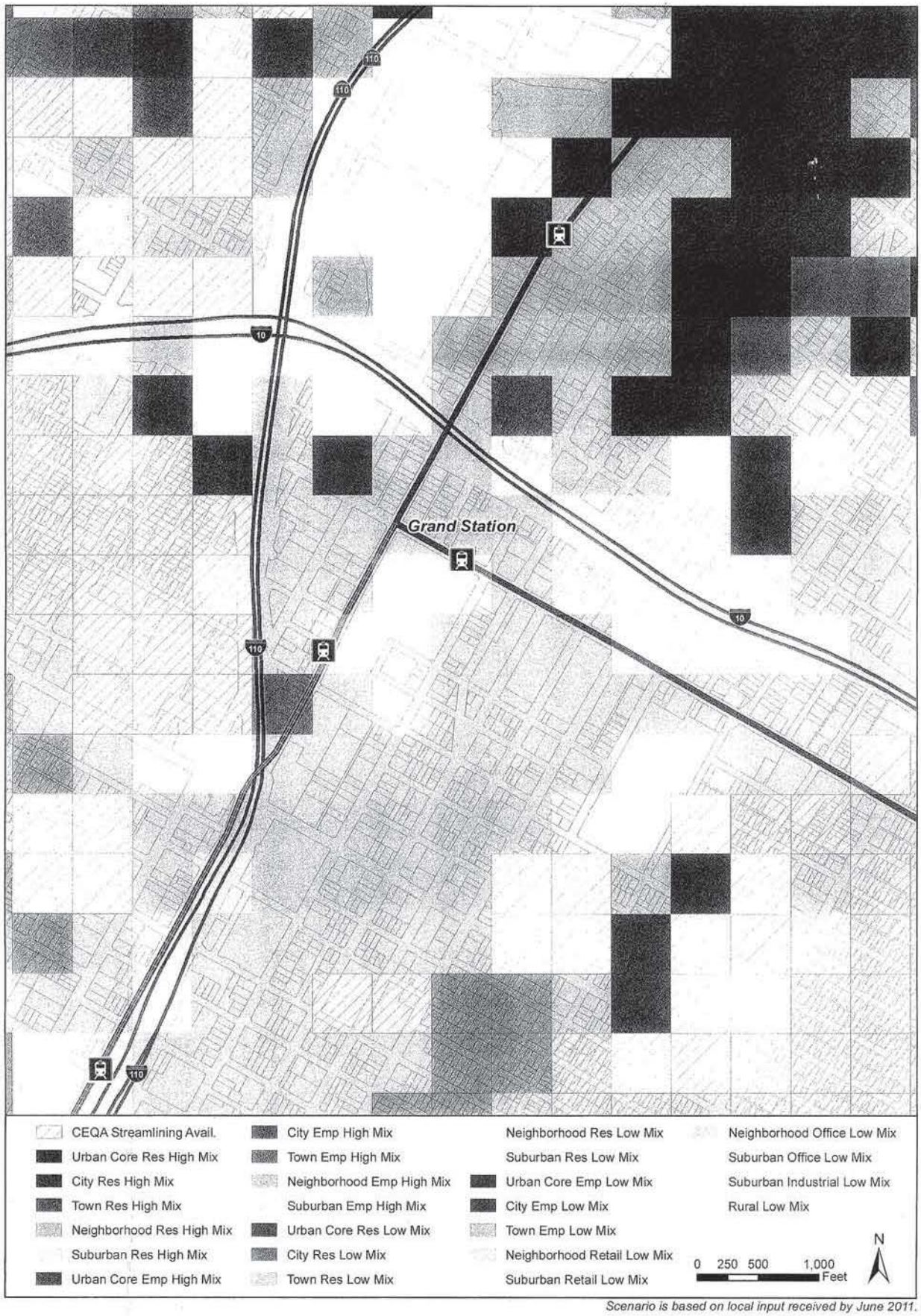
Grand Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

See 23rd Station area



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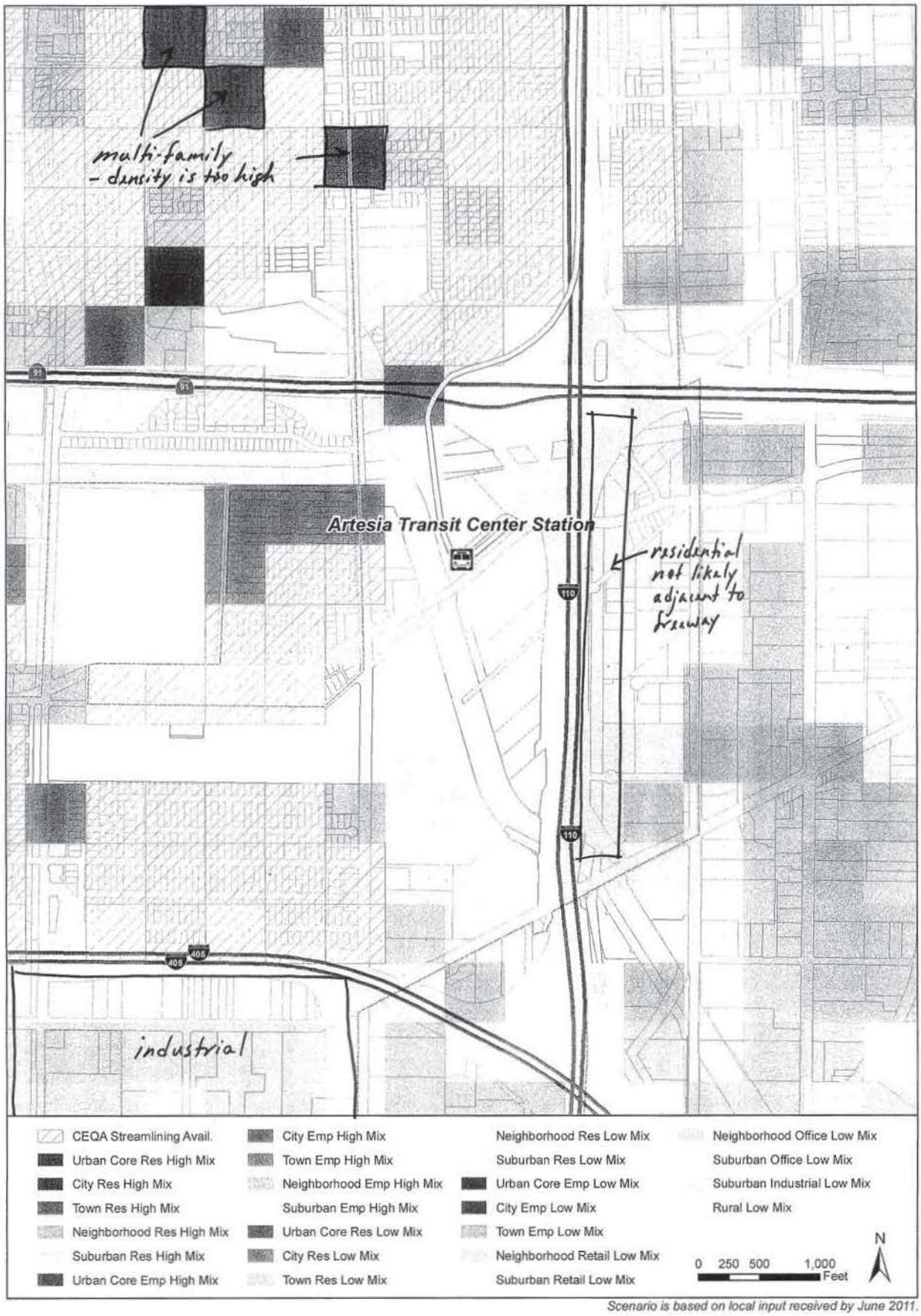
Grand Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

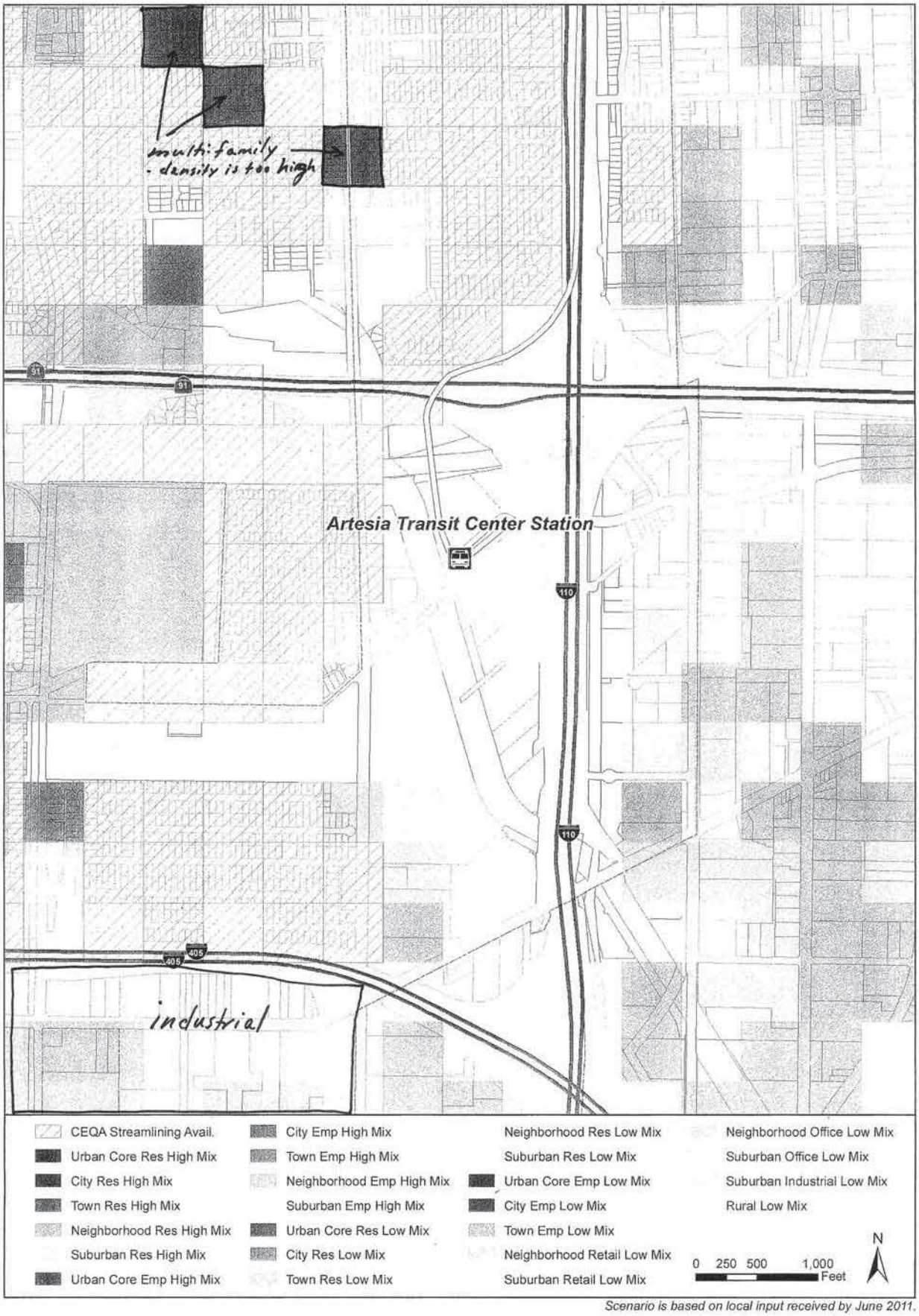


Scenario is based on local input received by June 2011.

Artesia Transit Center Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

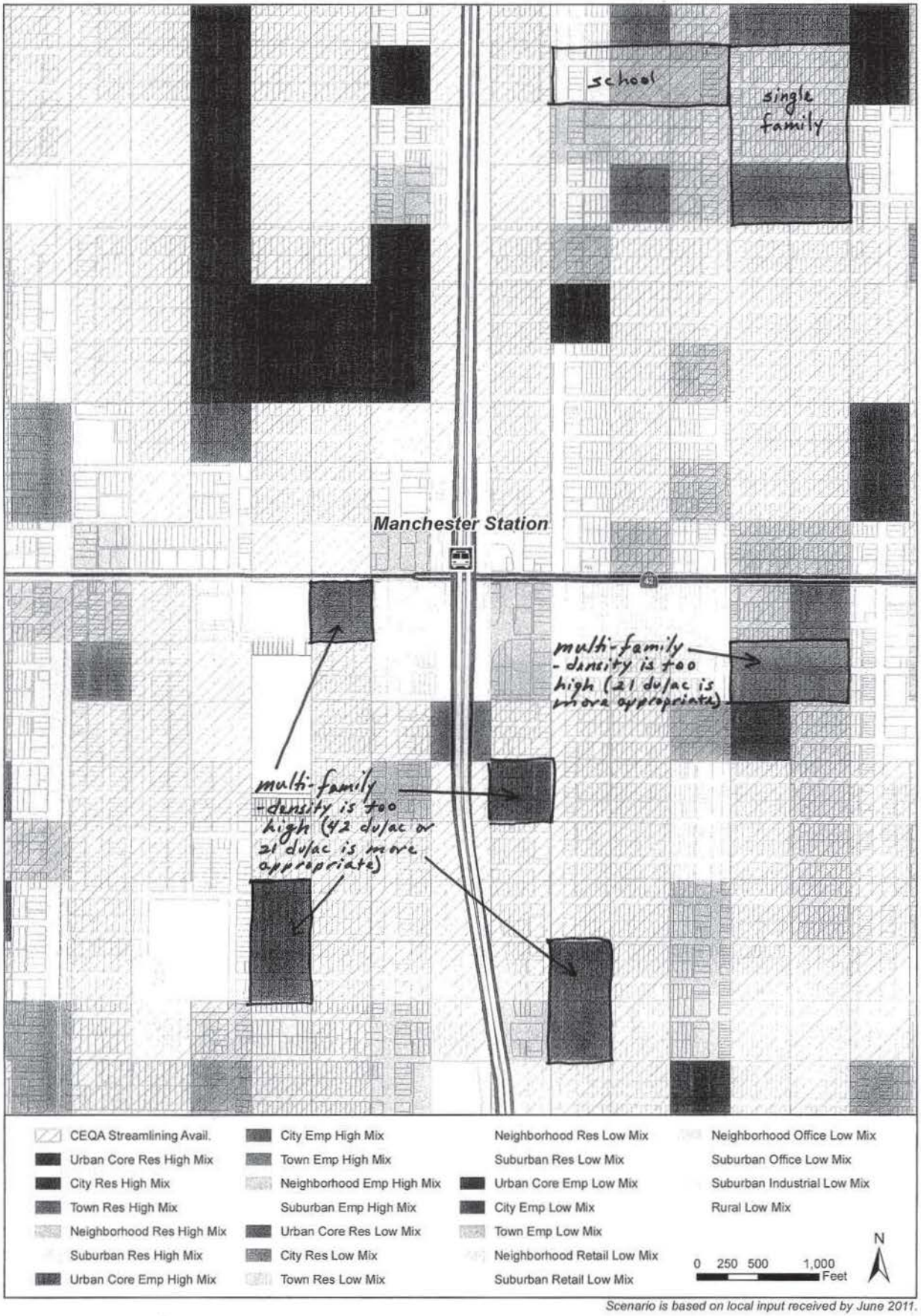


Scenario is based on local input received by June 2011.

Artesia Transit Center Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

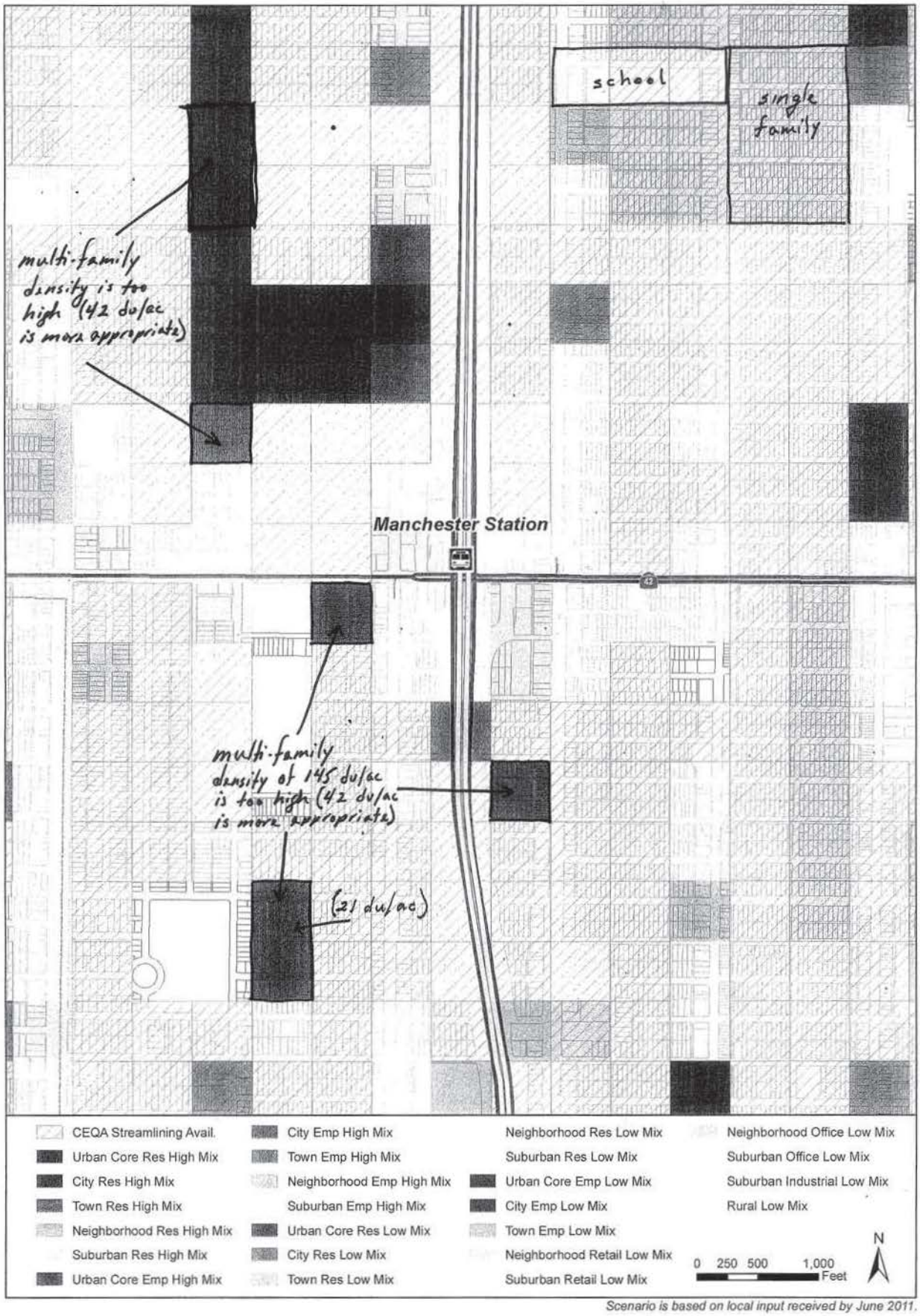


Scenario is based on local input received by June 2011.

Manchester Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



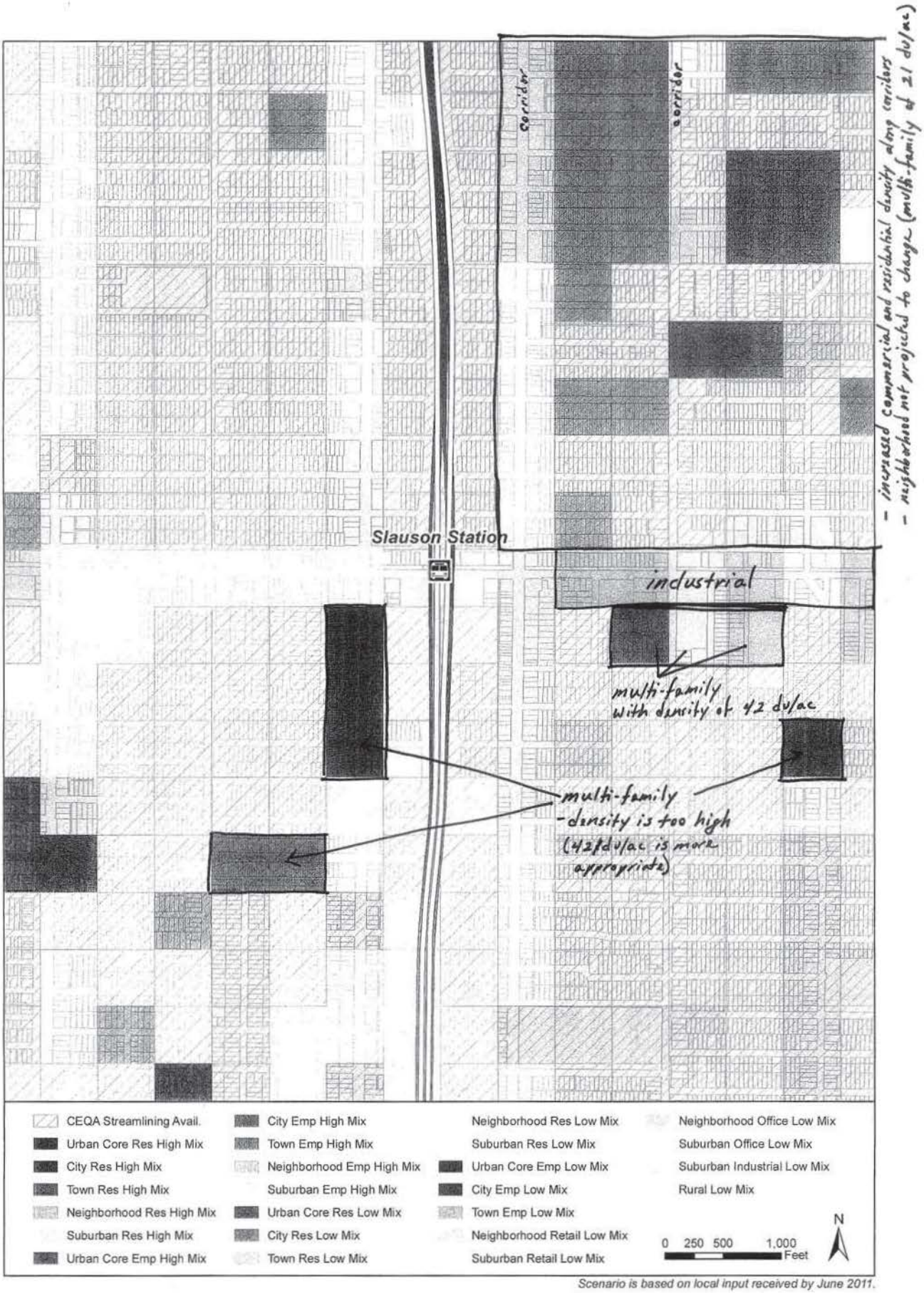
Scenario is based on local input received by June 2011.

Manchester Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



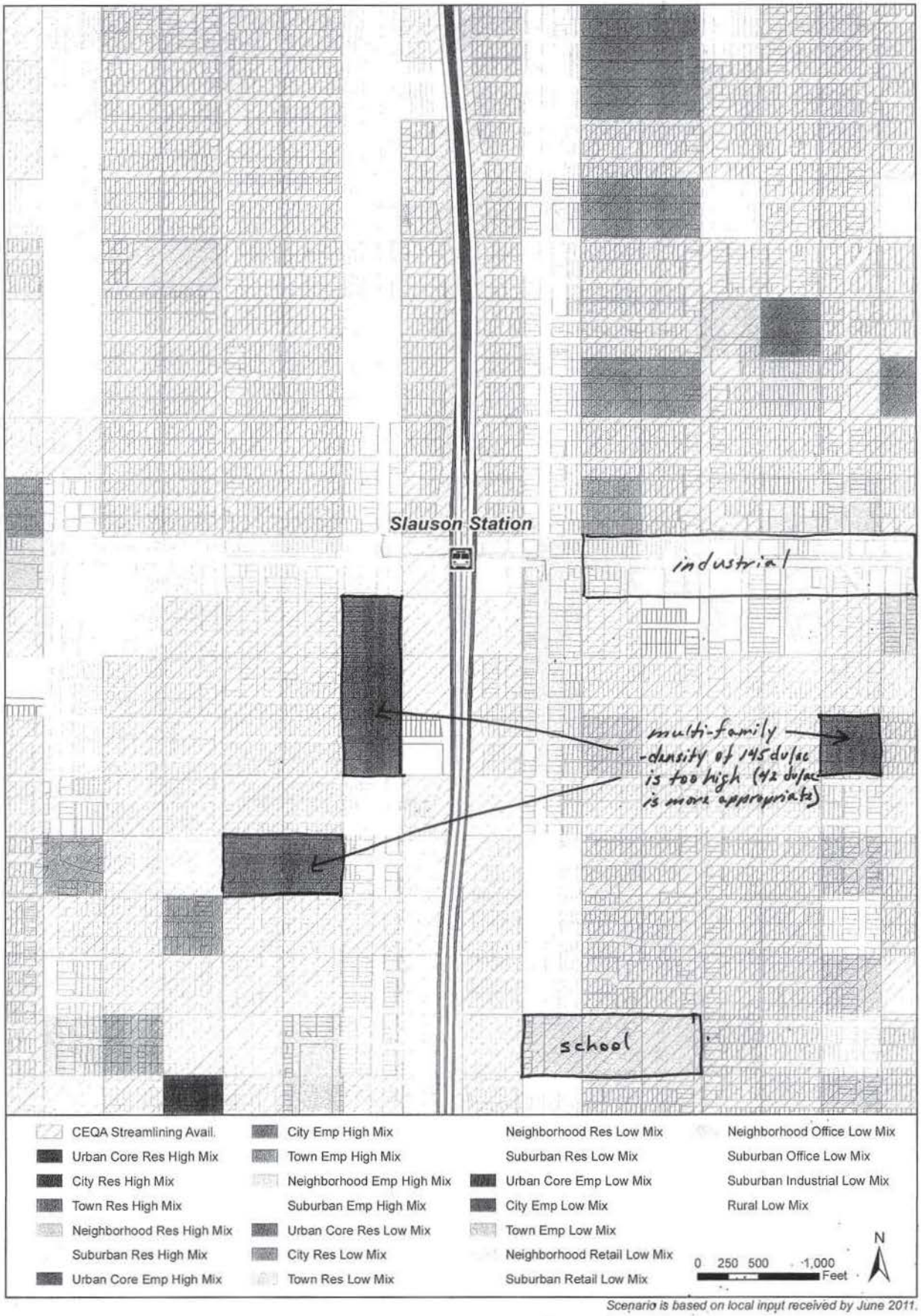
Scenario is based on local input received by June 2011.

Slauson Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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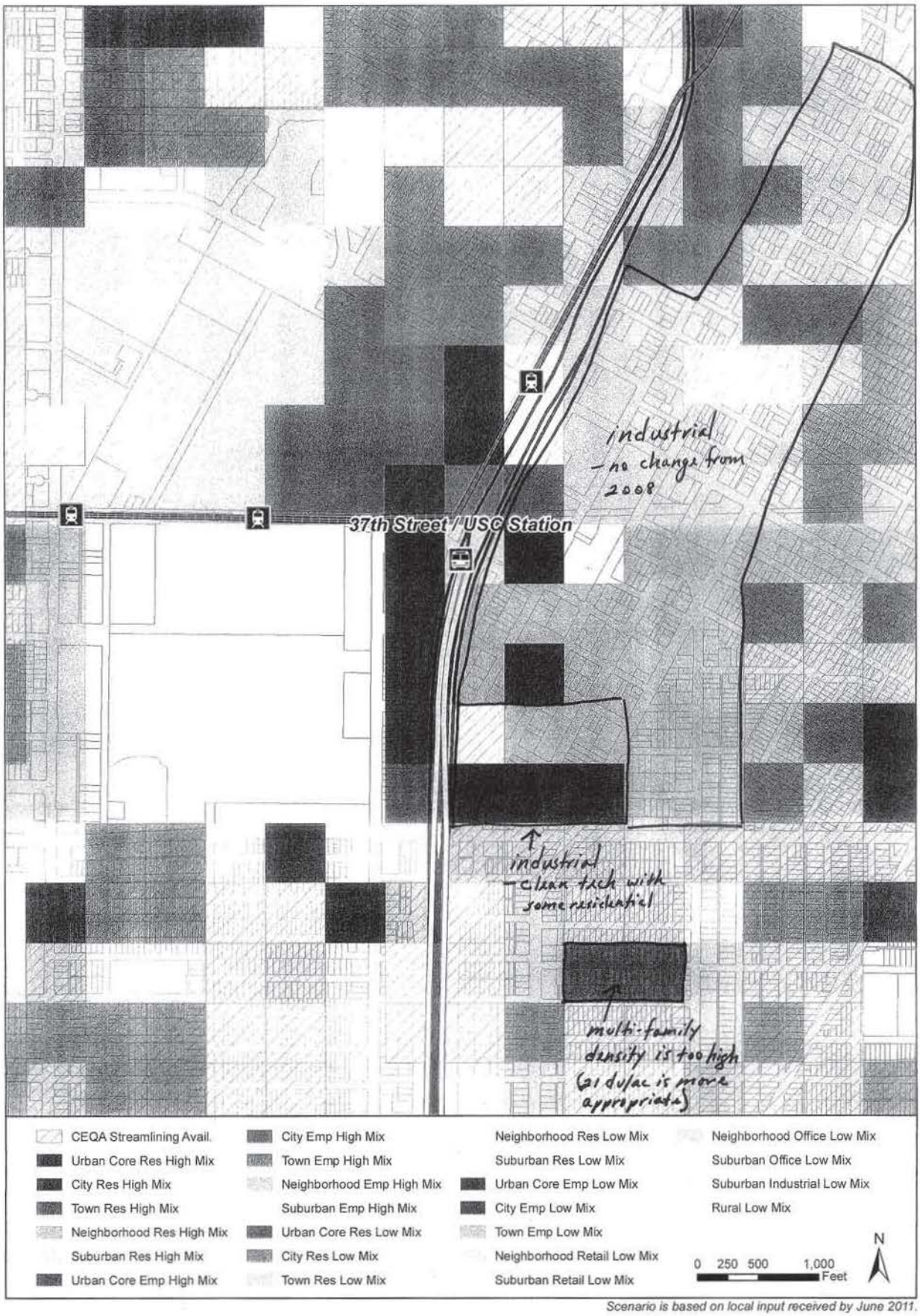
Slauson Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



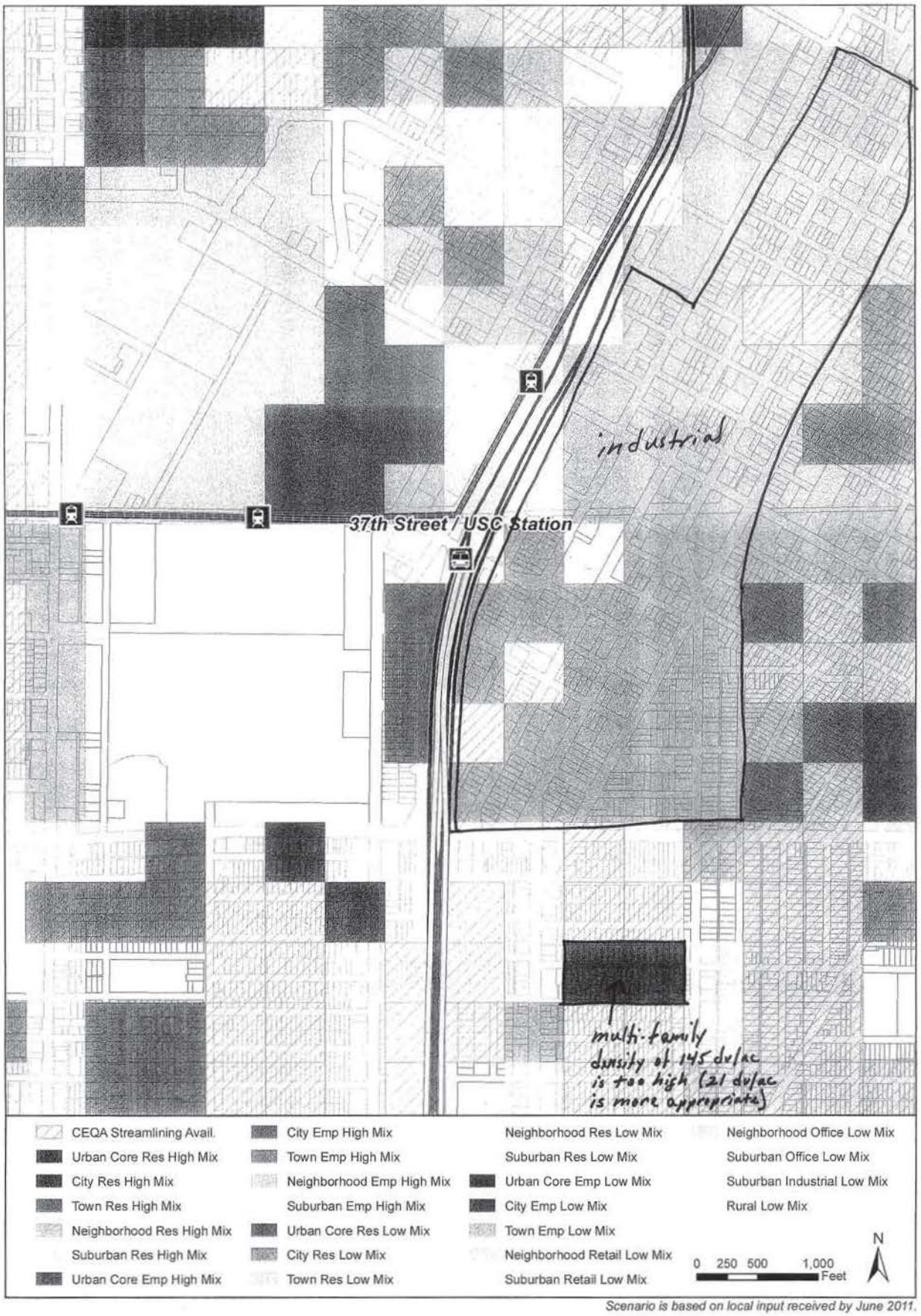
Scenario is based on local input received by June 2011.

37th Street / USC Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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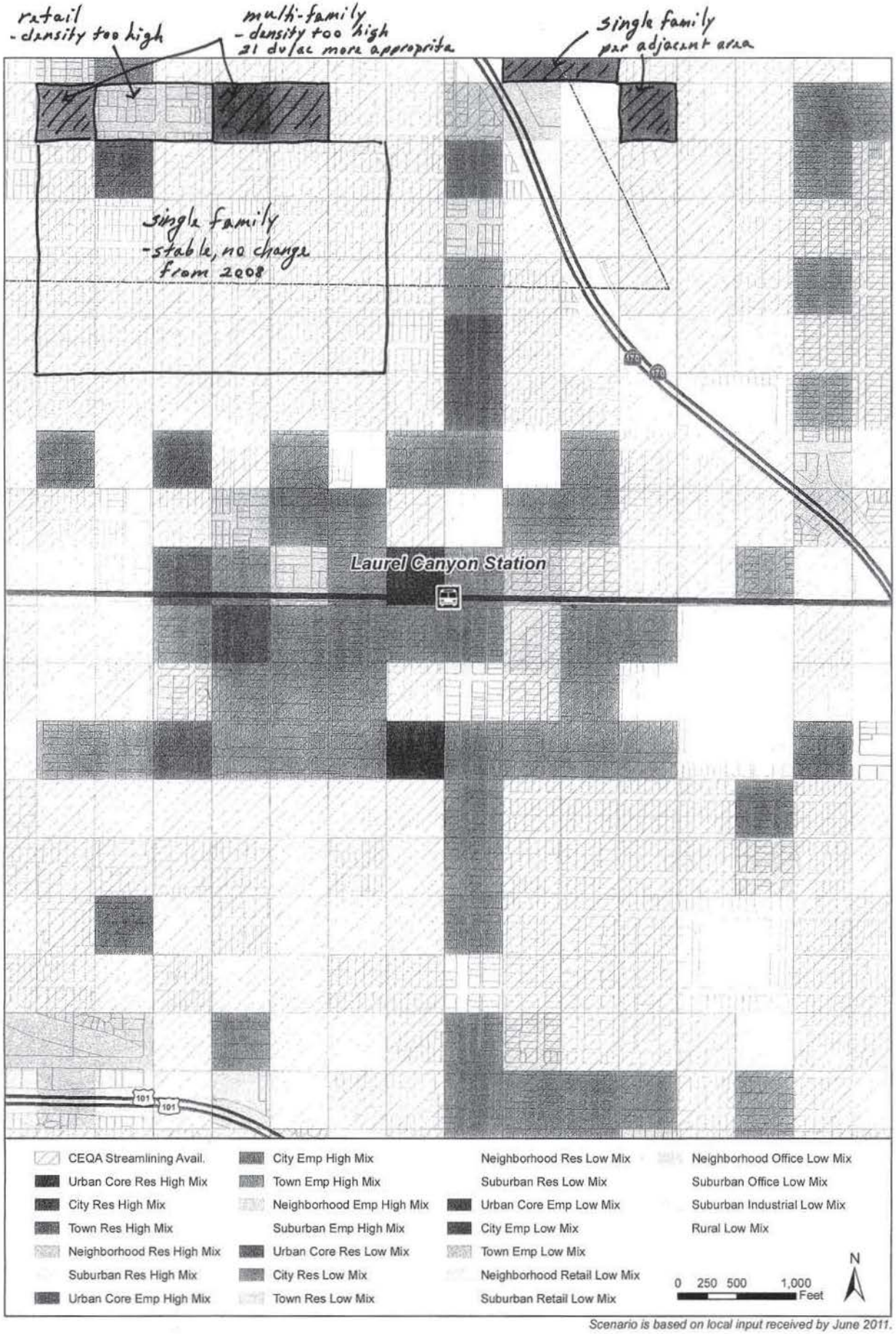
37th Street / USC Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



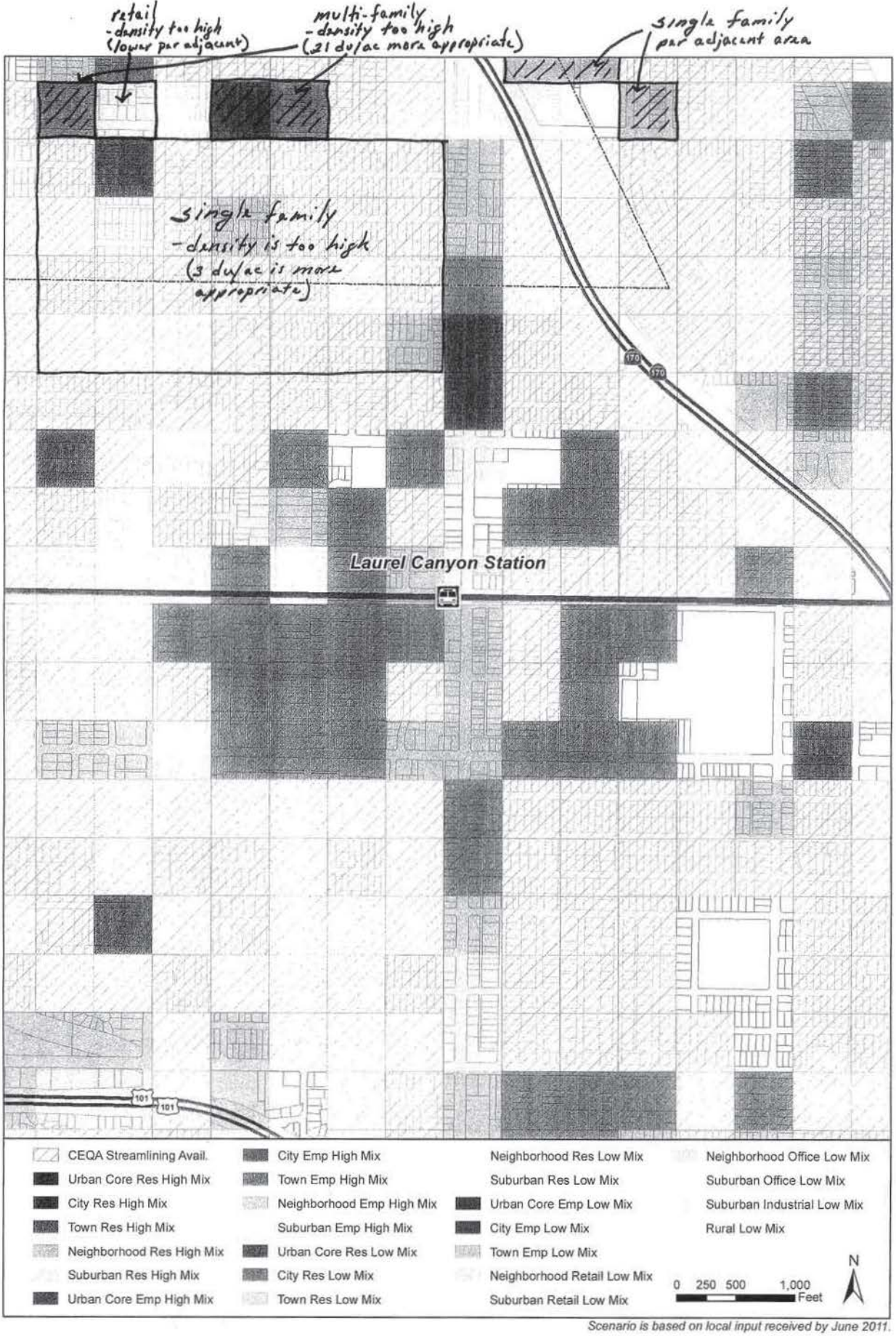
Scenario is based on local input received by June 2011.

Laurel Canyon Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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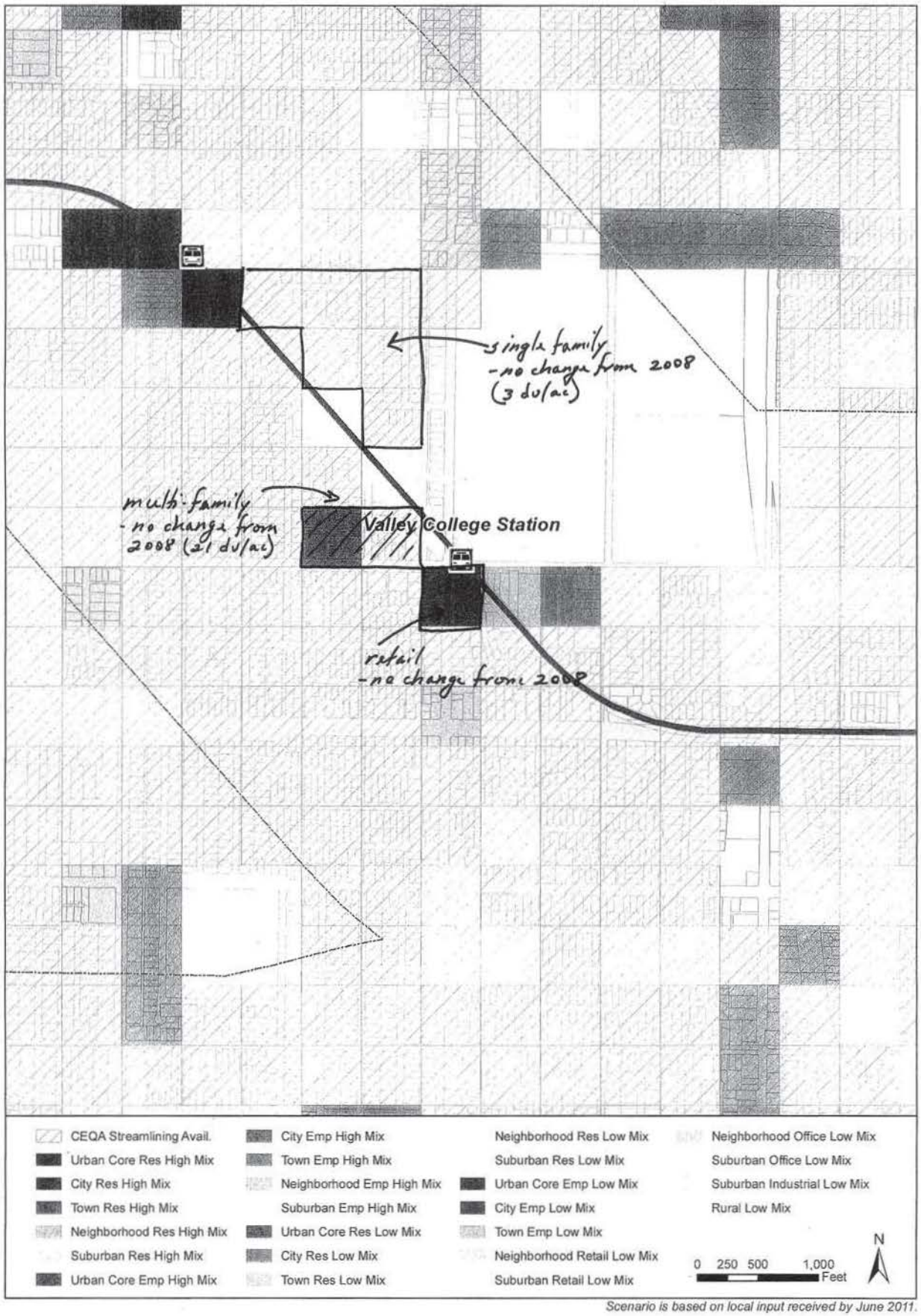
Laurel Canyon Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

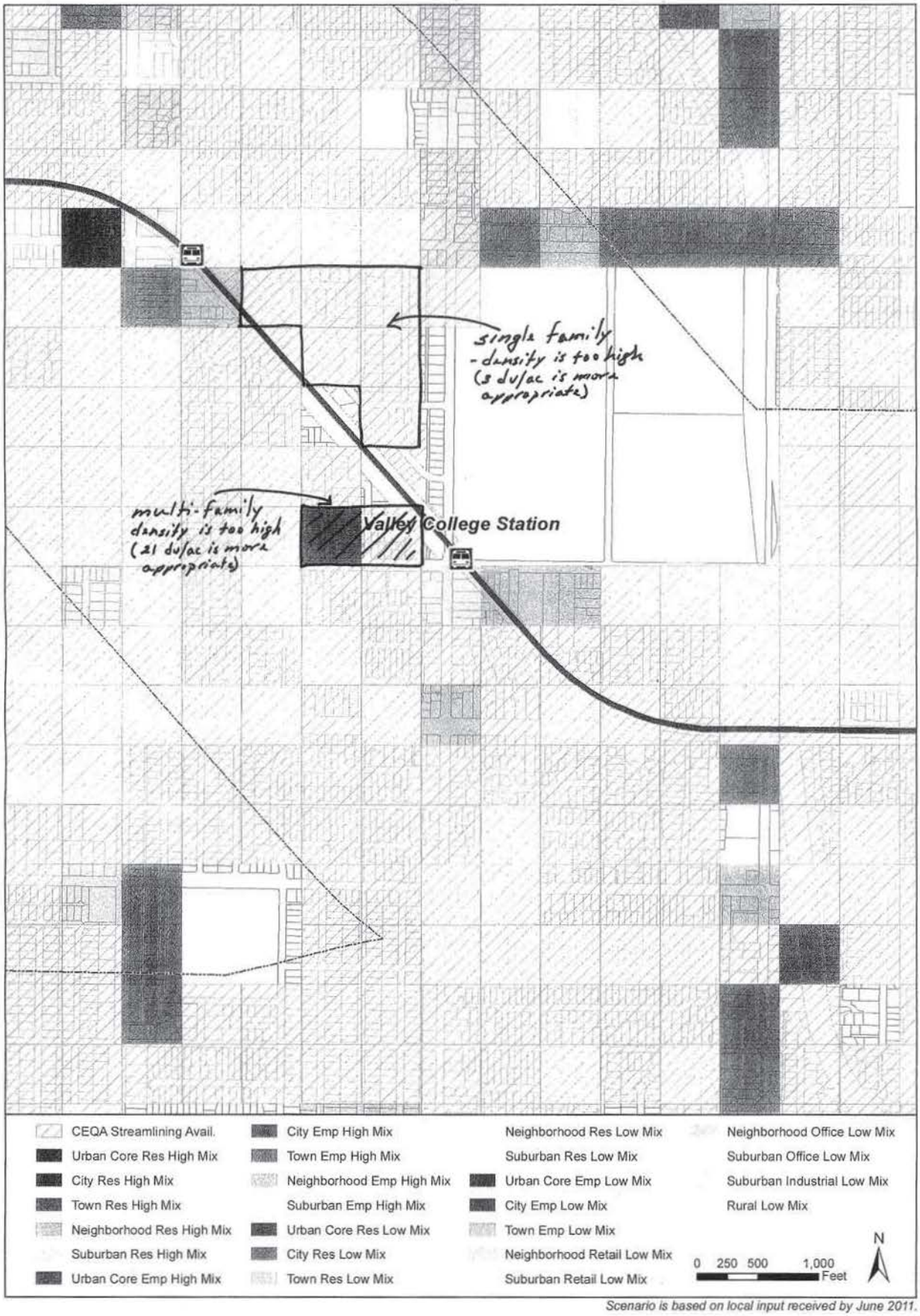


Scenario is based on local input received by June 2011.

Valley College Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



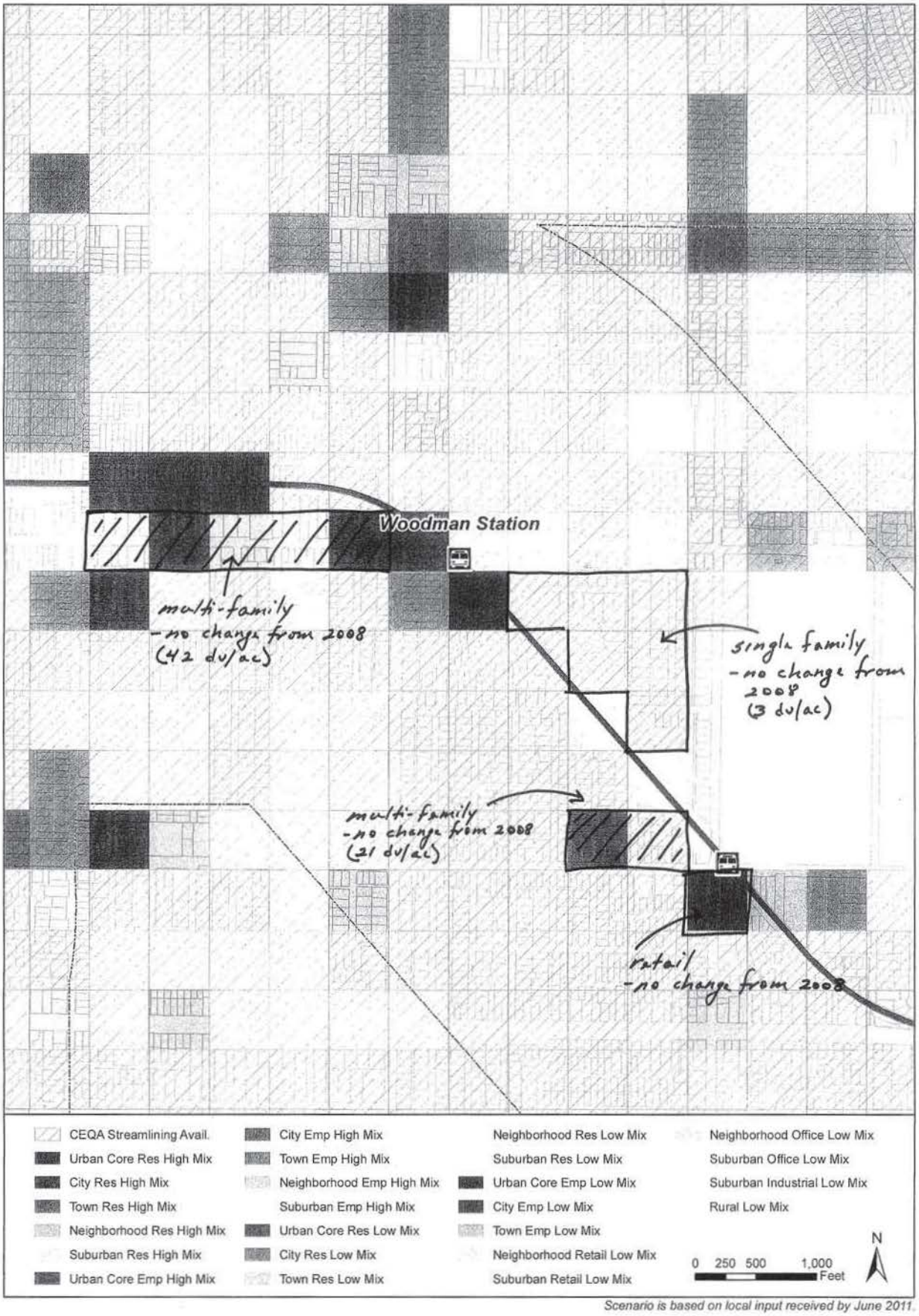
Scenario is based on local input received by June 2011.

Valley College Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



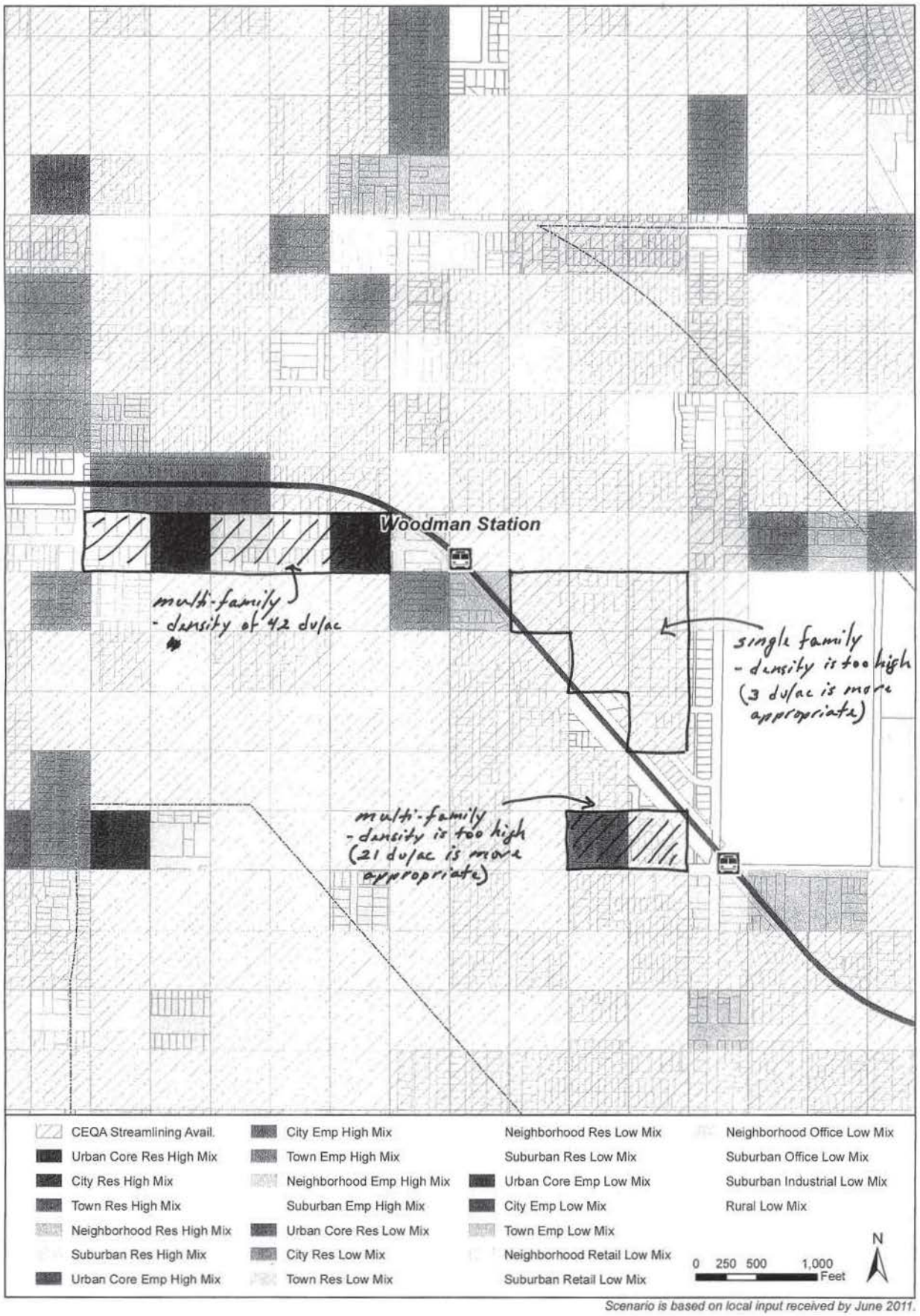
Scenario is based on local input received by June 2011.

Woodman Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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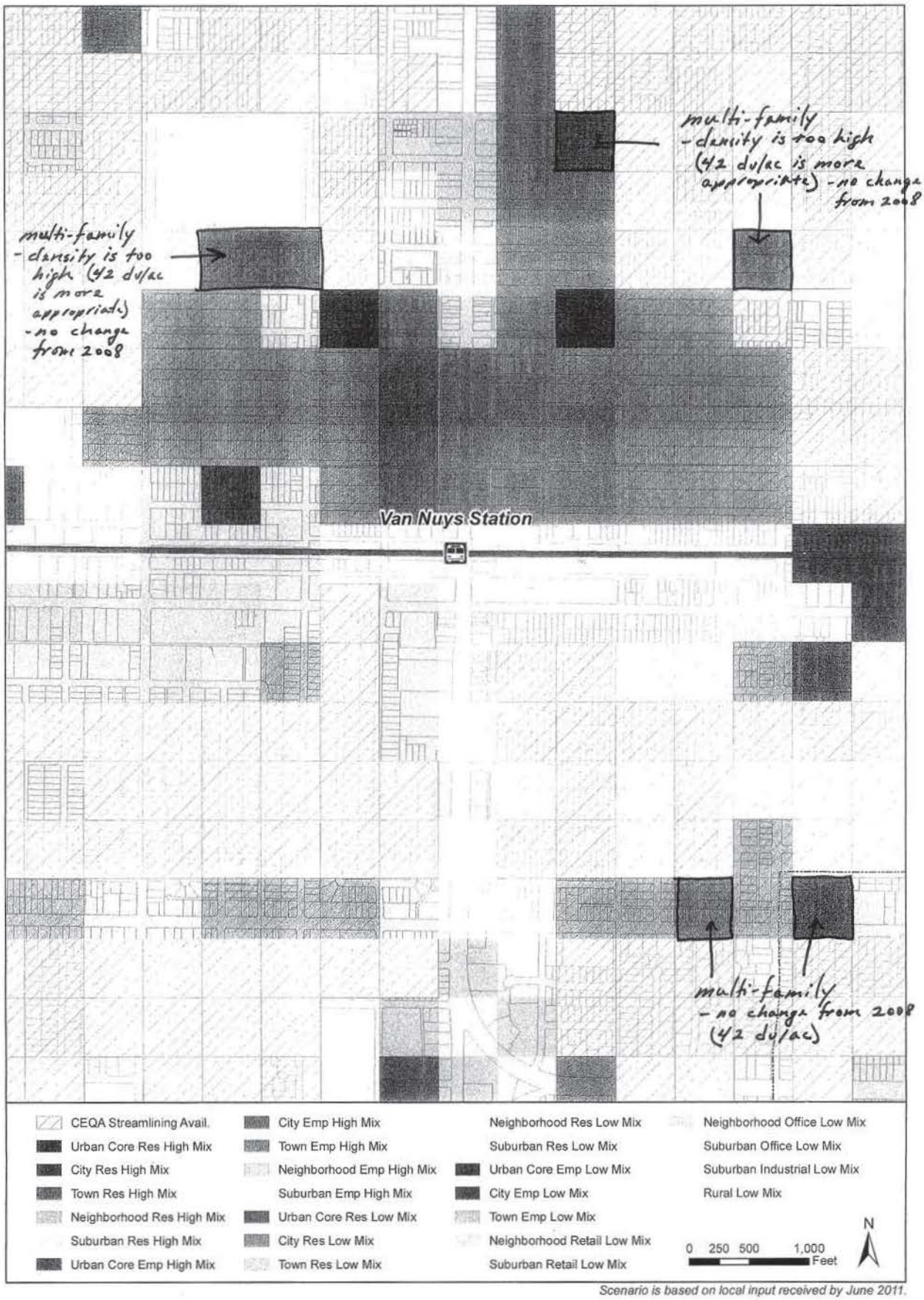
Woodman Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



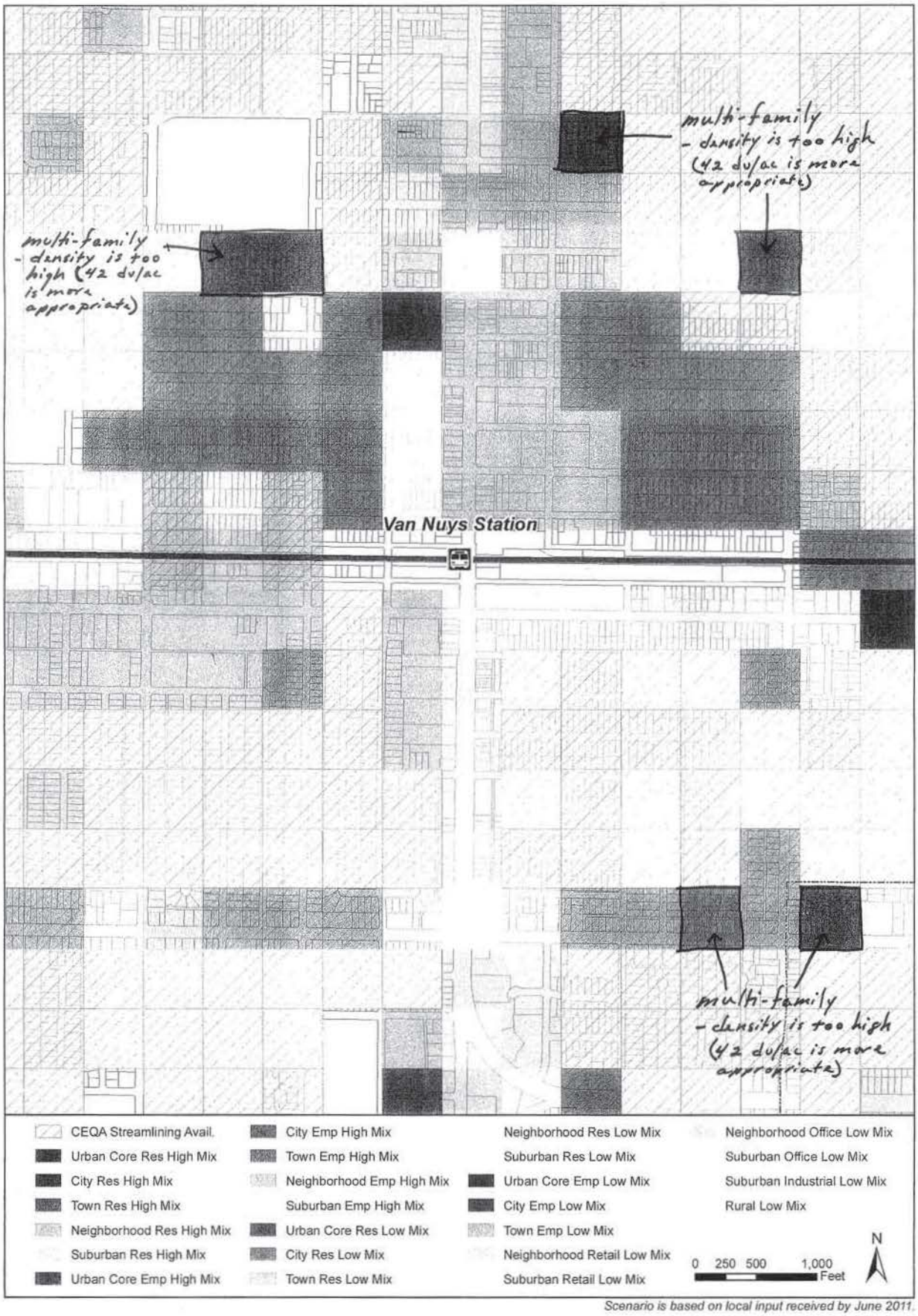
Scenario is based on local input received by June 2011.

Van Nuys Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



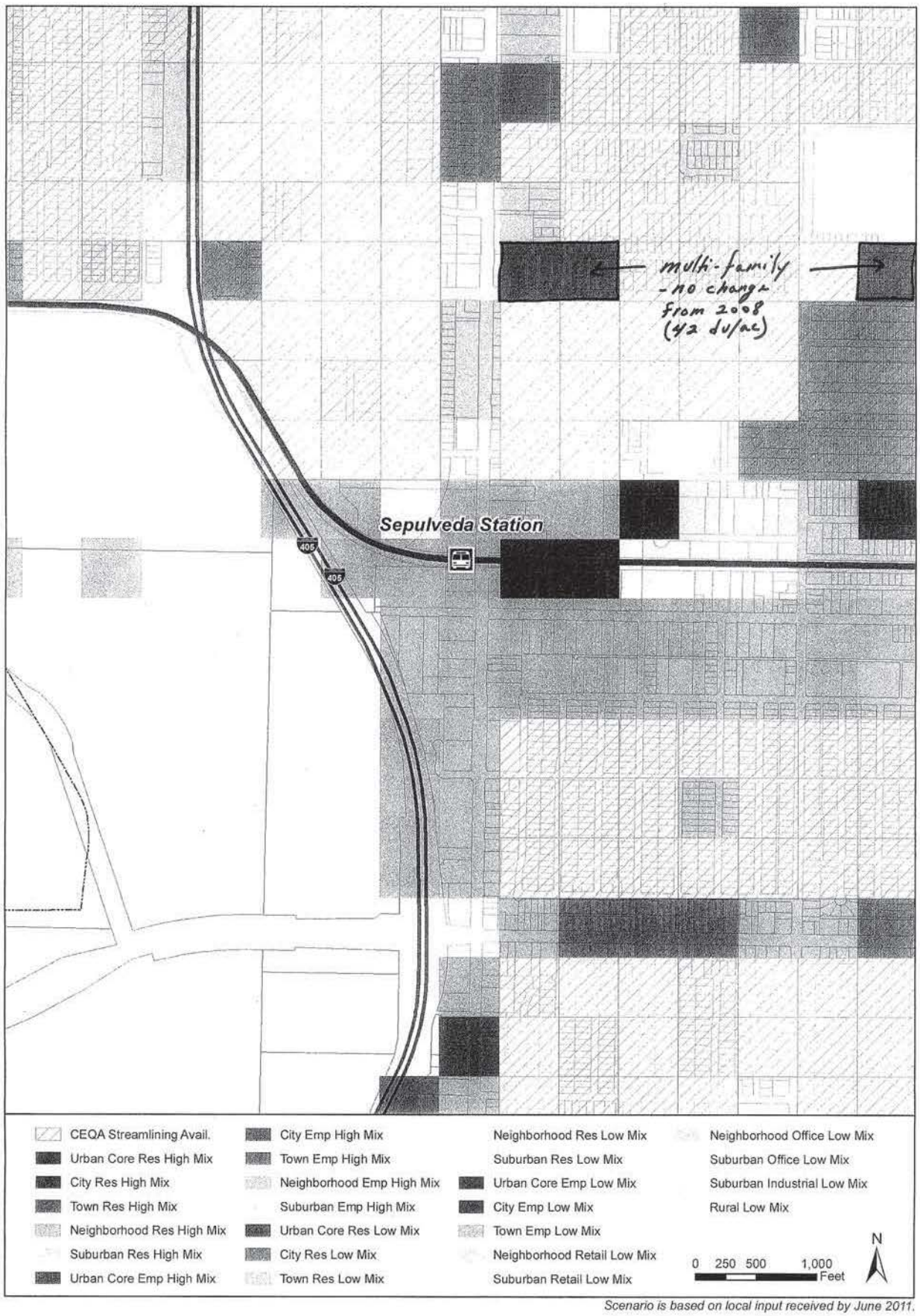
Scenario is based on local input received by June 2011.

Van Nuys Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



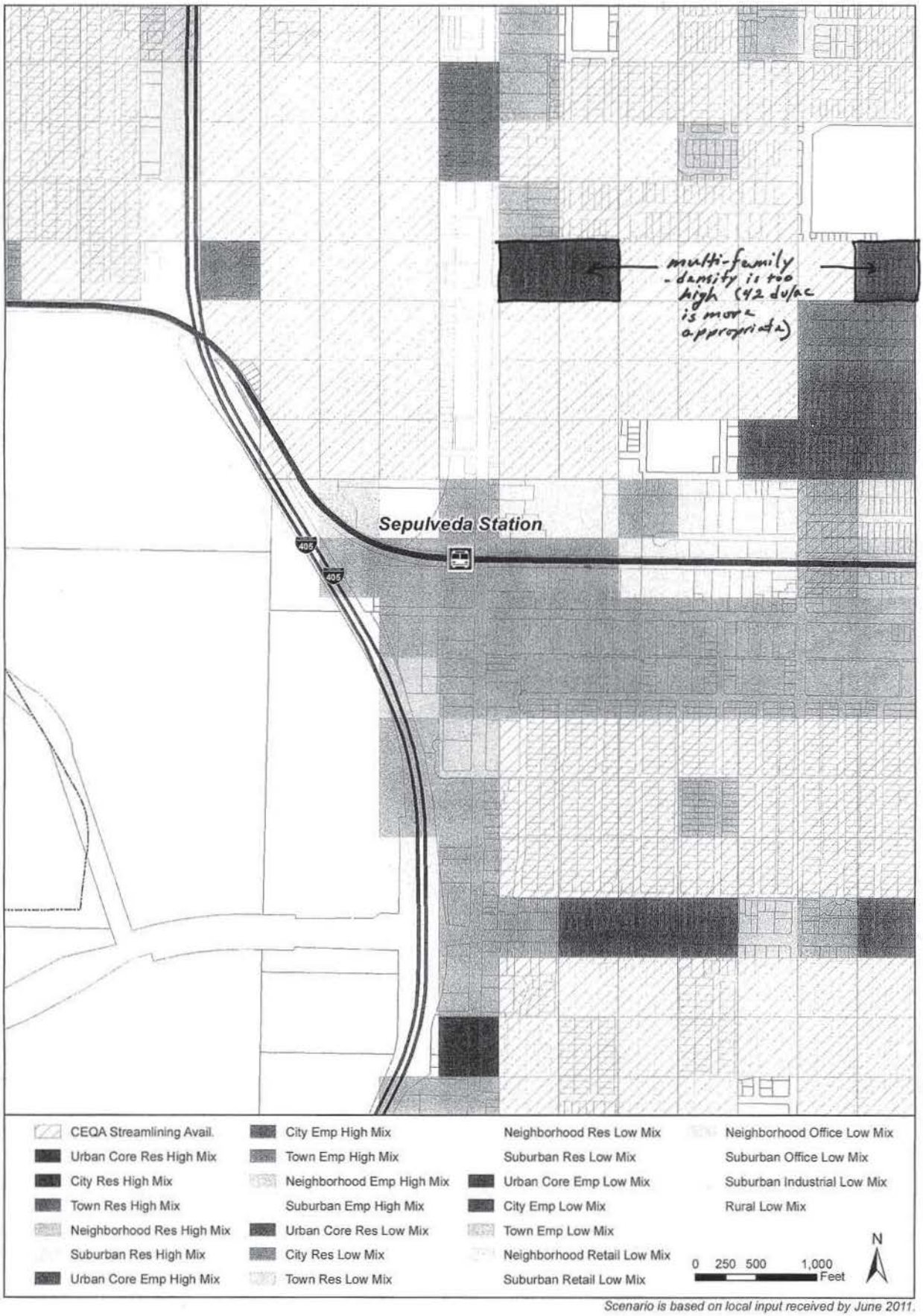
Scenario is based on local input received by June 2011.

Sepulveda Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS



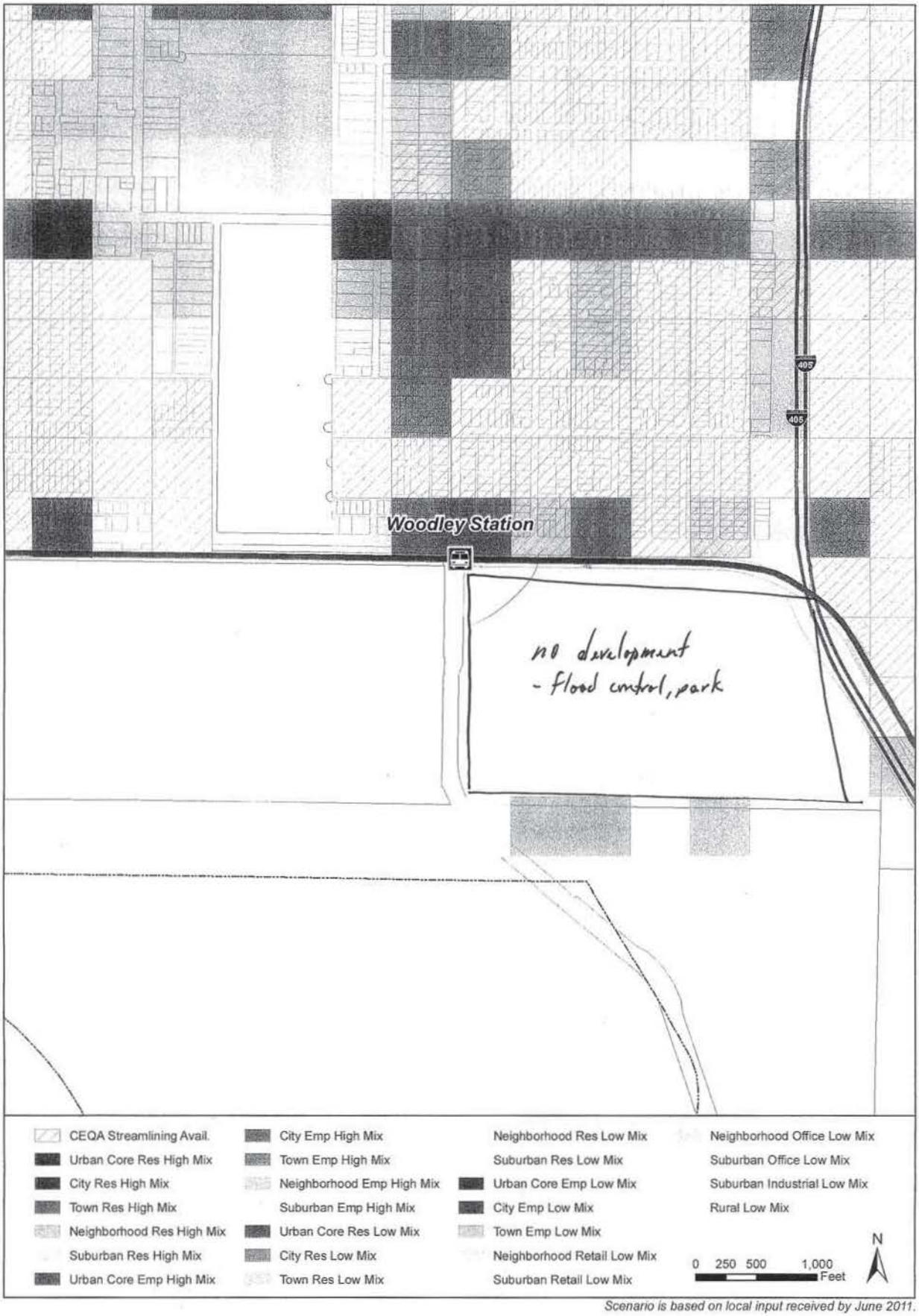
Scenario is based on local input received by June 2011.

Sepulveda Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

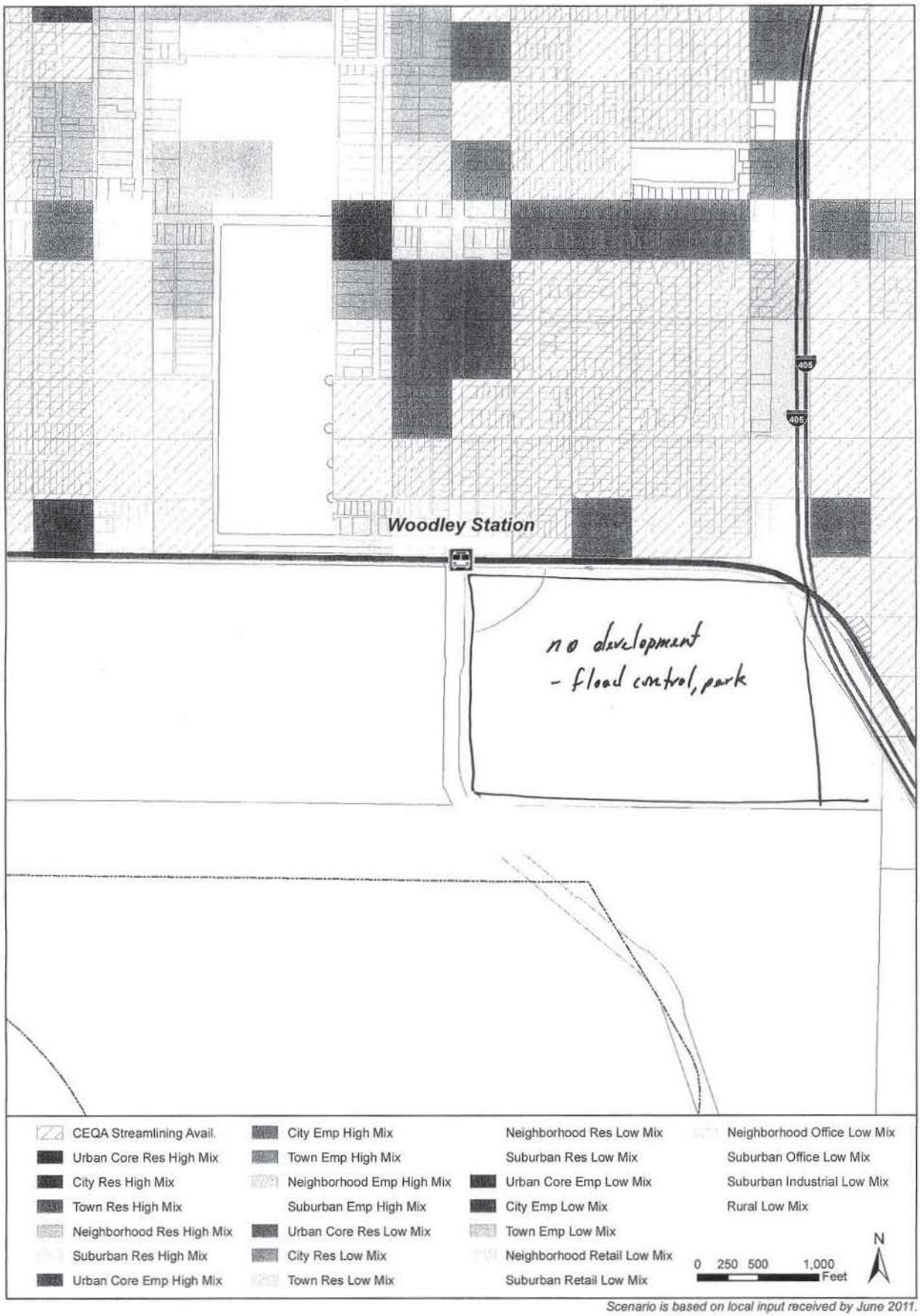


Scenario is based on local input received by June 2011.

Woodley Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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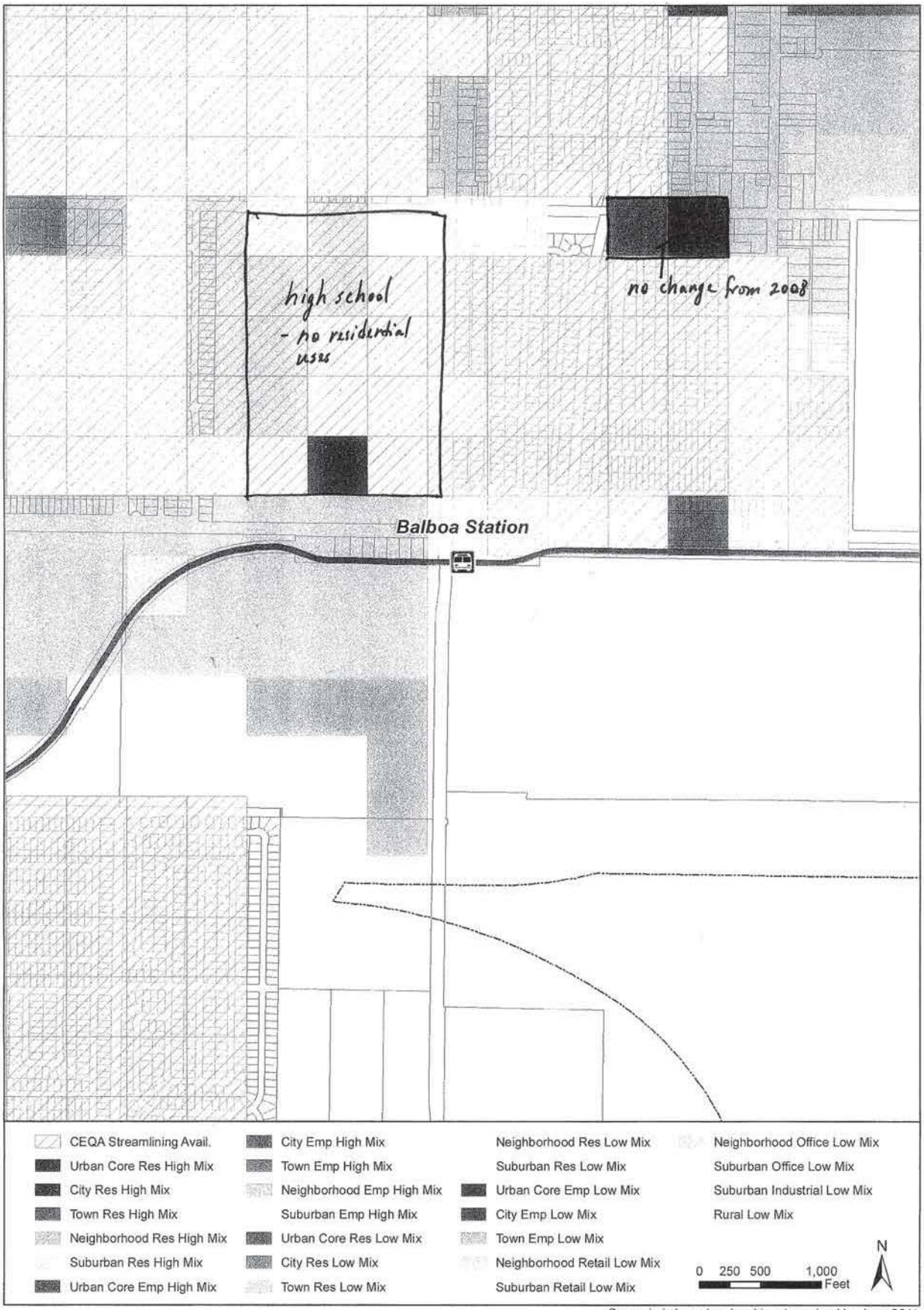
Woodley Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



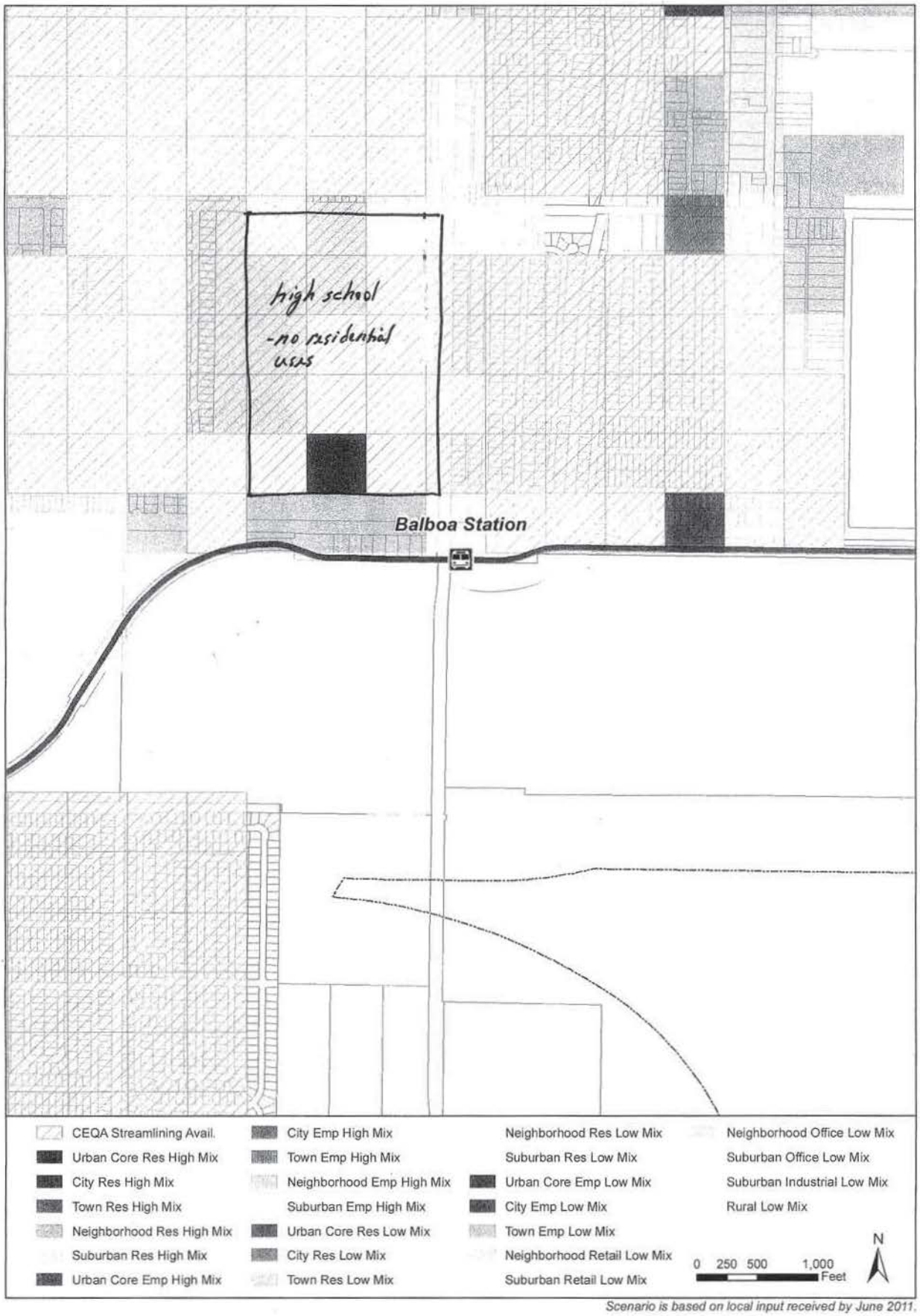
Scenario is based on local input received by June 2011.

Balboa Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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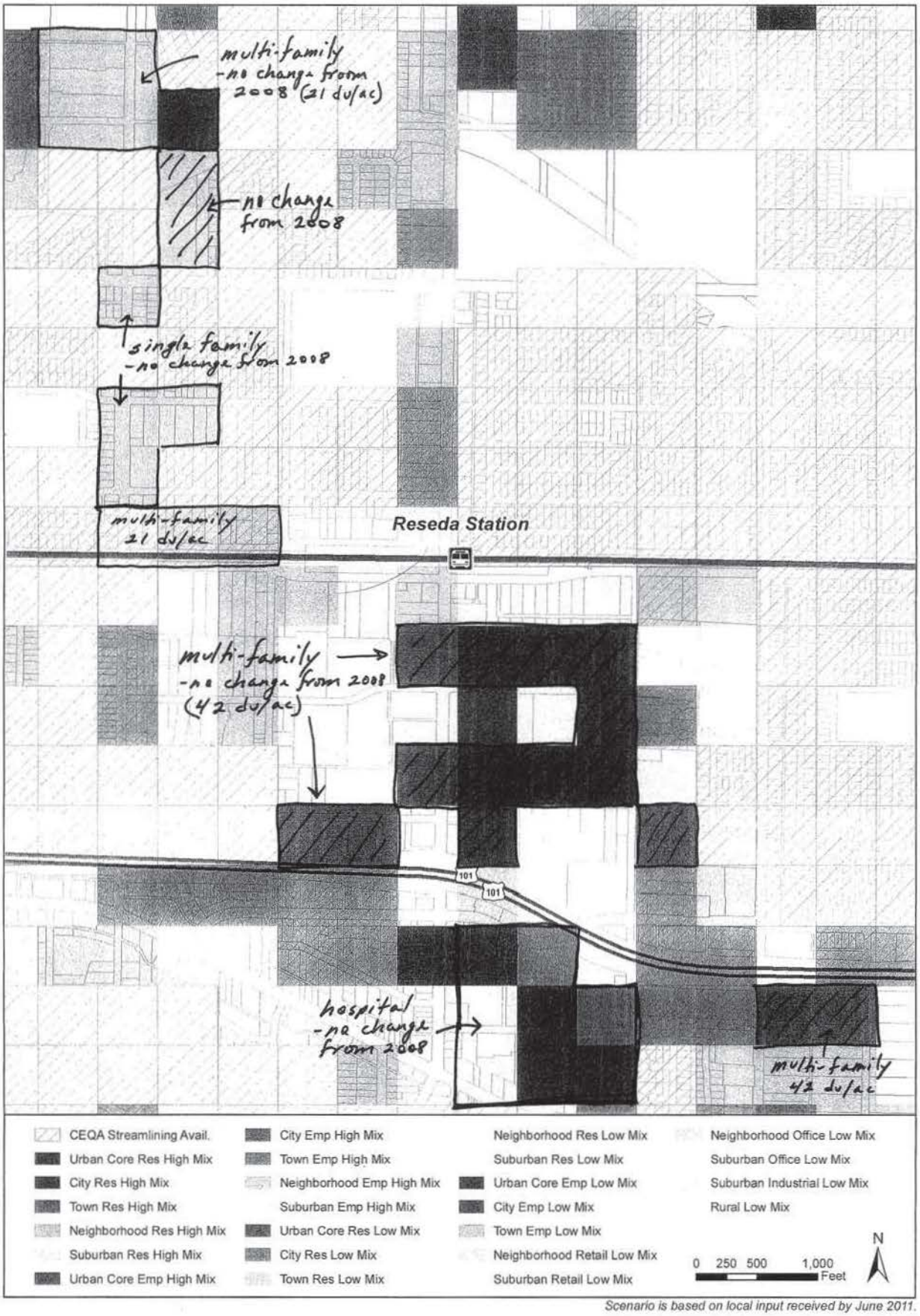
Balboa Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



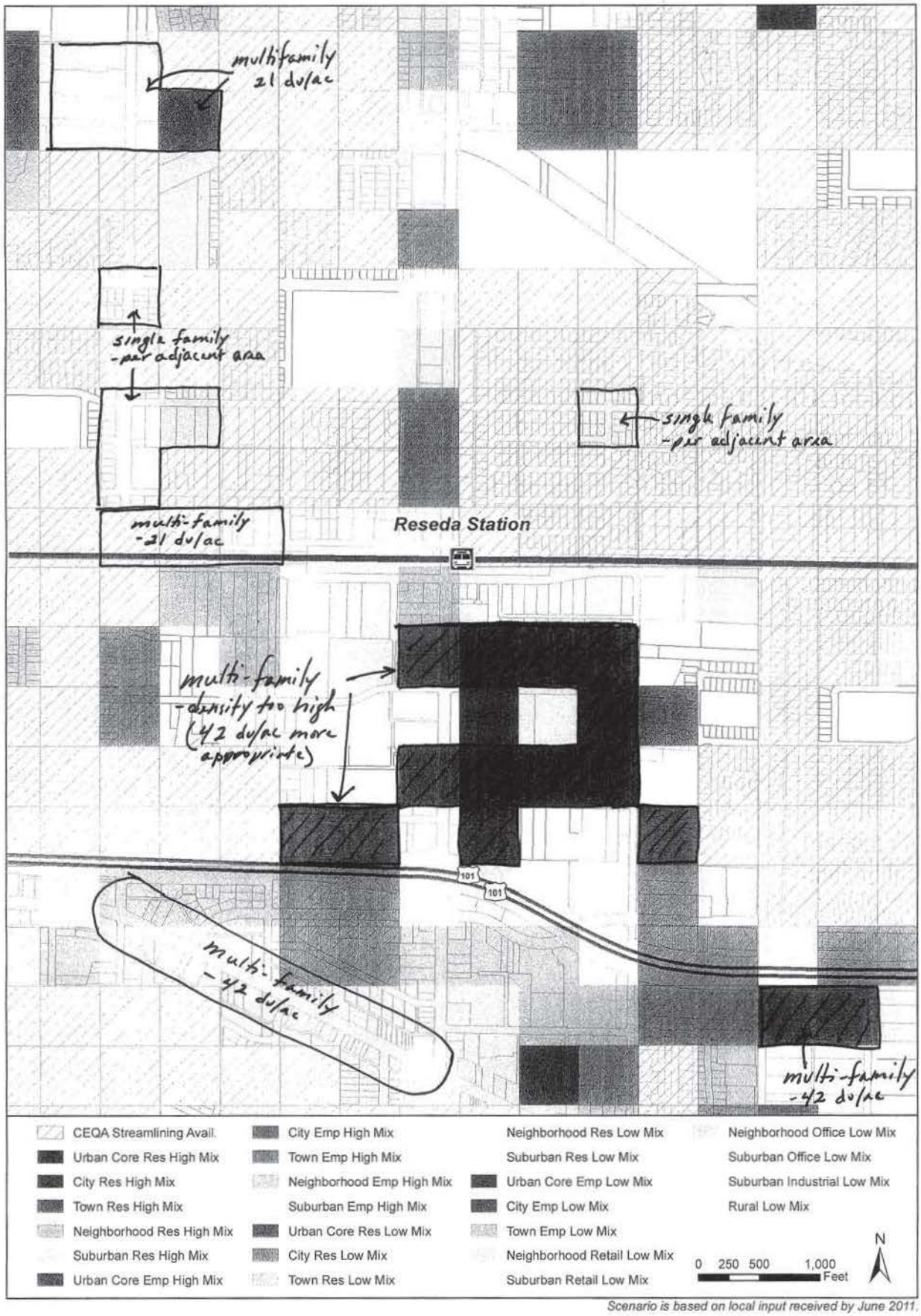
Scenario is based on local input received by June 2011.

Reseda Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



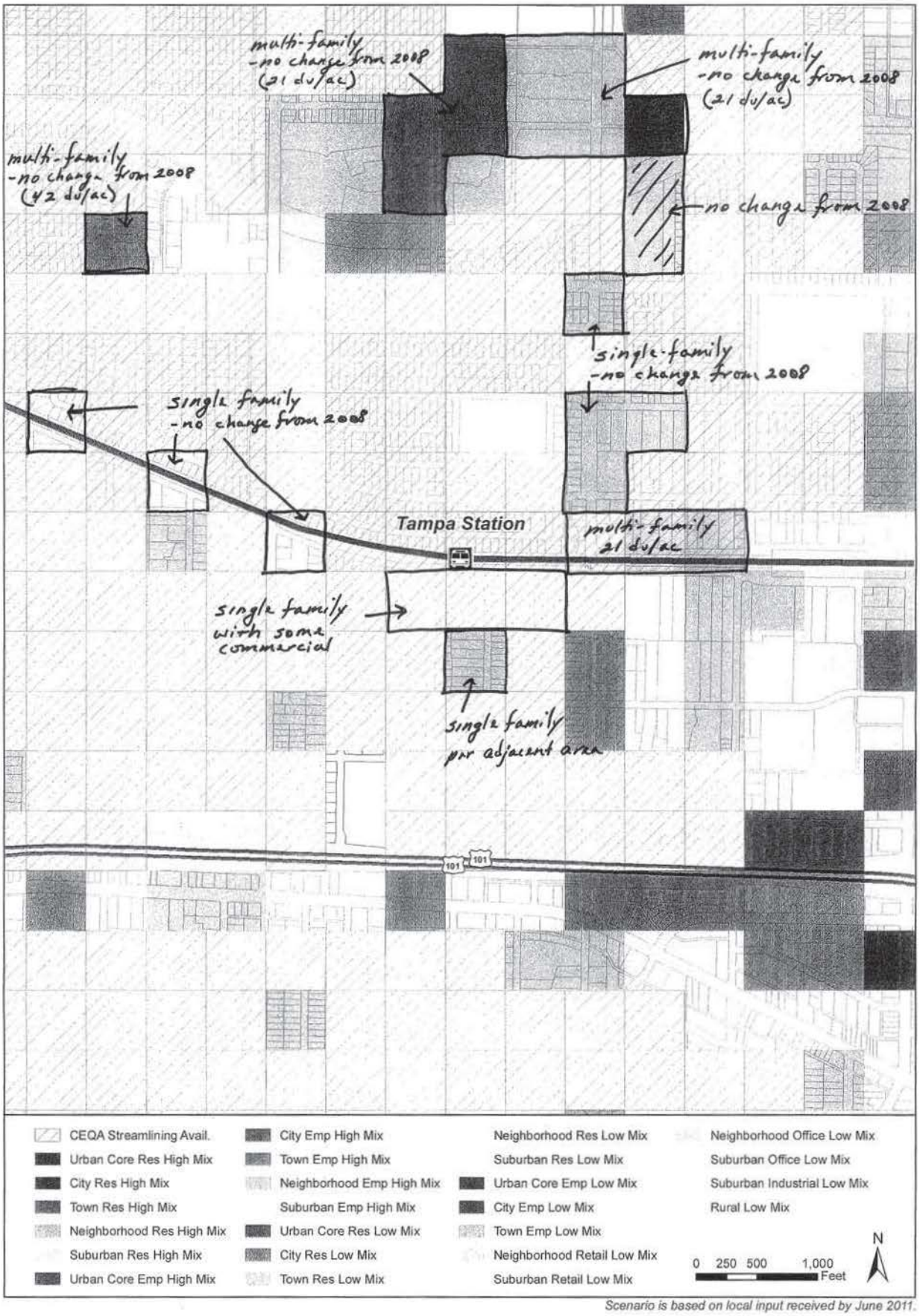
Scenario is based on local input received by June 2011.

Reseda Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



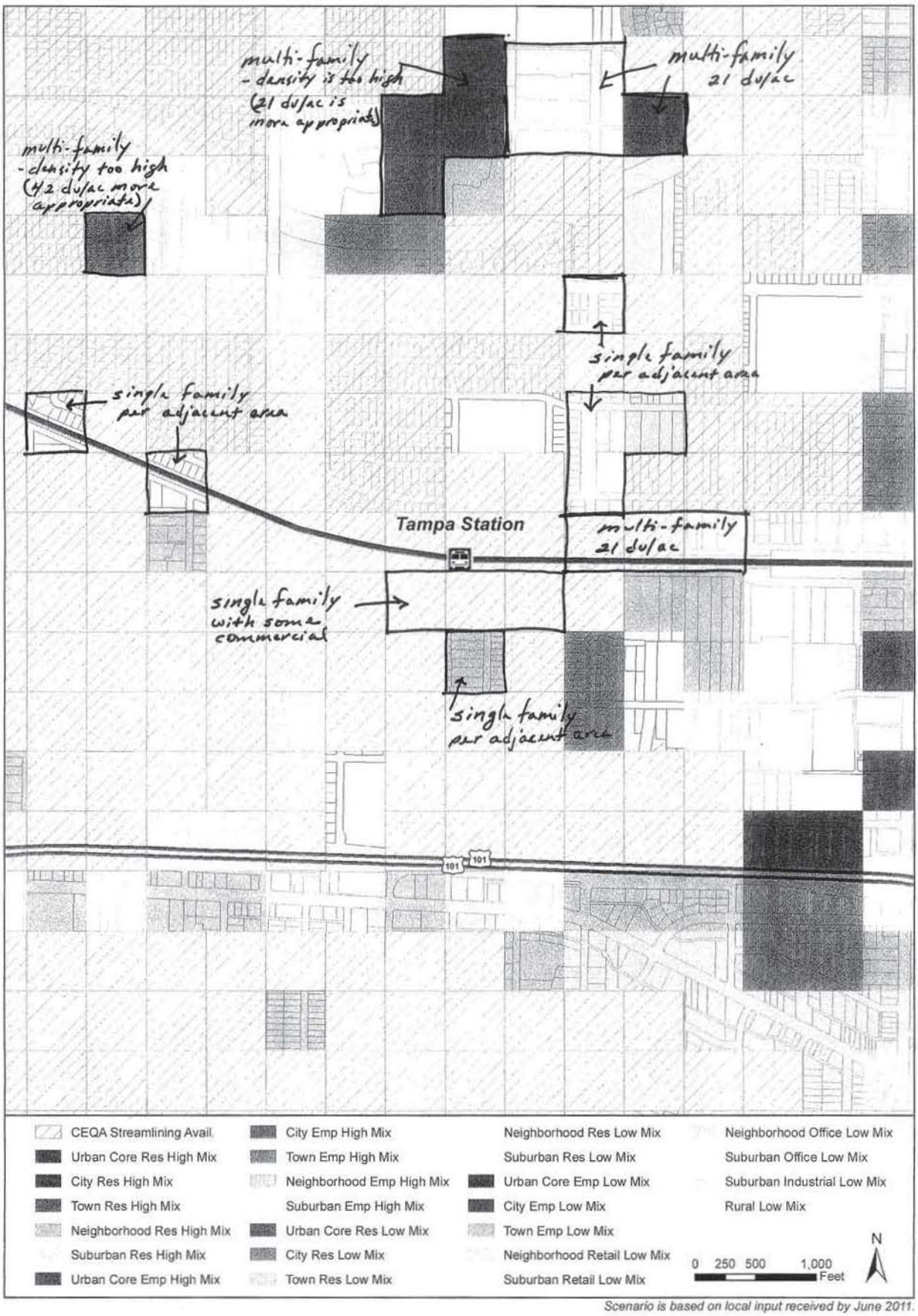
Scenario is based on local input received by June 2011.

Tampa Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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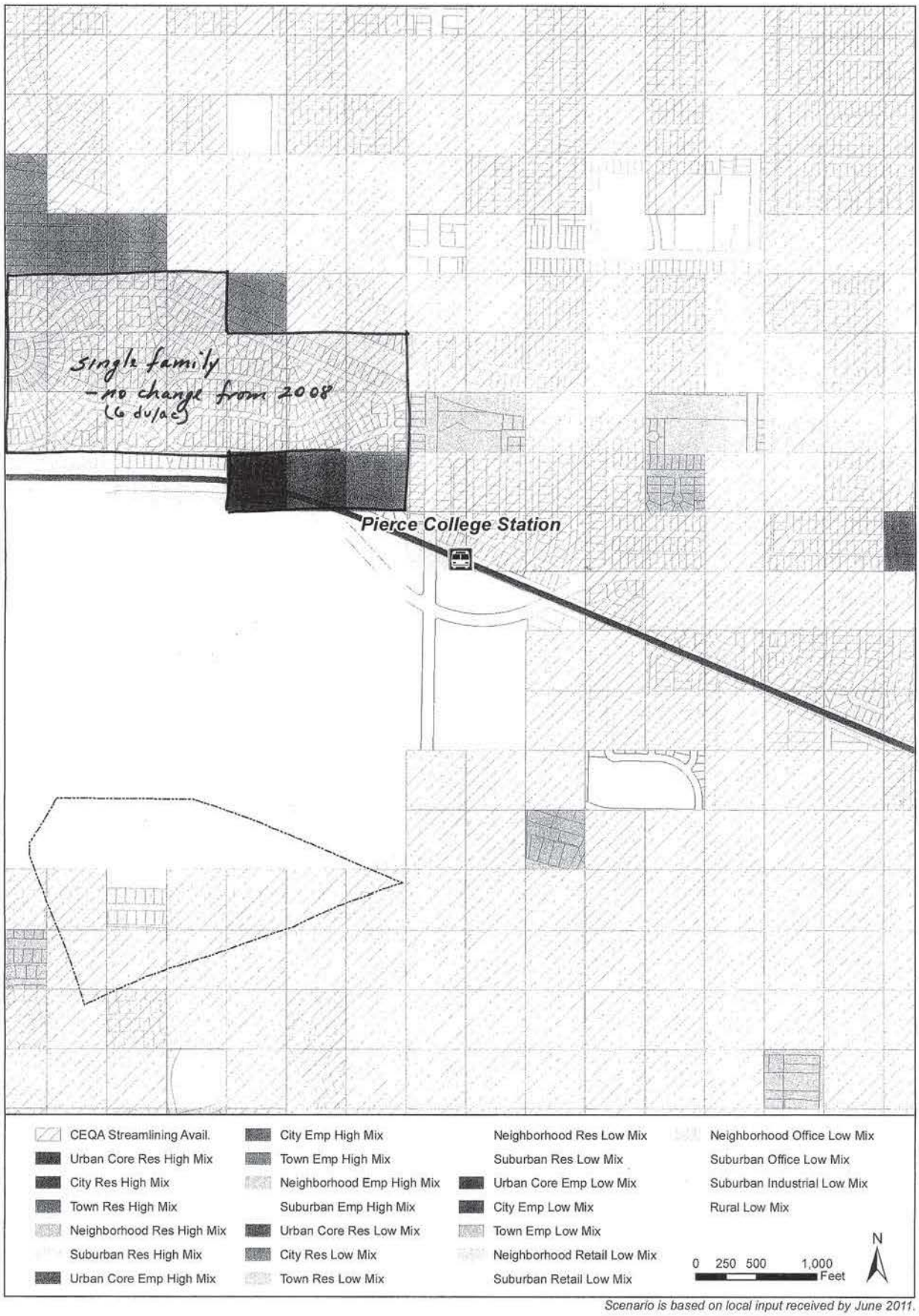
Tampa Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

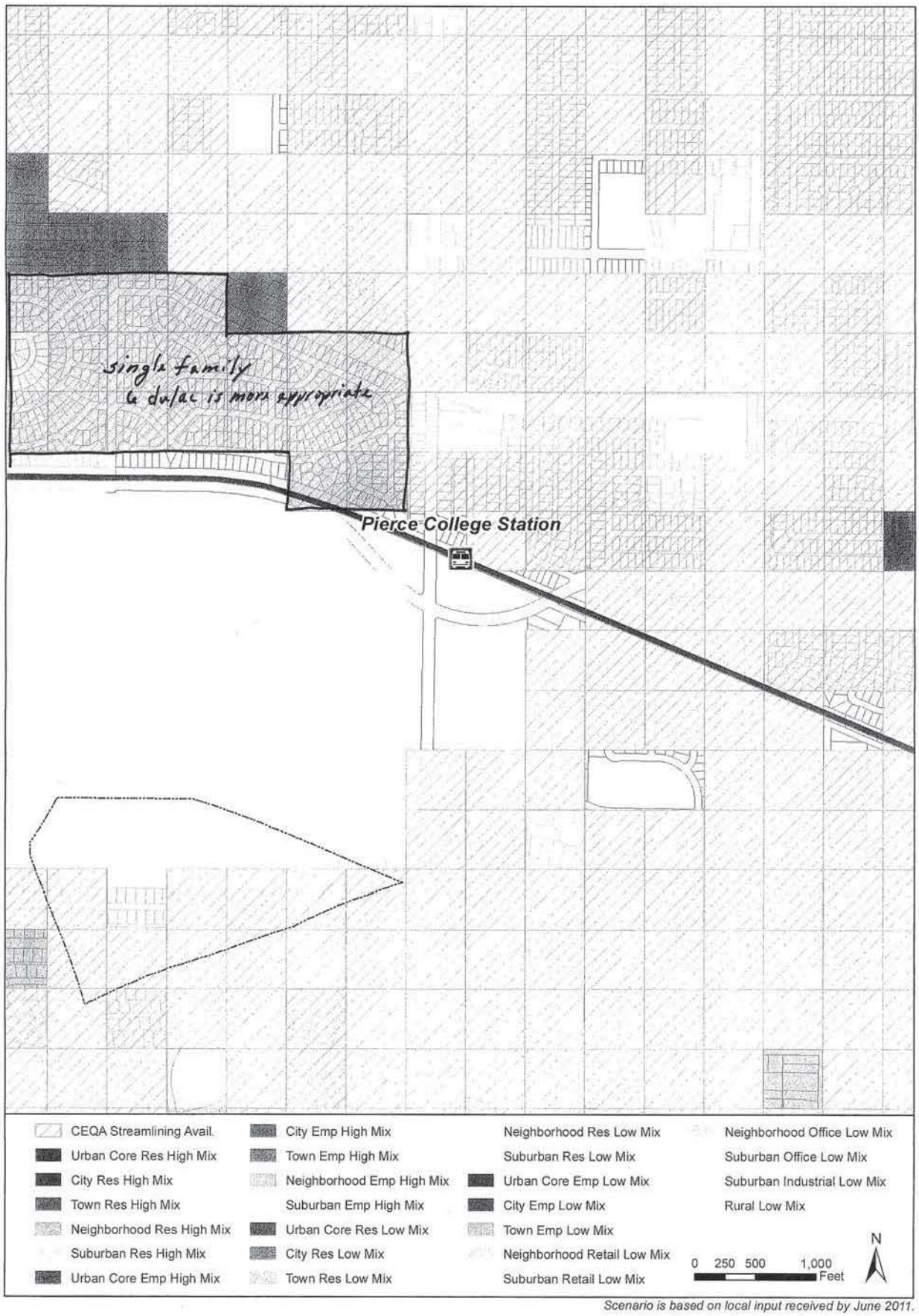


Scenario is based on local input received by June 2011.

Pierce College Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

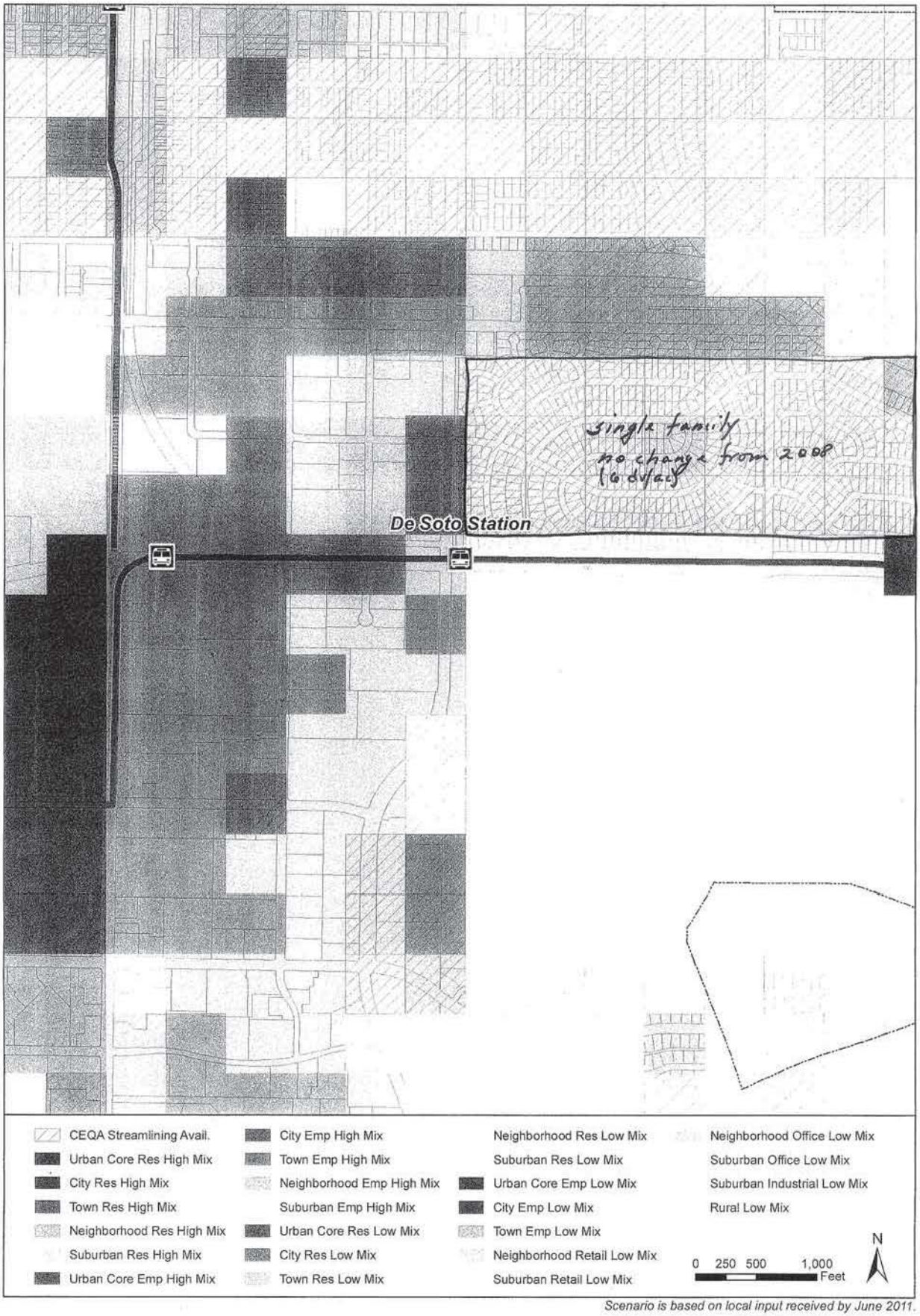


Scenario is based on local input received by June 2011.

Pierce College Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



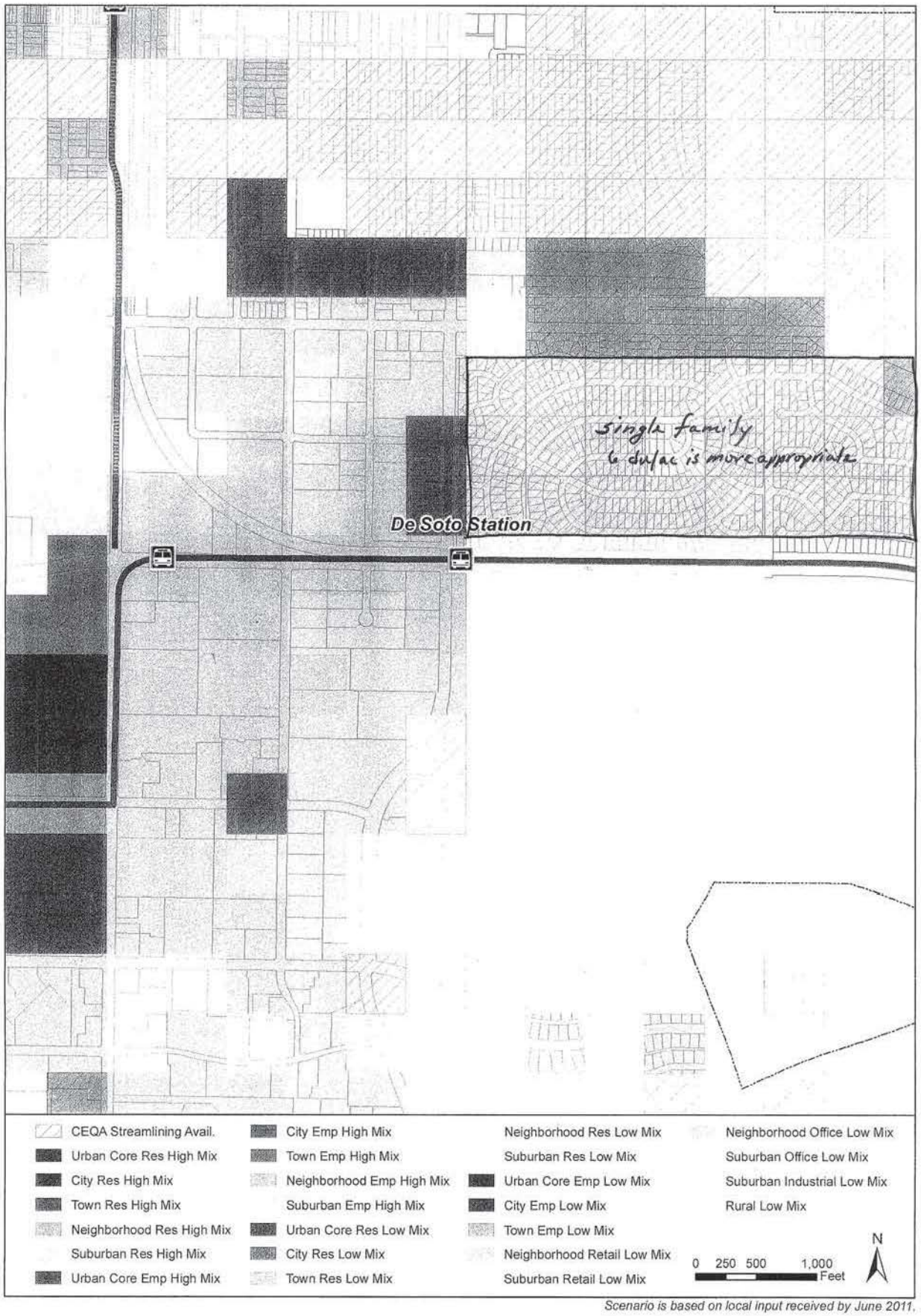
Scenario is based on local input received by June 2011.

De Soto Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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De Soto Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Scenario is based on local input received by June 2011.

Canoga Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Scenario is based on local input received by June 2011.

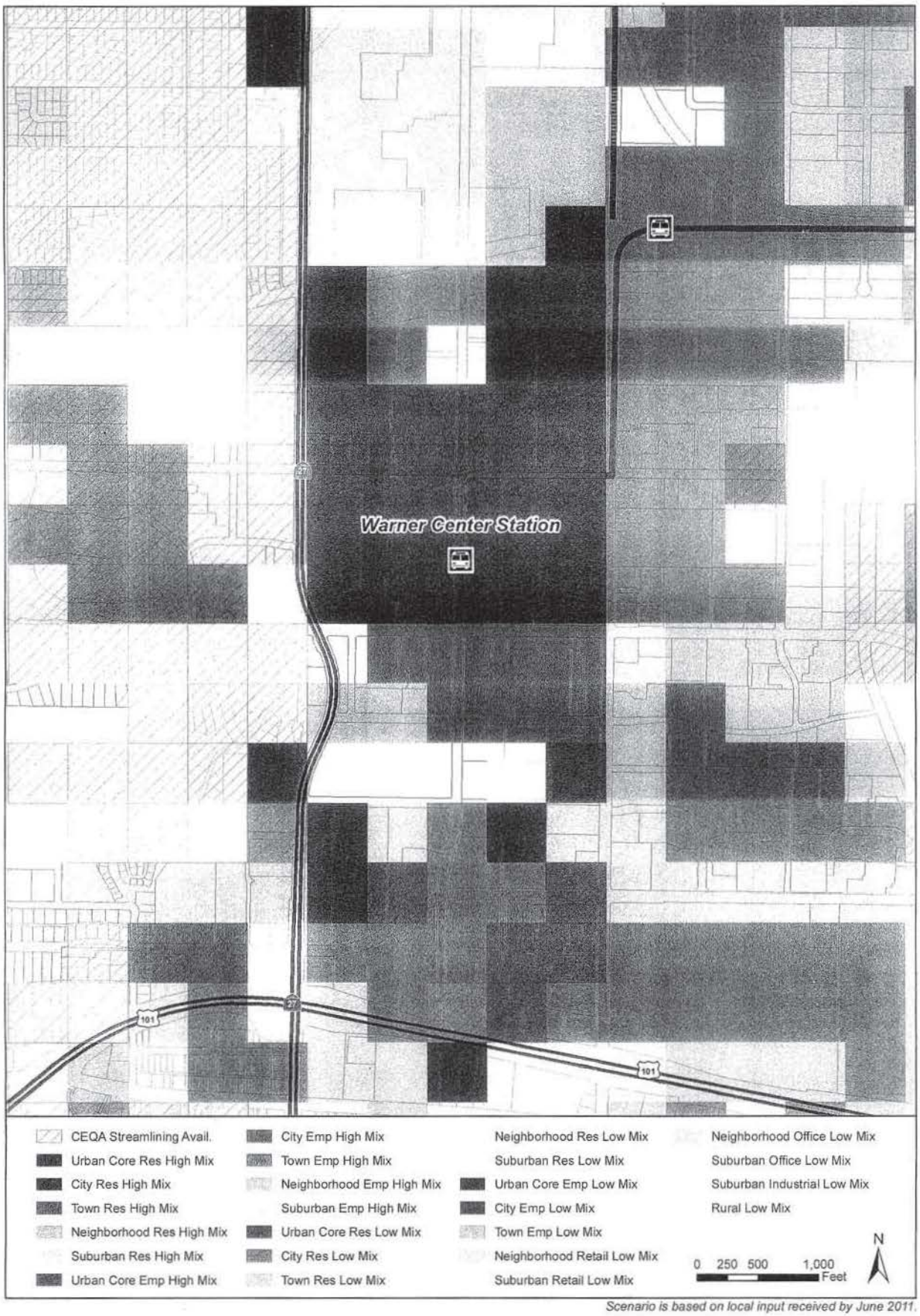
Canoga Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

No comment



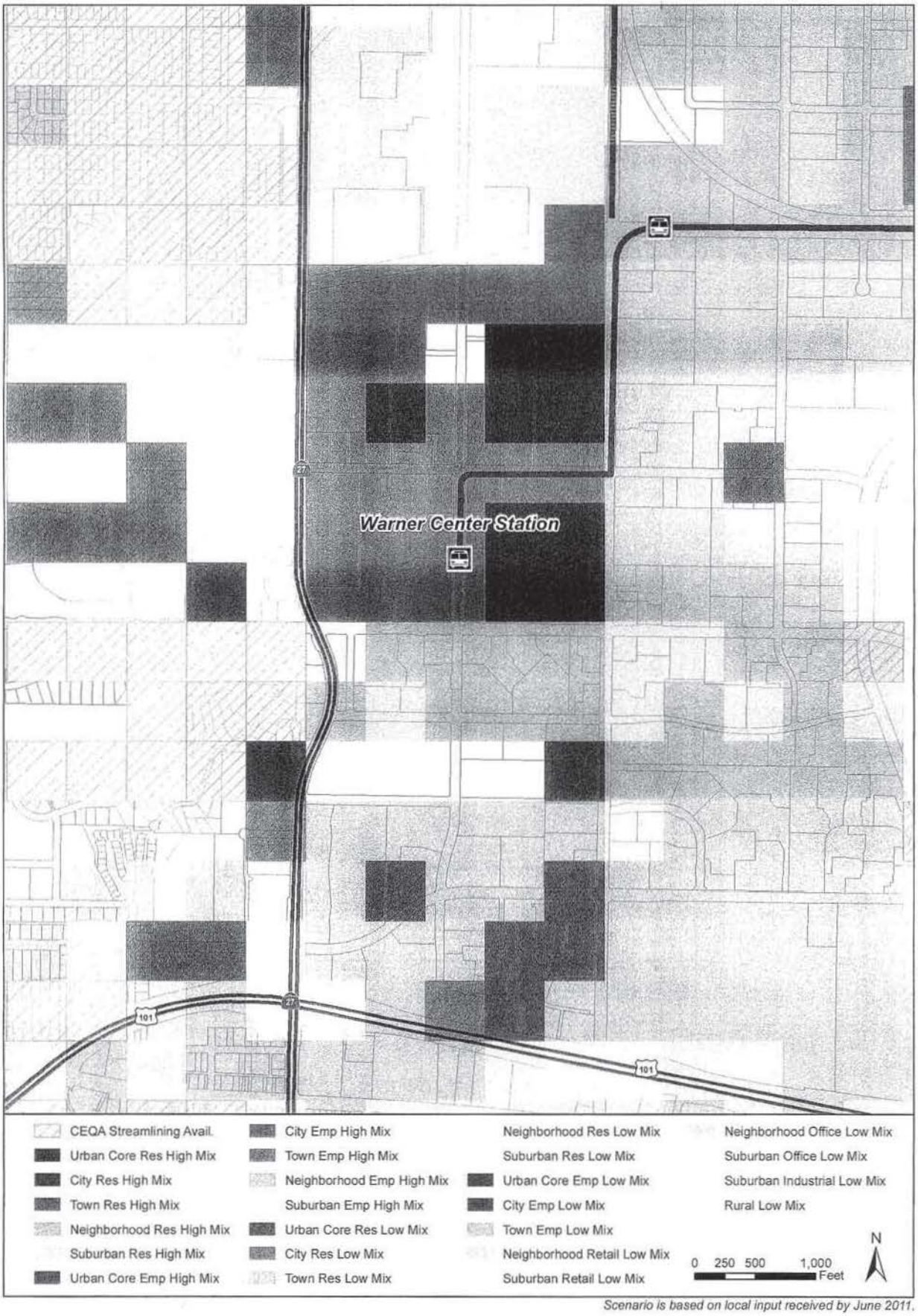
Scenario is based on local input received by June 2011.

Warner Center Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

No comment



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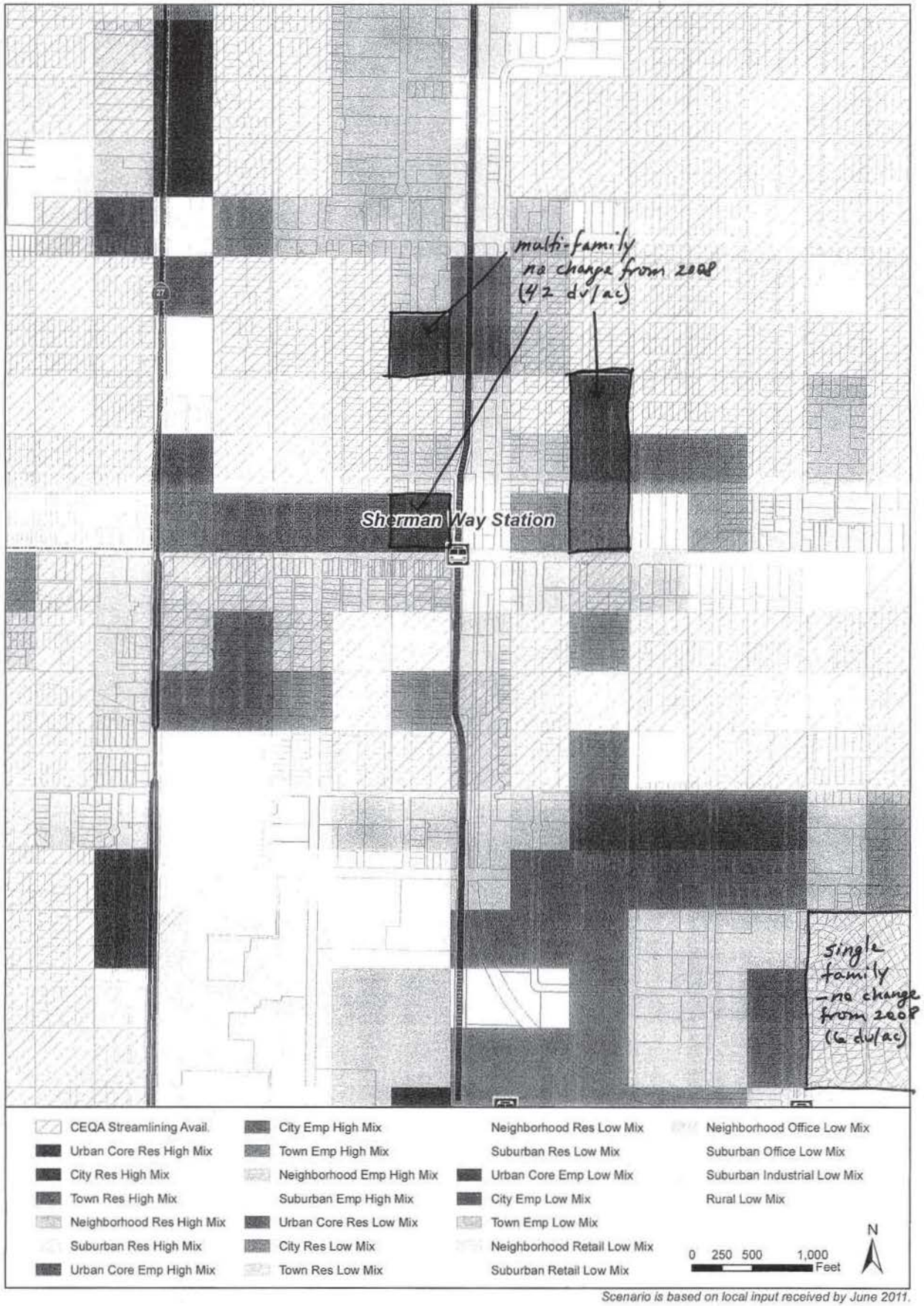
Warner Center Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

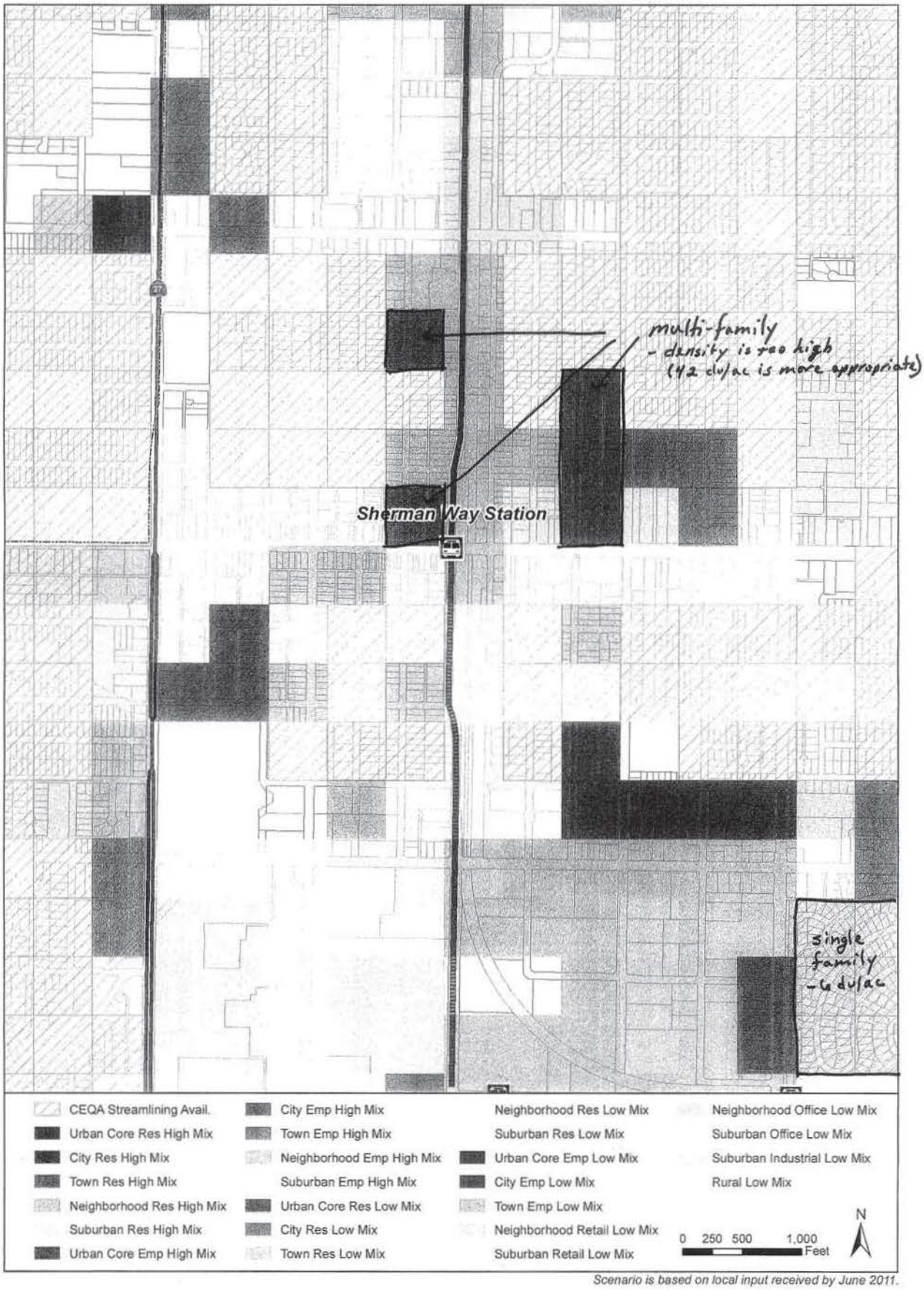


Scenario is based on local input received by June 2011.

Sherman Way Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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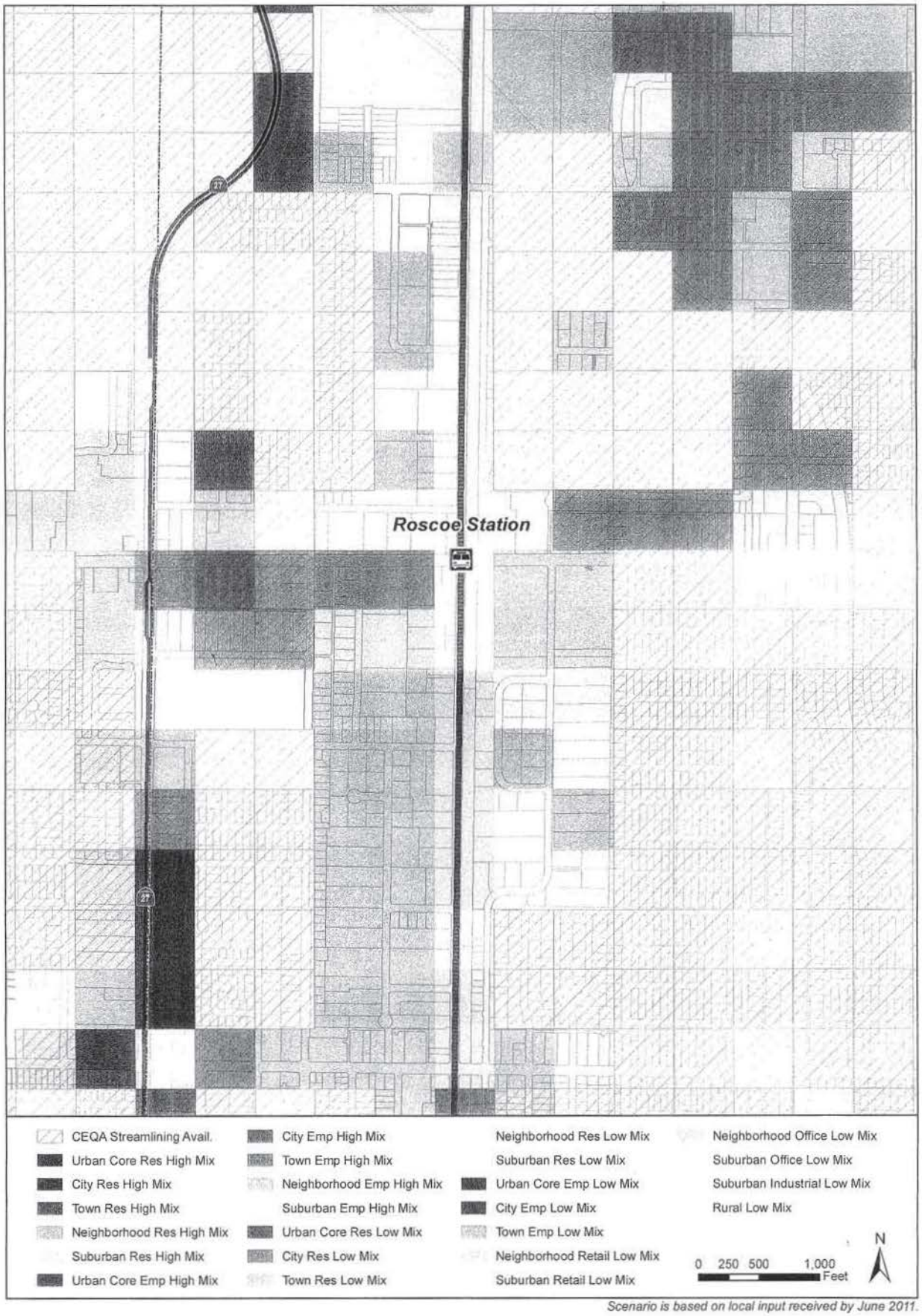
Sherman Way Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

No comment



Scenario is based on local input received by June 2011.

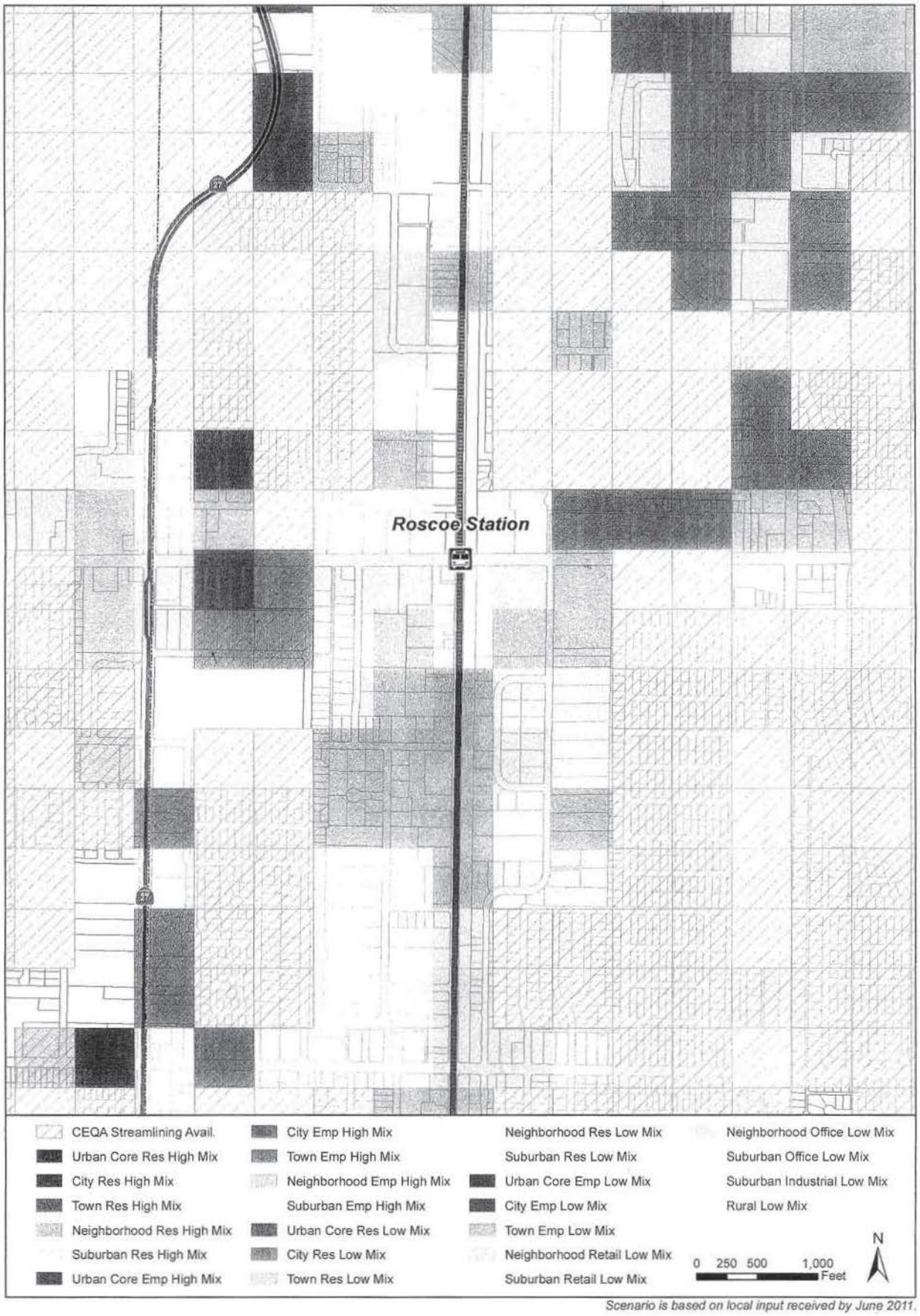
Roscoe Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

No Comment



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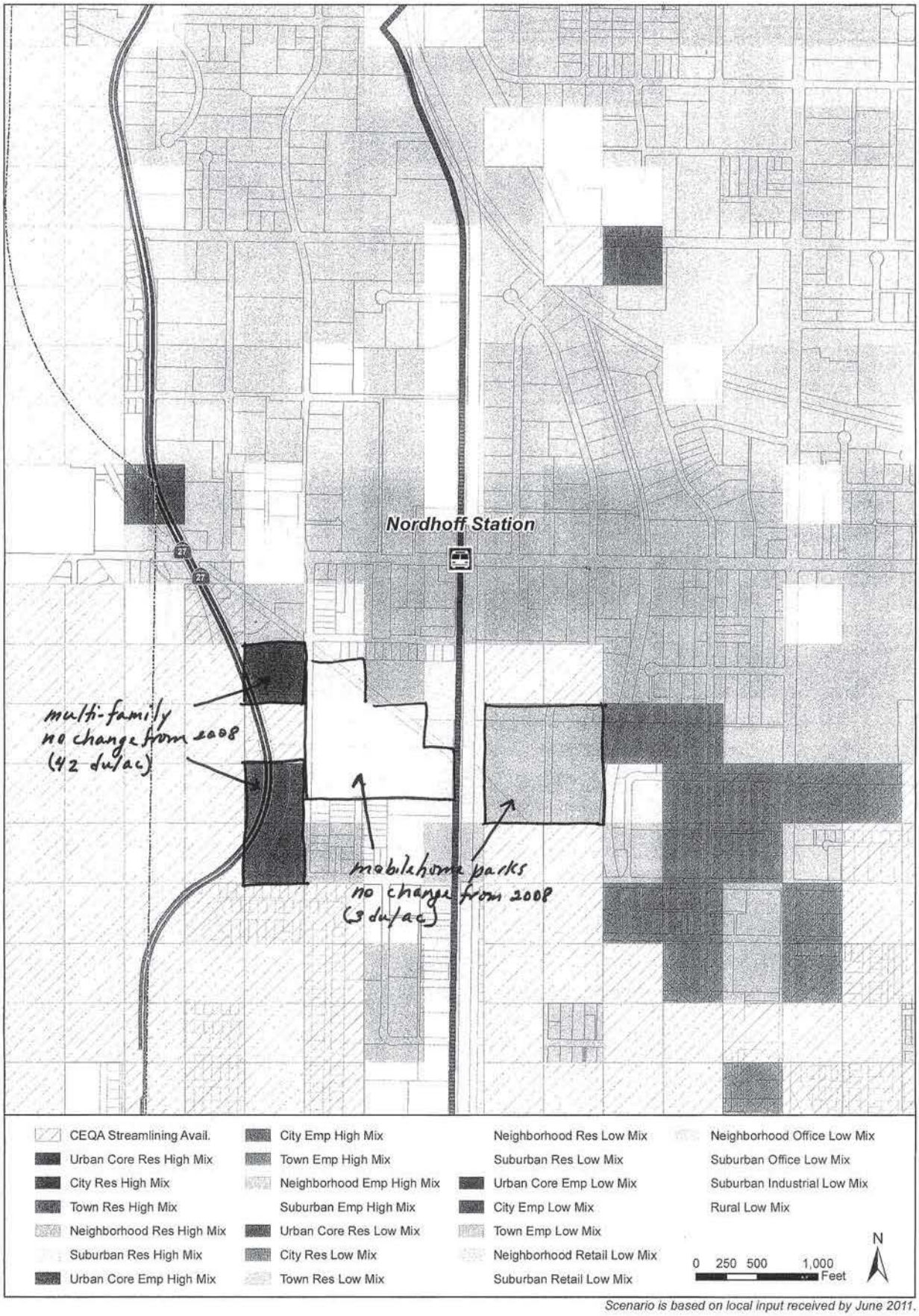
Roscoe Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



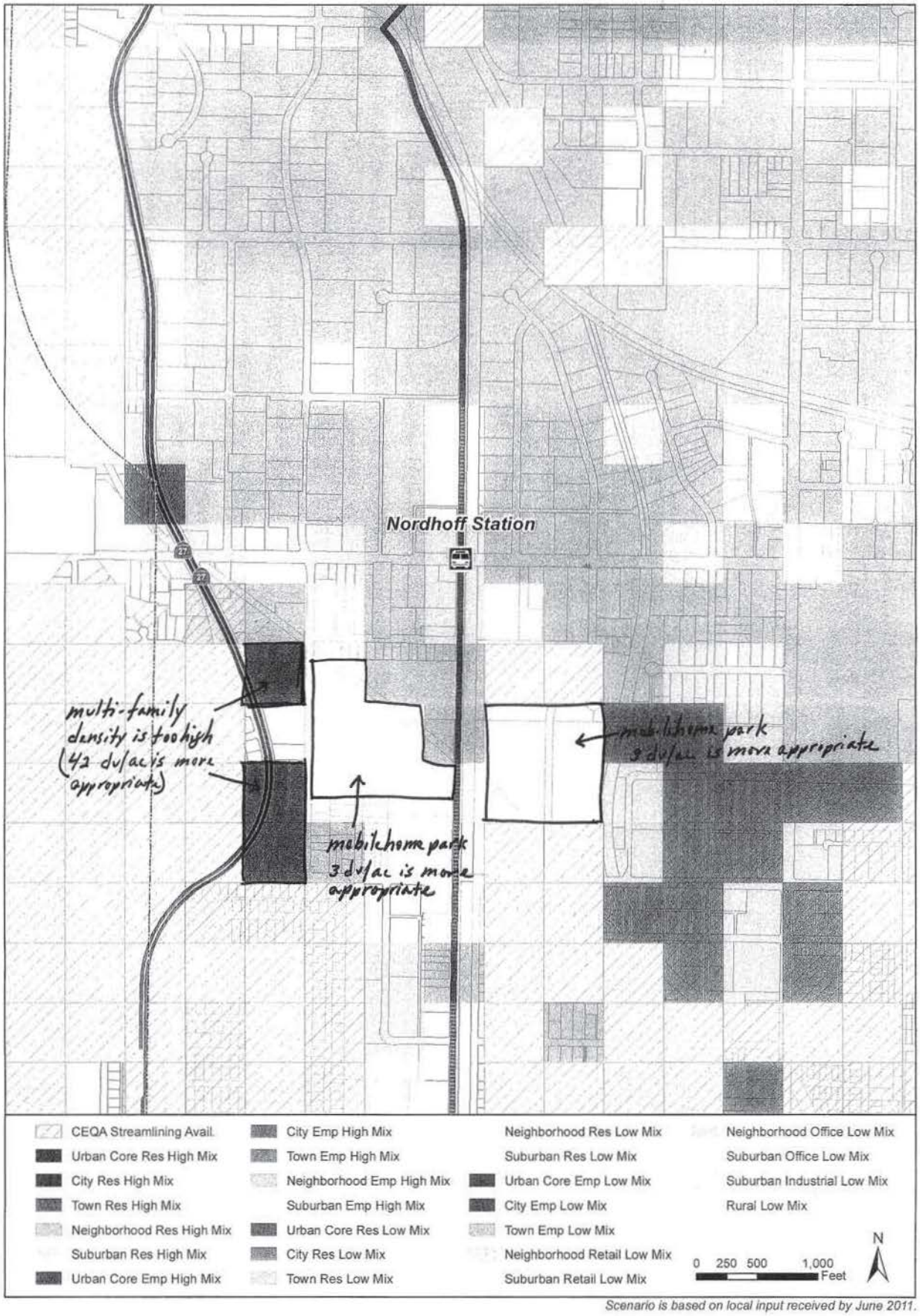
Scenario is based on local input received by June 2011.

Nordhoff Station Area, City of Los Angeles

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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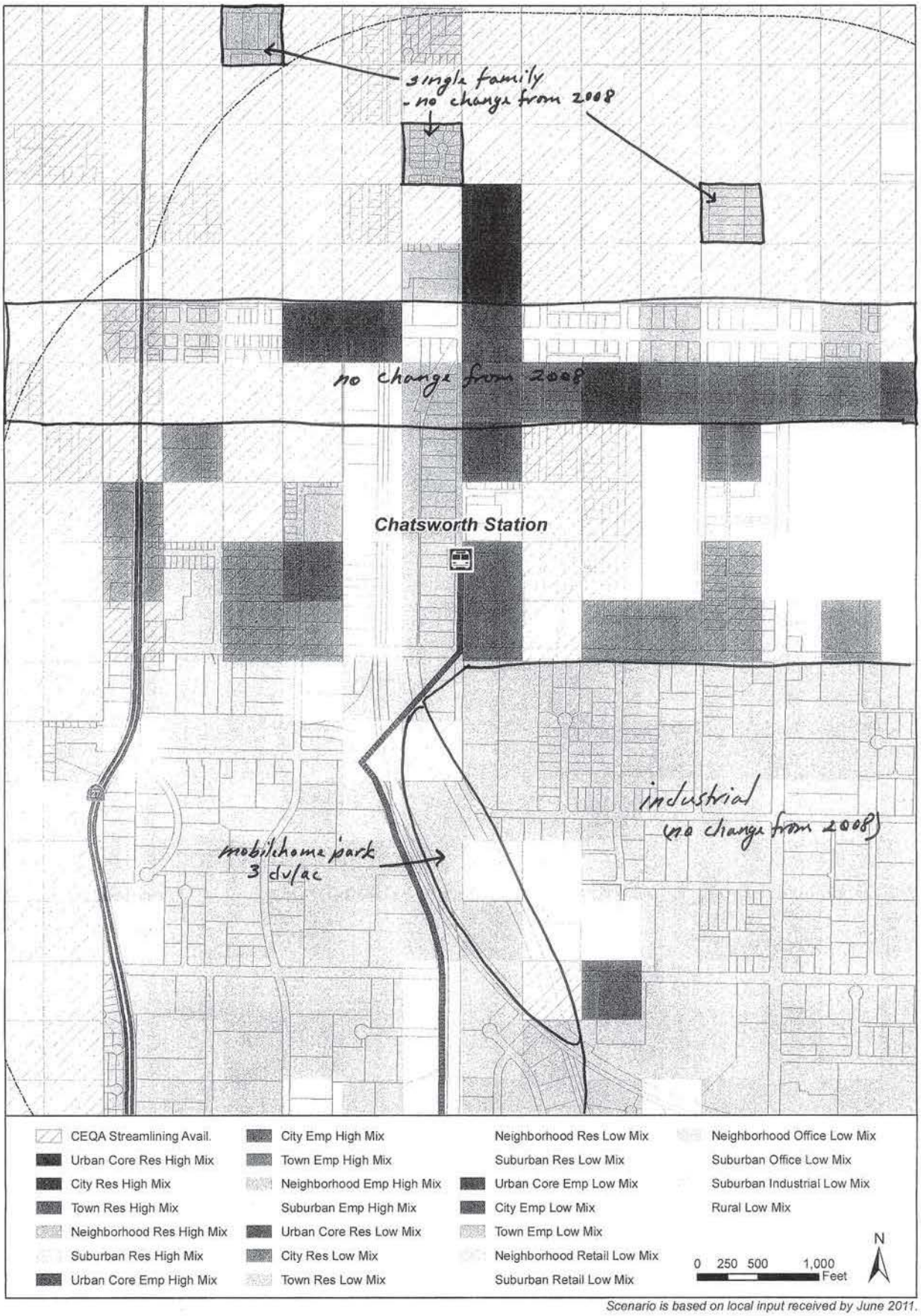
Nordhoff Station Area, City of Los Angeles

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



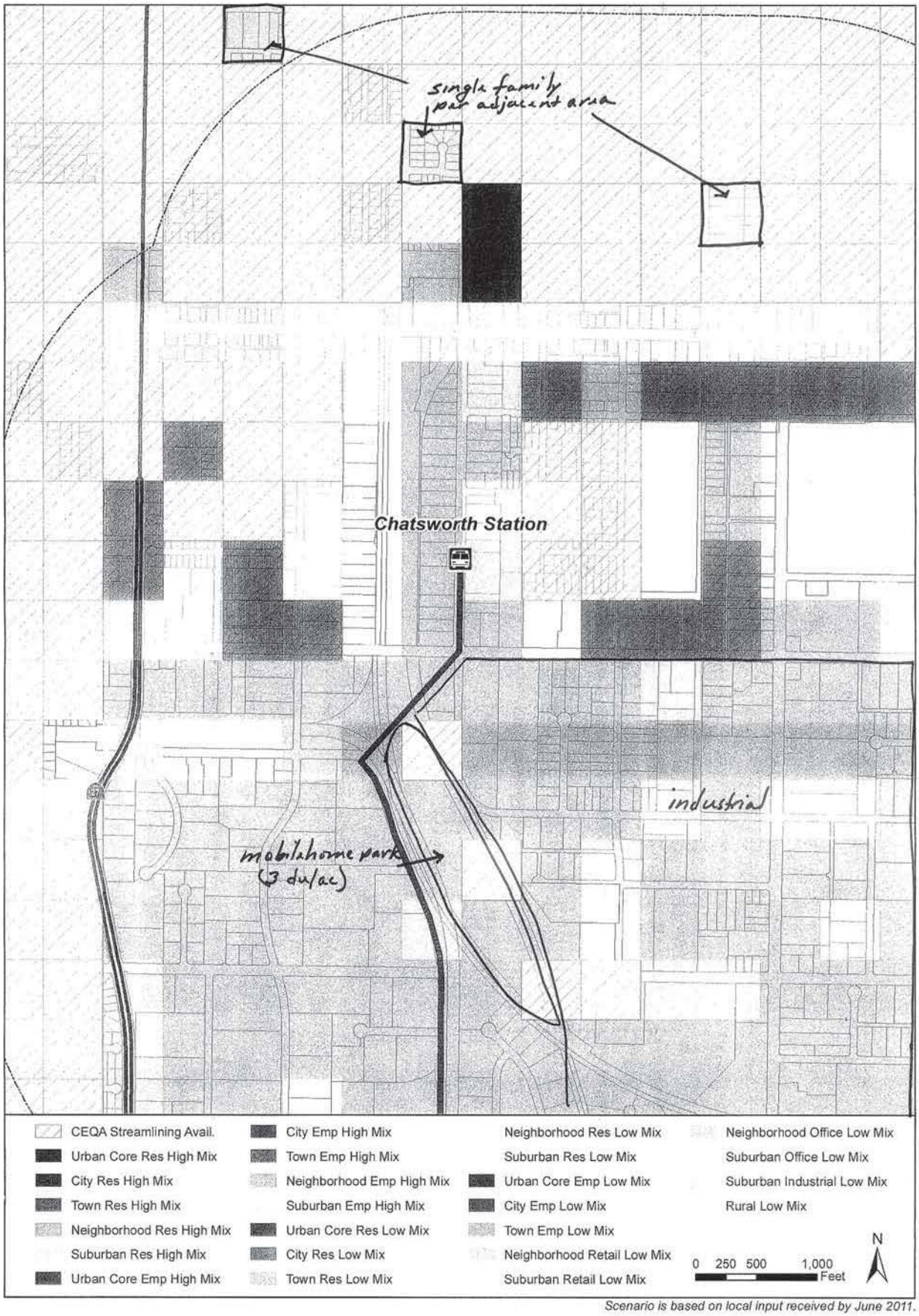
Scenario is based on local input received by June 2011.

Chatsworth Station Area, City of

2035 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS



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Chatsworth Station Area, City of

2008 Land Use Scenario at Grid Cell Level
with Transit Priority Project Areas

2012 RTP/SCS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS