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April 4, 2013
Corrected Version (meeting locations)

Notice of Preparation of an Environmental Impact Report and Public Scoping Meetings ENV-2013-911-EIR

Project Name: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the City of Los Angeles Mobility Element Update
Project Location: Citywide
Council District: Citywide
Due Date for Public Comments: May 6, 2013

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

Project Background: The Mobility Element Update is being prepared in compliance with the 2008 Complete Streets Act (Assembly Bill 1358), which mandates that the circulation element of the General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. Compliance with the Complete Streets Act is expected to result in increased options for mobility; less congestion and greenhouse gas emissions; more walkable communities; and fewer travel barriers for active transportation and those who cannot drive such as children or people with disabilities. The project will also be consistent with the Regional Transportation Plan/Sustainable Communities Strategy.

Project Characteristics: The Mobility Element Update will address all modes of circulation on the City's street network and the primary tasks proposed include the following:

- Policies and programs for the goals and objectives of the Mobility Element;
- An Enhanced Complete Street System, consisting of Pedestrian Enhanced Districts, Transit-Enhanced, Bicycle-Enhanced and Vehicular-Enhanced Networks, of major streets that facilitate multi-modal mobility within the transportation network;
- Guidelines and Street Standards to focus on streetscape elements and characteristics to create a multi-modal transportation system;
- Performance measurement tools for evaluating streets and future mitigation for projects affecting circulation;

- Implementation strategy identifying costs and potential funding for incorporating and maintaining a complete street network; and
- Maintenance of existing truck routes and scenic highways.

The following is a list of the six draft goals and policy topics for the proposed project for which policies and programs will be developed:

- **Safety First** – crashes, speed, protection, security, safety, education, and enforcement.
- **World Class Infrastructure** – design quality, street trees, maintenance, multi-modal facilities, active transportation, signal management (ATSAC), parking, bridges and system management.
- **Access for all Angelenos** – affordability, least cost transportation, land use, operations, reliability, demand management, community connections
- **Informed Choices** – real time information, open source data, transparency, monitoring, reporting, emergency response, departmental and agency cooperation,
- **Clean Environment and Healthy Communities** – environment, health, clean air, clean fuels and fleets, open street events.
- **Smart Investments** – fiscal responsibility, sustainable long-term funding, economic development, performance-based analysis, prioritization criteria.

The City of Los Angeles has over 6,500 miles of streets, 469 square miles of land, and nearly 3.8 million people. The development of a citywide Complete Streets System will outline modal enhancements for particular major streets in mode-specific enhanced networks that will improve the overall transportation system:

- Every trip, regardless of mode, includes walking, and pedestrians are the most vulnerable roadway users. ***Pedestrian Enhanced Districts*** **(PEDs)** establish areas where improvements for pedestrians are prioritized relative to other roadway users. Pedestrian Enhanced Districts may be located near schools, transit stations, areas of high pedestrian activity, areas with high collision frequency, or other placemaking opportunities. Additional pedestrian safety and enhancements, such as increasing sidewalk widths and improved pedestrian crossing and safety treatments will also be considered. Pedestrian needs are closely linked to the Transit-Enhanced Network (below) because of the conditions encountered walking to or from transit services as well as waiting at stops and stations.
- The ***Bicycle-Enhanced Network*** **(BEN)** is a 180-mile subset of the larger Citywide Bikeway System identified in the 2010 Bicycle Plan. The Bicycle-Enhanced streets will work in conjunction with existing paths and lanes to provide a low-stress network of bikeways for all types of riders. While many bicycle facilities will be implemented as envisioned by the Bicycle Master Plan, streets on the Bicycle-Enhanced Network will receive treatments beyond a regular bicycle lane or shared lane marking such as buffered lanes, cycle tracks, and intersection enhancements, and will prioritize improvements for bicyclists relative to other roadway users.
- The ***Transit-Enhanced Network*** **(TEN)** consists of 237 miles of streets that will improve existing and future bus service on a select group of arterial streets by prioritizing improvements for transit riders relative to other roadway users. The Transit-Enhanced streets aim to provide reliable and frequent transit service that is convenient and safe; increase transit mode share; reduce single-occupancy vehicle trips; and integrate transit infrastructure investments with the identity of the surrounding street. The transit technology on these streets will primarily be high-capacity buses. Bus service will be improved with infrastructure improvements in the right-of-way, signal timing and technology improvements, and stop enhancements.
- The ***Vehicle-Enhanced Network*** **(VEN)** consists of 79 miles for streets that will improve the through movement of traffic on a select group of streets by prioritizing the efficient movement of motor vehicle occupants relative to other roadway users. Enhancements include investments in intelligent transportation systems, access management and consolidation, parking restrictions and removal, improved signal timing, and turning restrictions.

In addition to the Enhanced Complete Streets System, all city streets shall serve the needs of all roadway users by accommodating pedestrians, bicyclists, motorists, movers of commercial goods, and users of public

transportation, consistent with the Complete Streets Act. More detailed information on the typical enhancements included in either a Pedestrian Enhanced District or one of the Networks (Bicycle, Transit, or Vehicle) is included below. Specific corridors included in each of the Networks are also defined below. For maps highlighting the particular street segments included in one or more of the mode specific districts and/or networks please visit la2b.org.

Classification of Pedestrian Enhancements: Improvements to areas identified within a Pedestrian-Enhanced District primarily consist of infrastructure improvements within the sidewalk and street right-of-way as well as pedestrian signal timing infrastructure improvements. Pedestrian Enhancements are classified as moderate or comprehensive based on their benefits and intensity of implementation. Moderate enhancements typically include way-finding, street trees, pedestrian-scaled street lighting, enhanced crosswalks at all legs of the intersection, and automatic pedestrian signals. Comprehensive enhancements would add a reduced crossing length (bulb-outs, median pedestrian refuges), wider sidewalks (> than 15' where feasible), and specialty paving and seating areas where special maintenance funding exists. Pedestrian improvements are prioritized for implementation based upon the Assessment Analysis illustrated in the Pedestrian Enhancement District Map at la2b.org. The analysis took into consideration population density, job density, retail/job concentrations, commercial land-use intensity, transit facility proximity/intensity, concentration of landmark destinations, intersection density, pedestrian collisions, park proximity, and school proximity. Districts with the highest index level (red) would receive the greatest priority while areas receiving the lowest index level (light blue) would receive the lowest priority. The PED Analysis map would be updated annually to reflect changes to land use and collision data.

Classification of Bicycle Enhancements: Improvements along the Bicycle-Enhanced Network primarily consist of right-of-way infrastructure improvements, signal timing infrastructure improvements, and end of trip facilities. Bicycle enhancements are classified as moderate or comprehensive based on their benefits and intensity of implementation. Moderate enhancements typically include buffered bicycle lanes that do not require intersection signalization for bicycles or turning-movement restrictions for motor vehicles. Comprehensive enhancements include cycle tracks that offer an increased degree of separation between bicyclists and the adjacent travel lanes; in addition, cycle tracks would likely implement signalization for bicycles and turning-movement restrictions for motor vehicles.

In addition to standard wayfinding and street markings, the Backbone Network streets selected for enhancements may receive a selection of treatments listed below:

- Wide Bicycle Lane with Additional Pavement Markings (9.1 TDH);[1]
- Raised Bicycle Lanes (9.12 TDH); or
- Cycle Tracks-Protected Bicycle Lanes (9.13 TDH).

These treatments are explained in further detail in the 2010 Bicycle Plan's Technical Design Handbook (TDH), except where noted.

An assortment of additional treatments could include:

- Colored Bicycle Lanes in Conflict Areas (9.6 TDH);
- Colored Bicycle Lanes at Interchanges (9.7 TDH);
- Bicycle Box (9.8 or 9.11 TDH);
- Two Stage Turn Queue Boxes (NACTO).[2]

The Neighborhood Network streets selected for enhancements would be designed to a "Bicycle Friendly Street Level 5" designation, which could include:

- Mini-roundabouts (4.6 TDH);
- Stop Signs on Cross-Streets (4.7 TDH);
- Curb Bulbouts and High-Visibility Crosswalks (4.8 TDH);
- Diagonal Diverter (4.9 TDH);
- Bicycle Signals at Major Intersection Crossings (4.10 TDH);
- Crossing Islands (4.11 TDH); or
- Bicycle Only Left Turn Pocket (9.4 TDH).

[1] Los Angeles Department of City Planning (March 1, 2011). *2010 Bicycle Plan Technical Design Handbook*. Available: http://clkrep.lacity.org/onlinedocs/2010/10-2385-S2_MISC_07-11-11.pdf

[2] National Association of City Transportation Officials (September, 2012). *Urban Bikeway Design Guide, Second Edition.*

Bicycle-Enhanced Network Corridors

Atwater Village to Downtown, via Fletcher Drive, Glendale Boulevard, and Second Street

Brentwood to Venice, via San Vicente Boulevard and Barrington Avenue

Chatsworth to Arleta, via Devonshire Street and Arleta Avenue

Coastal Bike Path to Marina Bike Path, via Washington Boulevard

Downtown Los Angeles, via Figueroa and Flower Streets Couplet, Spring and Main Streets Couplet, and Seventh Street, Grand Avenue and Olive Street Couplet

Downtown Los Angles to Northeast Los Angeles, via Main Street, Alameda Street, Spring Street, Avenue 19

Expo Connector (Motor Avenue to National Boulevard), via National Boulevard, National Place

Hollywood to El Sereno, via Hollywood Boulevard, Sunset Boulevard, Cesar Chavez Avenue, Mission Road, and Huntington Drive

Hollywood to West Adams, via Martel Avenue and Hauser Boulevard

Los Feliz to Harbor Gateway, via Edgemont Avenue, Melrose Avenue, Heliotrope Drive, Rosewood Avenue, New Hampshire Avenue, James M Wood Boulevard, Catalina Street, San Marino Street, Berendo Street, Twelfth Street, Catalina Street, Fifteenth Street, Berendo Street, Catalina Street, Budlong Avenue, 36th Place, Catalina Street, Budlong Avenue, 60th Place, Vermont Avenue, 190th Street, Western Avenue, Anaheim Street, Gaffey Street, Figueroa Street, and Pacific Avenue

Mid City Connection, via San Vicente Boulevard

Northeast Los Angeles, via Colorado Boulevard, Figueroa Street, Cypress Avenue, and Eagle Rock Boulevard

Northeast Valley to Sherman Oaks, via Van Nuys Boulevard

Porter Ranch to Tarzana, via Reseda Boulevard

Sun Valley to North Hollywood, via Lankershim Boulevard

Venice to Downtown Los Angeles, via Venice Boulevard, 4th Avenue, Country Club Drive, St. Andrews Place, Eleventh Street, and Chick Hearn Court

West Adams to Vernon Central, via Rodeo Road and Martin Luther King Jr. Boulevard

Westchester to South Los Angeles, via Manchester Avenue

West Hills to Sun Valley, via Sherman Way

Westwood to West Los Angeles, via Westwood Boulevard

Classification of Transit Enhancements: Transit enhancements are classified as moderate, moderate plus or comprehensive based on their benefits and intensity of implementation. Moderate enhancements typically include stop enhancements and increased service, with transit vehicles continuing to operate in mixed traffic. Moderate plus enhancements include an exclusive lane during the peak period only, while comprehensive enhancements typically include transit vehicles operating in an all-day exclusive lane. Additional characteristics of the transit enhanced network are provided in Table 1.

Table 1: Transit-Enhanced Network Features

	Moderate	Moderate Plus	Comprehensive
Service			
Off-board fare collection	Majority of stations on the route	Majority of stations on the route	Majority of stations on the route
Peak Hour Frequency	7-10 min – all routes combined	5-7 min – all routes combined	< 3 min – all routes combined
Off-Peak Frequency	12-15 min – all routes combined	10-12 min – all routes combined	< 8 min – all routes combined
Hours of Operation	Late Night and Weekend service required	Late Night and Weekend service required	Late Night and Weekend service required

	Moderate	Moderate Plus	Comprehensive
Service			
Infrastructure			
Alignment	Mixed flow curb adjacent lane	Curb adjacent exclusive part-time (peak period) lane	Two-way Center Running or curb adjacent exclusive corridor OR Physically Protected or Separate ROW (e.g., Orange Line)
Priority Treatments at Intersections	Signal Priority across the majority of Busway intersections	Signal Priority and Turn Prohibitions across the majority of Busway intersections	Signal Priority and Turn Prohibitions across the majority of Busway intersections
Passing Lanes at Stations			Majority of stations
Clean Fuels	Includes use of clean fuels	Includes use of clean fuels	Includes use of clean fuels
Station Design			
Level Boarding		Majority of stations and vehicles	Majority of stations and vehicles
Station Design			
Safe and Comfortable	Protected at majority of stations, e.g., shade, benches, lighting	Protected at majority of stations, e.g., shade, benches, lighting	Protected at majority of stations, e.g., shade, benches, lighting
Multiple Door Boarding		2+ doors on majority of buses	2+ doors on majority of buses
Enclosed Stations			Sliding Doors and multiple doors at high ridership locations (85th percentile)
Information and Quality			
Branding	All buses, routes, signs and stations provide unifying brand elements	All buses, routes, signs and stations provide unifying brand elements	All buses, routes, signs and stations provide unifying brand elements
Passenger Information	Real time passenger information provided at stations, on vehicles, and via internet	Real time passenger information provided at stations, on vehicles, and via internet	Real time passenger information provided at stations, on vehicles, and via internet
Interconnectivity			
Intermodal Connections	Integrated with physical design, fare payment, and information systems at intermodal hubs	Integrated with physical design, fare payment, and information systems at intermodal hubs	Integrated with physical design, fare payment, and information systems at intermodal hubs
Universal Access	Full accessibility at stations and on all vehicles	Full accessibility at stations and on all vehicles	Full accessibility at stations and on all vehicles
Pedestrian Access	Safe crossings within 300’ of station at all locations	Safe crossings within 300’ of station at all locations	Safe crossings within 300’ of station at all locations
Secure Bicycle Parking	Bicycle racks or lockers within 300’ of all stations	Bicycle racks or lockers within 300’ of all stations	Bicycle racks or lockers within 300’ of all stations
Bicycle Sharing		Bicycle sharing at majority of stations	Bicycle sharing at majority of stations

Transit-Enhanced Network Corridors

Alvarado Street / Hoover Street, from Sunset Boulevard to Venice Boulevard

Beverly Boulevard / 1st Street, from Fairfax Avenue to Alameda Street

Broadway Avenue*,* from near Los Angeles State Historic Park to Harbor Freeway Metro Green Line Station

Central Avenue, from 1st Street to Vernon Avenue

Crenshaw Boulevard, from Wilshire Boulevard to Florence Avenue

Fairfax Avenue, from Hollywood Boulevard to La Cienega Boulevard

Florence Avenue, from West Boulevard to Florence Metro Blue Line Station

Hollywood Boulevard, from Fairfax Avenue to Highland Avenue

La Brea Avenue, from Hollywood Boulevard to Rodeo Road

La Cienega Boulevard*,* from Santa Monica Boulevard to Metro Expo Line Station

Lincoln Boulevard, from City of Santa Monica limit to Sepulveda Boulevard

Martin Luther King Jr. Boulevard, from Rodeo Road to Central Avenue

Pico Boulevard, from City of Santa Monica limit to San Vicente Boulevard

Reseda Boulevard, from Ventura Boulevard to Nordhoff Street

Roscoe Boulevard, from Topanga Canyon Boulevard to Van Nuys Boulevard

Santa Monica Boulevard, from City of Santa Monica limit to Sunset Boulevard

Sunset Boulevard, Cesar Chavez Avenue, Mission Road, and Huntington Drive, from Santa Monica Boulevard to City of Alhambra limit

Sepulveda Boulevard / 405 Freeway, from Metro's Aviation/LAX Station to Metro Orange Line

6th Street / 5th Street One Way Couplet, from Valencia Street to Central Avenue

6th Street, from Valencia Street to Soto Street

San Fernando Boulevard, from Hubbard Street to Van Nuys Boulevard

San Pedro Street, from 1st Street to Martin Luther King Jr. Boulevard

Slauson Avenue, from Crenshaw Boulevard to Metro Blue Line

Soto Street, from Whittier Boulevard to Huntington Drive

Third Street, from La Cienega Boulevard to Bixel Street

Van Nuys Boulevard, from North of Foothill Boulevard to Ventura Boulevard

Venice Boulevard, from Lincoln Boulevard to Broadway Avenue

Ventura Boulevard, from Lankershim Boulevard to Topanga Canyon Boulevard

Vermont Avenue, from Hollywood Boulevard to Metro Green Line Station

Vernon Avenue, from Crenshaw Boulevard to Metro Blue Line Station

Western Avenue, from Santa Monica Boulevard to Florence Avenue

Westwood Boulevard, from UCLA to Metro Expo Line Station

Wilshire Boulevard, from City of Santa Monica limit to Valencia Street

Classification of Vehicular Enhancements: Vehicular enhancements are classified as moderate or comprehensive based on their benefits and intensity of implementation. Moderate enhancements typically include technology enhancements and peak hour restrictions for parking and turning movements. Comprehensive enhancements include access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control. Additional characteristics of the vehicle enhanced network are provided in Table 2.

Table 2: Vehicle-Enhanced Network Features

	Moderate	Comprehensive
Parking		
Peak Period Restrictions	uniform peak period parking restrictions	uniform peak period parking restrictions
Parking Lane Conversion	added travel lanes through peak period parking restrictions	added travel lanes through peak period parking restrictions
Parking Removal		strategic removal of on-street parking for added full-time lanes; may also need to provide centralized off-street parking program
Management	expand ExpressPark to parking meter districts to minimize "cruising" for parking	expand ExpressPark to parking meter districts to minimize "cruising" for parking
Access Management		
Medians		install raised median (reduces left-turns in and out of driveways and or minor streets)
Access Consolidation	consolidate driveways; for new developments, restrict driveways where side street or alley access is available	consolidate driveways; for new developments, restrict driveways where side street or alley access is available
Capacity/Flow		
Intersection Treatments	strategically install roundabouts	strategically install roundabouts
	install left-turn arrows at intersections of major/major	install left-turn arrows at intersections of major/major
Turn Restrictions	restrict turns at strategic intersections	restrict turns at strategic intersections
Technology	provide directional signal priority	provide directional signal priority
	upgrade all traffic signals to the Adaptive Traffic Control System (ATCS)	upgrade all traffic signals to the Adaptive Traffic Control System (ATCS)
	implement event and incident management strategies; install dynamic roadside signs to alert drivers of conditions	implement event and incident management strategies; install dynamic roadside signs to alert drivers of conditions
Lane Conversions		install reversible lanes

Vehicle-Enhanced Network Corridors

Alameda Street, from 101 Freeway to 10 Freeway
Balboa Boulevard, from 5 Freeway to 101 Freeway
Highland Boulevard, from 101 Freeway to Sunset Boulevard
La Cienega Boulevard, from Olympic Boulevard to 405 Freeway
Nordhoff Street / Osborne St, from Topanga Canyon Boulevard to 5 Freeway
Olympic Boulevard, from 405 Freeway to 110 Freeway
San Fernando Road, from City of Glendale Boundary to 5 Freeway
Slauson Ave, from La Cienega Boulevard to Central Avenue
Sunset Boulevard, from 405 Freeway to 101 Freeway
Topanga Canyon Boulevard, from 118 Freeway to Ventura Boulevard
Victory Boulevard, from Topanga Canyon Boulevard to 170 Freeway

Project List: In addition to the Draft Plan Enhanced Network improvements, the Mobility Element Update also considers proposed and programmed projects from the Los Angeles County Metropolitan Transportation Authority's (Metro) Congestion Mitigation Fee (CMF) program and Call for Projects (CFP), the Southern California Association of Governments' Regional Transportation Plan (SCAG RTP), and the City of Los Angeles' Street and Transportation Projects Oversight Committee (STPOC). The Project List includes projects beyond the Transit, Bicycle, and Vehicle-Enhanced Networks, such as pedestrian access enhancements and the installation of mobility hubs at Metro Rail stations, complete street enhancements, and other automobile-, transit-, goods movement-, bicycle-, and pedestrian-related projects throughout the City.

Mobility Element Scenarios: Two scenarios for the Mobility Plan Update will be evaluated as alternatives in the EIR. These scenarios have been defined based on their potential to satisfy project objectives and reduce or eliminate significant environmental impacts associated with the proposed project.

- ***Scenario 1*** evaluates a package of enhancements that advances the Mobility Element's goals and is considered to be reasonably achievable within the Mobility Element's time horizon. This scenario includes primarily moderate enhancements from the Transit, Bicycle, and Vehicle-Enhanced Networks. Comprehensive enhancements that would require more extensive modifications to the existing streetscape are included only on a select set of key corridors. Scenario 1 also includes the majority of the Project List projects and excludes only the most costly or difficult-to-implement projects.

- ***Scenario 2*** includes a more comprehensive package of enhancements that, if implemented, have the greatest potential to achieve the Mobility Element's goals, but also have the potential for higher cost and difficulty of implementation. This scenario includes primarily comprehensive enhancements from the Transit, Bicycle, and Vehicle-Enhanced Networks; more moderate enhancements are assumed in some corridors where a comprehensive enhancement would be inappropriate or impractical. Scenario 2 also includes a comprehensive set of projects from the Project List.

Performance Metrics: The City relies on a street classification system to sort streets into classes based on their intended function. Under current policies, streets default to enhancement for automobiles, as performance is measured by vehicle throughput and congestion. Those traveling by public transit, foot, or bicycle are not included in the calculations for congestion and traffic impacts. One way to improve the multi-modal functionality of the system is to change the way the performance of the transportation system is measured. Shifting the metrics away from vehicle delay to alternatives such as increased person throughput, improved accessibility to high-capacity transit and high-quality bicycle facilities, reduced vehicle miles of travel (VMT), reduced GHG emissions, and changes to mode choice might better account for the needs of all roadway users. The Mobility Element will refine the existing performance tools to account for the desired Mobility Element outcomes associated with a multi-modal transportation system.

Implementation: The Mobility Element will be implemented in a series of programs and projects that will help achieve the goals identified above. The City's transportation infrastructure needs can be categorized into capital improvements, operations and maintenance. The implementation of each program or project is contingent on the availability of funding and adequate staff resources.

Issues to be addressed in the EIR: No initial study has been prepared for the project. Based on the project description and the Lead Agency's understanding of the environmental issues associated with the proposed project, the following topics have tentatively been identified to be analyzed in detail in the EIR:

- Air Quality
- Land Use and Planning
- Noise and Vibration
- Traffic, Parking, and Safety

Submittal of Written Comments: The Lead Agency solicits comments regarding the scope, content and specificity of the EIR from all interested parties requesting notice, responsible agencies, agencies with

jurisdiction by law, trustee agencies, and involved agencies. Please send your written/typed comments (including a name, telephone number, and contact information) to:

My La
Department of City Planning
200 N. Spring Street
Room 667, MS 395
Los Angeles, CA 90012
Phone: (213) 978-1194
E-Mail: my.la@lacity.org

Because of time limits mandated by State law, written comments must be provided to the City of Los Angeles at the earliest possible date, but no later than 5:00 PM on May 6th

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

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

April 16, 2013, 5:30 to 7:30 PM
North Hollywood Regional Library,
5211 Tujunga Avenue
North Hollywood, CA 91601

April 22, 2013, 5:30 to 7:30 PM
Caltrans District 7 Building, Room 01.040 A, B, and C
100 S. Main St.
Los Angeles, CA 90012

Translation in other languages can be made available at both meetings upon request. Please submit translation requests at least three business days (72 hours) in advance of each scheduled meeting to my.la@lacity.org.

For additional information, please contact My La at (213) 978-1194

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