

4.3 LAND USE AND PLANNING

This section provides an overview of City and/or regional land use plans and policies and evaluates the construction and operational impacts associated with the proposed projects. Topics addressed include land use compatibility and consistency with applicable plans and policies.

This section was prepared utilizing an extensive land use survey prepared for the proposed projects by Terry A. Hayes Associates Inc. The land use survey is included in its entirety in Appendix C.

REGULATORY FRAMEWORK

Federal

There are no federal land use regulations directly applicable to the proposed projects.

State

California Environmental Quality Act (CEQA). In September 2012, Governor Brown signed into law AB 2245, amending PRC Section 21080.20.5 to exempt restriping of City streets (until January 1, 2018) for bicycle lanes. The City is required to prepare an assessment of traffic and safety impacts and to hold noticed public hearings in the affected areas. The projects analyzed in this Draft EIR fall within this exemption. However, since this EIR was already underway the City of Los Angeles decided to complete the Draft EIR.

Complete Streets Act. Assembly Bill 1358, the Complete Streets Act, was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists.

At the same time, the California Department of Transportation unveiled a revised version of Deputy Directive 64, an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

Regional/Local

Regional plans that provide general policies and guidance for growth and development in the project area include the Southern California Association of Governments' (SCAG) Regional Transportation Plan, Growth Vision Report, and Regional Comprehensive Plan. These regional plans and associated regulatory documents are further discussed below.

Congestion Management Program (CMP). As the Congestion Management Agency for Los Angeles County, Metro is responsible for implementing the CMP. On October 28, 2010, the Los Angeles County Metropolitan Transportation Authority (Metro) Board adopted the 2010 CMP for Los Angeles County. The 2010 CMP summarizes the results of 18 years of CMP highway and transit monitoring and 15 years of monitoring local growth. CMP implementation guidelines for local jurisdictions are also contained in the 2010 CMP. Elements of the CMP include Highway and Roadway System monitoring, multi-modal system performance analysis, the Transportation Demand Management Program, the Land Use Analysis Program and local conformance for all the county's jurisdictions.

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The SCAG 2012-2035 RTP/SCS presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties. The 2012-2035 RTP/SCS identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. Projects being constructed within the SCAG region must be listed in the 2012-2035 RTP/SCS.

The 2012-2035 RTP/SCS goals are as follows:

- Align the plan investments and policies with improving regional economic development and competitiveness;
- Maximize mobility and accessibility for all people and goods in the region;
- Ensure travel safety and reliability for all people and goods in the region;
- Preserve and ensure a sustainable regional transportation system;
- Maximize the productivity of our transportation system;
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking);
- Actively encourage and create incentives for energy efficiency, where possible;
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation; and
- Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

Growth Vision Report Compass Blueprint. In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has collaborated with interdependent sub-regions, counties, cities, communities, and neighborhoods in a process referred to by SCAG as Southern California Compass, which resulted in the development of a shared Growth Vision Report for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. SCAG began Compass in 2002, spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. The shared regional vision sought to address issues such as congestion and housing availability, which may threaten the region's livability.

The underlying goal of the growth visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income. To organize the strategies for improving the quality of life in the SCAG region, a series of principles was established by the Growth Vision Subcommittee. These goals are contained in the Growth Vision Report and intended to promote and maximize regional mobility, livability, prosperity, and sustainability. Decisions regarding growth, transportation, land use, and economic development should support and be guided by these principles. Specific policy and planning strategies also are provided as a way to achieve each of the principles.

Regional Comprehensive Plan (RCP). SCAG has also prepared and issued the 2008 RCP in response to SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.¹ The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan incorporates principles and goals of the Compass Blueprint Growth Vision and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

¹SCAG, 2008 RCP website, http://www.scag.ca.gov/rcp/pdf/finalrcp/f2008RCP_ExecSum.pdf, accessed August 7, 2012.

City of Los Angeles General Plan Framework Element. The City of Los Angeles General Plan Framework Element establishes the overall policy and direction for the General Plan. It includes a long-range strategy to guide the comprehensive update for the General Plan’s other elements are listed below in **Table 4.3-1.**

TABLE 4.3-1: RELEVANT GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES	
Goal/Objective/Policy	Goal/Objective/Policy Description
TRANSPORTATION ELEMENT	
Goal C	An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing access to employment opportunities, essential services, and open space.
Objective 10	Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.
SOURCE: City of Los Angeles General Plan, <i>Transportation Element</i> , 1999.	

City of Los Angeles Community Plans. The City has 35 community plans that comprise the Land Use Element of the General Plan. Applicable community plans for the proposed projects are listed below in **Table 4.3-2.**

TABLE 4.3-2: RELEVANT COMMUNITY PLANS GOALS, OBJECTIVES, AND POLICIES	
Goal/Objective/Policy	Goal/Objective/Policy Description
WILSHIRE COMMUNITY PLAN	
Objective 11-1	Promote an adequate system of Bikeways for commuter, school and recreational use.
Objective 11-2	Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.
Objective 12-1	Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Objective 13-1	Increase traffic capacity on existing freeways, highways, and streets, through policy changes, and minor physical improvements to existing highways and streets.
Objective 13-2	Ensure that adequate maintenance of the street system is provided to facilitate the movement of the current and future traffic volumes, as well as emergency services.
Objective 15-1	Provide off-street parking in appropriate locations in accordance with Citywide standards and community needs.
CENTRAL CITY COMMUNITY PLAN	
Objective 2-1	To improve Central City’s competitiveness as a location for offices, business, retail, and industry.
Objective 2-2	To retain the existing retail base in Central City.
Objective 11-1	To keep downtown as the focal point of the regional mobility system accommodating internal access and mobility needs as well.
Objective 11-3	To provide an internal circulation system with a focus of connecting specific pairs of activity centers to a system that provides greater geographic coverage of Downtown, thus giving the Downtown traveler more choices and more flexibility.
Objective 11-4	To take advantage of the district's easy access to two mass transit rail lines, the freeway system, and major boulevards that connect Downtown to the region.
Objective 11-6	To accommodate pedestrian open space and usage in Central City.
Objective 11-7	To provide sufficient parking to satisfy short-term retail/business users and visitors but still find ways to encourage long-term office commuters to use alternate modes of access.
CENTRAL CITY NORTH COMMUNITY PLAN	
Objective 2-1	To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.
Objective 12-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Objective 13-1	To promote an adequate system of bikeways for commuter, school, and recreational use.

TABLE 4.3-2: RELEVANT COMMUNITY PLANS GOALS, OBJECTIVES, AND POLICIES	
Goal/Objective/Policy	Goal/Objective/Policy Description
Objective 13-2	To promote pedestrian oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.
Objective 14-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
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.
SOUTHEAST COMMUNITY PLAN	
Objective 2-1	To conserve and strengthen viable commercial development. (Policy: 2-1.3 Commercial areas should be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience as well as offer local employment.)
Objective 10-1	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.
Objective 10-2	To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets and highways standards.
Objective 13-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Objective 15-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 16-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN	
Objective 1-5	To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Areas (POAs).
Objective 1-6	To enhance the appearance of commercial districts. (Policy 1-6.3 Improve safety and aesthetics of parking areas in commercial areas.)
Objective 7-1	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.
Objective 7-2	To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets and highways standards. (Policy 7-2.2 New development projects should be designed to minimize disturbance to existing traffic flow with proper ingress and egress to parking.)
Objective 10-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
Objective 11-1	To promote an adequate system of safe bikeways for commuter, school, and recreational use.
Objective 11-2	To promote Pedestrian Oriented Areas and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.
Objective 11-3	To provide for pedestrian and Bikeway access to transit stations.
Objective 13-1	To provide parking in appropriate locations in accord with Citywide standards and Community needs.
WEST LOS ANGELES COMMUNITY PLAN	
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
Objective 12-1	To promote an adequate system of bikeways for commuter, school and recreational use.
Objective 13-1	To provide parking in appropriate locations in accordance with Citywide standards and community needs.
Objective 15-1	Increase capacity on existing transportation systems through minor physical improvements. (Policy 15-1.4 Implement peak hour parking restrictions.)
Objective 16-1	To comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.
SHERMAN OAKS-STUDIO CITY/TOLUCA LAKE/CAHUENGA PASS COMMUNITY PLAN	
Objective 2-4	To enhance the appearance of commercial districts. (Policy 2-4.3 Improve safety and aesthetics of parking areas in commercial areas.)

TABLE 4.3-2: RELEVANT COMMUNITY PLANS GOALS, OBJECTIVES, AND POLICIES	
Goal/Objective/Policy	Goal/Objective/Policy Description
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
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.
Objective 14-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
GRANADA HILLS-KNOLLWOOD COMMUNITY PLAN	
Circulation	Roadways within the Community shall be developed in accordance with standards and criteria contained in the Highways and Freeway Element of the General Plan and the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate consideration. Planning and development of bikeways to provide recreation and alternate means of transportation.
Public Transportation	Buses and other modes of public transportation should provide improved service within the local area and convenient access to other areas of the city.
MISSION HILLS-PANORAMA CITY-NORTH HILLS COMMUNITY PLAN	
Objective 2-3	To enhance the appearance of commercial districts. (Policy 2-3.3 Improve safety and aesthetics of parking areas in commercial areas.)
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
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.
Objective 14-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 14-2	To promote pedestrian-oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
RESEDA-WEST VAN NUYS COMMUNITY PLAN	
Objective 2-3	To enhance the appearance of commercial districts. (Policy 2-3.2 Improve safety and aesthetics of parking areas in commercial areas.)
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
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.
Objective 14-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 14-2	To promote pedestrian-oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
NORTH HOLLYWOOD-VALLEY VILLAGE COMMUNITY PLAN	
Circulation	Highways and local streets shown on this Plan shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions Plan.
Objective 5	To provide a basis for the location and programming of public facilities services and utilities and to coordinate the phasing of public facilities with private development by: a. Providing neighborhood park and recreational facilities, including bicycle paths that utilize rights-of-way and other public lands where feasible.
PALMS-MAR VISTA-DEL REY COMMUNITY PLAN	
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
Objective 12-1	To promote an adequate system of bikeways for commuter, school and recreational use.

TABLE 4.3-2: RELEVANT COMMUNITY PLANS GOALS, OBJECTIVES, AND POLICIES	
Goal/Objective/Policy	Goal/Objective/Policy Description
Objective 12-2	To promote pedestrian oriented mobility and utilization of the bicycle for commuter, school, recreational use, economic activity and access to transit facilities.
Objective 13-1	To provide parking in appropriate locations in accordance with Citywide standards and community needs.
Objective 16-1	To comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
HOLLYWOOD COMMUNITY PLAN	
Policy M.1.8	Implement parking restrictions to provide additional capacity in periods of peak traffic, where appropriate. Discourage peak hour parking restrictions on streets with high volumes of bicyclists and older residential neighborhoods which have deficits of off-street parking.
Policy M.1.15	Maintain the street system to facilitate the movement of current and future traffic volumes, as well as emergency services: Support the maintenance and rehabilitation of all Highways and Streets.
Policy M.104	Maximize the use of onsite parking spaces in commercial areas.
Policy M.1.35	Improve on-street bicycle access to bicycle commuter facilities at Metro Red Line Stations.
Policy M.1.41	Encourage the use of bicycles
Policy M.1.41	Maintain existing planned bicycle routes.
Policy M.1.45	Connect existing and proposed bike paths, bike lanes and bike routes, in the Hollywood Community Plan area to bike paths, bike lanes and bike routes in other communities, where possible. Connect bike paths, bike lanes and bike routes by the Los Angeles River to bike paths, bike lanes and bike routes in central Hollywood.
Policy M.1.48	Coordinate with the Department of Transportation to identify opportunities for providing the following bicycle amenities and improvements. <ul style="list-style-type: none"> • expanded bicycle lanes, bicycle routes and bicycle friendly streets • Share the Road bike icons painted on right lanes • bicycle friendly drainage grates • directional/wayfinding signage • bicycle signals and/or push buttons • bicycle loop detectors • wide outside curb lanes
Policy M.1.51	Promote efforts to improve the safety of bicycling
Policy M.1.62	Support the dedication of on-street parking spaces for shared cars in locations with high demand for shared cars.
Policy M.1.90	Use parking resources efficiently.
Policy M.1.91	Improve utilization of existing public parking structures and lots.
Policy M.1.98	Support the maintenance of the existing number of publicly available parking resources in the Regional Center of Hollywood.
WESTWOOD COMMUNITY PLAN	
Objective 10-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
Objective 11-1	To promote an adequate system of bikeways for commuter, school and recreational use.
Objective 12-1	To provide parking in appropriate locations in accordance with Citywide standards and Community needs.
Objective 14-1	Increase capacity on existing transportation systems through minor physical improvements.
Objective 15-1	To comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.
Objective 15-3	To ensure that the circulation system is adequate to lessen traffic congestion in the Community.
BRENTWOOD/PACIFIC PALISADES COMMUNITY PLAN	
Objective 2-4	To enhance the appearance of commercial districts consistent with the character of, and quality of the surrounding neighborhoods. (Policy 2-4.3 Improve safety and aesthetics of parking areas in commercial areas.)
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.

TABLE 4.3-2: RELEVANT COMMUNITY PLANS GOALS, OBJECTIVES, AND POLICIES	
Goal/Objective/Policy	Goal/Objective/Policy Description
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. (Policy 13.1-2 New development projects shall be designed to minimize disturbance to existing traffic flow with proper ingress and egress to parking.)
Objective 14.1	To promote an adequate system of safe bikeways for commuter, school and recreational uses.
Objective 15.1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
CANOGA PARK-WESTLAKE-WINNETKA-WOODLAND HILLS COMMUNITY PLAN	
Objective 2-2	Enhance the appearance of commercial districts (Policy 2-2.4 Improve safety and aesthetics of parking areas in commercial areas.)
Objective 11-1	To pursue transportation demand management strategies, that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
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.
Objective 14-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN	
Objective 2-3	Enhance the appearance of commercial districts (Policy 2-3.4 Improve safety and aesthetics of parking areas in commercial areas.)
Objective 11-1	Pursue transportation demand management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
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.
Objective 14-1	Promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 15-1	Provide parking in appropriate locations in accord with Citywide standards and community needs.
NORTHEAST LOS ANGELES COMMUNITY PLAN	
Objective 10-1	To comply with Citywide performance standards for acceptable levels of service and ensure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
Objective 13-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
BOYLE HEIGHTS COMMUNITY PLAN	
Objective	To encourage alternate 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.
Policy 2	That community and neighborhood commercial centers be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience.
SOUTH LOS ANGELES COMMUNITY PLAN	
Objective 2-1	To conserve and strengthen viable commercial development. (Policy 2-1.3 Commercial areas should be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience as well as offer local employment.)
Objective 2-5	Enhance the appearance of commercial districts (Policy 2-5.3 Improve safety and aesthetics of parking areas in commercial areas.)
Objective 10-1	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.
Objective 13-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Objective 15-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 16-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
SOURCE: City of Los Angeles Department of City Planning, 2012.	

City of Los Angeles 2010 Bicycle Plan. The City of Los Angeles adopted the 2010 Bicycle Plan (Bicycle Plan or 2010 Plan) on March 1, 2011. The Bicycle Plan is a component of the Transportation Element of the City's General Plan. The purpose of the Bicycle Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Bicycle Plan establishes policies and programs to increase the number and type of bicyclists in the City and to make every street in the City a safe place to ride a bicycle.

Los Angeles Conservancy Historic Downtown Los Angeles Design Guidelines. The Los Angeles Conservancy, in partnership with the Downtown Center, Historic Core and Fashion District Business Improvement Districts (BIDs) prepared the Historic Downtown Los Angeles Design Guidelines in July 2002.

The Guidelines describe how alterations and enhancements to buildings within the Historic Downtown can and should be designed so that they reinforce the area's historic environment. The Design Guidelines are a tool to enhance the physical and visual quality of the district and reinforce its historic and urban character. They provide guidance about compatible storefront and signage design, repair and maintenance of older buildings, renovation that highlights historic features, and sensitive new construction.

Downtown Street Standards. The City of Los Angeles City Council adopted the City of Los Angeles Downtown Street Standards in April 2009. The Downtown Street Standards updated the Central City Community Plan street designations based on a more comprehensive street hierarchy that balance traffic flow with other equally important functions of the street, including: pedestrian needs, public transit routes and stops, bicycle routes, historic districts with fixed building street walls, the public face and transitional "front yard" of businesses, pedestrian environments and linear open space considerations.

The Downtown Street Standards establish definitive future curb lines and property lines for all Downtown streets, and, in some locations, additional required average sidewalk easements. The Downtown Street Standards consist of a series of street cross sections, which are specific to each street or street segment.

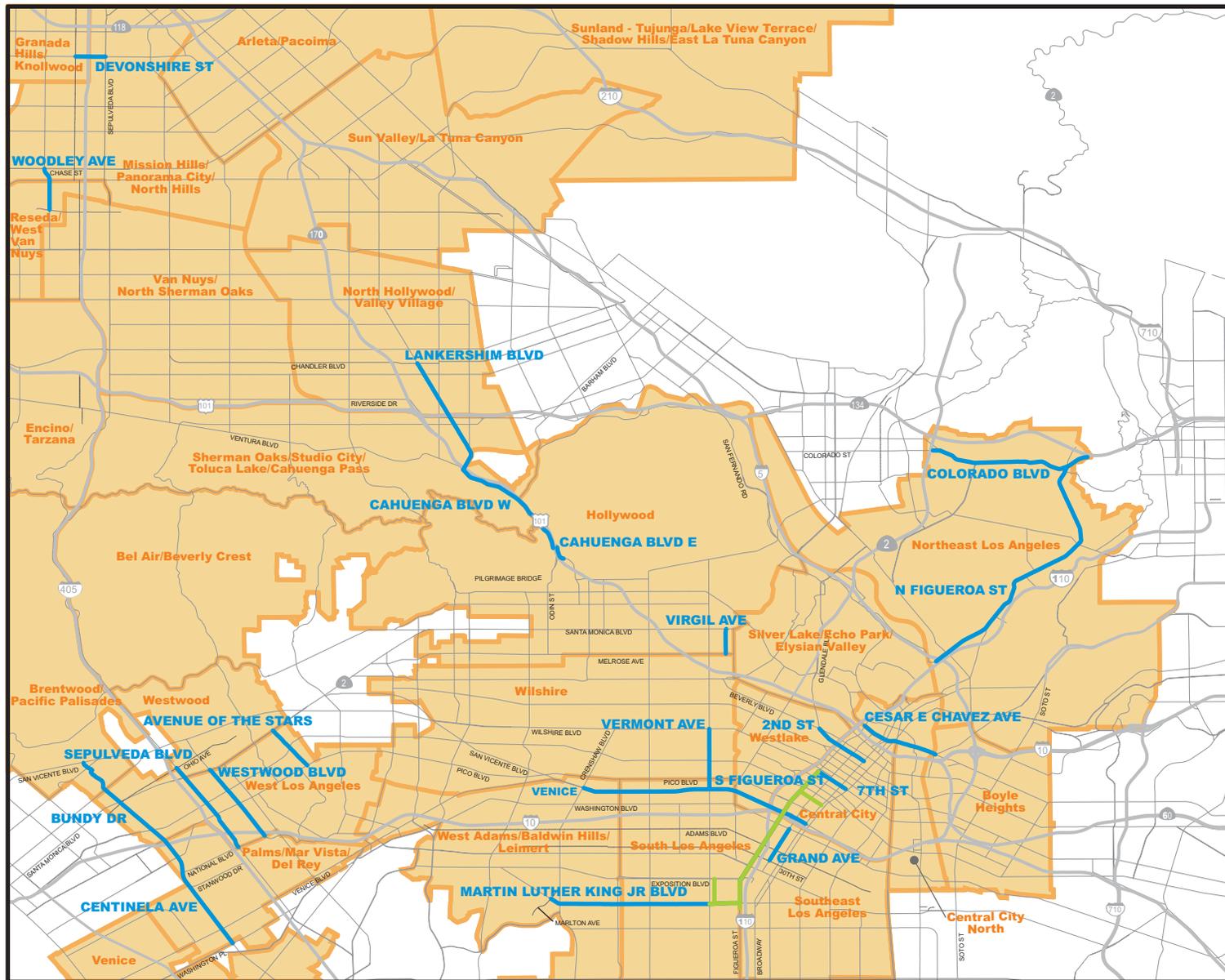
EXISTING SETTING

Project Site

The project site for the First Year of the Five Year Implementation Strategy project consists of approximately 39.5 miles in the communities of Hollywood, Westside, Central Los Angeles, and Northeast Los Angeles. The project site for the Figueroa Corridor Project consists of a 3.5-mile stretch along Figueroa Street. Both project sites are located in urbanized areas throughout the City of Los Angeles and consist of existing streets. **Figure 4.3-1** shows the bicycle routes and the My Fig Project in relation to the City of Los Angeles Community Planning areas. As shown in **Figure 4.3-1**, the proposed projects span 20 City of Los Angeles Community Plan areas.

Surrounding Land Uses

The surrounding areas are completely developed and consist of urbanized land uses including commercial, retail, entertainment, office, residential, and institutional uses. **Table 4.3-3** identifies the land uses surrounding each of the bicycle routes and the My Fig Project. As shown in **Table 4.3-3**, typical to most urban areas in the City of Los Angeles, a variety of land uses are located in the vicinity of the routes and the My Fig Project. These uses include residential, commercial, industrial, public facility, theme park, manufacturing, and open space uses. Some of the streets on which the bicycle lanes would be installed include metered parking or on-street parking. Other streets do not include parking along the streets. Data collected during a land use survey of the project areas is included in Appendix C.



LEGEND:

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

SOURCE: ESRI and TAHA, 2012.

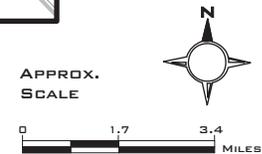


FIGURE 4.3-1

LOCATION OF PROPOSED PROJECTS BY CITY OF LOS ANGELES CPA BOUNDARIES

TABLE 4.3-3: EXISTING LAND USES

Segment	Roadway Segment (Block)	Land Uses
Venice San Vicente to Main (S)	Vineyard to Crenshaw	Residential
	Crenshaw to Cimarron	Commercial/Residential
	Cimarron to S Wilton	Residential
	S. Wilton to Alley	Residential
	Alley to Western	Commercial
	Western to New Hampshire	Commercial/Residential/Industrial
	New Hampshire to Menlo	Industrial
	Menlo to Westmoreland	Industrial
	Westmoreland to Orchard	Industrial
	Orchard to Hoover	Commercial/Industrial
	Hoover to Bonnie Brae	Industrial
	Bonnie Brae to Figueroa	Commercial/Industrial/Public Facility
	Figueroa to Flower	Commercial
	Flower to Olive	Commercial
	Olive to Broadway	Commercial/Public Facility
Broadway to Main	Commercial	
Venice San Vicente to Main (N)	San Vicente to 6th	Commercial/Residential
	6 th to New Hampshire	Commercial/Residential/Industrial
	New Hampshire to Vermont	Commercial
	Vermont to Menlo	Commercial
	Menlo to Orchard	Commercial
	Orchard to Hoover	Commercial/Residential/Industrial
	Hoover to Courtland	Commercial
	Courtland to Malvern	Commercial
	Malvern to Oak	Commercial/Residential/Industrial
	Oak to Lebanon	Commercial/Industrial/Public Facility
	Lebanon to Pembroke	Commercial
	Pembroke to Hope	Open Space
	Hope to Grand	Residential
	Grand to Broadway	Commercial/Residential
Broadway to Main	Commercial	
Lankershim Cahuenga to Chandler (E)	Cahuenga to Universal Hollywood Dr	Public Facility
	Universal Hollywood Dr to Muddy Waters Dr	Universal Studios
	Muddy Waters Dr to Cahuenga	Universal Studios/Commercial
	Cahuenga to Riverside	Commercial
	Riverside to Blix	Public Facility/Commercial
	101 N off ramp to Hortense	Commercial
	Blix to Camarillo	Commercial
	Camarillo to Chandler	Commercial
Lankershim Cahuenga to Chandler (W)	Cahuenga to Campo de Cahuenga	Public Facility/Commercial
	Campo de Cahuenga to Valleyheart	Commercial
	Valleyheart to Riverside	Commercial
	Riverside to Hortense	Public Facility/Commercial
	Hortense to Chandler	Commercial
Cahuenga Blvd. W Lankershim Blvd. to Pilgrimage Bridge (E)	Lankershim to 101 S on/off ramps	Commercial
	101S on/off ramps to Barham	Commercial
	Barham to Pilgrimage Bridge	Public Facility
Cahuenga Blvd. W Lankershim Blvd. to Pilgrimage Bridge (W)	Cahuenga to Bennett Dr	Commercial
	Bennett Dr to Oakcrest Dr	Commercial
	Oakcrest Dr to Pilgrimage Bridge	Commercial/Public Facility
Cahuenga Blvd. E Pilgrimage Bridge to Odin (E)	Pilgrimage Bridge to Odin	Public Facility/Residential
Cahuenga Blvd. E Pilgrimage Bridge to Odin (W)	Cahuenga Terrace(@ Pilgrimage Bridge) to Odin St	Public Facility

TABLE 4.3-3: EXISTING LAND USES		
Segment	Roadway Segment (Block)	Land Uses
Cesar E. Chavez Ave. Figueroa St. to Mission Rd. (S)	Figueroa to N Grand	Commercial
	N Grand to N Hill Pl	Public Facility
	N Hill Pl to N Broadway	Commercial/Public Facility
	N Broadway to N Spring	Commercial/Public Facility
	N Spring to N Alameda	Public Facility
	N Alameda to N Vignes	Commercial/Industrial
	N Vignes to Lion	Public Facility/Industrial
	Lion to N Mission	Public Facility/Industrial
Cesar E. Chavez Ave. Figueroa St. to Mission Rd. (N)	Figueroa to N Hill Pl	Commercial
	N Hill Pl to W 1st St Rd	Residential
	W 1st St Rd to N Broadway	Commercial
	N Broadway to N Alameda	Commercial
	N Alameda to N Vignes	Commercial/Industrial
	N Vignes to Lion	Public Facility
Lion to N Mission	Public Facility/Industrial	
7th St. Figueroa St. to Main St. (S)	Figueroa to Flower	Commercial
	Flower to Spring	Commercial
	Spring to Main	Commercial
	Los Angeles to Wall	
	Wall to Merchant	Industrial
	Merchant to Central	Industrial
	Central to Alameda	Industrial
	Alameda to Decatur	Industrial
	Decatur to Wilson	Public Facility
	Wilson to Mateo	Industrial
	Mateo to Santa Fe	Industrial
	Santa Fe to Boyle	Public Facility/Industrial
7th St. Figueroa St. to Main St. (N)	Figueroa to Hope	Commercial
	Hope to Grand	Commercial
	Grand to Olive	Commercial
	Olive to Hill	Commercial
	Hill to Main	Commercial
	Los Angeles to Maple	Commercial
	Maple to Wall	Residential
	Wall to San Julian	Residential
	San Julian to San Pedro	Residential
	San Pedro to Mateo	Industrial
	Mateo to Santa Fe	Industrial
	Santa Fe to S Myers	Industrial/Public Facility
	S Myers to S Anderson	Industrial
	S Anderson to Boyle	Industrial/Public Facility
Boyle to Hollings	Commercial/Residential	
Vermont Ave. Venice Blvd. to Wilshire Blvd. (E)	Pico to 11 th	Commercial
	11 th to Wilshire	Commercial
Vermont Ave. Venice Blvd. to Wilshire Blvd. (W)	Pico to 7 th	Commercial
	7 th to Wilshire	Commercial

TABLE 4.3-3: EXISTING LAND USES

Segment	Roadway Segment (Block)	Land Uses
Martin Luther King Jr. Blvd. Marlton Ave. to Figueroa St.(S)	Marlton to McClung	Commercial
	McClung to 11 th	Residential
	11 th to 9 th	Public Facility
	9 th to Sutro/Liemert	Residential
	Sutro/Liemert to 2nd	Commercial
	2nd to Arlington	Commercial
	Arlington to Van Ness	Commercial
	Van Ness to Grammercy	Commercial/Residential
	Grammercy to St. Andrews	Residential
	St. Andrews to Normandie	Commercial
	Normandie to Budlong	Commercial/Residential
	Budlong to Vermont	Commercial
	Vermont to Menlo	Commercial
	Menlo to Hoover	Commercial/Residential
Hoover to Fig	Commercial	
Martin Luther King Jr. Blvd. Marlton Ave. to Figueroa St.(N)	Marlton to Degnan	Commercial/Residential
	Degnan to Sutro	Residential
	Sutro to Van Ness	Commercial
	Van Ness to Wilton	Commercial/Residential
	Wilton to St. Andrews	Residential
	St. Andrews to Brighton	Commercial
	Brighton to Normandie	Commercial
	Normandie to Vermont	Commercial/Residential
	Vermont to Bill Robertson	Commercial
	Bill Robertson to Figueroa	Public Facility
N. Figueroa St. San Fernando Rd. to Colorado Blvd. (E)	San Fernando to Ave 26	Industrial/Public Facility
	Ave 26 to Pasadena	Commercial/Residential
	Pasadena to Ave 39	Residential
	Ave 39 to Sycamore Park	Commercial
	Sycamore Park to Ave 50	Residential
	Ave 50 to Ave 60	Commercial
	Ave 60 to Ave 61	Commercial
	Ave 61 to Arroyo Glen	Commercial/Public Facility
	Arroyo Glen to York	Commercial/Public Facility
	York to Garvanza	Commercial
	Garvanza to Ave 62	Public Facility
	Ave 62 to Meridian	Public Facility
	Meridian to St Albans	Residential
	St Albans to Annan	Residential
	Annan to Lanark	Residential
Lanark to Neola	Residential	
Neola to Colorado	Commercial	
N. Figueroa St. San Fernando Rd. to Colorado Blvd. (W)	San Fernando to Home Depot Dwy	Commercial/Industrial/Public Facility
	Home Depot Dwy to Cypress	Commercial
	Cypress to Springvale	Commercial/Residential/Public Facility
	Springvale to Farrington	Residential
	Farrington to Neola	Commercial/Residential
	Neola to Colorado	Commercial

TABLE 4.3-3: EXISTING LAND USES

Segment	Roadway Segment (Block)	Land Uses
S. Figueroa St. 7th St to Martin Luther King Jr. Blvd. (E)	7 th to Olympic	Commercial
	Olympic to Pico	Commercial
	Pico to 20 th	Commercial/Industrial/Public Facility
	20 th to 21 st	Industrial
	21 st to 22 nd	Industrial
	22 nd to Adams	Commercial/Industrial
	Adams to 28 th	Commercial
	28 th to 29 th	Commercial
	29 th to 30 th	Commercial
	30 th to Exposition	Commercial
	Exposition to Flower	Commercial
	Flower to MLK	Commercial
S. Figueroa St. 7th St to Martin Luther King Jr. Blvd. (W)	7 th to 8 th	Commercial
	8 th to 8 th PI	Commercial
	8 th PI to 9 th	Commercial
	9 th to Olympic	Commercial
	Olympic to 17 th	Commercial/Industrial/Public Facility
	17 th to 18 th	Industrial
	18 th to Washington	Industrial
	Washington to 23 rd	Industrial
	23 rd to 27 th	Commercial
	27 th to W Exposition	Commercial/Residential
	W Exposition to MLK	Public Facility
Westwood Blvd. Santa Monica Blvd. to National Blvd. (E)	Santa Monica to Pico	Commercial
	Pico to Ayres	Commercial
	Ayres to Ashby	Residential
	Ashby to Exposition S	Residential
	Exposition S to Coventry	Residential
Westwood Blvd. Santa Monica Blvd. to National Blvd. (W)	Coventry to National	Commercial/Residential
	Santa Monica to Pico	Commercial
	Pico to Ayres	Commercial
	Ayres to Exposition N	Residential
	Exposition N to Exposition S	Residential
	Exposition S to Coventry	Residential
Bundy Dr. San Vicente Blvd. to Stanwood Dr. (E)	Coventry to National	Commercial/Residential
	S Bundy to Gorham	Residential
	Gorham to Dorothy	Residential
	Dorothy to Goshen	Residential
	Goshen to Rhode Island	Commercial/Residential/Public Facility/Parking Buffer
	Rhode Island to Santa Monica	Commercial/Residential
	Santa Monica to W Ohio	Public Facility
	W Ohio to Nebraska	Commercial/Residential
	Nebraska to Exposition	Residential/Industrial/Public Facility
	Exposition to Tennessee PI	Residential
	Tennessee PI to I-10E off ramp	Commercial/Residential/Public Facilities
	I-10E off ramp to Ocean Park	Commercial/Residential/Public Facility
Ocean Park to Stanwood	Commercial/Residential	

TABLE 4.3-3: EXISTING LAND USES		
Segment	Roadway Segment (Block)	Land Uses
Bundy Dr. San Vicente Blvd. to Stanwood Dr. (W)	S Bundy to Wilshire	Commercial/Residential/Public Facility
	Wilshire to Texas	Commercial/Residential
	Texas to Santa Monica	Commercial/Residential
	Santa Monica to W Ohio	Commercial
	W Ohio to Nebraska	Residential
	Nebraska to W Olympic	Industrial
	W Olympic to W Pico	Commercial/Residential/Industrial/ Public Facility
	W Pico to to I-10W off ramp	Residential/Public Facility
	I-10W off ramp to Ocean Park	Residential/Public Facility
Ocean Park to Stanwood	Residential	
Centinela Ave. Stanwood Dr. to Culver City limit at Washington Place (E)	Stanwood to Washington Pl	Commercial/Residential/Public Facility/Parking Buffer
Centinela Ave. Stanwood Dr. to Culver City limit at Washington Place (W)	Stanwood to Washington Pl	Commercial/Residential
Sepulveda Blvd. National Blvd. to City/County limit (N/O Ohio Ave) (E)	National to Pico	Commercial/Residential/Manufacturing/ Public Facility
	Pico to Tennessee	Manufacturing
	Tennessee to Olympic	Manufacturing
	Olympic to Ohio	Commercial/Manufacturing
Sepulveda Blvd. National Blvd. to City/County limit (N/O Ohio Ave) (W)	National to Exposition	Commercial/Residential/Public Facility
	Exposition to Pico	Manufacturing
	Pico to Missouri	Manufacturing/Parking Buffer
	Missouri to Nebraska	Manufacturing/Parking Buffer
	Nebraska to Santa Monica	Manufacturing
	Santa Monica to Massachusetts	Manufacturing
Massachusetts to Ohio	Manufacturing	
Avenue of the Stars Pico to Santa Monica (E)	Pico to Santa Monica	Commercial/Residential
Avenue of the Stars Pico to Santa Monica (W)	Pico to Santa Monica	Commercial/Residential/Industrial
Colorado Blvd. Glendale City limit (200' e/o Lincoln Ave.) to Ave 64 (S)	2 N off ramp to Sierra Villa	Commercial
	Sierra Villa to Eagle Rock	Commercial
	Eagle Rock to Shearin	Commercial
	Shearin to Floristan	Commercial
	Floristan to Loleta	Commercial
	Loleta to Holbrook	Commercial
	Holbrook to Genevieve	Commercial
	Genevieve to Ave 64	Commercial/Public Facility
Colorado Blvd. Glendale City limit (200' e/o Lincoln Ave.) to Ave 64 (N)	2 N off ramp to Colorado	Commercial
	Colorado to Sierra Villa	Commercial
	Sierra Villa to Windermere	Commercial
	Windermere to Shearin	Commercial
	Shearin to 134 on/off ramps	Commercial
	134 on/off ramps to N Figueroa	Commercial/Public Facility
N Figueroa to Ave 64	Commercial/Public Facility	
Woodley Ave. Stagg Street to Chase St. (E)	Stagg to Daily	Industrial
	Daily to Roscoe	Industrial
	Roscoe to Chase	Residential/Open Space
Woodley Ave. Stagg Street to Chase St. (W)	Stagg to Waterman	Industrial
	Waterman to Chase	Commercial/Residential/Industrial
Devonshire St. Haskell Ave. to Sepulveda Blvd. (S)	Haskell to Aqueduct	Commercial
	Aqueduct to Langdon	Commercial/Public Facility
	Langdon to Sepulveda	Commercial

TABLE 4.3-3: EXISTING LAND USES

Segment	Roadway Segment (Block)	Land Uses
Devonshire St. Haskell Ave. to Sepulveda Blvd. (N)	Haskell to Aqueduct	Residential
	Aqueduct to Sepulveda	Commercial/Residential/Public Facility
W 2 nd St. Beverly Blvd./Glendale Blvd. to Broadway (S)	Toluca to S Beaudry	Commercial
	S Beaudry to S Figueroa	Commercial/Public Facility
	S Figueroa to S Hill (tunnel)	Public Facility
	S Hill to S Broadway	Commercial
W 2 nd St. Beverly Blvd./Glendale Blvd. to Broadway (N)	N Toluca to S Beaudry	Commercial
	S Beaudry to S Figueroa	Commercial/Public Facility
	S Figueroa to S Broadway	Public Facility
W 2 nd St. Beverly Blvd./Glendale Blvd. to Broadway (S) – Segment Above Tunnel	S Hope to S Hill	Commercial/Public Facility
W 2 nd St. Beverly Blvd./Glendale Blvd. to Broadway (N) – Segment Above Tunnel	S Hope to S Hill	Public Facility
S Grand Ave. Washington Blvd. to 30 th St. (E)	Washington to 24 th	Industrial
	24 th to 30 th	Industrial
S Grand Ave. Washington Blvd. to 30 th St.(W)	Washington to 23 rd	Industrial
	23 rd to 30 th	Industrial/Public Facility
Virgil Ave. Santa Monica Blvd. to Melrose Ave (E)	Santa Monica to Willow Brook	Residential/Industrial
	Willow Brook to Burns	Commercial/Residential
	Burns to Monroe	Commercial
	Monroe to Marathon	Commercial
	Marathon to Melrose	Commercial
Virgil Ave. Santa Monica Blvd. to Melrose Ave (W)	Santa Monica to Burns	Residential/Public Facility
	Burns to Melrose	Commercial
SOURCE: TAHA, 2012.		

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to land use impact if it would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan.

The Initial Study prepared for the proposed projects concluded that no impacts related to Habitat Conservation Plans or Natural Community Conservation Plans would occur as the project areas are fully urbanized (see Appendix A). No further analysis of this issue is required.

IMPACTS

Construction

Proposed installation of the bicycle lanes is anticipated to begin in early 2013 and would take less than 12 months to complete. Minor construction including excavation and construction of streetscape improvements anticipated to occur under of the My Fig project would last approximately 20 months. While

construction would extend for this period of time, the length of construction along any one segment of roadway would be a few days for most bicycle lanes, and up to a few weeks for the My Fig Project.

Table 4.3-3 shows land uses located adjacent to the proposed project areas. As shown in the table, surrounding land uses include a variety of uses typical to urban areas. Uses include manufacturing, public facility, residential, commercial, and industrial uses. Of these uses, the most prevalent use includes commercial and residential uses. On-street parking is available along the majority of roadways and is currently used by adjacent uses. Parking consists of both metered and non-metered parking (see Appendix C).

Proposed construction activities would result in temporary access disruptions to adjacent land uses. This could include disruption to residences, businesses, and other retail uses that are located adjacent to the proposed project areas. Impacts and disruptions to access during construction would be considered less than significant due to the short duration of construction activities.

Consistency with Applicable Plans and Policies

Regional and State Plans and Policies

As described in Existing Setting, above, applicable regional and state plans and policies include the CMP, 2012-2035 RTP/SCS, and the Complete Streets Act. The proposed projects would be consistent with the goals of the Complete Streets Act by accommodating the needs of bicyclists and pedestrians. Additionally, the proposed projects would be consistent with applicable goals of the 2012-2035 RTP/SCS. Specifically, the proposed projects would encourage non-motorized transportation, including bicycling and walking. This would protect the environment and health of residents by improving air quality and encouraging active transportation. This would also be consistent with the 2012-2035 RTP/SCS goal of encouraging land use and growth patterns that facilitate transit and non-motorized transportation.

City of Los Angeles Plans and Policies

As previously stated, the City of Los Angeles 2010 Bicycle Plan (Bicycle Plan) was approved and adopted by the City of Los Angeles as part of the Transportation Element, which is the overall guiding plan element that establishes the City's transportation policies. The proposed project implements projects that are included in the Bicycle Plan and therefore, would be consistent with the goals and objectives of this plan and of the General Framework Element.

As part of the process, the Bicycle Plan would be amended to clarify the definition of bicycle lane striping.

The proposed projects would be located in 20 of the 35 City of Los Angeles Community Plan areas (Community Plans). These Community Plans include several objectives that are applicable to the proposed projects. These objectives can be summed up as follows:

- Promoting pedestrian & bicycle use/reduction of dependence on auto
- Facilitating traffic volumes and not disturbing existing traffic flow
- Retaining retail base
- Providing adequate parking (safe and aesthetically pleasing)

All projects addressed in this EIR are consistent with Community Plan objectives related to the promotion of pedestrian and bicycle use. Implementation of the proposed project will implement the goals of the City of Los Angeles Transportation Element and the Bicycle Plan by designing and installing bicycle lanes throughout the City on the schedule identified in the Bicycle Plan. All of the proposed projects are included in the Bicycle Plan as either part of the Backbone Bikeway Network or the Neighborhood Bikeway Network, where they are designated as future Bicycle Lanes. Implementation of the proposed projects would improve

connectivity of bicycle lanes, and increase cross-town (north south and east west) bicycle access. The proposed projects would also provide bicycle access to regional transit stops. Implementation of the My Fig project would help to facilitate pedestrian activity by making existing streets more pedestrian friendly. It would link South Los Angeles to Downtown Los Angeles with enhanced design and pedestrian elements.

As a result of either the loss of travel and parking lanes, the proposed projects would be inconsistent with policies related to facilitating traffic volumes, not disturbing existing traffic flow and potentially policies regarding providing adequate parking. The projects would not make parking less safe nor substantially affect aesthetics in the project areas. The proposed loss of travel lanes would negatively impact traffic congestion, at least in the short term. However, as discussed in Section 3.0 Project Description, the improved connectivity in bicycle lanes would result in increasing percentages of bicycling as a travel mode and support a host of strategies to reduce congestion along certain corridors over the long-term (See Section 4.5 Transportation and Traffic for discussion of traffic impacts.) The proposed loss of some street parking would not address policies encouraging the development of parking.

Overall, the proposed projects would be generally consistent with applicable plans and policies because of the large number of policies encouraging alternative transportation, sustainability and in general responding to State and regional sustainability requirements. This would be considered a less-than-significant impact.

Land Use Compatibility

Operation of the bicycle lanes would occur along existing developed streets throughout the City of Los Angeles as shown in Figure 3-2 in Chapter 3.0 Project Description. The proposed use would be compatible with surrounding commercial, office, residential, and institutional uses and would improve alternative modes of transportation in the surrounding area. Installation of the bicycle lanes and enhancements proposed under the My Fig project would create a more pedestrian friendly atmosphere and would not be incompatible with adjacent land uses.

Although implementation of the proposed project would result in the loss of existing travel lanes, this proposed loss is not anticipated to permanently prevent or disrupt access to surrounding land uses. (See Chapter 3.0 Project Description and Section 4.5 Transportation, Traffic and Safety for a detailed description of proposed lane configurations.)

Proposed installation of bicycle lanes would result in the loss or limitation of metered parking and street parking along the following nine segments:

- Venice Boulevard (San Vicente Boulevard to Main Street)
- Cahuenga Boulevard/Cahuenga Boulevard West (Pilgrimage Bridge to Lankershim Boulevard)
- Vermont Avenue (Venice Boulevard to Wilshire Boulevard)
- Martin Luther King Jr. Boulevard (Marlton Avenue to Figueroa Street)
- North Figueroa Street (San Fernando Road to Colorado Boulevard)
- South Figueroa Street (Martin Luther King Jr. Boulevard to 7th Street - My Figueroa Streetscape Project)
- Westwood Boulevard (National Boulevard to Santa Monica Boulevard)
- Sepulveda Boulevard (National Boulevard to Ohio St. – worst case scenario)
- Bundy Drive (San Vicente Boulevard to Stanwood Drive)

All nine of these segments currently include either metered or non-metered parking along a portion of the segments. Surrounding land uses along these segments include commercial and residential uses (or both). Most of the land uses along the proposed bikeways have access to other parking options including on-site parking and street parking within one to two blocks. However, in some areas parking may be more

constrained due to existing restrictions on adjacent residential streets which further limits the pool of on street parking.

This proposed loss or limitation of parking could result in an indirect impact to land uses by reducing the availability of parking for these uses. For the segments anticipated to lose parking, patrons, residents and visitors would need to use on-site parking or other nearby parking options. While parking could be difficult for some uses, the change in parking availability at this scale would not be sufficient to result in a significant impact to the land use. Therefore, this would be considered an adverse but less-than-significant impact.

MITIGATION MEASURES

No mitigation measures are required for land use. Mitigation measures included in Section 4.5 Transportation, Traffic and Safety would also address land use impacts. The following measure would help to address adverse (although less than significant) land use impacts as a result of loss of parking:

LU1 The City shall facilitate identification of parking strategies (shared parking districts) in locations where parking supply for commercial uses consists only of on-street parking that would be removed by the projects. The City shall implement feasible options to address any parking shortages.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Under the proposed project, bicycle lanes would be installed in existing City of Los Angeles right-of-ways. Existing residential, commercial, industrial and public facility uses would not be converted to other uses under the proposed project. As previously indicated, the proposed projects would not result in significant land use impacts during construction or operation. The proposed projects would result in the loss of parking along nine roadway segments, which could affect adjacent land uses, however, this impact while adverse is not anticipated to be significant. While there may be other roadway projects in the project areas, as well as development projects that result in loss of parking, it is not anticipated that such cumulative loss of parking will be sufficient to result in a significant cumulative land use impact.