

4.5 Land Use

This section describes the existing land uses and plans within the study area and identifies construction, direct, indirect, and cumulative land use impacts of the proposed project. This section also identifies any necessary mitigation and evaluates the residual impacts after mitigation.

4.5.1 Environmental Setting

Development and land use planning of the project corridor and its vicinity are guided by several adopted land use plans and policies that are intended to provide guidance as to how development could occur within the project corridor, as well as within several broader geographic contexts (e.g., the surrounding communities, the County, and the Southern California region).

The project corridor consists of 9.9 miles of Wilshire Boulevard located in the City of Los Angeles and the County of Los Angeles. Wilshire Boulevard is under the jurisdiction of the City of Los Angeles through most of the corridor (approximately 9.1 miles). Adjacent to the Veterans Administration facilities between Veteran Avenue and Federal Avenue (approximately 0.8 mile), Wilshire Boulevard is under the jurisdiction of the County of Los Angeles (County).

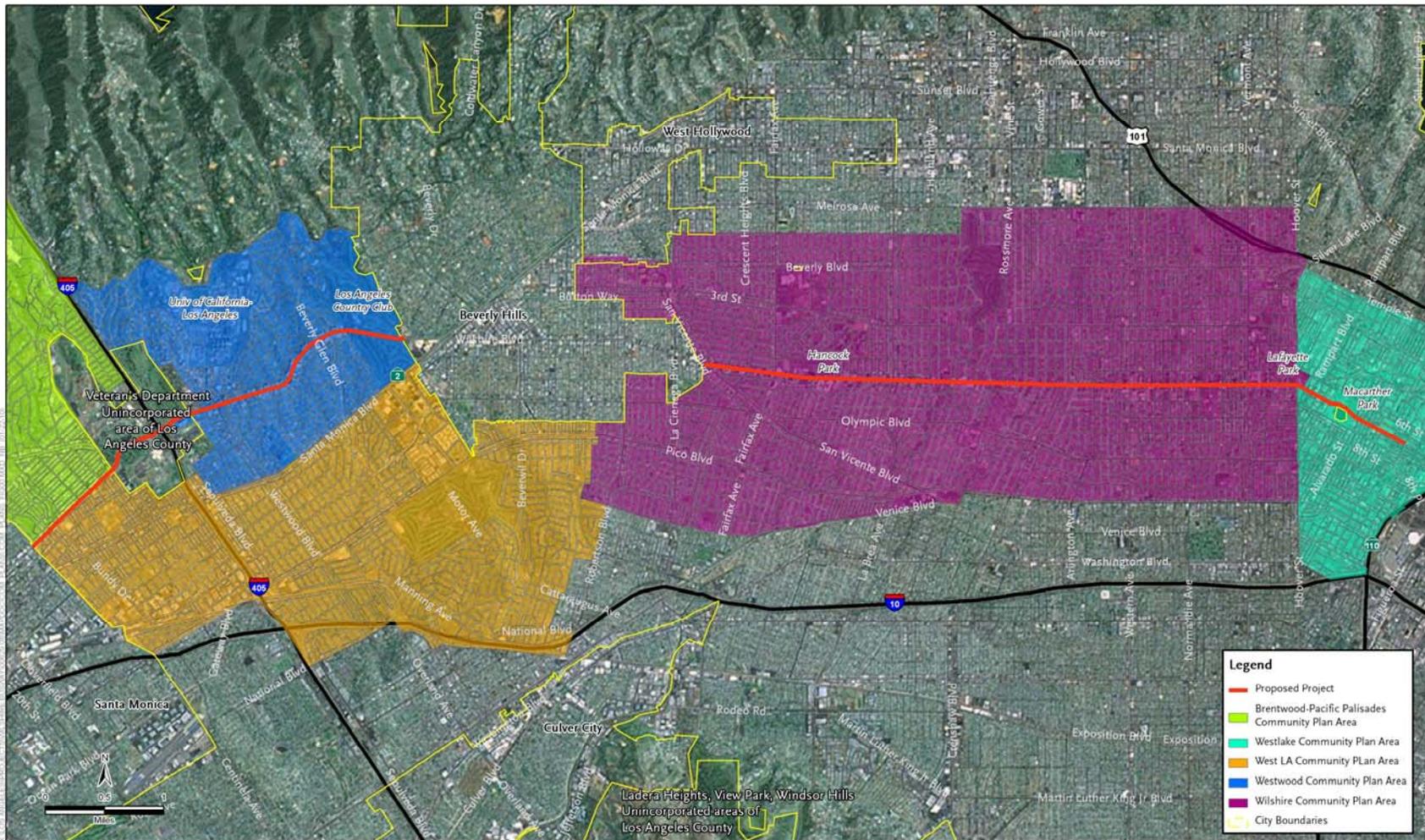
Figure 4.5-1 shows the jurisdictional boundaries of the Wilshire corridor within the City of Los Angeles, including the 0.8-mile segment located in the County of Los Angeles. As shown in the figure, the 9.9-mile corridor traverses through five City of Los Angeles Community Plan Areas. For purposes of the proposed project, segments of the corridor are located in the following community planning areas:

- Westlake Community Plan Area;
- Wilshire Community Plan Area;
- Westwood Community Plan Area;
- West Los Angeles Community Plan Area; and
- Brentwood-Pacific Palisades Community Plan Area.

Approximately 2.6 miles of Wilshire Boulevard are under the jurisdiction of the City of Beverly Hills, between San Vicente Boulevard and just to the west of North Whittier Drive. This portion of Wilshire Boulevard is not part of the project corridor.

The Wilshire corridor is a densely populated, highly developed inner urban region with extensive commercial and residential uses. The corridor runs through the densely populated mid-western portion of the City of Los Angeles, from the western edge of downtown Los Angeles at Valencia Street to the east to the eastern boundary of the City of Santa Monica at Centinela Avenue to the west.

Figure 4.5.1. Jurisdictional Boundaries of Community Planning Areas



SOURCE: ESRI (2008), City of LA GIS (2010)

Existing Land Use

A variety of land uses are located adjacent to the approximately 9.9-mile long Wilshire corridor. The corridor is densely developed with an abundance of various commercial uses. The majority of land uses located adjacent to the Wilshire corridor consist of parcels zoned for office, retail, commercial, residential, or institutional uses (e.g., museums). Commercial development and some multi-family residential uses front both sides of the corridor and the intersecting north/south streets.

The Wilshire corridor forms a central area for commercial activity for a number of neighborhoods, including the Westlake/MacArthur Park, Lafayette Park, Koreatown, Wilshire Center, Mid-Wilshire, Miracle Mile, Carthay Circle, Carthay Square, South Beverly Roxbury, Westwood, Boulevard Heights, West Los Angeles, and Brentwood Village.

The eastern portion of the Wilshire corridor, which is located in the Westlake community of the City of Los Angeles, includes mainly commercial office and retail (small businesses and strip malls) uses, interspersed with some residential uses, parking lots and community facilities. This portion of the segment also includes MacArthur Park and Lafayette Park. This segment also consists of a mix of mid-rise (8 to 10 stories) and low-rise buildings.

A long, narrow corridor of commercial activity exists along Wilshire Boulevard in the Wilshire Community Plan Area. The commercial activities along this corridor are comprised of professional offices and retail (strip mall and small businesses), interspersed with a few multi-family residential areas. Additionally, the corridor includes public attractions, such as Museum Row, Hancock Park, and the La Brea Tar Pits. The structures fronting Wilshire Boulevard contain numerous high-rise (20 stories) and mid-rise office buildings.

The segment of the Wilshire corridor located within the community of Westwood consists of multi-family housing, both high-medium and medium density residential uses. High-rise condominium towers are located along Wilshire Boulevard between the Los Angeles Country Club and Malcolm Avenue. Near Westwood Boulevard, the high-rise office corridor along Wilshire Boulevard serves as a regional business center with financial institutions and corporate headquarters.

The segment of the Wilshire corridor within the West Los Angeles community consists of commercial land uses, primarily strip mall development. The majority of commercial facilities are either small-scale and free standing or mini-mall type buildings designed to primarily serve local neighborhoods. The Los Angeles Veterans Administration and Hospital Complex and the Los Angeles National Cemetery are located to the south and north of this segment of the corridor, respectively.

Table 4.5-1 summarizes the types of land uses located along the corridor. As shown in the table, the most common land uses located along the corridor are commercial office and retail uses.

Relationship to Regional and/or Local Plans

The proposed project is subject to the requirements and policies of the following regional and local plans.

Southern California Association of Governments

The SCAG Regional Comprehensive Plan (RCP) was adopted in 2008 by the member agencies of SCAG to set broad goals for the southern California region and identify strategies for agencies at all levels of government to use in guiding their decision-making. With input from each of the subregions that make up the SCAG district (comprised of Los Angeles, Orange, San Bernardino, Riverside, Imperial and Ventura Counties), the RCP provides guidance on growth management to government agencies in the southern California region. To achieve adequate growth management, the plan encourages local land use actions as opposed to regional land use actions to stimulate urban development. The RCP recommends that projects meet the following goals: increased mixed land uses, more efficient use of existing infrastructure, reduced environmental impacts, more transit use, higher densities in mass transit and urban centers, and increased affordable housing.

The SCAG Regional Transportation Plan (RTP) was adopted in May 2008. All regional transportation plans, programs, and projects that receive state and federal funding must conform to the policies set out in the RTP, which are consistent with SCAG RCP. Listed below are applicable 2008 RTP goals:

- RTP G1: Maximize mobility and accessibility for all people and goods in the region.
- RTP G2: Ensure travel safety and reliability for all people and goods in the region.
- RTP G3: Preserve and ensure a sustainable regional transportation system
- RTP G4: Maximize the productivity of our transportation system.
- RTP G5: Protect the environment, improve air quality and promote energy efficiency.
- RTP G6: Encourage land use and growth patterns that complement our transportation investments.
- RTP G7: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

Table 4.5-1. Description of Land Uses, Activity Centers, and Community Facilities

Corridor Segment	Land Uses along Corridor	Destination and Activity Centers	Community Facilities within 0.25 Mile	Neighborhoods
Valencia Street to Alvarado Street	Office, Retail (Strip Malls), Parking Lots, Multi-Family Residential	Los Angeles Medical Center, Nuestra Alvarado Medical Center, MacArthur Park Redline/Purple Line Station	John H. Liechty Middle School, Esperanza Elementary, Mid-City Adult Learning Center, Los Angeles Early Intervention Center, LAFD Fire station No. 11, and Los Angeles Medical Center. More than ten churches, including, but not limited to, United Presbyterian Church, Harvest Church of Los Angeles, Council of Korean Unification, Harvest Church of Los Angeles	Westlake/MacArthur Park
Alvarado Street to Vermont Avenue	Office, Retail, Educational, Multi-Family Residential	MacArthur Park, Lafayette Multipurpose Community Center, Vermont Redline/Purple Line Station	College of Southern California, Southwestern Law School, Charles White Elementary School, Harold Mac Allister High School, Metropolitan Skills Center, Gabriella Charter School, Shriner's Hospital for Children. More than ten churches, including, but not limited to, Cana Presbyterian Church, Miju Sungmoon Presbyterian Church	Lafayette Park, Koreatown
Vermont Avenue to Normandie Avenue	Office, Retail, Multi-Family Residential	Former Ambassador Hotel Site, Normandie Redline/Purple Line Station, Koreatown, Wiltern Theatre	Los Angeles Leadership Academy, Cheerful Helpers Family and Study Center. More than ten churches, including, but not limited to, Wilshire Christian Church, American Baptist Church, Founders Church, Light of Glory Church	Koreatown
Normandie Avenue to Western Avenue	Office, Retail	Western Purple Line Station	Hobart Blvd Elementary, Camino Nuevo Charter School, Pio Pico Public Library, St. Basil's Catholic Church, Korean Evangelical Church, International Presbyterian Church, Calvary Faith Church, Doulos Mission Church, Nasung Yang Moon Church, Mijoo Yang Kog Presbyterian Church, Wilshire Boulevard Temple	Koreatown

Table 4.5-1. Description of Land Uses, Activity Centers, and Community Facilities (Continued)

Corridor Segment	Land Uses along Corridor	Destination and Activity Centers	Community Facilities within 0.25 Mile	Neighborhoods
Western Avenue to Crenshaw Boulevard	Office, Retail, Multi-Family Residential	Getty House	Wilton Place Elementary, Wilshire Park Elementary, Excel Education Academy LAFD Fire Station No. 29, St. James Episcopal School. St James Episcopal Church. More than ten churches, including, but not limited to, Christ Church, St. James Episcopal Church, Our Savior's Lutheran Church, California Calvary Church, etc.	Koreatown, Wilshire Center, Mid-Wilshire
Crenshaw Boulevard to La Brea Avenue	Office, Retail, Multi-Family Residential		Burroughs Middle School, Wilshire Private School, Meridian Institute. More than ten churches, including, but not limited to, God's People Church, Hon-Michi Congregation of Los Angeles, Oasis Christian Center, Iglesia De Jesucristo, Guadalupe Missioners, Wilshire United Methodist Church	Mid-Wilshire, Miracle Mile, Hancock Park
La Brea Avenue to Fairfax Avenue	Office Retail, Multi-Family Residential, Museum District	Museum Row, LACMA, Petersen Automotive Museum, Simon Wiesenthal Center Museum of Tolerance, George C. Page Museum of La Brea Discoveries, Museum of Television and Radio, Craft and Folk Art Museum, Hancock Park, Miracle Mile, La Brea Tar Pits	Cathedral Chapel School, Shalhavet School, Museums, West Bethel Presbyterian Church, Cathedral Chapel of St Vibiana, Jewish Historical Society of Southern California, Chabad Synagogue	Mid-Wilshire, Miracle Mile
Fairfax Avenue to La Cienega Boulevard/ Los Angeles City Border	Retail, Office	Museum of Tolerance	La Cienega Park, Temple of the Arts, Congregation Torah V Chesed, Los Angeles Church-Religious, Scottish Rite Temple-LA, Christ Citadel International Church, Church of Religious Science, Ohev Shalom Congregation	Miracle Mile, Carthay Square South, Carthay Circle

Table 4.5-1. Description of Land Uses, Activity Centers, and Community Facilities (Continued)

Corridor Segment	Land Uses along Corridor	Destination and Activity Centers	Community Facilities within 0.25 Mile	Neighborhoods
Beverly Hills City Border to Westwood Boulevard	Open Space, Office, High-Rise Residential	Westwood Village	Sinai Akiba Academy, Westwood United Methodist Pre-school, Los Angeles Country Club, Fairburn Avenue Elementary School, Westwood Presbyterian School, Sephardic Temple Tifereth, Westwood Presbyterian Church, University Bible Church, 28th Church-Christ Scientist, University Presbyterian Church, Westwood Hills Christian Church	Westwood, Boulevard Heights
Westwood Boulevard to Bonsall Avenue	Institutional, Retail, Office	Westwood Village, UCLA and UCLA Medical Center, Veterans Administration and Hospital, Los Angeles National Cemetery	UCLA Medical Center, Westwood Charter Elementary, Los Angeles National Cemetery	Westwood, West Los Angeles
Bonsall Avenue to Barrington Avenue	Institutional, Retail, Office	Veterans Administration and Hospital, Wadsworth Theatre and Chapel, West Wilshire Medical Center	Westwood Park, Westside Shepherd of the Hills Church	West Los Angeles, Brentwood
Barrington Avenue to Centinela Avenue	Office, Retail	Bel Air Surgical Center	University High/ Indian Springs Continuation School, Brockton Avenue Elementary, Church of Jesus Christ of LDS, Christian Science Church	West Los Angeles, Brentwood

Source: Mid-City/Westside Transit Draft EIS/EIR, 2001; Google Earth, 2008; compiled by ICF International, 2009.

County of Los Angeles General Plan

Approximately 0.8 mile of the project segment (between Veteran Avenue and Federal Avenue near the Veterans Administration facilities) lies within the jurisdiction of the County of Los Angeles and is subject to the policies and designations of the County of Los Angeles General Plan. The County General Plan is the guide for growth and development in the unincorporated areas of Los Angeles County. The General Plan is designed to guide the long-term physical development and conservation of the County's land and environment through a framework of goals, policies, and implementation programs. The General Plan also provides a foundation for more detailed plans and implementation programs to be conducted, such as area or community plans, zoning ordinances, and specific plans. The County of Los Angeles General Plan was adopted in 1980 and is currently being updated.

City of Los Angeles General Plan

The majority of the project corridor (9.1 miles) lies within the jurisdiction of the City of Los Angeles and is subject to the policies and designations of the City of Los Angeles General Plan. The City of Los Angeles General Plan is comprised of 11 citywide elements: transportation, infrastructure systems, housing, noise, air quality, conservation, open space, historic preservation and cultural resources, safety, and public facilities and services, and the land use.

According to the City of Los Angeles General Plan Transportation Element, Wilshire Boulevard is designated as a Major Highway - Class II, which can accommodate transit priority treatment without lane or roadway modifications. A typical Major Highway - Class II contains four full-time through lanes, two part-time parking lanes, and one center median or left-turn lane. The goals and policies set forth by the City of Los Angeles General Plan Transportation Element are as follows:

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.

Objective 2

Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

Policy 2.26 – Maximize arterial street peak hour capacity through removal of curb parking during peak hours where such removal creates an additional travel and/or bus lane.

The Land Use Element is composed of 35 local area plans, known as community plans, with associated counterpart plans for the Port of Los Angeles and the Los Angeles International Airport (LAX). Each of the 35 community plans is comprised of individual Land Use Plans (LUPs) that describe land use designations and policies for each community. The project corridor lies within five of the 35 community plan areas outlined in the General Plan; they are the Wilshire, Westlake, Brentwood-Pacific Palisades, Westwood, and the West Los Angeles Community Planning Areas.

Wilshire Community Plan. The Wilshire Community Planning Area is located approximately six miles west of downtown Los Angeles and is generally considered to be the “Mid-City” section of the City of Los Angeles. The community is bounded by the City of Los Angeles Community Plan Areas of Hollywood to the north, South Central Los Angeles and West Adams-Leimert-Baldwin Hills to the south, Silverlake-Echo Park and Westlake to the east, and West Los Angeles and the City of Beverly Hills to the west.

According to the Wilshire Community Plan, adjacent land uses to the project corridor include single and multiple density residential, commercial, open space and public facility uses along Wilshire Boulevard.

The following goals, policies and programs outlined by the Wilshire Community Plan apply to the proposed project.

Objective 10-1

Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Wilshire Community Plan Area.

Objective 10-2

Increase work trips and non-work trips made on public transit.

Objective 12-1

Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Objective 13-1

Increase traffic capacity on existing freeways, highways, and streets, through policy changes, and minor physical improvements to existing highways and streets.

Westwood Community Plan. The Westwood Community Planning Area is generally bounded by Sunset Boulevard and the Bel Air Community on the north; the City of Beverly Hills on the east; Santa Monica Boulevard and the West Los Angeles Community on the south; and the Veterans Administration property, the Brentwood-Pacific Palisades Community, and Sepulveda Boulevard on the west. Wilshire Boulevard is designated as a Major Highway (Class II) in the community planning area. According to the Westwood Community Plan, adjacent land uses to the project corridor include medium density residential, commercial, and public facility uses along Wilshire Boulevard.

A Transportation Improvement and Mitigation Plan (TIMP) was prepared for the Westwood Community Plan area that analyzes land use impacts on transportation projected to the year 2010. The TIMP establishes a program of specific measures, which are recommended to be undertaken during the life of the Community Plan. It also takes into account and incorporates local, state and regional programs.

Applicable goals and objectives from the Westwood Community Plan are included below:

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.

Objective 9-2

To increase the work trips and non-work trips made on public transit.

Objective 14-1

To increase capacity on existing transportation systems through minor physical improvements.

Brentwood/Pacific Palisades Community Plan. The Brentwood-Pacific Palisades Community Plan Area is located on the westside of Los Angeles. It is bordered on the southwest by the Pacific Ocean, on the south by the City of Santa Monica and Wilshire Boulevard, on the east by the San Diego Freeway (Interstate 405) and an incorporated area of Los Angeles County (Veterans Administration), and on the north by Mulholland Drive. The western border is also the City's western border adjacent to the unincorporated portion of Los Angeles County, which abuts the City of Malibu. A large portion of the acreage contained within the community plan is mountainous with public open space accounting for approximately 55 percent of land area (gross acres).

According to the Brentwood/Pacific Palisades Community Plan, the majority of land uses in the community are commercial uses with multi-family residential uses located in the immediate area.

A TIMP was prepared for the Brentwood-Pacific Palisades Community Plan Area through an analysis of land use impacts on transportation. The TIMP establishes a program of specific measures, which are recommended to be undertaken during the life of the Community Plan.

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.

Objective 10-2

To increase the work trips and non-work trips made on public transit.

Objective 11-1

To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.

Objective 12-1

To increase the capacity of existing transportation systems through minor physical improvements.

Westlake Community Plan. The Westlake Community Plan Area is located south of the Hollywood Freeway (Interstate 101) and north of the Santa Monica Freeway (Interstate 10). The Westlake Community Plan is surrounded by the community of Wilshire, Silverlake-Echo Park, Central City and South Central Los Angeles. The area is comprised of several sub-areas, the most prominent areas being Central City West, Pico-Union, and MacArthur Park.

According to the Westlake Community Plan, the majority of land uses along the project corridor along Wilshire Boulevard consist of commercial and open space uses. The following goals and objectives outlined by the Westlake Community Plan apply to the proposed project:

Objectives

- 1. To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents.*
- 2. To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.*
- 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.*

West Los Angeles Community Plan. The West Los Angeles Community is generally referred to as the “West Side” of the City and is located approximately eight miles west of downtown Los Angeles. The community is bounded by the City of Los Angeles Community Plan Areas of Palms - Mar Vista - Del Rey Community to the south; the West Adams-Baldwin Hills-Leimert, and Wilshire Community Plan Areas to the east; the Cities of Culver City and Santa Monica to the west; and Westwood and Brentwood-Pacific Palisades communities to the north; and the City of Beverly Hills to the east. According to the West Los Angeles Community Plan, the majority of land uses in the community are low density, single family residential uses with strips of commercial land uses along Wilshire Boulevard. The following goals and objectives outlined by the West Los Angeles Community Plan apply to the proposed project.

Objective 10-1

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.

Objective 10-2

To increase the work trips and non-work trips made on public transit.

Objective 11-1

To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.

Objective 12-2

To promote pedestrian-oriented mobility for commuter, school, recreational use, economic activity and access to transit facilities.

Objective 15-1

To increase the capacity of existing transportation systems through minor physical improvements.

Transportation Improvement and Mitigation Plans

A TIMP was prepared for four of the five applicable community plan areas (no TIMP was adopted for the Westlake Community Plan Area). The TIMP analyzes land use impacts on transportation in the community, as well as the greater City. The following summarizes the TIMPs for the applicable four community plan areas.

Brentwood-Pacific Palisades Community Plan Area. The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Brentwood-Pacific Palisades Community Plan. The TIMP document, which is an implementation program for the circulation needs of the Brentwood-Pacific Palisades Community Plan Area, consists generally of an analysis and evaluation of the following types of measures:

Transit Improvements

- Review of existing Metropolitan Transportation Authority lines
- Proposed new or expanded Los Angeles Department of Transportation Commuter Express Services
- Proposed or expand existing Park-and-Ride lots
- Review existing and proposed new commuter shuttle/DASH lines
- Para Transit (e.g., jitney, dial-a-ride, vanpools, subscription buses)

Capital Improvements

- Freeway Ramps
- Street Widening

Transportation Demand Management (TDM) Strategies

- TDM requirements for new developments
- Bicycle facilities

- Parking management program
- TDM monitoring program

Transportation System Management (TSM)

- Automated Traffic Surveillance and Control System (ATSAC)
- High Occupancy Vehicle (HOV) lanes
- Neighborhood protection (e.g., traffic control measures and plan)

Wilshire Community Plan Area. A TIMP was prepared for the Wilshire Community Plan Area that analyzes land use impacts on transportation, projected to the year 2010. The TIMP establishes a program of specific measures to reduce land use impacts on transportation to be undertaken during the life of the Wilshire Community Plan. The Wilshire TIMP provides an implementation program for the circulation needs of the Wilshire Community Plan Area, which consist of recommendations as follows:

- Street Reclassifications
- Transit Improvements
- Non-Motorized Transportation
- Transportation Demand Management Strategies
- Transportation Systems Management Strategies
- Residential Neighborhood Protection Plans
- Parking
- Capital Improvements

Westwood Community Plan Area. Similar to the Wilshire Community Plan Area TIMP, a TIMP was prepared for the Westwood Community Plan area that analyzes land use impacts on transportation projected to the year 2010. The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Westwood Community Plan. It also takes into account and incorporates the local, state and regional programs noted above. Due consideration should be given to individual recommendations regarding residential neighborhoods and adverse impacts on commercial activities. The TIMP document provides an implementation program for the circulation needs of the Westwood Community Plan Area, which consist of recommendations as follows:

- Public Transportation
- Transportation Demand Management strategies
- Residential Neighborhood Protection Plans
- Transportation Systems Management strategies

- Highway Infrastructure Improvements

West Los Angeles Community Plan Area. Similar to the TIMPs described above, a TIMP was prepared for the West Los Angeles Community Plan Area that analyzes land use impacts on transportation projected to the year 2010. The TIMP establishes a program of specific measures to be undertaken during the life of the West Los Angeles Community Plan. The TIMP document provides an implementation program for the circulation needs of the Plan area which consist of recommendations as follows:

- Public Transportation
- Transportation Demand Management strategies
- Residential Neighborhood Protection Plans
- Transportation Systems Management strategies
- Highway Infrastructure Improvements

Overlay Zones

The City of Los Angeles designates Historic Preservation Overlay Zones (HPOZs) to recognize and preserve buildings, structures, Landscaping, Natural Features, and areas within the City of Los Angeles having historic, architectural, cultural or aesthetic significance. These overlay zones, along with Section 12.20.3 of the City of Los Angeles Municipal Code, guide and dictate the ways in which historic and cultural resources can be enhanced, altered, and used in order to preserve the historic and/or cultural characteristics of the City of Los Angeles. Within the Wilshire Community Planning Area, the project corridor is adjacent to the Carthay Circle Historic Preservation Overlay Zone. Bounded on the north by Wilshire Boulevard, on the east by Fairfax Avenue, on the west by the City of Beverly Hills, and on the south by Olympic Boulevard (project corridor), Carthay Circle is one of three historic neighborhoods collectively known as the Carthay Neighborhood District. Carthay Circle is best known for its network of pedestrian pathways and the Los Angeles landmark, Carthay Circle Theater. Today, Carthay Circle is a mostly residential neighborhood, which has a large number of homes and structures built during the 1920s, 1930s and 1940s.

4.5.2 Thresholds of Significance

The Draft City of Los Angeles CEQA Thresholds Guide provides guidance concerning the nature of land use impacts and calls for determining significance in accordance with the individual circumstances of each project on a case-by-case basis. It also calls for determining the significance for land use plan consistency on a case-by-case basis. Consideration is given to the consistency of the project with the adopted land use/density designation in the community plan, redevelopment plan, or specific plan and the consistency of the project with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Therefore, for the purposes of the proposed project, a significant impact associated with land use is considered to occur under the following conditions:

- The interface of physical and operational characteristics of the project would be substantially incompatible with the surrounding land uses;
- The project would result in the division, disruption or isolation of an existing established community or neighborhood; or
- The project would be inconsistent with applicable land use plans and policies including the City of Los Angeles Planning and Zoning Code and the City of Los Angeles General Plan and associated community plans.

4.5.3 Environmental Impacts

Impact LU1: Compatibility with surrounding land uses.

The proposed project would not result in an impact related to compatibility with surrounding land uses.

The proposed project would include general improvements to portions of Wilshire Boulevard. Proposed improvements would include restriping of traffic lanes, as necessary; conversion of existing curb lanes to bus lanes in each direction during peak periods; upgrade of the existing transit signal priority system; selective street widening; reconstruction/resurfacing of curb lanes in select areas; and installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes.

Most of the existing curb lanes on Wilshire Boulevard in the City of Los Angeles would be “converted” to a bus and right-turn only operation in the peak periods (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m.) on weekdays. In these segments, the curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by widening or jut-out removal and restriping. Upgrades to the transit signal priority system would also be implemented, including (1) addition of bus signal priority at intersections with near-side bus stops (a recently developed and successfully tested concept), (2) increase in maximum available time for transit signal priority from 10 percent to 15 percent of the traffic signal cycle at minor intersections, and (3) reduction in the number of traffic signal recovery cycles from two to one at key intersections along the corridor.

As previously described, a variety of land uses are located adjacent to the approximately 9.9-mile long Wilshire corridor. The corridor is densely developed with an abundance of various commercial uses. The majority of land uses located adjacent to the Wilshire corridor consist of parcels zoned for office, retail, commercial, residential or institutional (e.g., museums.). Commercial development and some multi-family residential uses front both sides of the corridor and the intersecting north/south streets. Additionally, the corridor contains low-rise to high-rise structures.

No properties would be acquired, and no land use changes would occur under the proposed project. The project components described above would occur within the Wilshire Boulevard right-of-way. The existing transportation use of the corridor would remain under the proposed project. Therefore, the proposed project is not anticipated to result in impacts related to incompatibility with surrounding land uses.

Impact LU2: Division of existing neighborhood.

The proposed project would not result in an impact related to division of an existing neighborhood.

As described in the Project Description, the proposed project would consist of dedicated weekday peak period bus lanes in both the eastbound and westbound directions to be achieved through the conversion of existing curb lanes to peak period bus lanes. The proposed project would include the restriping and widening of some existing portions of the Wilshire corridor. As previously stated, throughout the corridor, Wilshire Boulevard is designated and zoned for transportation uses.

Within the Westlake Community Plan Area, parcels adjacent to Wilshire Boulevard are designated and zoned mainly for commercial use and includes office and retail uses (small businesses and strip malls), interspersed with some residential uses, parking lots, and recreational facilities. In the Wilshire Community Plan Area, parcels adjacent to Wilshire Boulevard are designated and zoned for commercial activities, and land uses are comprised of professional offices that are both high-rise (20 stories) and mid-rise (8-10 stories) and retail (strip mall and small businesses), interspersed with a few multi-family residential areas. The Westwood Community Plan Area portion of the project corridor consists of parcels designated and zoned for multiple-family housing, both high medium and medium density residential. High-rise condominium towers are located along Wilshire Boulevard between the Los Angeles Country Club and Malcolm Avenue along Wilshire Boulevard.

Near Westwood Boulevard, the high-rise office corridor along the corridor serves as a regional business center with financial institutions and corporate headquarters. The West Los Angeles Community Plan Area portion of the project corridor consists of parcels designated and zoned for commercial land use. The majority of commercial facilities are either small-scale and free standing or mini-mall type buildings designed to primarily serve local neighborhoods. The Wilshire Corridor in this community plan area also includes the Los Angeles Veterans Administration and Hospital Complex. The portion of the project corridor that is located in the Brentwood-Pacific Palisades Community Plan area is fairly small. Land uses located in this portion of the corridor include commercial uses located along Wilshire Boulevard and multi-family residential uses in the immediate area.

All proposed improvements would occur along Wilshire Boulevard and would not divide neighborhoods located along the corridor. No impact is anticipated to occur under project implementation.

Impact LU3: Consistency with applicable plans and policies.

The proposed project would not result in an impact related to consistency with applicable plans and policies.

The proposed project consists of dedicated weekday peak period bus lanes in both the eastbound and westbound directions to be achieved through the conversion of existing curb lanes to peak period bus lanes. The proposed project would include the restriping and widening of some existing portions of the Wilshire corridor. However, it would not result in new land uses that would change land use plans, policies, and regulations. The proposed project is anticipated to be consistent with all the local, regional, state, and federal jurisdictions and their plans for the project area. Table 4.5-2 includes a consistency analysis of the proposed project with applicable land use plans and policies. Therefore, no impacts related to consistency are anticipated.

As described in Table 4.5-2, the proposed project would be consistent with applicable City of Los Angeles community plans' objectives.

SCAG Regional Transportation Plan

The proposed project would not conflict with any Regional Transportation Plan goals or policies. Table 4.5-3 provides an analysis of the project's consistency with applicable SCAG planning goals and policies.

As shown in Table 4.5-3, the proposed project would be consistent with the goals of the 2008 RTP.

Table 4.5-2. Proposed Project Consistency with Applicable City of Los Angeles Community Plans

Wilshire Community Plan		
Objective 10-1	Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Wilshire Community Plan Area.	Consistent. The proposed project would include general improvements to the Wilshire corridor, including dedicated weekday peak period bus lanes in both the eastbound and westbound directions to be achieved through the conversion of existing curb lanes to peak period bus lanes. The proposed improvements would encourage the use of bus service in the area as a result of improved bus passenger travel times and bus service reliability.
Objective 10-2	Increase work trips and non-work trips made on public transit.	Consistent. The proposed project would result in improved bus service. Additionally, work and non-work trips would be shifted to bus service. Proposed improvements would include restriping of traffic lanes, as necessary; conversion of existing curb lanes to bus lanes in each direction during peak periods; upgrade of the existing transit signal priority system; and installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes.
Objective 12-1	Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.	Consistent. As described above, the proposed project would improve bus service and would shift work and non-work trips to bus service. The proposed project would improve transit use by the conversion of existing curb lanes to bus lanes in each direction during peak periods; upgrade of the existing transit signal priority system; and installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes.
Objective 13-1	Increase traffic capacity on existing freeways, highways, and streets, through policy changes, and minor physical improvements to existing highways and streets.	Consistent. The proposed project would include minor physical improvements to Wilshire Boulevard. Proposed improvements include the conversion of existing curb lanes to bus lanes in each direction during peak periods; upgrade of the existing transit signal priority system; and installation of traffic/transit signage and pavement. The proposed improvements would improve transit (bus) use along the Wilshire Corridor, and is anticipated to result in a mode shift that would reduce reliance on individual automobile use. This could increase traffic capacity.

Table 4.5-2. Proposed Project Consistency with Applicable City of Los Angeles Community Plans (Continued)

Westwood Community Plan		
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.	Consistent. See Response to Wilshire Community Plan Objective 10-1.
Objective 9-2	To increase the work trips and non-work trips made on public transit.	Consistent. See Response to Wilshire Community Plan Objective 10-2.
Objective 14-1	Increase capacity on existing transportation systems through minor physical improvements.	Consistent. See Response to Wilshire Community Plan Objective 13-1.
Brentwood/Pacific Palisades Community Plan		
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.	Consistent. See Response to Wilshire Community Plan Objective 10-1.
Objective 10-2	To increase the work trips and non-work trips made on public transit.	Consistent. See Response to Wilshire Community Plan Objective 10-2.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.	Consistent. See Response to Wilshire Community Plan Objective 12-1.
Objective 12-1	To increase the capacity of existing transportation systems through minor physical improvements.	Consistent. See Response to Wilshire Community Plan Objective 13-1.
Westlake Community Plan		
Objective 1	To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents.	Consistent. See Response to Wilshire Community Plan Objective 10-1.
Objective 2	To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.	Consistent. See Response to Wilshire Community Plan Objective 10-1.

Table 4.5-2. Proposed Project Consistency with Applicable City of Los Angeles Community Plans (Continued)

Objective 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.	Consistent. Bus service along Wilshire Boulevard would improve under the proposed project. Proposed improvements would include restriping of traffic lanes, as necessary; conversion of existing curb lanes to bus lanes in each direction during peak periods; upgrade of the existing transit signal priority system; and installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes. The proposed improvements would encourage the use of alternate modes of travel as a result of improved bus passenger travel times and bus service reliability.
West Los Angeles Community Plan		
Objective 10-1	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.	Consistent. See Response to Wilshire Community Plan Objective 10-1.
Objective 10-2	To increase the work trips and non-work trips made on public transit.	Consistent. See Response to Wilshire Community Plan Objective 10-2.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.	Consistent. See Response to Wilshire Community Plan Objective 12-1.
Objective 12-2	To promote pedestrian-oriented mobility for commuter, school, recreational use, economic activity and access to transit facilities.	Consistent. See Response to Westlake Community Plan Objective 3.
Objective 15-1	To increase the capacity of existing transportation systems through minor physical improvements.	Consistent. See Response to Wilshire Community Plan Objective 13-1.

Source: ICF International, 2010.

Table 4.5-3. Proposed Project Consistency with 2008 Regional Transportation Plan Goals

<p>RTP G1</p>	<p>Maximize mobility and accessibility for all people and goods in the region.</p>	<p>Consistent: The proposed project would facilitate improved mobility along Wilshire Boulevard. A series of general improvements would be made to Wilshire Boulevard, including the conversion of existing curb lanes to bus lanes and the upgrading of the existing transit signal priority system.</p>
<p>RTP G2</p>	<p>Ensure travel safety and reliability for all people and goods in the region.</p>	<p>Consistent: The proposed project would include improvements to Wilshire Boulevard to enhance traffic conditions. Proposed improvements include restriping of traffic lanes, as necessary; conversion of existing curb lanes to bus lanes in each direction during peak periods; upgrade of the existing transit signal priority system; and installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes. These proposed improvements and upgrades would enhance travel safety and improve reliability.</p>
<p>RTP G3</p>	<p>Preserve and ensure a sustainable regional transportation system.</p>	<p>Consistent: The proposed project would include improvements to Wilshire Boulevard to enhance traffic conditions. Proposed improvements would enhance the regional transportation system by reducing congestion and increasing capacity on major Class II highways, which serve as regional transportation corridors. Specifically, the proposed project would improve bus service, thereby encouraging transit use. Proposed improvements would increase travel safety and improve overall reliability.</p>
<p>RTP G4</p>	<p>Maximize the productivity of our transportation system.</p>	<p>Consistent: The proposed improvements would enhance the regional transportation system by reducing congestion and increasing capacity on major Class II highways, which serve as connectors to the regional freeway system. Under the proposed project, improvements would be made to bus service along the Wilshire corridor. Improvements would include upgrade of the existing transit signal priority system; and installation of traffic/transit signage and pavement markings, as necessary, to implement dedicated peak period bus lanes.</p>

Table 4.5-3. Proposed Project Consistency with 2008 Regional Transportation Plan Goals (Continued)

RTP G5	Protect the environment, improve air quality and promote energy efficiency.	Not Applicable: The proposed project is a transportation improvement project and does not directly contribute to or detract from air quality or energy efficiency. Implementation of the proposed project is anticipated to result in a mode shift to reduce reliance on individual automobile use to reduce congestion leading to reduced emissions.
RTP G6	Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.	Consistent: The proposed project would not alter existing land use patterns. The project would result in improvements to an existing roadway (Wilshire Boulevard) that is consistent with adopted general plan goals and policies aimed at creating priority transit corridors to facilitate east-west regional travel.
RTP G7	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies	Consistent: The proposed project would not affect the security of the local or regional transportation system.

Source: ICF International, 2010.

4.5.4 Mitigation Measures

As noted previously, the proposed project would be consistent with the goals and objectives of the regional land use plans, applicable community plans of the City of Los Angeles General Plan and municipal zoning codes. As project impacts would be less-than-significant, no mitigation measures are required.

4.5.5 Level of Significance After Mitigation

As the proposed project would be consistent with the adopted policies of the General Plan and other applicable land use plans, project impacts with respect to land use would be less-than-significant without mitigation.