

4.2 LAND USE AND PLANNING

This section provides an overview of land use and planning policies as proposed in the *Mobility Plan 2035* (MP 2035 or proposed project). Topics addressed include division of an established community, land use compatibility, and applicable land use plans, policies, or regulations. This section was prepared utilizing a variety of sources, including the City of Los Angeles General Plan; the City of Los Angeles Zone Information and Map Access System (ZIMAS); existing community plan documents; the Southern California Association of Governments' (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Growth Vision Report, and Regional Comprehensive Plan (RCP); the Los Angeles County Metropolitan Transportation Authority's (Metro) 2010 Congestion Management Program (CMP) and the 2013 Metro Call for Projects (CFP); and the City of Los Angeles' Street and Transportation Projects Oversight Committee (STPOC).

The section is organized as follows:

- **Regulatory Framework** describes the pertinent federal, state, and local laws and guidelines.
- **Existing Setting** provides a general summary and overview of land use and planning goals and policies.
- **Thresholds of Significance** lists the thresholds used in identifying significant impacts as identified in Appendix G of the State California Environmental Quality Act (CEQA) Guidelines and the City of Los Angeles CEQA Thresholds Guidelines.
- **Impacts** discuss the effects of the implementation of MP 2035 on existing land uses and current relevant and applicable plan goals and policies.
- **Mitigation Measures** are identified as necessary and feasible to reduce identified significant adverse impacts.
- **Level of Significance after Mitigation** identifies residual impacts after application of mitigation measures.

REGULATORY FRAMEWORK

Federal

Americans with Disabilities Act of 1990 (ADA). The ADA ensures equal rights to all those with disabilities. The regulations implementing this Act (49 Code of Federal Regulations 38) outline specific requirements for buses and light rail vehicles, including access ramps, handrails, priority seats for persons with disabilities, auditory and visual warnings for door closings, and minimum door widths to ensure persons with disabilities can safely use public transit facilities. In addition, all State and local governmental agencies are required to provide pedestrian access for persons with disabilities in compliance with ADA Title II, 42 United States Code (U.S.C.) §12131(1).

There are no other federal plans, policies, or regulations related to land use and planning that apply to MP 2035 for the purpose of determining land use and planning impacts.

State

California Complete Streets Act. In September 2008, the California Complete Streets Act (Assembly Bill 1358) was enacted. This legislation requires the City to identify how it will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors and users of public transportation.

This legislation requires, commencing January 1, 2011, that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to the plan

for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for a safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. Users of streets, roads, and highways have been defined to include bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

California Environmental Quality Act (CEQA). In September 2012, Governor Brown signed into law AB 2245, amending Public Resource Code (PRC) Section 21080.20.5 to exempt restriping of City streets (until January 1, 2018) for bicycle lanes. The Bicycle-Enhanced Network (BEN) analyzed in this Draft EIR is anticipated to fall within this exemption. However, since the BEN is part of the four enhanced networks comprising the proposed Enhanced Complete Street System and changes may occur after January 1, 2018, this EIR addresses specific impacts of the BEN.

Regional

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 Metro Board adopted the 2010 CMP for Los Angeles County.¹ 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 RTP/SCS presents the transportation and overall land use vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties.² The 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 RTP/SCS. The SCS portion of the RTP/SCS presents an overall land use concept for the region with increasing focus on densification of urban areas and development around transit stations.

Compass Growth Vision Report. The SCAG Compass Growth Vision Report predates the SCS but many of the planning principles continue to be relevant as the SCS was built upon this foundation. 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 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.³ 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,

¹Metro, *2010 Congestion Management Program*, Congestion Management Program website, http://www.metro.net/projects/congestion_mgmt_pgm/, accessed October 30, 2013.

²SCAG, *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy*, RTP/SCS website, <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>, accessed October 30, 2013.

³SCAG, *Growth Vision Report*, June 2004.

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 (see **Table 4.2-1**).

TABLE 4.2-1: RELEVANT REGIONAL GOALS AND POLICIES	
Goal/Principle/Objective/Policy	Goal/Principle/Objective/Policy Description
CONGESTION MANAGEMENT PLAN (CMP)	
Goal	Link local land use decisions with their impacts on regional transportation and air quality.
Goal	Develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel.
Objectives	Track and analyze to determine how the regional highway and transit systems are performing.
Objectives	Locally analyze the impacts of local land use decisions on regional transportation.
Objectives	Locally implement Transportation Demand Management (TDM) design guidelines that ensure new development includes improvements supportive of transit and TDM.
Objectives	Track new building activity throughout Los Angeles County.
COMPASS GROWTH VISION REPORT	
Principle #1	Improve mobility for all residents.
Policy	Encourage transportation investments and land use decisions that are mutually supportive.
Policy	Encourage transit-oriented development.
Policy	Promote a variety of travel choices.
Principle #2	Foster livability in all communities.
Policy	Promote "people-scaled" pedestrian-friendly communities.
Principle #3	Enable prosperity for all people.
Policy	Ensure environmental justice regardless of race, ethnicity, or income class.
Principle #4	Promote sustainability for future generations.
Policy	Focus development in urban centers and existing cities.
Policy	Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste.
REGIONAL COMPREHENSIVE PLAN	
Goal	Establish a more efficient transportation system that reduces and better manages vehicle activity.
Policy/Strategy	Develop nodes (that are people-scaled, walkable communities) on a corridor.

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.⁴ 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 is a voluntarily document to be 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, as well as the policies and strategies identified in the 2008 RTP, 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.

⁴SCAG, *Final 2008 Regional Comprehensive Plan*, RCP website, http://www.scag.ca.gov/rcp/pdf/finalrcp/f2008RCP_Complete.pdf, accessed October 30, 2013.

Local

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.

City of Los Angeles Transportation Element. The goals, objectives, and policies included in the Transportation Element of the City of Los Angeles General Plan establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles.

The goals are listed below:

- Goal A: Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.
- Goal B: A Street system maintained in a good to excellent condition adequate to facilitate the movement of those reliant on the system.
- Goal C: An integrated system of pedestrian priority street segments, bikeways, and scenic highways.

City of Los Angeles Community Plans. The City of Los Angeles General Plan includes 35 community plans that collectively comprise the Land Use Element. Applicable goals and policies from the proposed West Adams - Baldwin Hills - Leimert Community Plan, Granada Hills-Knollwood, Sylmar and San Pedro Community Plans, currently under consideration for adoption, are also included **Table 4.2-2**. Additionally, as of preparation of this document, the Hollywood Community Plan and its associated EIR are currently under litigation. The outcome is not anticipated to affect the policy analysis included in this chapter.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
NORTH VALLEY APC	
<i>Arleta-Pacoima Community Plan</i>	
Circulation	Highways and local streets shown on this Plan should be developed in accordance with the Highways and Freeways Element of the General Plan and standards and criteria contained in the City’s Standard Street Dimensions, except where environmental issues and planning practices warrant alternative standards consistent with street capacity requirements.
Circulation	Major and secondary highways should have adequate street lighting. Through traffic, on local streets within neighborhoods, should be discouraged. Street, highways and freeways, should be designed and improved to be in harmony with the adjacent development and to facilitate driver and passenger orientation.
Circulation	The full residential, commercial, and industrial densities and intensities proposed by the Plan are predicated upon the eventual development of appropriate transportation facilities.
Public Transportation	Improved bus service should be encouraged to more directly connect residential areas with jobs, shopping, and public facilities, and with other communities in the region.
Bikeways	A system of recreation oriented bikeways is suggested for the Community. It is anticipated that these would serve both transportation and recreational purposes.
<i>Granada Hills - Knollwood Community Plan* (1996)</i>	
Goal M1	A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, equestrians, mobility challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.
Goal M2	A multi-modal circulation system that supports successful neighborhood commercial areas with streets that accommodate public open space and gathering places, and enhance sustainable watershed management.
Goal M3	A system of safe, efficient, and attractive pedestrian, bicycle and trail routes linking neighborhoods to key areas in the community, including commercial centers, services and employment, points of historical interest, as well as open space and recreational areas.
Goal M4	A community-wide pleasant street environment that is universally accessible, safe, and convenient for pedestrians.
Goal M5	A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
<i>Chatsworth - Porter Ranch Community Plan</i>	
Circulation (Streets and Highways)	Highways and Local Streets shown on the Plan shall be developed in accordance with the standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.
Circulation (Streets and Highways)	Streets, highways and freeways, when developed, should be designed and improved in harmony with adjacent development and to facilitate driver and passenger orientation.
Circulation (Streets and Highways)	Adequate highway improvements shall be assured prior to the approval of zoning permitting intensification of land use in order to avoid congestion and assure proper development.
Circulation (Public Transportation)	Bus routes and increased bus frequency should be added to the existing transportation system as the potential ridership increases in the Community with population growth.
Circulation (Public Transportation)	The Plan requires traffic-generating activities to provide fixed transit facilities, such as bus shelters and pullouts, consistent with anticipated demand. These facilities should be located in areas convenient to pedestrian use.
<i>Mission Hills -Panorama City - North Hills Community Plan</i>	
Objective 2-2	To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts (PODs).
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	To encourage improved local and express bus service through the Mission Hills - Panorama City - North Hills community, and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.
Goal 11	Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.
Objective 11-1	To pursue transportation demand management (TDM) strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Goal 12	A well maintained, safe, efficient freeway, highway, and street network.
Objective 12-1	That Mission Hills - Panorama City - North Hills' signalized intersections are integrated with the City's ATSAC system by the year 2010.
Goal 13	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.
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.
Goal 14	A system of safe, efficient and attractive pedestrian, bicycle and equestrian routes.
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.
Goal 15	A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
<i>Northridge Community Plan</i>	
Goal 10	Develop a public transportation system that improves mobility with convenient alternatives to auto travel.
Objective 10-1	Encourage improved local and express bus and neighborhood shuttle service through the Community Plan Area and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle facilities and rail facilities.
Objective 10-2	To increase the work trips and non-work trips made on public transit.
Goal 11	Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
	A well maintained, safe, efficient freeway, highway, and street network.
Objective 12-1	That Northridge's signalized intersections are integrated with the City's ATSAC system by the year 2010.
Goal 13	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.
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.
Goal 14	A system of safe, efficient and attractive pedestrian, bicycle and equestrian routes.
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 for commuter, school, recreational use, economic activity, and access to transit facilities.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
Goal 15	A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
<i>Sun Valley - La Tuna Canyon Community Plan</i>	
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	Encourage improved local and express bus and neighborhood shuttle service through the Community Plan Area and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle facilities and rail facilities.
Goal 11	Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.
Objective 11-1	To pursue transportation demand management (TDM) strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Goal 12	A well maintained, safe, efficient freeway, highway, and street network.
Objective 12-1	To ensure that the Community Plan area's signalized intersections are integrated with the City's Automated Traffic Surveillance and Control (ATSAC) system by the year 2010.
Objective 12-2	To identify roadways in need of repair for a smooth traffic flow.
Goal 15	A system of safe, efficient and attractive pedestrian, bicycle and equestrian routes.
Objective 15-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Goal 16	A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.
Objective 16-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
<i>Sunland - Tujunga - Lakeview Terrace - Shadow Hills - East La Tuna Canyon Community Plan</i>	
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	To encourage improved local and express bus service throughout the Community Plan area, and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.
Goal 11	Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Goal 12	A well maintained, safe, efficient freeway, highway, and street network.
Objective 12-1	To ensure that the Community Plan area's signalized intersections are integrated with the City's Automated Traffic Surveillance and Control (ATSAC) system by the year 2010.
Goal 13	A system of highways, freeways, 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
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.
Goal 14	A system of safe, efficient and attractive pedestrian, bicycle and equestrian routes.
Objective 14-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Goal 15	A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
<i>Sylmar Community Plan* (1997)</i>	
Goal M1	A diverse system of streets that balances the needs of pedestrians, bicyclists, equestrians, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.
Goal M2	A multi-modal circulation system that supports successful neighborhood commercial areas by providing transit stations, commercial and recreational uses, with streets that accommodate public open space and gathering places, and streets that enhance sustainable watershed management.
Goal M3	A system of safe, efficient, and attractive pedestrian, bicycle and trail routes linking neighborhoods to key areas in the community, including commercial centers, services and employment, points of historical interest, as well as open space and recreational areas.
Goal M4	A community-wide, pleasant street environment that is universally accessible, safe, and convenient for pedestrians.
Goal M5	A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.
Goal M8	An integrated land use and public transit strategy that directs growth to areas which are accessible by public transit facilities and services.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
Goal M9	An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence may be reduced.
Goal M10	A network of streets, highways, and freeways that supports existing and planned land uses and provides improved motorized vehicle mobility throughout Sylmar, particularly in congested corridors.
SOUTH VALLEY APC	
<i>Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan</i>	
Objective 2-2	Use Pedestrian Oriented Districts and Mixed Use Boulevards to provide alternatives to automobile oriented commercial activity.
Goal 10	Develop a public transportation system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	Encourage improved local/shuttle bus service through the Community Plan area and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle facilities and rail facilities.
Goal 11	Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Goal 12	A well maintained, safe, efficient freeway, highway, and street network.
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.
Objective 12-2	That the Canoga Park - Winnetka - Woodland Hills - West Hills signalized intersections are integrated with the City's ATSAC system by the year 2010.
Goal 13	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.
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.
Goal 14	A system of safe, efficient and attractive pedestrian, bicycle and equestrian routes.
Objective 14-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Goal 15	A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
<i>Encino-Tarzana Community Plan</i>	
Objective 2-2	Allow for the development of automobile-related uses in specifically designated commercial designations along most major arterials.
Goal 10	Develop a public transportation system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	To encourage improved local and express bus service through the community, encourage park-and-ride facilities and bus routes to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.
Objective 10-2	To increase the work trips and non-work trips made on public transit.
Goal 11	Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Goal 12	A well maintained, safe, efficient freeway, highway, and street network.
Objective 12-1	That the Encino-Tarzana signalized intersections are integrated with the City's ATSAC system by the year 2010.
Goal 13	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.
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.
Goal 14	A system of safe, efficient and attractive pedestrian, bicycle and equestrian routes.
Objective 14-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Goal 15	A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
<i>North Hollywood-Valley Village Community Plan</i>	
Circulation Policy	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.
Circulation Policy	Street aesthetics should be emphasized by street trees and planted median strips and by paving. Streets, highways and freeways, when developed, should be designed and improved in harmony with adjacent development and to facilitate driver and passenger orientation.
Circulation Policy	Adequate highway improvements shall be assured prior to the approval of zoning, permitting intensification of land use in order to avoid congestion and assure proper development.
<i>Reseda-West Van Nuys Community Plan</i>	
Objective 2-2	To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Districts (PODs).
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	To encourage improved local and express bus service through the Van Nuys- North Sherman Oaks community, encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.
Objective 10-2	To increase the work trips and non-work trips made on public transit.
Goal 11	Encourage alternative modes of transportation to reduce the use of single occupant vehicles (SOV) in order to reduce overall vehicular trip volumes.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Goal 12	A well maintained, safe, efficient freeway, highway, and street network.
Objective 12-1	That Reseda - West Van Nuys-signalized intersections are integrated with the City's ATSAC system by the year 2010.
Goal 13	A system of highways, freeways, 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.
Objective 13-1	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.
Goal 14	A system of safe, efficient, and attractive bicycle and pedestrian routes.
Objective 14-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Goal 15	A sufficient system of well designed and convenient onstreet parking and off-street parking facilities throughout the plan area.
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
<i>Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan</i>	
Objective 2-3	To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts (PODs).
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	To encourage improved local and express bus service through the Van Nuys- North Sherman Oaks community, encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.
Objective 10-2	To increase the work trips and non-work trips made on public transit.
Goal 11	Encourage alternative modes of transportation to reduce the use of single occupant vehicles (SOV) in order to reduce overall vehicular trip volumes.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Goal 12	A well maintained, safe, efficient freeway, highway, and street network.
Objective 12-1	That the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass signalized intersections are integrated with the City's ATSAC system by the year 2010.
Goal 13	A system of highways, freeways, 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.
Objective 13-1	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.
Goal 14	A system of safe, efficient, and attractive bicycle and pedestrian routes.
Objective 14-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Goal 15	A sufficient system of well designed and convenient onstreet parking and off-street parking facilities throughout the plan area.
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
<i>Van Nuys - North Sherman Oaks Community Plan</i>	
Goal 11	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 11-1	To encourage improved local and express bus service through the Van Nuys- North Sherman Oaks community, encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.
Objective 11-2	To increase the work trips and non-work trips made on public transit.
Goal 12	Encourage alternative modes of transportation to reduce the use of single occupant vehicles (SOV) in order to reduce overall vehicular trip volumes.
Objective 12-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Goal 13	A well maintained, safe, efficient freeway, highway, and street network.
Objective 13-1	That Van Nuys-North Sherman Oaks' signalized intersections are integrated with the City's ATSAC system by the year 2010.
Goal 14	A system of highways, freeways, 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.
Objective 14-1	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.
Goal 15	A system of safe, efficient, and attractive bicycle and pedestrian routes.
Objective 15-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 15-2	To promote pedestrian-oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.
Goal 16	A sufficient system of well-designed and convenient onstreet parking and off-street parking facilities throughout the plan area.
Objective 16-1	To provide parking in appropriate locations in accordance with Citywide standards and community needs.
Central APC	
<i>Central City Community Plan</i>	
Objective 11-1	To keep downtown as the focal point of the regional mobility system accommodating internal access and mobility needs as well.
Objective 11-2	To Improve freeway movement and capacity adjacent to the Downtown area.
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 11-5	To link easy parking and mass transit to a pedestrian network so that the Lower Center City becomes accessible and safe.
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.
<i>Central City North Community Plan</i>	
Objective 2-3	To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts.
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	To encourage improved local and express bus service through the Central City North community and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities and rail facilities.
Goal 11	A well maintained, safe, efficient freeway, highway, and street network.
Objective 11-1	That signalized intersections are integrated with the City's ATSAC system by the year 2010.
Goal 12	Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.
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 12-2	To increase the work trips and non-work trips made on public transit.
Goal 13	A system of safe, efficient and attractive bicycle and pedestrian routes.
Objective 13-1	To promote an adequate system of bikeways for commuter, school, and recreational use.
Objective 13-2	To increase the work and non-work trips made on public transit.
Goal 14	A sufficient system of well designed and convenient on-street parking and off street parking facilities throughout the Plan area.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
Objective 14-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
Goal 15	Community involvement in determining neighborhood traffic controls.
<i>Hollywood Community Plan**</i>	
Goal M.1	Expand mobility and access options with transportation system management strategies, transit improvements, transit access and connectivity policies, non-motorized transportation policies, transportation demand management strategies, capital improvements, neighborhood traffic management plans and parking policies.
Goal M.1.55:	Implement transportation demand management strategies to minimize vehicle trips.
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.
Policy M.1.70:	Promote Transportation Demand Management (TDM) Plans for large projects. TDM Plans should establish vehicle trip caps, a program for monitoring vehicle trips, and a system of incentives and penalties for meeting, or failing to meet, vehicle trip reduction goals.
Policy M.1.86	Minimize cut-through traffic with neighborhood traffic management plans which are bicycle-friendly.
<i>Westlake Community Plan</i>	
Circulation Policy 1	To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents.
Circulation Policy 2	To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.
Circulation Policy 3	To minimize the conflict between vehicular and pedestrian traffic.
Circulation Policy 4	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.
Circulation Policy 5	To encourage the creation of a local auxiliary transit system which would link the residential areas of Westlake to the high and medium intensity commercial areas and with the Red-Line subway station.
Circulation Policy 6	To encourage new businesses and companies to provide carpooling as a means of providing access to Westlake
Circulation Policy 7	To continue development of the highway and street system in conformance with the city's five year capital program.
Circulation Policy 8	To cooperate with the State and Federal Governments to work toward improved access to the freeways, particularly the Harbor Freeway.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
<i>Wilshire Community Plan</i>	
Objective 2-2	Promote distinctive commercial districts and pedestrian-oriented areas.
Goal 10	Develop additional public transit services which improve mobility with efficient, reliable, safe, convenient alternatives to automobile travel.
Objective 10-1	Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Wilshire Community Plan Area.
Policy 10-1.1	Continue to coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) with plans to improve local and express bus service serving Wilshire.
Policy 10-1.2	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people, students, and low-income, transit-dependent populations.
Objective 10-2	Increase work trips and non-work trips made on public transit.
Policy 10-2.1	Develop coordinated intermodal public transit plans to implement linkages to future public transit services.
Goal 11	Encourage a system of safe, efficient and attractive bicycle and pedestrian routes.
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.
Goal 12	Encourage alternative modes of transportation to reduce single-occupancy vehicular trips.
Objective 12-1	Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Goal 13	Provide a well-maintained, safe, efficient freeway highway and street network.
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.
Goal 14	Discourage non-resident traffic flow on residential local streets, and encourage community involvement in determining neighborhood traffic and parking controls.
Objective 14-1	Initiate and continue existing Residential Neighborhood Protection Plans to mitigate traffic and parking impacts throughout the Wilshire Community Plan Area.
Goal 15	Provide a sufficient supply of well-designed and convenient off-street parking lots and facilities throughout the plan area.
Objective 15-1	Provide off-street parking in appropriate locations in accordance with Citywide standards and community needs.
Goal 16	Provide a community-wide circulation system of freeways, highways, and streets which supports existing and planned land uses and anticipated traffic flow volumes, while maintaining acceptable levels of service at all intersections.
Objective 16-1	Comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway, Highway and Street access and improvements are provided to accommodate additional traffic anticipated from Wilshire Community Plan land use changes and/or by new development.
EAST LOS ANGELES APC	
<i>Boyle Heights Community Plan</i>	
Objective (Circulation) 1	To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.
Objective (Circulation) 3	To minimize the conflict between vehicular and pedestrian traffic.
Objective (Public Transportation) 1	To maximize the effectiveness of public transportation to meet the travel needs of transit-dependent residents.
Objective (Public Transportation) 2	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
<i>Northeast Los Angeles Community Plan</i>	
Objective 2-3	To minimize conflicts between auto-related and pedestrian-oriented activities and encourage use of public transportation in commercial areas.
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.
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.
Goal 11	Develop a public transportation system that improves mobility with convenient alternatives to automobile travel.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
Objective 11-1	To encourage improved local and express bus service throughout the community and bus routes that connect with freeways and rail facilities.
Objective 11-2	To increase the work trips and non-work trips made on public transit.
Goal 12	A coordinated integration of development around transit stations in order to improve services, access, and economic vitality of the community.
Objective 12-1	To reflect the objectives and guiding principles of the City Council adopted Land Use Transportation Policy.
Goal 13	A system of safe, efficient and attractive pedestrian, bicycle and equestrian routes.
Objective 13-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 13-2	To promote pedestrian-oriented areas, greenways, and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.
<i>Silver Lake - Echo Park Community Plan</i>	
Objective 2-2	Preserve pedestrian-oriented areas through the use of available overlay zones to provide alternatives to automobile-oriented commercial activity.
Policy 2-2.1	Preserve existing pedestrian-oriented areas.
Goal 10	Develop a public transportation system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	Encourage improved local and express bus and neighborhood shuttle service through the Community Plan Area and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle facilities and rail facilities.
Goal 11	Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicle trips.
Objective 11-1	Pursue transportation demand management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
Goal 12	A well maintained, safe, efficient freeways, highways and street network.
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.
Objective 12-2	Institute traffic management measures to special traffic operations procedures as necessary to improve circulation throughout the Plan area.
Goal 13	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.
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.
Goal 14	A system of safe, efficient, and attractive bicycle, pedestrian and equestrian routes.
Objective 14.1	To promote an adequate system of safe bikeways for commuter, school and recreational uses.
Objective 14-2	Promote the use of community staircases as an integral part of the Plan area's pedestrian network, offering access from hillside residential neighborhoods to commercial corridors.
Goal 15	A sufficient system of well designed and convenient onstreet parking and off-street parking facilities throughout the plan area.
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
WEST LOS ANGELES APC	
<i>Bel Air - Beverly Crest Community Plan</i>	
Policy (Circulation)	Highways and local streets within the Bel Air-Beverly Crest Community should generally 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, except where environmental issues and planning considerations would warrant alternate standards.
Policy (Public Transportation)	A Public Transportation Corridor is proposed in the vicinity of the San Diego Freeway and Sepulveda Boulevard. This corridor should be utilized for appropriate public transportation. There is a need, through continuing studies, for finding means of facilitating cross-mountain transportation. Because of the special character of the Santa Monica Mountains, the area needs special monitoring and consideration.
Programs (Public Improvements)	Circulation: To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, recognizing natural and other restraints, the following are proposed: -Continued maintenance and development of a highway and street system consistent with Plan Proposals and with the City's annual Capital Improvement Program (as amended from time to time). -Continued planning of, and improvements to, the public transportation system in accordance with the proposals of this Plan.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
<i>Brentwood - Pacific Palisades Community Plan</i>	
Objective 2-2	Allow for the development of automobile-related uses in specific commercial designations along major arterials.
Objective 2-2.1	Prohibit the development of new automobile - related uses in pedestrian-oriented areas.
Objective 2-2.2	Permit the development of new automobile-related uses in some designated commercial areas.
Objective 2-3	To enhance the appearance of commercial districts and to identify pedestrian-oriented areas.
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	To encourage improved local and express bus service through the community, and encourage park and ride facilities to interface with freeways, transit routes and HOV lanes.
Policy 10-1.1	Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Brentwood-Pacific Palisades plan area.
Policy 10-1.2	Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.
Objective 10-2	To increase the work trips and non-work trips made on public transit.
Policy 10-2.1	Develop an intermodal mass transportation plan to implement linkages to future mass transit service.
Policy 10-2.2	Implement DASH bus services for Brentwood to serve the commercial districts, multiple residential area and other activity centers in the area.
Goal 11	Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicle trips.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
Goal 12	A well maintained, safe, efficient freeways, highways and street network.
Objective 12-1	To increase the capacity of existing transportation systems through minor physical improvements.
Goal 13	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.
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.
Goal 14	A system of safe, efficient, and attractive bicycle, pedestrian and equestrian routes.
Objective 14.1	To promote an adequate system of safe bikeways for commuter, school and recreational uses.
Objective 14-2	To promote pedestrian oriented areas and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.
Goal 15	A sufficient system of well designed and convenient onstreet parking and off-street parking facilities throughout the plan area.
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
Goal 16	Community involvement in determining neighborhood traffic controls.
Objective 16-1	To initiate neighborhood-based traffic and parking mitigation plans in each of the Community Plan's neighborhoods.
<i>Palms - Mar Vista - Del Rey Community Plan</i>	
Objective 2-2	To promote distinctive commercial districts and pedestrian-oriented areas.
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	To encourage improved local and express bus service throughout the Palms- Mar Vista-Del Rey community area and encourage park-and-ride facilities to connect with freeways and high occupancy vehicle (HOV) facilities.
Policy 10-1.1	Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Brentwood-Pacific Palisades plan area.
Policy 10-1.2	Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.
Policy 10-2.1	Develop an intermodal mass transportation plan to implement linkages to future mass transit service.
Goal 11	Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicle trips.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
Goal 12	A system of safe, efficient, and attractive bicycle and pedestrian routes.
Objective 12-1	To promote an adequate system of bikeways for commuter, school and recreational use.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
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.
Goal 13	A sufficient system of well designed and convenient onstreet parking and off-street parking facilities throughout the plan area.
Objective 13-1	To provide parking in appropriate locations in accordance with Citywide standards and community needs.
Goal 14	Discourage non-residential traffic flow on residential streets and encourage community involvement in determining neighborhood traffic controls.
Objective 14-1	To initiate neighborhood based traffic and parking mitigation plans in each of the Community Plan's neighborhoods.
Goal 15	A well maintained safe, efficient freeway, highway and street network.
Objective 15-1	Signalized intersections should be integrated with the City's ATSAC system by the year 2010
Goal 16	A system of highways, freeways and streets that provide a circulation system which supports existing and planned land uses while maintaining a desired level of service at all intersections.
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.
<i>Venice Community Plan</i>	
Objective 2-2	To enhance the identity of distinctive commercial districts and to identify pedestrian-oriented districts.
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	To improve local and express bus service throughout the Venice Community Plan area and encourage park-and-ride facilities to connect with freeways and high occupancy vehicle (HOV) facilities.
Policy 10-1.2	Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.
Policy 10-1.3	Maintain and expand the Venice DASH seasonal transit service.
Goal 11	Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicle trips.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
Goal 12	A system of safe, efficient, and attractive bicycle and pedestrian routes.
Objective 12-1	To promote an adequate system of bikeways for commuter, school and recreational use.
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.
Goal 13	A sufficient system of well designed and convenient on-street parking and off-street parking facilities throughout the plan area.
Objective 13-1	To provide parking in appropriate locations in accordance with Citywide standards and community needs.
Goal 14	Discourage non-residential traffic flow on residential streets and encourage community involvement in determining neighborhood traffic controls.
Objective 14-1	To initiate neighborhood based traffic and parking mitigation plans in each of the Community Plan's neighborhoods.
Goal 15	A well maintained safe, efficient freeway, highway and street network.
Objective 15-1	Signalized intersections should be integrated with the City's ATSAC system by the year 2010
Goal 16	A system of highways, freeways and streets that provide a circulation system which supports existing and planned land uses while maintaining a desired level of service at all intersections.
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.
<i>West Los Angeles Community Plan</i>	
Objective 2-2	Promote distinctive commercial districts and pedestrian-oriented areas
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1 To	To encourage improved local and express bus service through the West Los Angeles Community area and encourage park-and-ride facilities to connect with freeways and high occupancy vehicle (HOV) facilities.
Policy 10-1.1	Continue to coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) with plans to improve local and express bus service serving Wilshire.
Policy 10-1.2	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people, students, and low-income, transit-dependent populations.
Objective 10-2	To increase the work trips and non-work trips made on public transit.
Policy 10-2.1	Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
Policy 10-2.2	Implement transit priority treatments (such as signal coordination, transit signal priority, queue jumpers, signing and striping modification).
Goal 11	Encourage alternative modes of transportation over the use of single occupant vehicles (SOV) to reduce vehicular trips.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
Goal 12	A system of safe, efficient and attractive bicycle and pedestrian routes.
Objective 12-1	To promote an adequate system of bikeways for commuter, school and recreational use.
Objective 12-2	To promote pedestrian - oriented mobility for commuter, school, recreational use, economic activity and access to transit facilities.
Goal 13	A sufficient supply of well-designed and convenient onstreet parking and off-street parking facilities throughout the plan area.
Objective 13-1	To provide parking in appropriate locations in accordance with Citywide standards and community needs.
Goal 14	Discourage non-residential traffic flow on residential streets and encourage community involvement in determining neighborhood traffic controls.
Goal 15	A well maintained, safe, efficient freeway, highway and street network.
Objective 15-1	Increase capacity on existing transportation systems through minor physical improvements.
Objective 15-2	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.
Goal 16	A system of highways, freeways, and streets that provides a circulation system which supports existing and planned land uses while maintaining a desired level of service at all intersections.
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.
<i>Westchester - Playa Del Rey Community Plan</i>	
Objective 2-2	Strengthen and enhance the major commercial districts of the community into distinctive, pedestrian-friendly areas providing shopping, civic, social, and recreational activities.
Goal 11	A system of highways, freeways, and streets that provides a circulation system which supports existing and planned land uses while maintaining a desired level of service at all intersections.
Objective 11-1	Comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway, Highway and Street access and improvements are provided to accommodate additional traffic anticipated from Westchester-Playa del Rey Community Plan land use changes and/or by new development.
Goal 12	Provide a well maintained, safe, efficient freeway, highway and street network.
Objective 12-1	Increase traffic capacity on existing freeways, highways, and streets, through policy changes, and minor physical improvements to existing highways and streets.
Objective 12-2	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.
Goal 13	Discourage non-residential traffic flow on residential streets and encourage community involvement in determining neighborhood traffic and parking controls.
Objective 13-1	To initiate and continue existing Residential Neighborhood Traffic Management Plans to mitigate traffic and parking impacts throughout the Westchester-Playa del Rey Community Plan Area.
Goal 14	Develop additional public transit services which improve mobility with efficient, reliable, safe, convenient alternatives to automobile travel.
Objective 14-1	Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Westchester-Playa del Rey Community Plan Area.
Objective 14-2	Increase work trips and non-work trips made on public transit.
Goal 15	Encourage alternative modes of transportation over the use of single occupant vehicles (SOV) to reduce vehicular trips.
Objective 15-1	Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Goal 16	Encourage a system of safe, efficient and attractive bicycle and pedestrian routes.
Objective 16-1	To promote an adequate system of bikeways for commuter, school and recreational use.
Objective 16-2	To promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.
Objective 17-1	Provide off-street parking in appropriate locations in accordance with Citywide standards and community needs.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
<i>Westwood Community Plan</i>	
Objective 2-2	To promote distinctive commercial districts and pedestrian-oriented areas.
Policy 2-2-1	Encourage Pedestrian-oriented design in designated areas and in new development.
Goal 9	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 9-1	To encourage improved local and express bus service throughout the Community and encourage park-and-ride facilities that connect with freeways, transit routes and high occupancy vehicle (HOV) lanes.
Policy 9-1.1	Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to expand express and local bus service to and within the Community.
Policy 9-1.2	Encourage the expansion of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.
Objective 9-2	To increase the work trips and non-work trips made on public transit.
Goal 10	Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) to reduce vehicular trips.
Objective 10-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
Goal 11	A system of safe, efficient, and attractive bicycle and pedestrian routes.
Objective 11-1	To promote an adequate system of bikeways for commuter, school and recreational use.
Objective 11-2	To provide pedestrian-oriented access and routes that are safe, efficient and attractive for commuter, school and recreational use, and facilitate economic activity and access to transit facilities.
Goal 12	Sufficient System of well- designed and convenient onstreet and off street parking facilities throughout the plan area.
Objective 12-1	To provide parking in appropriate locations in accordance with Citywide standards and Community needs.
SOUTH LOS ANGELES APC	
<i>South Central Los Angeles Community Plan</i>	
Objective 2-4	To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Areas (POA's).
Goal 11	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.
Objective 11-1	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.
Goal 12	Develop a public transportation system that improves mobility with convenient alternatives to automobile travel.
Objective 12-1	To encourage improved local and express bus service throughout the community and bus routes that connect with freeways and rail facilities.
Objective 12-2	To increase the work trips and non-work trips made on public transit.
Goal 13	A coordinated integration of development around transit stations in order to improve services, access, and economic vitality of the community.
Objective 13-1	To reflect the objectives and guiding principles of the City Council adopted Land Use Transportation Policy.
Objective 13-2	To increase the work and non-work trips made on public transit.
<i>Southeast Los Angeles Community Plan</i>	
Objective 2-4	To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Districts.
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.
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.
Goal 11	Develop a public transportation system that improves mobility with convenient alternatives to automobile travel.
Objective 11-1	To encourage improved local and express bus service throughout the community and bus routes that connect with freeways and rail facilities.
Objective 11-2	To increase the work trips and non-work trips made on public transit.
Goal 12	A coordinated integration of development around transit stations in order to improve services, access, and economic vitality of the community.
Objective 12-1	To reflect the objectives and guiding principles of the City Council adopted Land Use Transportation Policy.
Objective 12-2	To increase the work and non-work trips made on public transit.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
<i>West Adams - Baldwin Hills - Leimert Community Plan* (1998)</i>	
Goal M1	A diverse system of streets that balances the needs of pedestrian, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.
Goal M2	A circulation system that supports successful neighborhood commercial areas by providing multi-modal access, streets that accommodate public open space and gathering places, and streets that enhance sustainable watershed management.
Goal M3	A community-wide pleasant street environment that is universally accessible, safe, and convenient for pedestrians.
Goal M4	A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.
Goal M5	An integrated land use and transit strategy that directs growth to areas that are accessible by transit facilities and services.
Goal M6	An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.
Goal M7	A network of streets, highways, and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout the West Adams- Baldwin Hills-Leimert Community Plan Area particularly on congested corridors.
Goal M8	Residential neighborhoods that are protected from the intrusion of non-resident parking and cut-through traffic, with emphasis on safety and quality of life.
Goal M11	An efficient parking supply that serves economic development and facilitates all modes of transportation.
Goal M12	Parking policies and requirements that capture the true cost of private vehicle use and support livable neighborhoods, environmental/ energy sustainability, and the use of alternative modes of transportation.
HARBOR APC	
<i>Harbor Gateway Community Plan</i>	
Circulation Policy (Highways, Freeways and Local Streets)	Highways, freeways and streets shown on this Plan shall be developed in accordance with the Standards and Criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions. Streets, highways and freeways, when developed should be designed and improved so as to be in harmony with adjacent development and to facilitate driver and passenger orientation.
Circulation Policy (Public Transportation)	Improved bus service should be provided to more directly connect the various commercial, residential and industrial areas of this and adjacent communities.
<i>San Pedro Community Plan* (1999)</i>	
Goal M1	A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.
Goal M2:	A circulation system that supports successful neighborhood areas with multi-modal access, streets that accommodate public open space and gathering places, and streets that enhance sustainable watershed management.
Goal M3	A pleasant street environment throughout San Pedro that is universally accessible, safe, and convenient for pedestrians.
Goal M4	A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.
Goal M5	An integrated land use and transit strategy that directs growth to areas that are accessible by transit facilities and services.
Goal M6	An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.
<i>Wilmington - Harbor City Community Plan</i>	
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
Objective 10-1	To encourage improved local and express bus service through the Wilmington- Harbor City community, and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and transit routes.
Objective 10-2	To increase the work and non-work trips made on public transit.
Goal 11	Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Goal 12	A well-maintained, safe, efficient freeway, highway, and street network.
Objective 12-1	Increase capacity on existing transportation systems through minor physical Improvements.
Goal 13	A system of safe, efficient and attractive bicycle and pedestrian routes.

TABLE 4.2-2: RELEVANT LOCAL GOALS AND POLICIES IN THE CITY OF LOS ANGELES GENERAL COMMUNITY PLANS	
Objective 13-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 13-2	To promote pedestrian-oriented access and routes that are safe, efficient and attractive for commuter, school, recreational use, economic activity, and access to transit facilities.
Goal 14	A sufficient system of well designed and convenient on-street parking and off-street parking facilities throughout the plan area.
Objective 14-1	To provide parking in appropriate locations in accord with Citywide standards and Community needs.
Goal 15	A system of highways, freeways, 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.
Objective 15-1	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.
Goal 16	Discourage non-residential traffic flow on residential streets and encourage community involvement in determining neighborhood traffic controls.
Objective 16-1	To initiate neighborhood based traffic and parking mitigation plans in the Community Plan's neighborhoods.
<p>* Currently under consideration for adoption by the City of Los Angeles with adopted date of existing plan in (parenthesis) Policies from adopted community plans for these have not been included because they are out of date. ** Currently under litigation.</p> <p>SOURCE: Metro, CMP, 2010; SCAG, RTP/SCS, 2012; SCAG, Growth Vision Report, 2004; SCAG, RCP, 2008. <i>Arleta-Pacoima Community Plan, Granada Hills - Knollwood Community Plan, Chatsworth - Porter Ranch Community Plan, Mission Hills - Panorama City - North Hills Community Plan Community Plan, Northridge Community Plan, Sun Valley - La Tuna Canyon Community Plan, Sunland - Tujunga - Lakeview Terrace - Shadow Hills - East La Tuna Canyon Community Plan, Sylmar Community Plan, Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan, Encino-Tarzana Community Plan, North Hollywood-Valley Village Community Plan, Reseda-West Van Nuys Community Plan, Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan, Van Nuys - North Sherman Oaks Community Plan, Central City Community Plan, Central City North Community Plan, Hollywood Community Plan, Westlake Community Plan, Wilshire Community Plan, Boyle Heights Community Plan, Westchester - Playa Del Rey Community Plan, Bel Air - Beverly Crest Community Plan, Venice Community Plan, Palms - Mar Vista - Del Rey Community Plan, Brentwood - Pacific Palisades Community Plan, West Los Angeles Community Plan, Westwood Community Plan, South Central Los Angeles Community Plan, Southeast Los Angeles Community Plan, West Adams - Baldwin Hills - Leimert Community Plan, Harbor Gateway Community Plan, San Pedro Community Plan, Wilmington - Harbor City Community Plan.</i> http://cityplanning.lacity.org/. Accessed November 15, 2013.</p>	

EXISTING SETTING

The arterials included in the Mobility Element Update as part of the Pedestrian-Enhanced Districts, BEN, Transit Enhanced Network (TEN), and Vehicles Enhanced Network (VEN) are located within the jurisdictional limits of the City of Los Angeles, as depicted in Figure 3-1 through Figure 3-4 included in Chapter 3.0 Project Description. Within the City’s boundaries are approximately 467 square miles of land area, including approximately 214 square miles of hills and mountains. The San Gabriel and Santa Susana Mountains bound the City on the north, the Santa Monica Mountains extend through the middle of the City and the Palos Verdes Hills and Pacific Ocean bound the City on the south and west. The City is geographically divided into 35 community planning areas. For the purpose of the following land use analysis, the discussion is grouped by the seven Area Planning Commission (APC) areas. The land area under the jurisdiction of each APC generally follows community plan boundaries, as described below.

Area Planning Commissions

North Valley. The North Valley APC area consists of Arleta - Pacoima Community Plan area, Chatsworth - Porter Ranch Community Plan area, Granada Hills - Knollwood Community Plan area, Mission Hills - Panorama City - North Hills Community Plan area, Northridge Community Plan area, Sun Valley - La Tuna Canyon Community Plan area, Sunland - Tujunga - Lakeview Terrace - Shadow Hills - East La Tuna Canyon Community Plan area, and Sylmar Community Plan area. **Figure 4.2-1** and **Figure 4.2-2** depict the existing land uses within a ¼ mile of the proposed networks located in the North Valley APC.

South Valley. The South Valley APC area consists of Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan area, Encino - Tarzana Community Plan area, North Hollywood - Valley Village Community Plan area, Reseda - West Van Nuys Community Plan area, Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan area, and Van Nuys - North Sherman Oaks Community Plan area. In addition, the South Valley APC area includes the boundaries of the Mulholland Scenic Parkway Specific Plan area. **Figure 4.2-1** and **Figure 4.2-2** depict the existing land uses within a ¼ mile of the proposed networks located in the South Valley APC.

LOS ANGELES MOBILITY ELEMENT

Existing Land Use
Within 1/4-mile of PED, BEN, TEN located in North and South Valley APCs

Pedestrian, Bicycle, and Transit Enhanced Networks

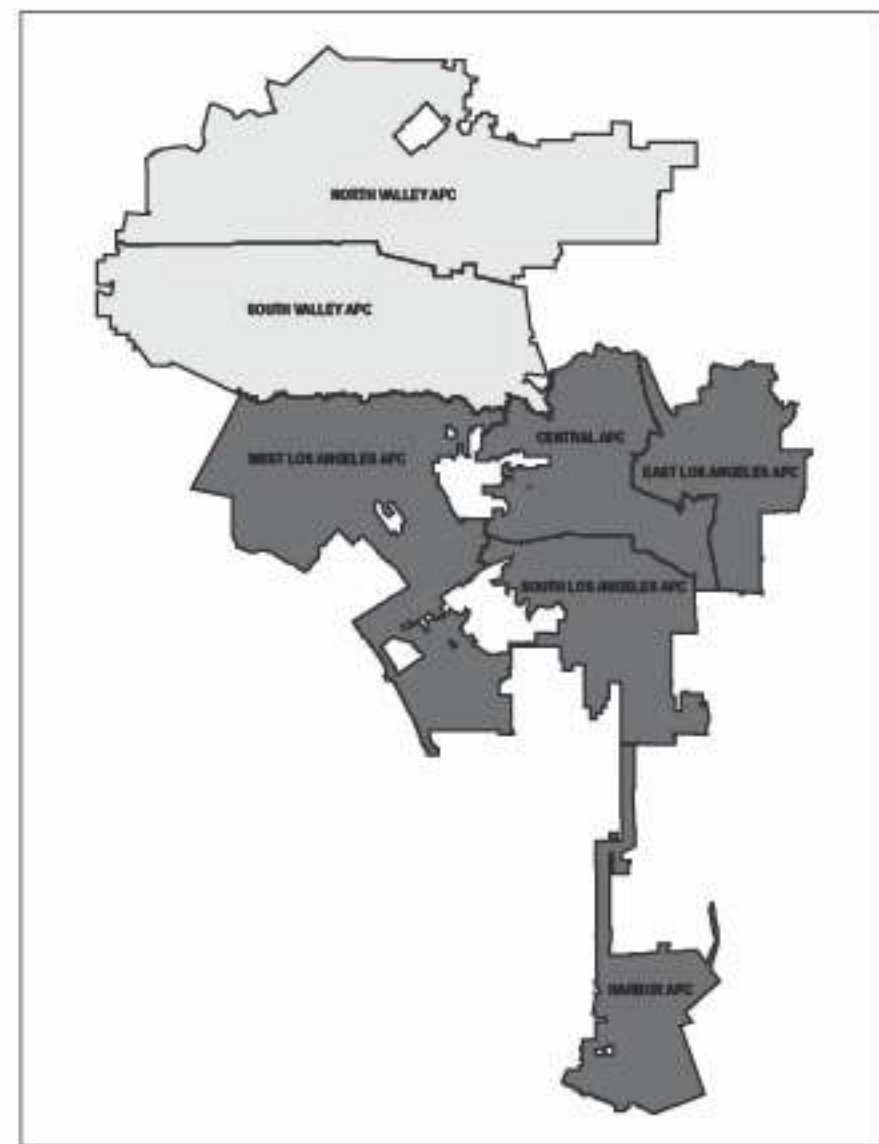
- PED
- BEN
- TEN

General Plan Land Use 1/4 Mile

- Single-family residential
- Multi-family residential
- Commercial/Institutional
- Open space
- Public facilities/Recreational
- Industrial

Metro Rail

- Routes
- Stations



0 1 2 4 Miles
Approx. Scale

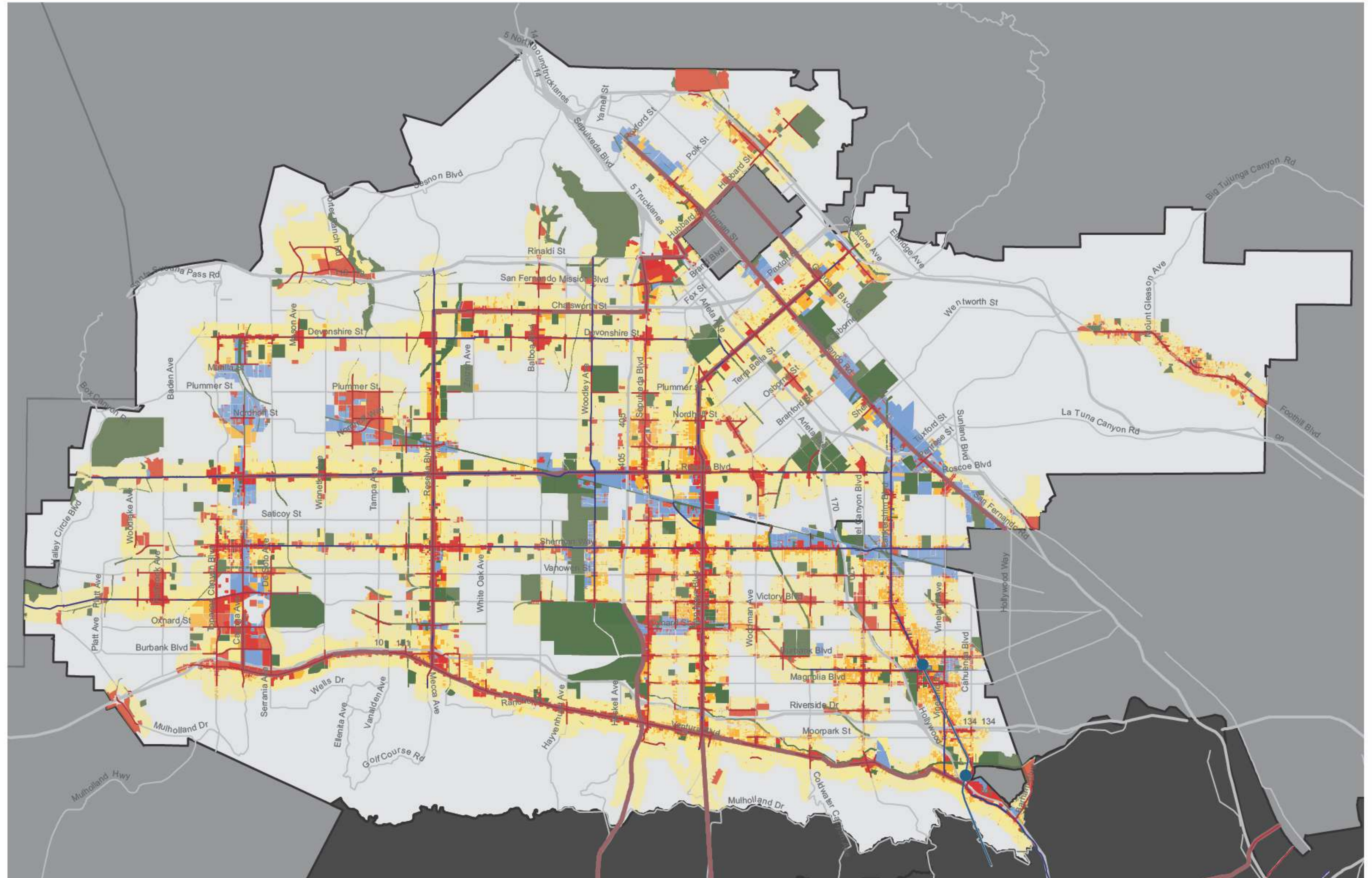


FIGURE 4.2-1

LOS ANGELES MOBILITY ELEMENT

Existing Land Use
Within 1/4-mile of VEN located in North and South Valley APCs

Vehicle Enhanced Network

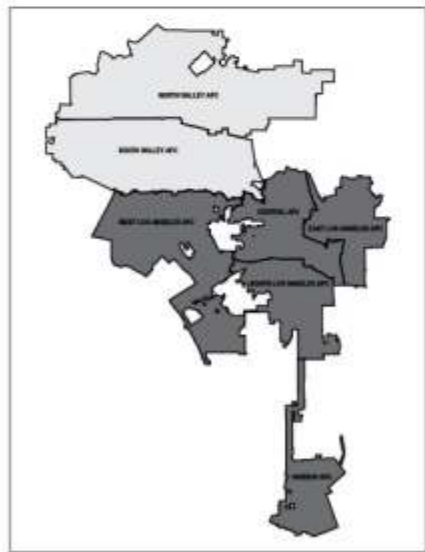
— VEN

General Plan Land Use 1/4 Mile

- Single-family residential
- Multi-family residential
- Commercial/Institutional
- Open space
- Public facilities/Recreational
- Industrial

Metro Rail

- Routes
- Stations



0 1 2 4 Miles

Approx. Scale

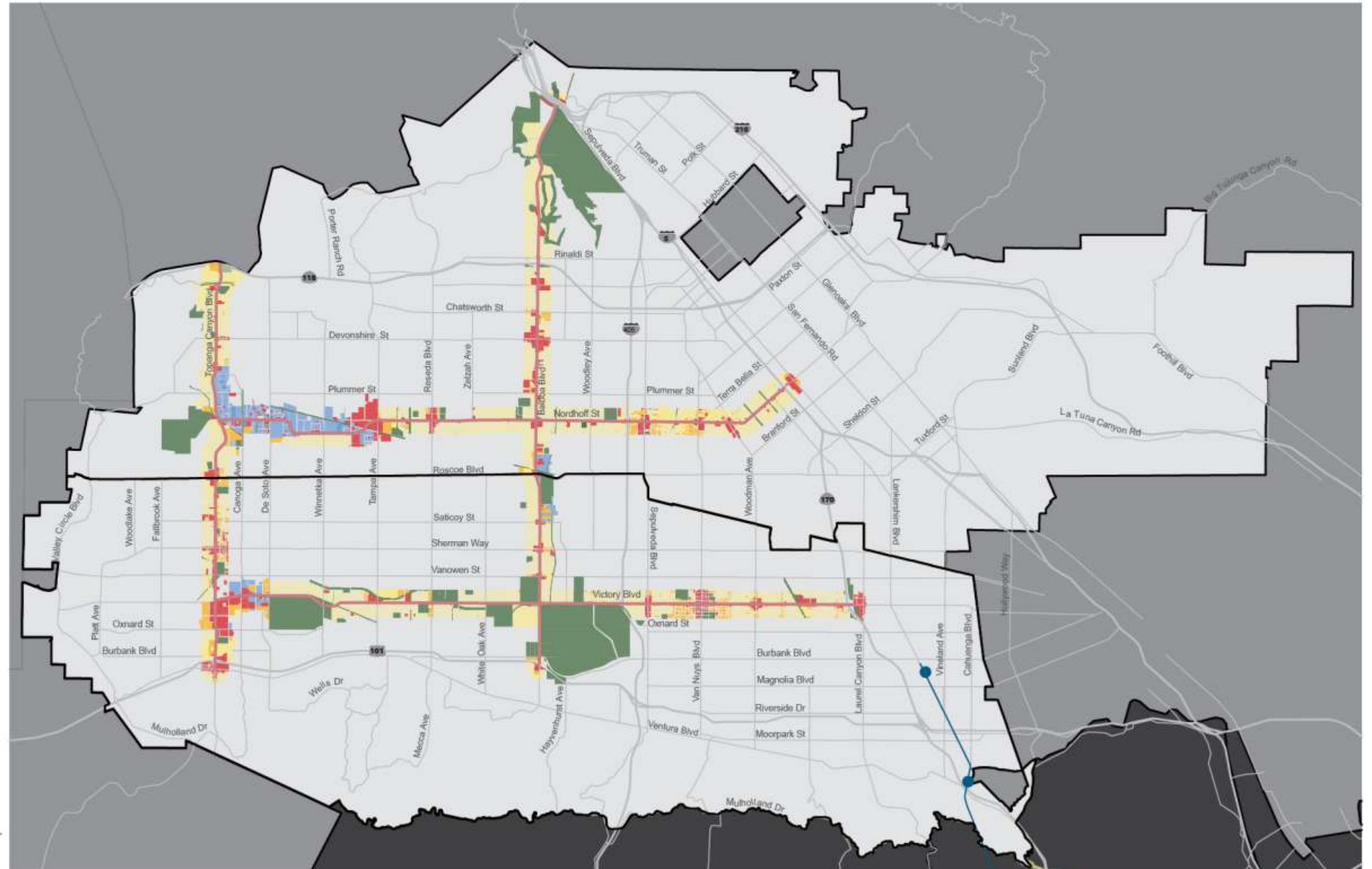


FIGURE 4.2-2

West Los Angeles. The West Los Angeles APC area consists of Bel Air - Beverly Crest Community Plan area, Brentwood - Pacific Palisades Community Plan area, Palms - Mar Vista - Del Rey Community Plan area, Venice Community Plan area, West Los Angeles Community Plan area, Westchester - Playa Del Rey Community Plan area, and Westwood Community Plan area. **Figure 4.2-3** and **Figure 4.2-4** depict the existing land uses within a ¼ mile of the proposed networks located in the West Los Angeles APC.

Central. The Central APC area consists of Central City Community Plan area, Central City North Community Plan area, Hollywood Community Plan area, Westlake Community Plan area, and Wilshire Community Plan area. **Figure 4.2-5** and **Figure 4.2-6** depict the existing land uses within a ¼ mile of the proposed networks located in the Central APC.

East Los Angeles. The East Los Angeles APC area consists of Boyle Heights Community Plan area, Northeast Los Angeles Community Plan area, and Silver Lake - Echo Park Community Plan area. **Figure 4.2-5** and **Figure 4.2-6** depict the existing land uses within a ¼ mile of the proposed networks located in the East Los Angeles APC.

South Los Angeles. The South Los Angeles APC area consists of South Central Los Angeles Community Plan area, Southeast Los Angeles Community Plan, and West Adams - Baldwin Hills - Leimert Community Plan area. **Figure 4.2-7** and **Figure 4.2-8** depict the existing land uses within a ¼ mile of the proposed networks located in the South Los Angeles APC.

Harbor. The Harbor APC area consists of Harbor Gateway Community Plan area, San Pedro Community Plan area, and Wilmington - Harbor City Community Plan area. In addition, the Harbor APC area includes the boundaries of the Port of Los Angeles Plan area. **Figure 4.2-7** and **Figure 4.2-8** depict the existing land uses within a ¼ mile of the proposed networks located in the Harbor APC.

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.

City of Los Angeles CEQA Thresholds Guidelines

The City of Los Angeles CEQA Thresholds Guide (2006) indicates that the determination of significance shall be made on a case-by-case basis, considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site; or
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

LOS ANGELES MOBILITY ELEMENT

Existing Land Use
Within 1/4-mile of PED, BEN, TEN located in West Los Angeles APC

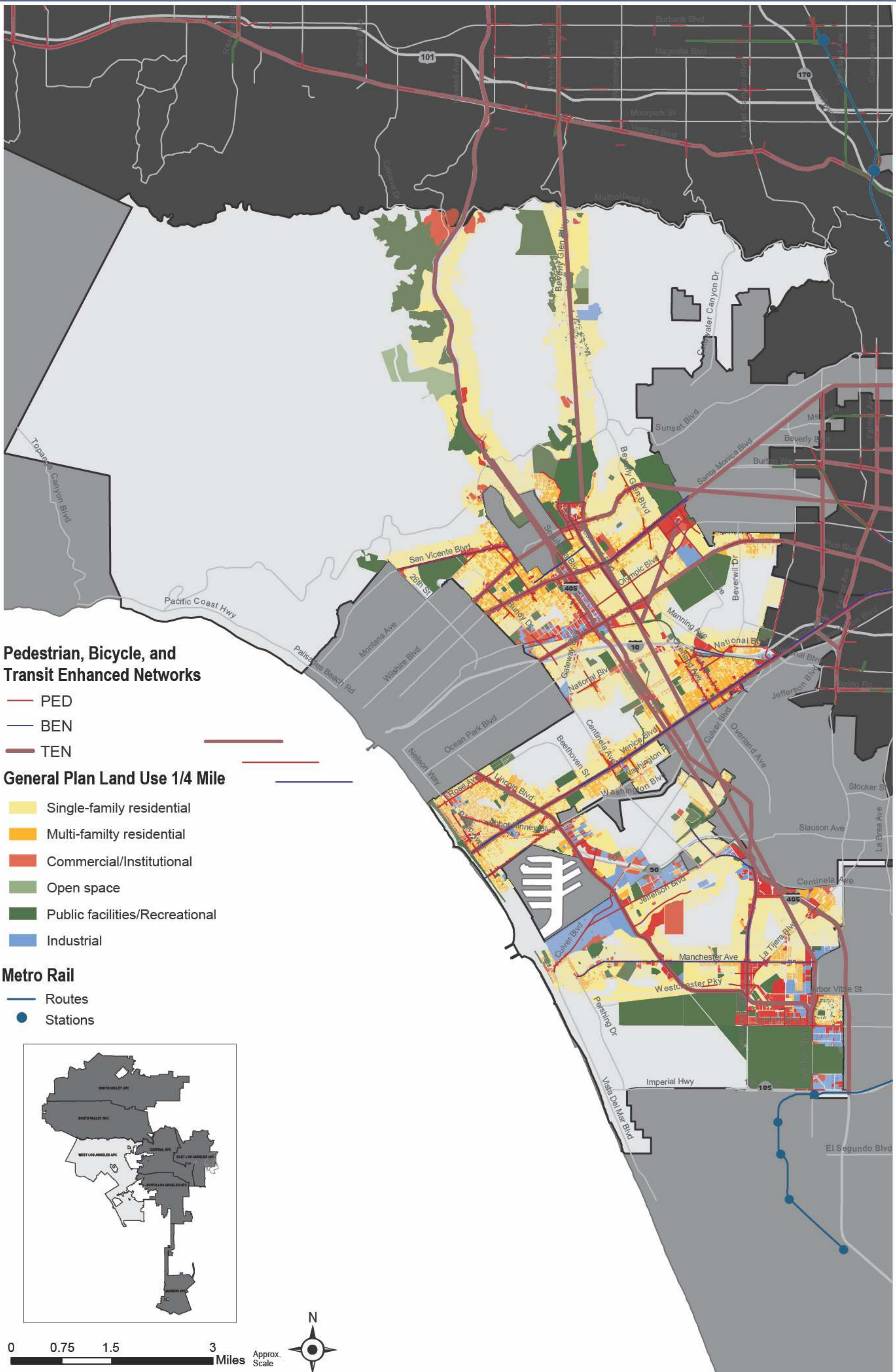


FIGURE 4.2-3

LOS ANGELES MOBILITY ELEMENT

Existing Land Use
Within 1/4-mile of VEN located in West Los Angeles APC

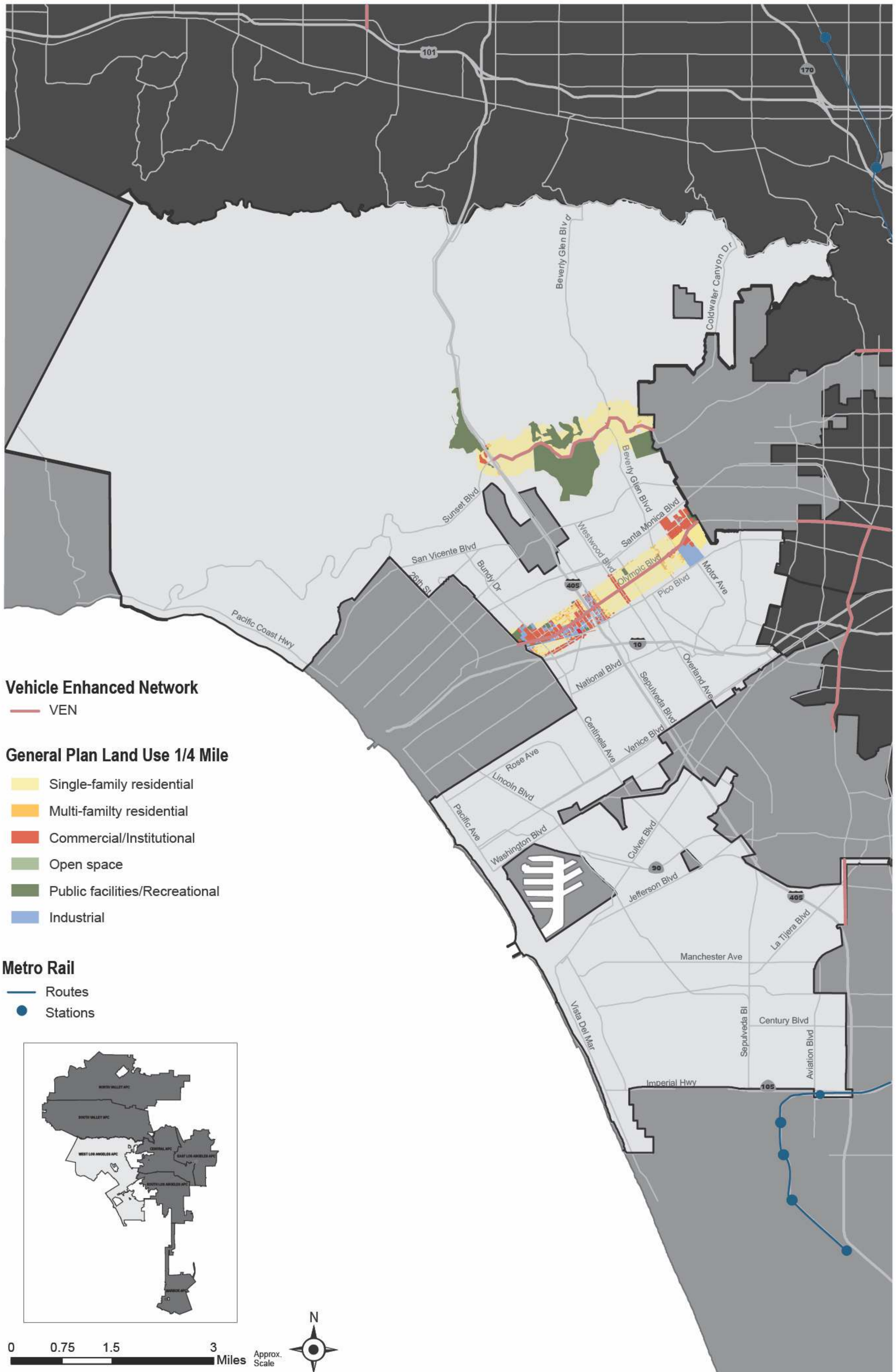


FIGURE 4.2-4

LOS ANGELES MOBILITY ELEMENT

Existing Land Use
Within 1/4-mile of PED, BEN, TEN located in Central and East Los Angeles APCs

Pedestrian, Bicycle, and Transit Enhanced Networks

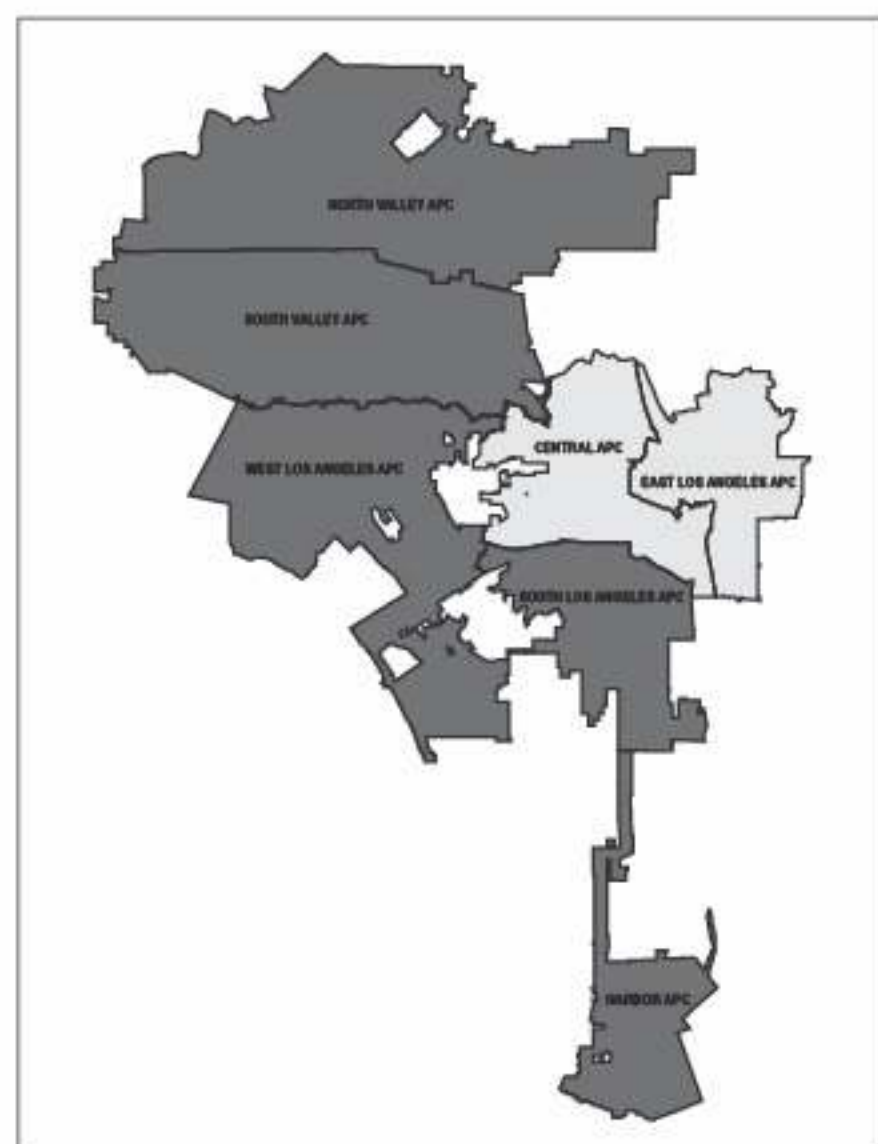
- PED
- BEN
- TEN

General Plan Land Use 1/4 Mile

- Single-family residential
- Multi-family residential
- Commercial/Institutional
- Open space
- Public facilities/Recreational
- Industrial

Metro Rail

- Routes
- Stations



0 0.75 1.5 3 Miles
Approx. Scale

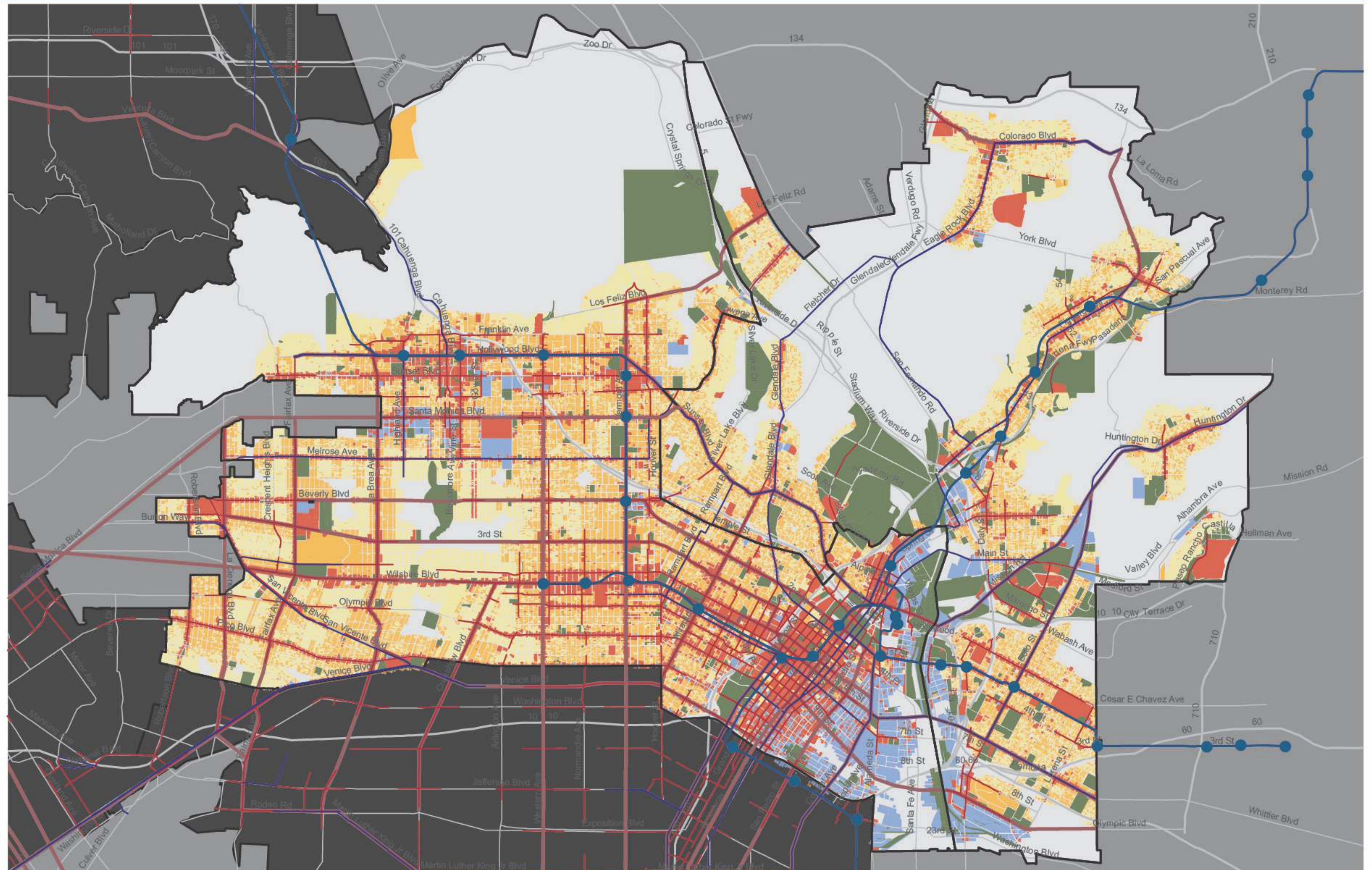


FIGURE 4.2-5

LOS ANGELES MOBILITY ELEMENT

Existing Land Use
Within 1/4-mile of VEN located in Central and East Los Angeles APCs

Vehicle Enhanced Network

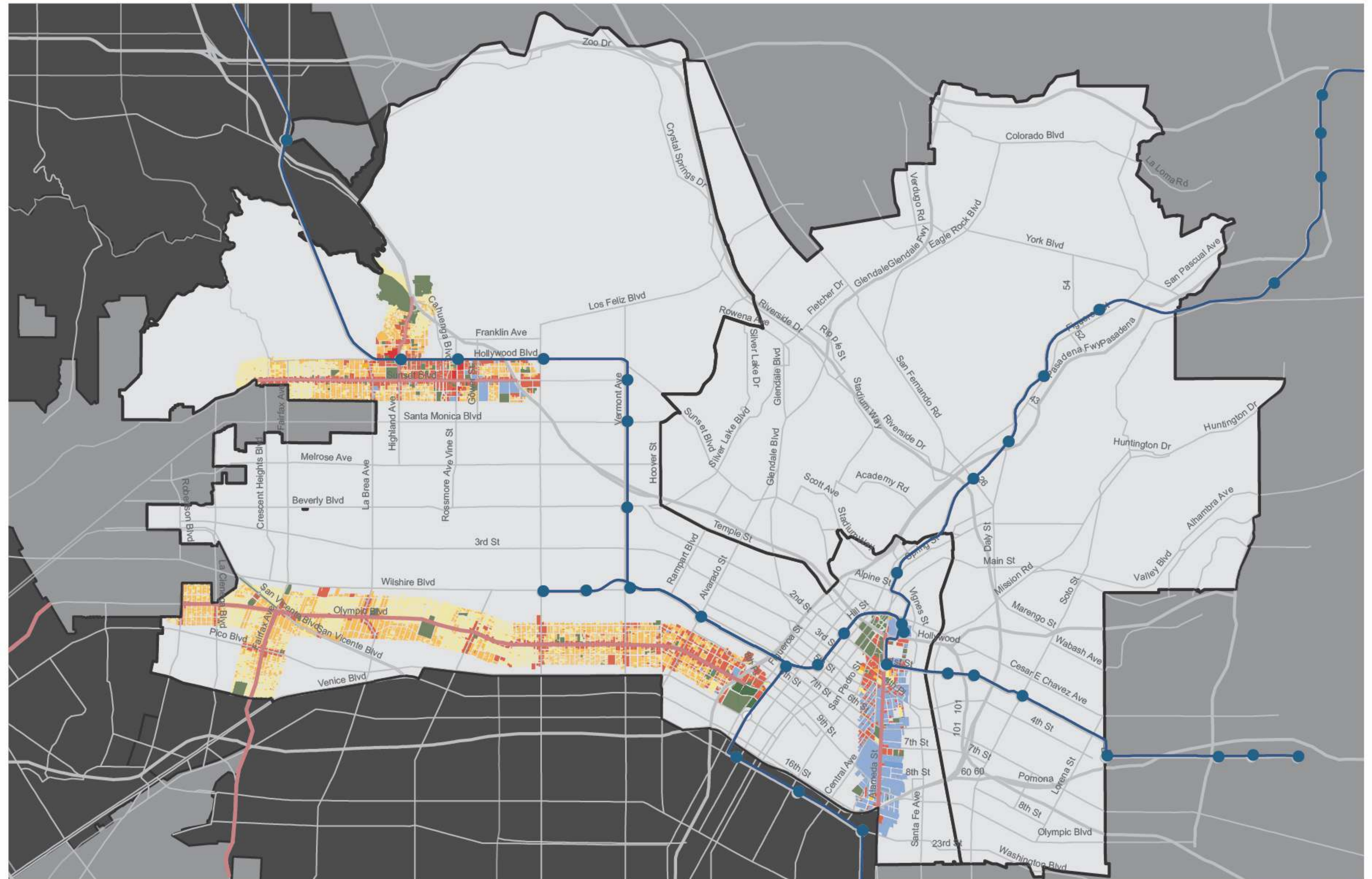
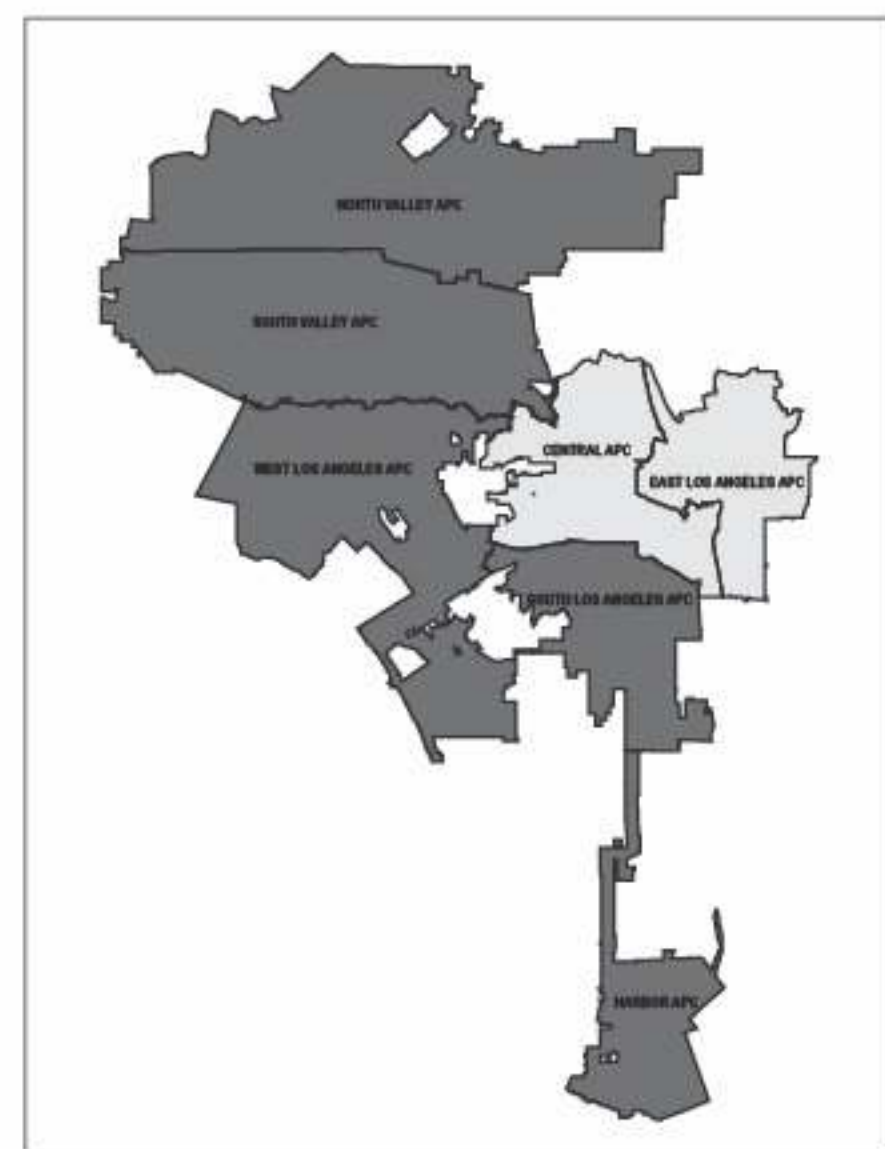
— VEN

General Plan Land Use 1/4 Mile

- Single-family residential
- Multi-family residential
- Commercial/Institutional
- Open space
- Public facilities/Recreational
- Industrial

Metro Rail

- Routes
- Stations



LOS ANGELES MOBILITY ELEMENT

Existing Land Use
Within 1/4-mile of VEN located in South Los Angeles and Harbor APCs

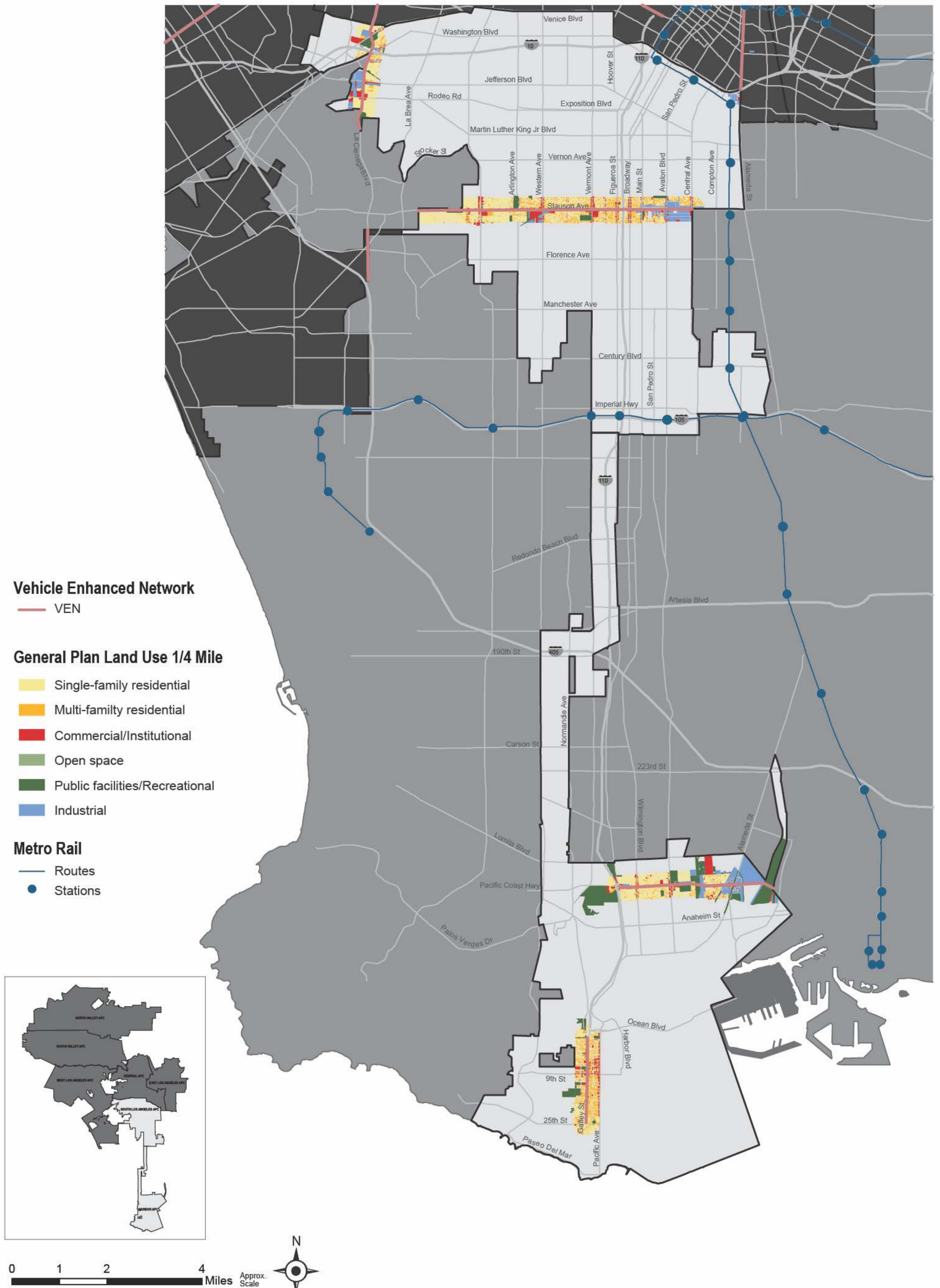


FIGURE 4.2-8

IMPACTS

CONSTRUCTION

There is no specifically planned construction that is part of this proposed project; each project is identified at a conceptual level of detail. Funding is likely to change over time due to economic conditions and to fluctuations in the priorities of federal, state and regional funding agencies as well as the City budget. None of the mobility improvements included in MP 2035 can be implemented unless specific funding is made available. Therefore, there is no construction schedule or phasing.

Construction-related land use impacts generally would not be considered significant due to their temporary and limited duration. Implementation of on-street improvements related to the enhanced networks would mostly consist of roadway restriping and limited changes to the physical configuration of curbs and, thus, would likely be short in duration lasting a few days up to a few weeks at any one location.

Figure 4.2-1 through **Figure 4.2-8** show land uses located adjacent to the proposed project areas. As shown in the figures, surrounding land uses include a variety of uses typical to urban areas. 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.

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 temporary and would cease once construction is completed. Construction of the proposed project would not affect land use compatibility. Therefore, no further discussion of construction impacts is necessary.

OPERATIONS

Land Use Compatibility

Operation of the proposed project would occur along existing developed streets throughout the City of Los Angeles, as shown in Figure 3-1 through Figure 3-4 included in Chapter 3.0 Project Description.

In certain instances, proposed roadway redesignations would result in changes to existing roadway cross sections. Some right-of-way and roadway cross sections would be wider compared to existing conditions. Examples of this type of widening would occur along Bundy Drive and Barrington Avenue. The widening of the existing roadways could potentially encroach on existing private parcels. Proposed roadway widenings would occur in conjunction with redevelopment of individual parcels. In these cases, to accommodate the widening, roadway dedications would be required upon redevelopment of each parcel. Because of the uncertainty of timing for redevelopment, it is anticipated that the widening would occur on a block by block basis. Widening would not be implemented until the sale or redevelopment of individual parcels. Therefore, the proposed widenings would not result in an incompatibility with adjacent land uses. Roadway widenings proposed near designated historic structures would be subject to local historic resource regulations and requirements that would seek to protect historic resources. Therefore, impacts to land use resulting from proposed roadway widenings would be less than significant.

Operation would not result in the conversion of existing land uses to a new use. Operation would be compatible with surrounding commercial, office, residential, and institutional uses and would improve safety, access, and alternative modes of transportation in the surrounding area. Specifically, proposed pedestrian, bicycle, vehicle, and transit enhancements would improve mobility and create a more pedestrian friendly atmosphere as described below:

Pedestrian Network Districts

Proposed pedestrian enhancements (see Figure 3-1) include way-finding, street trees, pedestrian-scaled street lighting, enhanced crosswalks at all legs of the intersection, automatic pedestrian signals, reduced crossing lengths, wider sidewalks, and specialty paving and seating areas where special maintenance funding exists. Operation of these enhancements would be compatible with existing land uses. Similar to proposed bicycle enhancement, operation of pedestrian enhancements would support the strong link between land use and transportation and would accommodate a variety of land uses located throughout the area. Therefore, no impacts related to land use compatibility would occur.

Bicycle Network Enhancements

Proposed bicycle network enhancements to existing paths and lanes would provide a low-stress network of bikeways for all types of riders. The proposed project includes Comprehensive as well as Moderate treatments as appropriate to each roadway (see Figure 3-2). Key linkages of streets would receive treatments beyond a striped bicycle lane or shared lane marking, including buffered lanes, cycle tracks, and intersection enhancements. Operation of these proposed enhancements would not disrupt existing uses and would be considered compatible with surrounding residential, commercial, industrial, recreational, and institutional uses. Proposed improvements would support greater mode shift from vehicles to bicycles throughout the City and would complement all uses allowing short (and longer) trips to be made via bicycle on a safe and fully connected network throughout the City and to adjacent jurisdictions with their own bicycle paths.

Operation of proposed bicycle network moderate enhancements would remove one travel lane per direction to accommodate a buffered bicycle lane. Operation of comprehensive enhancements would remove one travel lane per direction to accommodate a cycle track.

Although implementation of these proposed bicycle network enhancements 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 4.1 Transportation, Parking and Safety for a detailed description of proposed lane configurations.) Therefore, no impacts related to land use compatibility would occur.

Public Transit Network Enhancements

The proposed project consists of Comprehensive, Moderate Plus and Moderate treatments as appropriate for individual corridors (see Figure 3.3). Proposed improvements would include infrastructure improvements in the right-of-way, signal timing and technology improvements, and stop enhancements that would help to reduce delays for transit vehicles; provide reliable and frequent transit service that is convenient and safe; increase transit mode share; reduce single-occupancy vehicle trips; and integrate transit infrastructure investments with the identity of the surrounding street. These improvements would be compatible with adjacent land uses and would not disrupt existing uses in the surrounding area.

The project consists of a Comprehensive set of enhancements for proposed transit network improvements which could result in lane configuration changes on priority corridors within the BEN and TEN. On the priority corridors, comprehensive enhancements could convert one travel lane per direction to a bus only lane either during peak periods or for the full day. 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. However, the loss of existing travel lanes is not anticipated to permanently prevent or disrupt access to surrounding land uses. (See Chapter 3.0 Project Description and Section 4.1 Transportation, Parking and Safety for a map of proposed transit treatments by corridor.) Therefore, no impacts related to land use compatibility would occur.

Vehicle Network Enhancements

The proposed project includes Comprehensive as well as Moderate treatments as appropriate to each roadway (see Figure 3-4). Proposed vehicle enhancements would occur within the existing right of ways. These improvements would result in increased vehicle speeds. Proposed enhancements would include access management, add one travel lane per direction if all-day parking is available or would convert one off-peak parking lane per direction to a fulltime travel lane, and restrictions on turning movements.

Proposed vehicle network enhancements would result in the loss of parking lanes along La Cienega in the Central, South, and West Los Angeles CPAs, along Sunset and Olympic Boulevards in the Central and West Los Angeles CPA, Slauson Avenue in the South CPA, along Highland and Alameda Avenues in the Central CPA, and along Topanga Canyon and Balboa Boulevards in the North and South Valley CPAs, along Victory Boulevard in the South CPA, and along Nordhoff Street in the North Valley CPA to the extent that parking currently exists along those segments. The VEN streets traverse more densely populated areas where more than 20 percent of jobs and 15 percent of residents are within one-quarter mile of a freeway or VEN. Although implementation would result in the loss of existing parking, this loss is not anticipated to permanently prevent or disrupt access to surrounding land uses. (

This proposed loss or limitation of parking could result in an indirect impact to land uses by reducing the availability of parking and therefore access to these uses. For roadway segments that would lose parking, patrons, residents and visitors would need to use on-site parking or other nearby parking options. The distribution of streets that would lose parking due to a loss of travel lane is widely dispersed throughout the City and because these streets already contain high volumes of vehicle travel, parking inventory is already constrained. Existing transit and adjacent streets would provide alternatives to the loss of on-street parking to access businesses without off-street parking. While access to parking could be more challenging for some individual businesses, the change in parking availability at this scale would not be sufficient to result in a significant impact to the land use. Therefore, this could be considered an adverse but less-than-significant impact.

Land Use Consistency

Regional and State Plans and Policies

As described in Existing Setting, above, applicable regional and state plans and policies include the CMP, RTP/SCS, and the Complete Streets Act. The proposed project would be consistent with the goals of the Complete Streets Act by accommodating the needs of bicyclists and pedestrians. Additionally, the proposed project would be consistent with applicable goals of the RTP/SCS as shown in **Table 4.2-3** below. Specifically, the proposed project 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 RTP/SCS goal of encouraging land use and growth patterns that facilitate transit and non-motorized transportation.

City of Los Angeles Plans and Policies

Designated Scenic Routes and Truck Routes. The proposed project is a revision of the adopted 1999 City of Los Angeles Transportation Element of the General Plan. The proposed MP 2035 addresses all modes of circulation on the City's street network, guiding mobility policies, programs, and projects in the City of Los Angeles through 2035. Designated scenic routes included in the 1999 City of Los Angeles Transportation Element would not change under the proposed MP 2035.

TABLE 4.2-3 CONSISTENCY WITH SCAG 2012-2035 RTP/SCS GOALS		
Goal	Goal Description	Analysis
1	Align the plan investments and polices with improving regional economic development and competitiveness	Consistent. The development of a citywide Enhanced Complete Street System outlines modal enhancements for particular major streets in mode-specific enhanced networks that together would create a system of complete streets that would improve the overall multimodal transportation system.
2	Maximize mobility and accessibility for all people and goods in the region	Consistent. The proposed Mobility Plan 2035 addresses all modes of circulation on the City's street network, guiding mobility policies, programs, and projects in the City of Los Angeles through 2035. The development of a citywide Enhanced Complete Street System outlines modal enhancements for particular major streets in mode-specific enhanced networks that together would create a system of complete streets that would improve the overall multimodal transportation system. One of the objectives of the proposed project, Access for all Angelinos, aims to Increase on-time performance and reliability of transit, facilitate the seamless movement of freight and improve on-time deliveries, and upgrade infrastructure to include features that accommodate disabled and other vulnerable users.
3	Ensure travel safety and reliability for all people and goods in the region	Consistency. Travel safety and reliability for all people and goods in the region are addressed by the goals and topics of the MP 2035. <i>Safety First</i> – focuses on topics related to crashes, speed, protection, security, safety, education, and enforcement. <i>World Class Infrastructure</i> – focuses on topics related to the Complete Streets Network (walking, bicycling, transit, vehicles, green streets, goods movement), Great Streets, Bridges, Street Design Manual, and demand management. <i>Access for all Angelenos</i> – focuses on topics related to affordability, least cost transportation, land use, operations, reliability, demand management, and community connections. <i>Collaboration, Communication and Informed Choices</i> – focuses on topics related to real-time information, open source data, transparency, monitoring, reporting, emergency response, departmental and agency cooperation and data base management. <i>Clean Environments for a Healthy Community</i> – focuses on topics related to environment, health, clean air, clean fuels and fleets, and open street events. <i>Smart Investments that Build and Maintain a Multi-Modal Transportation and Place-Making System</i> – focuses on topics related to fiscal responsibility, sustainable long-term funding, economic development, performance-based analysis and prioritization criteria.
4	Preserve and ensure a sustainable regional transportation system	Consistent. See analysis of Goals 1 and 2.
5	Maximize the productivity of our transportation system	Consistent. See analysis Goals 1 and 2.
6	Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized) transportation, such as bicycling and walking.	Consistent. One of the objectives of the Access for All Angelenos would ensure that a greater percentage of residents would be able to walk to meet their daily needs. The Bicycle-Enhanced streets would work in conjunction with existing paths and lanes to provide a low-stress network of bikeways for all types of riders. While many bicycle facilities would be implemented as envisioned by the Bicycle Plan, streets on the Bicycle-Enhanced Network would receive treatments beyond a regular bicycle lane or shared lane marking, such as buffered lanes, cycle tracks, and intersection enhancements, and would prioritize improvements for bicyclists relative to improvements for other roadway users
7	Actively encourage and create incentives for energy efficiency, where possible.	Consistent. The Clean Environments for a Healthy Community objective focuses on topics related to environment, health, clean air, clean fuels and fleets, and open street events. The Transit-Enhanced streets aim to provide reliable and frequent transit service that is convenient and safe; increase transit mode share; reduce single-occupancy vehicle trips; and integrate transit infrastructure investments with the identity of the surrounding street.
8	Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Consistent. The Access for All Angelenos objective would increase on-time performance and reliability of transit and increase public transit trips from 11% to 20%. The Transit-Enhanced streets aim to provide reliable and frequent transit service that is convenient and safe; increase transit mode share; reduce single-occupancy vehicle trips; and integrate transit infrastructure investments with the identity of the surrounding street. The transit technology on these streets would primarily be high-capacity buses. Bus service would be improved with infrastructure improvements in the right-of-way, signal timing and technology improvements, and stop enhancements.
9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent. The MP 2035 would include <i>Safety First</i> , which focuses on topics related to crashes, speed, protection, security, safety, education and enforcement. Objectives of Safety First would include reducing inequities in collision rates among different neighborhoods, increasing the miles of roadways, paths and sidewalks that are repaired each year, decreasing pedestrian and bicycle collisions with vehicles to 50% of 2010 numbers by 2020 and increasing the number of adults and children who receive in-person safety education by 10% annually.

SOURCE: TAHA 2013.

City of Los Angeles Community Plans. Implementation of the proposed project would occur within the 35 City of Los Angeles Community Plan areas (Community Plans). These Community Plans include several goals and objectives that are applicable to the proposed project. These goals and objectives can be summed up as follows:

- A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, equestrians, mobility challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.
- A system of safe, efficient, and attractive pedestrian, bicycle and trail routes linking neighborhoods to key areas in the community, including commercial centers, services and employment, points of historical interest, as well as open space and recreational areas.
- A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.
- Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
- A well maintained, safe, efficient freeway, highway, and street network.
- A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.
- 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.
- To provide parking in appropriate locations in accord with Citywide standards and community needs.
- To increase the work trips and non-work trips made on public transit.
- To promote an adequate system of safe bikeways for commuter, school and recreational use.

Table 4.2-4 shows the proposed project’s consistency with summarized goals and objectives of the City of Los Angeles Community Plans.

As shown in **Table 4.2-4**, the proposed project would be consistent with Community Plan goals and objectives related to the promotion of pedestrian, transit and bicycle use. The proposed development of a citywide Enhanced Complete Street System included under the proposed project would outline modal enhancements for particular major streets in mode-specific enhanced networks. This would create a system of complete streets that would improve the overall multimodal transportation system. The Enhanced Complete Street System would comprise four Enhanced Networks/Districts, one each to support pedestrian, bicycle, transit, and vehicle travel. This would also enable the proposed project to be consistent with policies and goals related to increasing capacity on existing transportation systems and with maintaining a safe and efficient street network.

TABLE 4.2-4 CONSISTENCY WITH CITY OF LOS ANGELES COMMUNITY PLAN SUMMARIZED GOALS AND OBJECTIVES		
	Description	Analysis
Goal	A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, equestrians, mobility challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.	Consistent. The Enhanced Complete Street System would comprise four Enhanced Networks/Districts, one each to support pedestrian, bicycle, transit, and vehicle travel. The streets on the Bicycle-Enhanced Network would receive treatments beyond a regular bicycle lane or shared lane marking, such as buffered lanes, cycle tracks, and intersection enhancements, and will prioritize improvements for bicyclists relative to improvements for other roadway users. Proposed Pedestrian-Enhanced Districts would establish areas where improvements for pedestrians are prioritized relative to improvements for other roadway users. The proposed Transit-Enhanced streets would aim to provide reliable and frequent transit service that is convenient and safe; increase transit mode share; reduce single-occupancy vehicle trips; and integrate transit infrastructure investments with the identity of the surrounding street. Proposed vehicle enhancements would include investments in intelligent transportation systems, access management and consolidation, parking restrictions and removal, improved signal timing, and turning restrictions. The VEN is intended to complement the existing freeway network.

TABLE 4.2-4 CONSISTENCY WITH CITY OF LOS ANGELES COMMUNITY PLAN SUMMARIZED GOALS AND OBJECTIVES		
Goal	A system of safe, efficient, and attractive pedestrian, bicycle and trail routes linking neighborhoods to key areas in the community, including commercial centers, services and employment, points of historical interest, as well as open space and recreational areas.	Consistent. The improved connectivity related to bicycle, transit, pedestrian networks would result in increasing percentages of bicycling, walking and transit use as travel modes and would support a host of strategies to reduce congestion along certain corridors over the long-term.
Goal	A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.	Consistent. The proposed improvements along the Bicycle-Enhanced Network would consist of right-of-way infrastructure improvements, signal timing infrastructure improvements, and end of trip facilities.
Goal	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	Consistent. The proposed Mobility Plan 2035 addresses all modes of circulation on the City's street network, guiding mobility policies, programs, and projects in the City of Los Angeles through 2035. The development of a citywide Enhanced Complete Street System outlines modal enhancements for particular major streets in mode-specific enhanced networks that together would create a system of complete streets that would improve the overall multimodal transportation system. One of the objectives of the proposed project, Access for all Angelinos, aims to increase on-time performance and reliability of transit,
Goal	A well maintained, safe, efficient freeway, highway, and street network.	Consistent. In addition to the Draft Plan Enhanced Network improvements, the MP 2035 also considers proposed and programmed projects from the Los Angeles County Metropolitan Transportation Authority's (Metro) Congestion Mitigation Fee (CMF) program and Call for Projects (CFP), the Southern California Association of Governments' Regional Transportation and the City of Los Angeles' Street and Transportation Projects Oversight Committee.
Goal	A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.	Partially consistent. By providing increased access to other modes the project would allow for a reduction in parking demand. Implementation of the Vehicle Enhanced Network would include conversion of on-street parking to vehicle travel lanes. 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.
Goal	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.	Partially Consistent. The Vehicle Enhanced Network would include investments in intelligent transportation systems, access management and consolidation, parking restrictions and removal, improved signal timing, and turning restrictions. The VEN is intended to complement the existing freeway network. Under Project conditions, the share of roadway links projected to operate at LOS E or F exceeds the share for both Existing (2013) traffic conditions and Future No Project (2035) conditions in both the AM and PM peak periods. The "volume-weighted" average of the volume-to-capacity (V/C) ratio under Project conditions for all of the analyzed roadway segments also exceeds that of both the Existing traffic conditions and Future No Project conditions in both the AM and PM peak periods. See Mitigation Measures T1 through T4, included in Section 4.1 Transportation, Parking and Safety.
Objective	To provide parking in appropriate locations in accord with Citywide standards and community needs.	Partially consistent. By providing increased access to other modes the project would allow for a reduction in parking demand. Implementation of the Vehicle Enhanced Network would include conversion of on-street parking to vehicle travel lanes. 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.
Objective	To increase the work trips and non-work trips made on public transit.	Consistent. Proposed transit enhancements would include a range of proposed improvements. Proposed enhancements would include stop enhancement, increased service, with transit vehicles continuing to operate in mixed traffic, exclusive lanes during the peak period only, and in all-day exclusive lanes, while comprehensive enhancements typically include transit vehicles operating in an all-day exclusive lane.
Objective	To promote an adequate system of safe bikeways for commuter, school and recreational use.	Consistent. Proposed improvements along the Bicycle-Enhanced Network would consist of right-of-way infrastructure improvements, signal timing infrastructure improvements, and end of trip facilities.
SOURCE: TAHA 2013.		

In addition to the network improvements, the Mobility Element Update also considers proposed and programmed projects from the Los Angeles County Metropolitan Transportation Authority's (Metro) Congestion Mitigation Fee (CMF) program and Call for Projects (CFP), the RTP/SCS, and the City of Los Angeles' Street and Transportation Projects Oversight Committee (STPOC). The Project List includes projects beyond the TEN, BEN, and VEN, such as pedestrian access enhancements and the installation of

mobility hubs at Metro Rail stations, complete street enhancements, and other automobile-, transit-, goods movement-, bicycle-, and pedestrian-related projects throughout the City.

The project prioritizes future transportation improvements based upon the following criteria: person throughput, safety improvements, environmental benefits, population density served. Implementation of the VEN would include conversion of on-street parking to vehicle travel lanes. 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. Therefore, the proposed project would be only partially consistent with goals and objectives related to providing adequate parking. By providing increased access to other modes the project would allow for a reduction in parking demand. The proposed project would not make parking less safe nor substantially affect aesthetics in the project areas. For the segments anticipated to lose parking, patrons, residents and visitors would need to use on-site parking or other nearby parking options. The proposed loss of travel lanes would negatively impact traffic congestion, at least in the short term. However, as discussed in Chapter 3.0 Project Description, the improved connectivity related to bicycle, transit, pedestrian networks would result in increasing percentages of bicycling, walking and transit use as travel modes and would support a host of strategies to reduce congestion along certain corridors over the long-term. The proposed project balances demand for off-street parking with other transportation and land-use objectives that result in fewer vehicle trips. The project provides greater proximity and access to neighborhood services and provides greater access to alternative modes of transportation (other than cars) for residents, students, and employees.

Overall, the proposed project 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. In the long run, it is anticipated that a more robust multi-modal network as would occur under the proposed project, could be more beneficial to the City as mode shift choices continue to evolve, i.e. as more people choose alternative modes to vehicles, greater choice would be provided. Alternative modes (transit, bicycles, and pedestrian) would have more interconnected networks potentially accelerating mode shifts to modes other than vehicles. Consistency with applicable plans would be considered a less-than-significant impact.

MITIGATION MEASURES

Mitigation Measures **T1** through **T4** included in Section 4.1 Transportation, Parking and Safety would 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 proposed project. The City shall implement feasible options to address any parking shortages.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to land use compatibility would be less than significant.