

California High-Speed Rail Authority

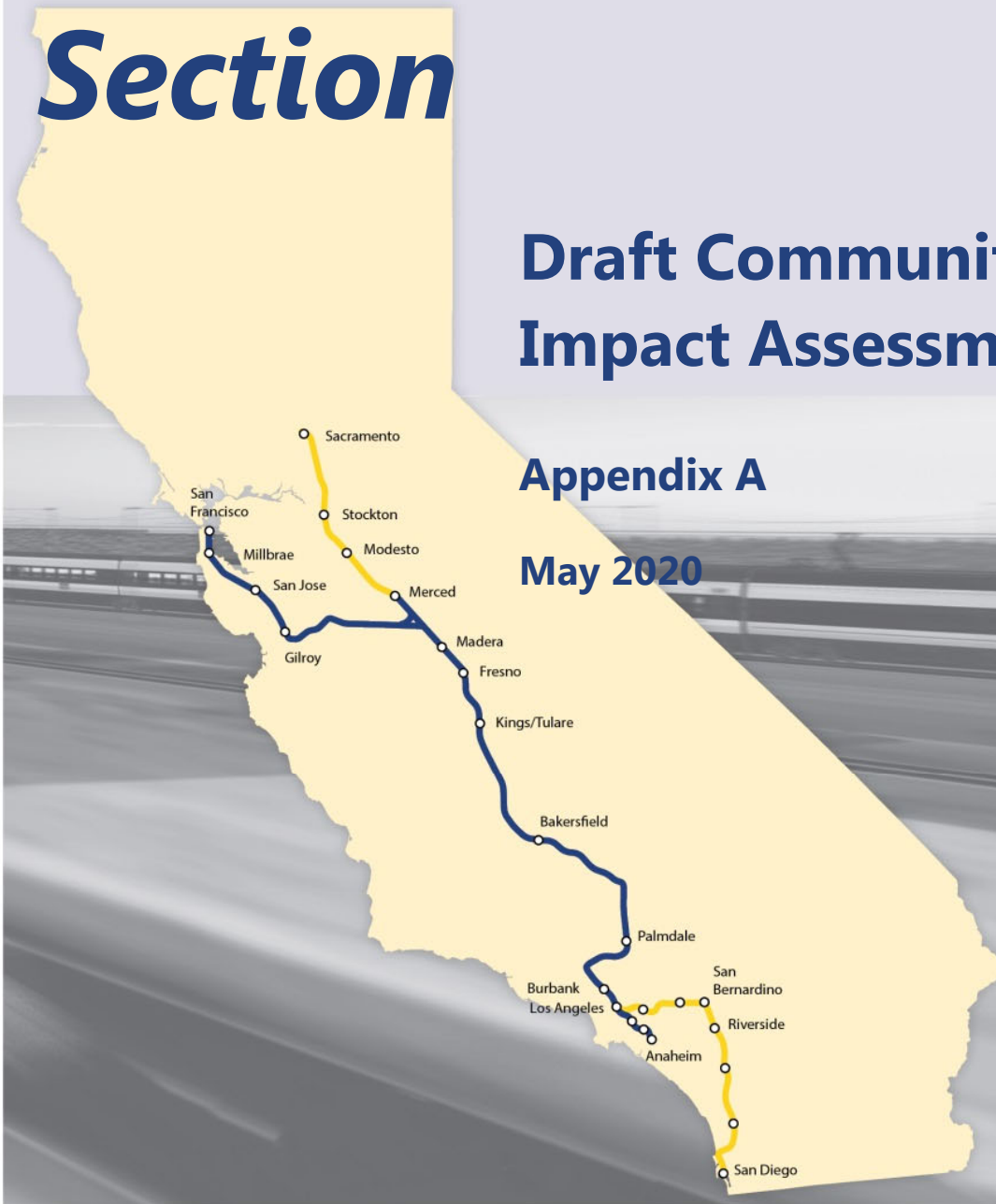
# ***Burbank to Los Angeles Project***

## ***Section***

**Draft Community  
Impact Assessment**

**Appendix A**

**May 2020**



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## APPENDIX A: CONSISTENCY WITH LOCAL AND REGIONAL PLAN GOALS, OBJECTIVES, AND POLICIES

Goals and Policies	Discussion
<b>City of Burbank General Plan (2013)</b>	
<b>Land Use Element</b>	
Policy 2.1: Consider sustainability when making discretionary land use and transportation decisions, policies, regulations, and projects.	The proposed HSR Build Alternative would support this policy by providing efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use. The proposed HSR Build Alternative would be consistent with this policy.
Policy 7.3: Consistently seek direct public involvement in the planning process for new projects and plans, as well as for everyday planning matters.	The EIR process includes opportunities for public participation. The proposed HSR Build Alternative would be consistent with this policy.
<b>Mobility Element</b>	
Policy 1.1: Consider economic growth, transportation demands, and neighborhood character in developing a comprehensive transportation system that meets Burbank's needs.	The EIR considers economic, transportation and community impacts in its analysis. The proposed HSR Build Alternative would be consistent with this policy.
Policy 1.4: Ensure that future land uses can be adequately served by the planned transportation system.	The proposed HSR Build Alternative would complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The proposed HSR Build Alternative would be consistent with this policy.
Policy 2.3: Prioritize investments in transportation projects and programs that support viable alternatives to automobile use.	This policy indicates the city's support of alternative transportation modes, which would include HSR. The proposed HSR Build Alternative would be consistent with this policy.
Policy 4.4: Advocate for improved regional bus transit, bus rapid transit, light rail, or heavy rail services linking Burbank's employment and residential centers to the rest of the region.	The proposed HSR Build Alternative would support this policy by providing the citizens of Burbank with access to regional and statewide transit systems. The proposed HSR Build Alternative would be consistent with this policy.
Policy 4.5: Improve transit connections with nearby communities and connections to Downtown Los Angeles, West San Fernando Valley, Hollywood, and the Westside.	The proposed HSR Build Alternative would improve connections to neighboring regions by providing access to regional and statewide transit systems. The proposed HSR Build Alternative would be consistent with this policy.
Policy 9.3: Provide access to transportation alternatives for all users, including senior, disabled, youth, and other transit-dependent residents.	The proposed HSR Build Alternative would provide access to transportation alternatives for all users, including access to regional and statewide transit systems. The proposed HSR Build Alternative would be consistent with this policy.
<b>Noise Element</b>	
Policy 3.3: Advocate the use of alternative transportation modes such as walking, bicycling, mass transit, and non-motorized vehicles to minimize traffic noise.	This policy indicates the city's support of alternative transportation modes, which would include HSR. The proposed HSR Build Alternative would be consistent with this policy.

Goals and Policies	Discussion
<p>Policy 7.3: Limit the allowable hours of construction activities and maintenance operations located adjacent to noise-sensitive land uses.</p>	<p>To the maximum extent, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. In addition, the proposed HSR Build Alternative would be in compliance with Burbank's regulations regarding construction hours. The proposed HSR Build Alternative would be consistent with this policy.</p>
<p><b>Burbank Center Plan (1997)</b></p>	
<p>Policy: Encourage the continued development of entertainment and restaurant uses in the downtown area to maximize the area's potential as a daytime, evening and weekend activity center. Support these uses with parking, transportation and land use policies.</p>	<p>The HSR Build Alternative would introduce more transit connectivity options to the City of Burbank from other regions, thereby encouraging the continued development of entertainment and restaurant uses and maximize the area's potential as an activity center. The proposed HSR Build Alternative would be consistent with this policy.</p>
<p>Policy: Support new mixed land uses which incorporate interaction with an integrated multimodal Citywide transportation system including light rail, commuter rail, bus, local and circulator shuttle services, bicycle and pedestrian facilities. This system of facilities and services should minimize dependence on the automobile in support of regional land use and transportation strategies to meet clean air regulations.</p>	<p>The HSR Build Alternative would help support the city's policy of multimodal transportation, reducing automobile dependence, and meeting clean air regulations. The proposed HSR Build Alternative would be consistent with this policy.</p>
<p><b>City of Glendale General Plan (1977, revised 1986)</b></p>	
<p><b>Land Use Element</b></p>	
<p>Circulation Goal: Develop clusters of uses which will facilitate the development of public transportation networks, decreasing dependence on the automobile.</p>	<p>The proposed HSR Build Alternative would support the city's goal of providing access to public transportation systems, reducing automobile dependence, and improving the environment in urban areas. The proposed HSR Build Alternative would be consistent with this goal.</p>
<p><b>Open Space and Conservation Element</b></p>	
<p>Goal 2: Protect vital or sensitive open space areas including the ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural, aesthetic and ecologically significant areas from the negative impacts of development and urbanization.</p>	<p>As the proposed HSR Build Alternative is within an existing urban area and along an existing rail line, no vital or sensitive open space or ecologically significant areas would be negatively impacted. Therefore, the proposed HSR Build Alternative would be consistent with this goal.</p>
<p>Objective 3: Continue to apply and monitor open space protection measures as part of the environmental and development review processes.</p>	<p>The proposed HSR Build Alternative would not impact any open space preserves or conservation areas. Therefore, the proposed HSR Build Alternative would be consistent with this objective.</p>
<p>Goal 11: Minimize environmental hazards including noise, unhealthy air, water and composite hazards</p>	<p>Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities because air quality improves, and resource use and noise decreases. The proposed HSR Build Alternative would be consistent with this goal.</p>

Goals and Policies	Discussion
Objective 1: Provide adequate buffers from noise sources for open space and recreation users.	Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and noise reduction. The proposed HSR Build Alternative would be consistent with this objective.
Goal 12: Continue to conserve water resources and provide for the protection and improvement of water quality.	The proposed HSR Build Alternative would support this goal by utilizing water recycling technology and complying with water quality regulations. The proposed HSR Build Alternative would be consistent with this goal.
Objective 4: Adhere to the requirements of the National Pollutant Discharge Elimination System (NPDES) to ensure surface water quality and to minimize the introduction of pollutants into drainage courses.	The proposed HSR Build Alternative would comply with the requirements of the NPDES. The proposed HSR Build Alternative would be consistent with this objective.
Goal 13: Ensure maximum public participation and input for all aspects of environmental resource planning and implementation.	The EIR process includes opportunities for public participation. The proposed HSR Build Alternative would be consistent with this policy.
<b>Noise Element</b>	
Goal 1: Reduce noise impacts from transportation noise sources	To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. The HSR Build Alternative would be consistent with this goal.
Policy 1.3: Reduce transportation noise through proper design and coordination of routing.	To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. The proposed HSR Build Alternative would be consistent with this goal.
Policy 1.4: Ensure the effective enforcement of City, State and Federal noise levels by all appropriate City Departments.	The Authority intends to coordinate closely with city personnel during construction. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts during operation where feasible. The proposed HSR Build Alternative would be consistent with this policy.

Goals and Policies	Discussion
<b>City of Los Angeles General Plan</b>	
<b>Land Use Section of the General Plan Framework</b>	
Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	The proposed HSR Build Alternative would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The proposed HSR Build Alternative would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The proposed HSR Build Alternative would be consistent with this objective.
Policy 3.3.1: Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 [of the City of Los Angeles General Plan Land Use Element], using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.	The proposed HSR Build Alternative would provide efficient movement of people to accommodate projected growth in the region and statewide, and would account for the adjustment of infrastructure and public services during the planning process. The proposed HSR Build Alternative would be consistent with this policy.
<b>Mobility Plan 2035 (2015)</b>	
Target greenhouse gas reductions through a more sustainable transportation system.	The proposed HSR Build Alternative would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use. The proposed HSR Build Alternative would be consistent with this goal.
<b>Noise Element (1990)</b>	
Objective 2 (Nonairport): Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.	Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. The proposed HSR Build Alternative would be consistent with this objective.
Policy 2.2: Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	The Authority intends to coordinate closely with city personnel during construction. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively used in Europe and Japan) to mitigate noise impacts during operation where feasible. The proposed HSR Build Alternative would be consistent with this policy.

Goals and Policies	Discussion
<b>Northeast Los Angeles Community Plan (1999)</b>	
<b>Land Use Policies and Programs</b>	
<p>Goal 4: Sufficient open space, in balance with development, to serve the recreational, environmental, and health needs of the community and to protect environmental and aesthetic resources</p>	<p>The proposed HSR Build Alternative would only permanently impact 5.8 acres of open space uses along the project section. The proposed HSR Build Alternative would help support the city's goals of environmental and health needs of the community with reduction in resource use and air quality emissions. In addition, rail's general popularity, permanence, and proven track record of boosting property values, promoting neighborhood vitality, and attracting real estate development will improve the quality of life for residents. The proposed HSR Build Alternative would be consistent with this goal.</p>
<p>Objective 4-2: To preserve the existing open space resources and, where possible, encourage reacquisition of new open space.</p>	<p>The proposed HSR Build Alternative would only permanently impact 5.8 acres of open space uses along the project section, and operation of the proposed HSR Build Alternative would be designed to complement surrounding land uses. Therefore, the acquisition of new open space would still be encouraged with the proposed HSR Build Alternative. The proposed HSR Build Alternative would be consistent with this objective.</p>
<p>Goal 5: Adequate recreation and park facilities to meet the needs of the residents in the plan area.</p>	<p>As the proposed HSR alignment would generally travel along an existing rail line, major impacts to recreational and park facilities are not anticipated. The proposed HSR Build Alternative would have a minor direct impacts on parks in Los Angeles. However, the proposed HSR Build Alternative would not interfere with the provision of additional parks and recreation facilities in the future if and as demand increases. Therefore, the proposed HSR Build Alternative would be consistent with this goal.</p>
<p>Objective 5-1: To conserve, expand, maintain, and better utilize existing recreational park facilities to address the recreational needs of the community.</p>	<p>As the proposed HSR alignment would generally travel along an existing rail line, major impacts to recreational and park facilities are not anticipated. The proposed HSR Build Alternative would have minor direct impacts on parks in Los Angeles. However, the proposed HSR Build Alternative would not interfere with the City's ability to conserve, expand, maintain, and better utilize existing recreational park facilities as the recreational needs of the community shift over time. Therefore, the proposed HSR Build Alternative would be consistent with this objective.</p>
<p>Policy 5-1.1 Preserve the existing recreational facilities and park space.</p>	<p>As the proposed HSR alignment would generally travel along an existing rail line, major impacts to recreational and park facilities are not anticipated. The proposed HSR Build Alternative would have minor direct impacts on parks in Los Angeles. However, these impacts would not interfere with the City's ability to preserve existing recreational facilities and park space. Therefore, the proposed HSR Build Alternative would be consistent with this policy.</p>

Goals and Policies	Discussion
<p>Policy 5-1.2: Increase accessibility to park land along the Arroyo Seco and potential parkland along the Los Angeles River</p>	<p>The proposed HSR Build Alternative would have minor effects to accessibility of park land along the Los Angeles River, including at the planned Albion Riverside Park. However, alternate access would be provided and the effects would not adversely effect the park. Therefore, the proposed HSR Build Alternative would be consistent with this policy.</p>
<p>Goal 10: A system of freeways, highways and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at all intersections</p>	<p>The proposed HSR Build Alternative would help support the city's goal by reducing congestion and providing access to regional and statewide transit systems. The proposed HSR Build Alternative would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The proposed HSR Build Alternative would be consistent with this goal.</p>
<p>Objective 10-1: To comply with Citywide performance standards for acceptable levels of service and ensure that necessary road access and streets improvements are provided to accommodate traffic generated by all new development.</p>	<p>The proposed HSR Build Alternative would comply with performance standards for acceptable levels of services and ensure that necessary road access and street improvements would not be impeded as a result of the proposed project. As the proposed project is not a development project, it is not anticipated to generate additional traffic.</p>
<p>Policy 10-1.1: Maintain Levels of Service for streets and highways not to exceed LOS "D" for secondary arterials, collector streets, and local streets; not to exceed LOS "E" on Major Highways or in the community's major business districts.</p>	<p>The HSR Build Alternative would be consistent with this policy since local streets studied within the Plan Area fall within LOS D or better with the implementation of the proposed project.</p>
<p>Goal 11: Develop a public transportation system that improves mobility with convenient alternatives to automobile travel.</p>	<p>This goal indicates the city's support of alternative transportation modes, which would include HSR. In addition, the proposed HSR Build Alternative would provide access to regional and statewide transit systems. The proposed HSR Build Alternative would be consistent with this goal.</p>
<p>Objective 11-2: To increase the work trips and non-work trips made on public transit.</p>	<p>The proposed HSR Build Alternative would support this objective by providing efficient movement of people, which would reduce total vehicle miles traveled as well as provide access to regional and statewide transit systems. The proposed HSR Build Alternative would be consistent with this objective.</p>
<p>Policy 11-2.1: Develop an intermodal mass transportation plan to implement linkages to future mass transit service.</p>	<p>This policy indicates the city's support of intermodal mass transportation, which would include HSR. In addition, the proposed HSR Build Alternative would provide access to regional and statewide transit systems. The proposed HSR Build Alternative would be consistent with this policy.</p>
<p>Goal 13: A system of safe, efficient and attractive pedestrian, bicycle and equestrian routes.</p>	<p>The proposed HSR Build Alternative would support this goal by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The proposed HSR Build Alternative would be consistent with this goal.</p>



Goals and Policies	Discussion
Objective 13-1: To promote an adequate system of safe bikeways for commuter, school and recreational use.	The proposed HSR Build Alternative would support this objective by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The proposed HSR Build Alternative would be consistent with this objective.
<b>Silver Lake–Echo Park–Elysian Valley Community Plan (2004)</b>	
<b>Land Use Policies and Programs</b>	
Goal 10: Develop a public transportation system that improves mobility with convenient alternatives to automobile travel	The proposed HSR Build Alternative would support this goal by providing efficient movement of people and access to regional and statewide transit systems. The proposed HSR Build Alternative would be consistent with this goal.
Goal 11: Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.	This goal indicates the city's support of alternative transportation modes, which would include HSR. The proposed HSR Build Alternative would also provide efficient movement of people, which would reduce vehicular trips. The proposed HSR Build Alternative would be consistent with this goal.
Goal 12: A well maintained, safe, efficient-freeway, highway and street network.	The proposed HSR Build Alternative would help support the city's goal by completing all planned transportation improvements, including transportation facilities, where existing roadways cross the proposed alignment. The HSR would also provide new passenger service, which would be grade-separated from other modes of travel. In addition, the proposed HSR Build Alternative would provide efficient movement of people, which would reduce total vehicle miles traveled. The proposed HSR Build Alternative would be consistent with this goal.
Objective 12-1: Reduction of vehicular trip delays in the Community Plan Area through coordination of the street traffic signal system with the Caltrans freeway traffic management system.	The proposed HSR Build Alternative would support this objective by providing efficient movement of people, which would reduce total vehicle miles traveled as well as provide access to regional and statewide transit systems. The proposed HSR Build Alternative would be consistent with this objective.
Goal 13: A system of highways, freeways and streets that provides adequate circulation to support existing, approved and planned land uses and maintains a desired level of service at all intersections.	The proposed HSR Build Alternative would support this goal by providing efficient movement of people, which would reduce total vehicle miles traveled. The proposed HSR Build Alternative would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The proposed HSR Build Alternative would be consistent with this goal.
Objective 13-1: To comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.	The proposed HSR Build Alternative would generally comply with performance standards for acceptable levels of service and ensure that necessary road access and street improvements would not be impeded as a result of the proposed project. As the proposed project is not a development project, it is not anticipated to generate additional traffic.

Goals and Policies	Discussion
<p>Policy 13-1.1: Maintain a satisfactory LOS for streets and highways that should not exceed LOS D for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E".</p>	<p>The HSR Build Alternative would be inconsistent with this policy since at least one local street would fall below LOS D within the Plan Area. Pasadena Avenue at Broadway would be at a LOS E after implementation of the HSR Build Alternative.</p>
<p>Objective 13-2: To insure that the location, intensity and timing of infrastructure development maintain the City's streets and highways standards.</p>	<p>The proposed HSR Build Alternative would support this objective by providing efficient movement of people, which would reduce total vehicle miles traveled, thereby reducing stress and increasing capacity on the local street and highway system. Therefore, the proposed HSR Build Alternative would be consistent with this objective.</p>
<p>Goal 14: A system of safe, efficient and attractive bicycle, pedestrian and equestrian routes.</p>	<p>The proposed HSR Build Alternative would support this goal by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The proposed HSR Build Alternative would be consistent with this goal.</p>
<p>Objective 14-1: Promote an adequate system of safe bikeways for commuter, school and recreational use.</p>	<p>The proposed HSR Build Alternative would support this objective by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The proposed HSR Build Alternative would be consistent with this objective.</p>
<p><b>Cornfield Arroyo Seco Specific Plan (2013)</b></p>	
<p><b>Purpose 3: Increase access to open space</b></p>	
<p>Purpose 10: Lessen dependence on automobiles, and thereby reduce vehicle emissions, while enhancing the personal health of residents, employees and visitors.</p>	<p>The proposed HSR Build Alternative would support this purpose by providing efficient movement of people, which would reduce total vehicle miles traveled and vehicle emissions. The proposed HSR Build Alternative would enhance quality of life by providing access to regional and statewide transit systems and opportunities for economic growth in the area. The proposed HSR Build Alternative would be consistent with this purpose.</p>
<p><b>Central City North Community Plan (2000)</b></p>	
<p><b>Land Use Policies and Programs</b></p>	
<p>Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel.</p>	<p>This goal indicates the city's support of alternative transportation modes, which would include HSR. The proposed HSR Build Alternative would further support this goal by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. In addition, the HSR would provide access to regional and statewide transit systems. The proposed HSR Build Alternative would be consistent with this goal.</p>

Goals and Policies	Discussion
<p>Goal 12: Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips</p>	<p>This goal indicates the city's support of alternative transportation modes, which would include HSR. The proposed HSR Build Alternative would provide efficient movement of people, which would reduce total vehicle miles traveled. The proposed HSR Build Alternative would be consistent with this goal.</p>
<p>Goal 13: A system of safe, efficient and attractive bicycle and pedestrian routes.</p>	<p>The proposed HSR Build Alternative would support this goal by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The proposed HSR Build Alternative would be consistent with this goal.</p>
<p>Goal 16: A system of highways, freeways, and streets that provide a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at all intersections.</p>	<p>The proposed HSR Build Alternative would support this goal by providing efficient movement of people, which would reduce total vehicle miles traveled. The proposed HSR Build Alternative would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The proposed HSR Build Alternative would be consistent with this goal.</p>
<p>Objective 16-1: To comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.</p>	<p>The proposed HSR Build Alternative would comply with performance standards for acceptable levels of service and ensure that necessary road access and street improvements would not be impeded as a result of the proposed project. As the proposed project is not a development project, it is not anticipated to generate additional traffic.</p>
<p>Policy 16-1.1: Maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E".</p>	<p>The HSR Build Alternative would be inconsistent with this policy since at least one local street would fall below LOS D within the Plan Area. Alameda Street at Newton Street would operate at LOS F at peak PM hours after implementation of the HSR Build Alternative, and therefore fall below the level of service standard for this policy.</p>
<p><b>Boyle Heights Community Plan (1998)</b></p>	
<p><b>Land Use Policies and Programs</b></p>	
<p>Circulation, Objective 1: To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.</p>	<p>The proposed HSR Build Alternative would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled. The proposed HSR Build Alternative would be consistent with this objective.</p>
<p>Public Transportation, Objective 1: To maximize the effectiveness of public transportation to meet the travel needs of transit-dependent residents.</p>	<p>The proposed HSR Build Alternative would support this objective by providing efficient movement of people and access to regional and statewide transit systems. The proposed HSR Build Alternative would be consistent with this objective.</p>

Goals and Policies	Discussion
Public Transportation, Objective 2: To encourage alternative modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the Community.	This objective indicates the city's support of alternative transportation modes, which would include HSR. The proposed HSR Build Alternative would support this goal by providing efficient movement of people and access to regional and statewide transit systems. Furthermore, the proposed project would complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The proposed HSR Build Alternative would be consistent with this objective.
<b>Los Angeles River Revitalization Plan</b>	
Community Planning Framework, Goal 3: Blocks around the River should be developed to promote pedestrian, bicycle, and other nonmotorized transportation connections to the River and thereby extend the City to and across the River.	The proposed HSR Build Alternative would support this goal by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The proposed HSR Build Alternative would be consistent with this goal.
<b>SCAG RTP (2012–2035) (2012)</b>	
Perform and support studies with the goal of identifying innovative transportation strategies that enhance mobility and air quality, and determine practical steps to pursue such strategies, while engaging local communities in planning efforts.	The proposed HSR Build Alternative would enhance the quality of life for citizens of the region by providing access to regional and statewide transit systems and opportunities for economic growth in the region.
Encourage regional and local transit providers to develop rail interface services at Metrolink, Amtrak, and high-speed rail stations.	This policy indicates SCAG's support of the proposed HSR Build Alternative.
Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes, including walking, bicycling, and neighborhood electric vehicles (NEVs) or other alternative fueled vehicles.	The proposed HSR Build Alternative would provide efficient movement of people that would reduce total vehicle miles traveled, vehicle emissions, and energy use.
Continue to support the California Interregional Blueprint as a plan that links statewide transportation goals and regional transportation and land use goals to produce a unified transportation strategy.	This policy indicates SCAG's support of the proposed HSR Build Alternative.
Examine major projects and strategies that reduce congestion and emissions and optimize the productivity and overall performance of the transportation systems.	This policy indicates SCAG's support of the proposed HSR Build Alternative to assist in reducing regional traffic congestion.
Work with relevant state and local transportation authorities to increase the efficiency of the existing transportation system.	This policy indicates SCAG's willingness to coordinate with other agencies to reach the state's transportation goals.
<b>Amendment No. 2 (2014)</b>	
<b>Model List:</b> California High-Speed Rail	The proposed HSR Build Alternative is a listed project under Amendment No. 2 of SCAG's RTP.

Authority = California High-Speed Rail Authority  
 EIR = environmental impact report  
 HSR = high-speed rail  
 LAUS = Los Angeles Union Station

NCA = neighborhood council area  
 RTP = Regional Transportation Plan  
 SCAG = Southern California Association of Governments