

Technical Memorandum

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From: Josephine Alido, Parsons

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Re: Sidewalk and Transit Amenities Program
Land Use Consistency Analysis

1.0 PURPOSE AND ORGANIZATION OF THIS MEMO

The purpose of this memorandum is to document the results of the land use consistency analysis as it relates to the land use impacts associated with construction and operation of the proposed Sidewalk and Transit Amenities Program (STAP). This memo identifies the environmental impacts of the project relating to existing land uses and applicable land use plans and policies, and it will support the findings of the Initial Study that will be prepared to identify the appropriate environmental document for the project, in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

2.0 PROJECT LOCATION AND SETTING

The City of Los Angeles (the City) covers approximately 468.7 square miles and is generally located at the southwestern section of Los Angeles County. Public transit services in the City are provided by the Los Angeles County Metropolitan Transportation Authority (Metro), City of Los Angeles Department of Transportation (LADOT), Southern California Railroad Authority (SCRRA or Metrolink), and bus services from adjacent cities. Current inventory indicated that there are 1,884 existing transit shelters throughout the City, which are located at bus stops that are used by Metro, LADOT DASH and Commuter Express, Culver City, Santa Monica Big Blue Bus, and other regional and municipal bus operators.

Approximately 21 percent (63,888 acres) of all land in the City is developed as streets, storm drainage channels, utility facilities, and reservoirs. The City currently maintains an inventory of 1,884 transit shelters, 197 public amenity kiosks, 6 vending kiosks, and 15 automated public toilets as part of its Coordinated Street Furniture Program (CSFP). Table 1 provides an inventory of these facilities. The CSFP is entirely funded by advertising revenue from advertising panels at most existing program furniture locations.

Table 1. CSFP Inventory

Structures and Facilities	Number
Advertising Shelters	1,667
Non-Advertising Shelters	123
Rapid Bus Shelters	52
Los Angeles Neighborhood Initiative (LANI) Non-Advertising Shelters	42
Total Transit Shelters	1,884
Public Amenity Kiosks	197
Vending Kiosks	6
Total Advertising Panels (with 13% for public service programs)	3,679
Automatic Public Toilets (APTs) (owned/operated by a private firm) ¹	15

Source: StreetsLA, 2021.

3.0 PROJECT DESCRIPTION

3.1 Project Objectives

The STAP would be implemented by the Department of Public Works Bureau of Street Services (StreetsLA) and would provide shelter, shade, safety, and comfort to the City's transit riders, active transportation users, and pedestrians. The program would support public transit and shared use of the sidewalk; improve transit information and public service delivery; be a self-sustaining program through reinvestment of advertising revenues to improve access and mobility; and create a dynamic program that incorporates flexibility and collaboration with other City goals and programs. These goals would be achieved through the efficient delivery of enhanced program elements and active management by the City.

The primary objectives of the STAP include the following:

- Promote and expand the use of transit, active transportation, and shared mobility by improving the quality and technological capability of associated physical program elements, such as transit shelters, kiosks, and other amenities
- Improve the intrinsic design qualities of street furniture and other public right-of-way infrastructure and streetscapes on a city-wide basis
- Provide public benefits to help strengthen neighborhoods while facilitating an economically and physically sustainable project
- Foster a public-private collaborative approach to provide expanded and more equitable public services, regular STAP equipment maintenance, and revenue to the City using commercial advertising opportunities

¹ APTs are currently considered an option for inclusion in the new STAP, but they are not a mandatory component of the incoming program. The City is considering its options to pursue a separate public toilet program. Were the City to create a stand-alone public toilet program, the current APT inventory will be included as part of that program and will not be part of STAP.

3.2 Siting Parameters

The selection of sites for all STAP inventory, including the STAP Shelter Revitalization Program, will be guided by the goal to provide shelter, shade, safety, and comfort to the maximum number of transit riders, the users of active transportation, and pedestrians through a program that is sustained by revenue generated from advertising on the program elements. The physical placement of functional street furniture in locations where advertising space can generate the most revenue is of secondary importance. Through the STAP, the City intends to set a high standard for the use of public space through the use of well-designed, functional furniture and digital displays that transform City streets into welcoming, vital streetscapes. The City has developed criteria to ensure equitable distribution of shelters.

Placement of the STAP project elements will be guided by the City's overarching goals for the program, recommendations of the City Council, the criteria identified below, as well as requests from members of the public, private landowners, and developers. The decision making for determining site locations, therefore, is part of an iterative process. Generally, STAP project elements will be sited according to street designation, zoning, and adjacent land uses, as provided in Table 2. However, the placement of program elements in areas with historic, scenic, sensitive resource, or other special designations may require special approvals and/or cooperative agreements.

As shown, proposed transit shelters with or without advertising displays would be generally confined to the City's commercial, industrial, parking, and open space areas; no transit shelters with or without advertising displays will be constructed or replaced under this program along the frontage of properties on Hillside Limited Streets, Hillside Local Streets, designated federal and State Scenic Highways and frontages of One-Family Residential zones.

Table 2 Transit Shelter Zoning Siting Parameters

			General Zoning/Land-Use								
			Agric ulture	Residentia l Estate	One- Family Residen tial	One- Family Reside ntial (RS Only)	Multi-Family Residential	Comme rcial	Manuf acturi ng	Parki ng	Open Space
Corresponding Zones			A1, A2, RA	RE40, RE20, RE15, RE11, RE9	R1, RU, RZ2.5, RZ3, RZ4, RW1	RS	R2, RD1.5, RD2, RD3, RD4, RD5, RD6, RMP, RW2, R3, RAS3, R4, RAS4, R5	CR, C1, C1.5, C2, C4, C5, CM	MR1, M1, MR2, M2, M3	P, PB	OS, PF, SL
Major Arterial (Major Highway)											
Boulevard I	136'	18'									
Boulevard II	110'	15'									
Secondary Highway											
Avenue I	100'	15'									
Avenue II	86'	15'									
Avenue III	72'	13'									
Non-Arterial Streets											
Collector	66'	13'									
Industrial Collector	68'	10'									
Industrial Local	64'	10'									
Local Street - Standard	60'	12'									
Local St. - Limited	50'	10'									
Hillside Streets											
Hillside Collector	50'	5'									
Hillside Local	44'	4'									
Hillside Limited	36'	4'									

Table 2 Transit Shelter Zoning Siting Parameters

			General Zoning/Land-Use								
			Agric ulture	Residentia l Estate	One- Family Residen tial	One- Family Reside ntial (RS Only)	Multi-Family Residential	Comme rcial	Manuf acturi ng	Parki ng	Open Space
R/W Width			S/W Widt h								
Corresponding Zones			A1, A2, RA	RE40, RE20, RE15, RE11, RE9	R1, RU, RZ2.5, RZ3, RZ4, RW1	RS	R2, RD1.5, RD2, RD3, RD4, RD5, RD6, RMP, RW2, R3, RAS3, R4, RAS4, R5	CR, C1, C1.5, C2, C4, C5, CM	MR1, M1, MR2, M2, M3	P, PB	OS, PF, SL
Other Public Rights-of-Way											
One-Way Service Rd	26'-32'	10'									
Bi-Direction Svc Rd	34'-42'	10'									
Pedestrian Malls	N/A	N/A									
City Scenic Highway											
Federal/State Scenic Highway*											

Legend

Not Allowed	No Shelters/Advertising Displays Allowed in front of properties.**
Limited Allowance	No Advertising Displays allowed next to one-family dwellings; shelters with/without advertising displays <i>may be</i> allowed elsewhere.**
Allowed	Shelters/Advertising Displays allowed
In all cases	Shelters/Advertising Displays only allowed if site has sufficient space to facilitate installation in compliance with the City's Proposed Guidelines for Accessible Rights-of-Way (PROWAG), including frontage or service road islands, bus islands, and designated bus stop zones within public rights-of-way
	Shelters with/without advertising displays may be allowed on side yards and reverse frontage (back yards) of one-family dwelling units facing streets with different classifications. Example: one-family dwelling unit on a Local St - Standard with reverse frontage on an Avenue II.

**

R/W – right-of-way
S/W – sidewalk
N/A – not applicable
' – feet

* Refers to Officially Designated State Scenic Highways
Source: StreetsLA, 2021.

It is the City's intent to prioritize and designate locations for the installation of transit shelters to ensure their equitable distribution while working towards achieving the City Council's express goal of having a minimum of 75 percent of transit boardings within each of the 15 Council Districts made from a location with a transit shelter.

The transit shelters roll-out process will be guided by a data- and equity-driven priority criteria developed in partnership with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and organizations dedicated to improving access for people with disabilities and seniors, as well as environmental and transit advocacy and community-based organizations. Data utilized in prioritization of roll out locations are as follows::

- High transit ridership
- Exposure to heat (heat data generated by the Trust for Public Land)
- Metro's Equity Focus Communities (based upon minority populations, low-income households, and zero-vehicle households)
- Proximity to trip generators, key destinations, service facilities, and low frequency bus routes that indicate long wait times
- Specific site conditions, especially the ability to receive relocated or new STAP shelters

Please note that the possible shelter locations for future upgrades shown in the interactive map on the STAP website are preliminary locations based on the equity data above but would be further refined based on specific site conditions, especially the ability to receive relocated or new STAP shelters, the level of site rehabilitation required, and applicable City regulations (e.g., Specific Plans and overlay districts).

Following the assignment of priority rankings on a citywide basis based on the combination of above factors, the ranked bus stops will be reviewed in relation to City Council District boundaries with the goal of deploying new or upgraded shelters at the highest ranked locations within each Council District. Once the 75 percent Council District goal is reached, additional shelter sites will be selected based on the established criteria indicating the highest rank prioritized locations citywide and specific requests for transit shelters by City offices, Neighborhood Councils, or constituents. Other program elements can be placed to serve advertiser demand when space and inventory allow through a collaborative site selection process. The City Council may reject proposed locations for placement of STAP program elements and suggest alternate locations. The ultimate determination of STAP element locations, however, resides with the Los Angeles Board of Public Works.

3.3 Project Implementation Features

Transit shelters are a mandatory program element. In addition to providing upwards of 3,000 new transit shelters, the STAP would also provide litter/recycling receptacles, digital

displays, interactive information kiosks, vending kiosks, urban panels², and eLockers (i.e., click and collect lockers).

Site construction and deployment of the transit shelters under STAP are anticipated to occur over a 3- to upwards of a 6-year time span, from 2022–2024 or 2027 depending upon the negotiated terms of the final contract. Maintenance and operation of all transit shelters, existing and new, would be the responsibility of the contractor for 10 years with two potential 5-year extensions, in accordance with the agreements with the City. In summary, program implementation would include the following activities:

- Dismantling and removing existing transit shelters and amenities
- Refresh a number existing shelters and constructing new transit shelters
- Maintaining the revitalized and new transit shelters
- Installation of urban panels at or within the vicinity of the transit shelters
- Installation of other optional program elements at or within the vicinity of the transit shelters

STAP program elements would comply with all applicable Structural, Seismic, Plumbing, and Electrical Codes, and other specific City-adopted policies and standards applicable to the public right-of-way. This includes compliance with Department of Public Works Standard Specifications, Standard Specifications for Public Works Construction, City amendments to the Standard Specifications for Public Works Construction (Brown Book) and various Standard Plans.

A total of 1,116 new transit shelters would be constructed at designated locations, at existing bus stops without transit shelters, and the existing 1,884 new transit shelters would be replaced. The dimension of each new structure would be approximately 5 feet wide, 14-20 feet long, and 9 feet tall. It would be equipped with seating, illumination for security and safety, and provide a separate stand-alone litter/recyclable receptacle.

Construction and installation of each new transit shelter would include any combination of the following activities:

- Installation of refurbished and renewed transit shelter or a new transit shelter at a bus stop that previously had a shelter or amenities
- Installation of refurbished and renewed transit shelter or a new transit shelter at a location that did not previously have a shelter or amenities
- The following program elements may be provided in the area adjacent to the shelter canopy:
 - Litter/recycling receptacles, digital displays, interactive information kiosks, vending kiosks, urban panels, and eLockers

² Urban panels are digital displays that are positioned on the street level to be viewed by pedestrians and vehicular traffic.

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- Any of the following elements may also be incorporated within, or in the vicinity of transit shelters:
 - Shade structures; docks and/or corrals for scooters or bicycles; bollards; pillars; traffic barriers; electric vehicle charging stations³; hydration stations; handwashing stations or hand sanitizer dispensers; cooling stations; public Wi-Fi and Broadband 5G; charging ports or stations; public art and features that reflect local and/or architectural history.
- Sidewalk reconstruction related to the installation of new or replacement transit shelters⁴, including fixing broken concrete, cracks, and making required accessibility improvements, such as cross-slope work for Americans with Disabilities Act (ADA) compliance
- Minor utility work, such as underground or overhead utility connections may be required

Each of the new and updated shelters would be equipped with a canopy, a bench, and a litter receptacle, with the size of the canopy varied. The City intends to incorporate various amenities as part of STAP to take advantage of expanding innovations in transit and smart technology, including customized automated digitized advertising panels, some of which may be interactive with the capability of providing wayfinding, real-time bus arrival, and other public information. Media kiosks, approximately 4.5 feet by 2 feet wide and 8 feet tall, will each have two display panels containing a combination of digital graphics and/or static printed commercial advertising, wayfinding, bus arrival, or other public services message content that may either be incorporated into the transit shelter or installed as separate, stand-alone structures. Newsstand vending kiosks, public amenity kiosks, and urban panels may be included as part of the project. Installation of transit shelters and associated amenities may require sidewalk reconstruction.

Intermittent lane closure or curb restrictions would be required over the approximately 2.5 days required to install the shelters. No streets would be completely closed to vehicular traffic during the transit stop/shelter installation process, but traffic flag persons and/or devices may need to be in place during the installation period to protect vehicles, bicycles, and pedestrians if adequate width for deployment of the equipment is not otherwise available. All construction vehicles would be removed daily from the construction site location. Bus stops would need to be temporarily relocated or suspended. No permanent parking impacts are anticipated.

³ Electric vehicle charging stations would be incompatible with bus stop zones where no-parking is allowed; but **may** be a program feature provided away from/outside of bus stop zones.

⁴ The STAP will not be making comprehensive sidewalk repairs throughout a bus stop zone. ADA related sidewalk reconstruction in particular, will be limited to the area immediately beneath the transit shelter, transition areas needed to access the ADA-compliant area beneath a transit shelter, and an ADA-compliant Pedestrian Access Route (PAR) from the waiting area beneath a transit shelter to the ADA-compliant 5-foot by 8-foot boarding/alighting area adjacent to the bus stop sign post. Sidewalk panels disturbed by transit shelter installations will likely be repaired replaced but the scope of additional sidewalk repairs beyond that will be reviewed and determined on a case by case basis depending upon the ability of the City to cover the costs of such work.

Maintenance of all of the program transit shelters and other amenities would be performed by the contractor on an ongoing basis over the 10-year period with two potential 5-year extensions. The activities would include any combination of the following:

- Cleaning of shelters, associated program elements, and sidewalk area on a regularly scheduled (minimally twice per week) and emergency basis, including use of power-washing equipment
- Removal or abatement of graffiti and/or stickers
- Abatement of etching to the highest degree possible
- Litter and recyclable collection and disposal
- Shelter repair work, including fixing broken ad panels, inoperable lights, shelter structures, benches, litter receptacles, and other program elements
- Minor utility repair, such as replacing light elements, fuses, and utility box repairs
- Periodic re-painting or re-coating of transit shelters and their related components

Maintenance of all STAP elements would be performed in accordance with performance based contract maintenance standards that takes into account historical data, including public comments and complaints received by the City's 311 Center, STAP web forms, crowd-sourced information, and data collected by StreetsLA's Asset Management Program.

4.0 EXISTING LAND USE CONDITIONS

The City of Los Angeles is highly urbanized and developed with a mix of land uses, including low, medium and high density residential, commercial, and industrial areas, public and institutional facilities, open space, and vacant infill lots. Approximately 21 percent (63,888 acres) of all land in the City is developed as streets, storm drainage channels, utility facilities, and reservoirs. The street pattern is primarily characterized by a grid-like linear pattern that crosses through the City. Major infrastructure includes Chatsworth Reservoir, Sepulveda Basin, Los Angeles Reservoir, Hansen Dam, and the areas abutting Hansen Dam to the southwest.

City streets are located adjacent to all land uses and include sidewalks on one or both sides where existing transit shelters and bus stops are located. These streets include major arterial highways, secondary highways, non-arterial streets, hillside streets, other public rights-of-way (e.g., service roads and pedestrian malls), and scenic highways. Based on the current inventory, 1,884 transit shelters are located on the sidewalks of the public roads throughout the City. A typical transit shelter is provided with some or a combination of benches, shelters with or without advertising panels, trash receptacles, and at limited locations, bus stop safety lighting and real-time bus arrival information. Numerous other bus stops are only defined by bus stop signs⁵ at the sidewalk. Figure 1 shows photos of existing transit shelters within the City of Los Angeles.

⁵ Bus stop signs are solely provided by transit operators and are not a part of any City transit amenity improvement program.

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Figure 1. Examples of existing transit shelters/bus stops within the City of Los Angeles

5.0 RELEVANT LAND USE REGULATIONS

5.1 Federal

There are no specific federal regulations that relate to land use planning and policy.

5.2 State

California Coastal Act of 1976

The *California Coastal Act* protects the defined Coastal Zone as a distinct and valuable natural resource of vital and enduring interest to all the people. The Act outlines the standards for development within the Coastal Zone and includes specific policies that address issues such as shoreline public access and recreation, lower-cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The Act is designed to empower local governments to create Local Coastal Programs (LCP) as land use policy for the conservation and best use of coastal resources within individual jurisdictions.

Section 30601 of the California Coastal Act states that.... where applicable, in addition to the local permit, a coastal development permit shall be obtained from the California Coastal Commission for development between the sea and the first public road or within 300 feet of the inland extent of any beach or mean high tide line, or located on tideland, submerged land, public trust land, and within 100 feet of a wetland, estuary, stream, or 300 feet of a coastal bluff, and major public works or energy facility.

Because the STAP program elements would occur on public rights-of-way, such as sidewalks, all Coastal Development Permits not within the Los Angeles City Port Master Plan would be processed by the Department of Public Works, Bureau of Engineering and the Harbor Department would approve Coastal Development Permits within the Port of Los Angeles. With compliance with local coastal programs and a dual coastal permit from the California Coastal Commission, if necessary, for STAP program elements to be located between the sea and the first public road or within 300 feet of the inland extent, no conflict with the California Coastal Act would occur with the STAP.

5.3 Regional

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Southern California Association of Governments' (SCAG) 2020–2045 RTP/SCS is a comprehensive long-term transportation plan that provides a vision for the future of the SCAG region's multimodal transportation system and specifies how that vision can be achieved for the region. It combines land use and transportation strategies with options to increase mobility and achieve a more sustainable growth pattern. The RTP/SCS identifies major challenges, as well as potential opportunities associated with growth,

transportation finances, the future of airports in the region, and impending transportation system deficiencies that could result from growth projections for the region.

The STAP would not conflict with, but instead support, the goals and guiding principles of the RTP/SCS by providing convenient and attractive transit shelters that would support transit use and reduce vehicle trips and associated air pollutants and greenhouse gas (GHG) emissions. Relevant RTP/SCS goals which the STAP would support include:

2. Improve mobility, accessibility, reliability, and travel safety for people and goods
3. Enhance the preservation, security, and resilience of the regional transportation system
4. Increase person and goods movement and travel choices within the transportation system
5. Reduce greenhouse gas emissions and improve air quality
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel

Relevant RTP/SCS guiding principles include:

2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system
3. Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities
4. Encourage RTP/SCS investments and strategies that collectively result in reduced nonrecurrent congestion and demand for single-occupancy vehicle (SOV) use, by leveraging new transportation technologies and expanding travel choices
5. Encourage transportation investments that will result in improved air quality and public health, and reduced GHG emissions

Also, no conflict with the growth projections in the RTP/SCS would occur from the STAP since no population or housing growth would be generated by the project.

Other State and regional plans address broader issues and/or do not specifically relate to the STAP, transit shelters, and STAP program elements.

5.4 Local

5.4.1 City of Los Angeles General Plan

The City General Plan outlines the City's long-range goals and policies for the physical development of the City and addresses community development relative to the distribution of land uses. It includes 35 community plans that collectively comprise the Land Use Element of the General Plan. It also includes the Framework Element, Plan for a Healthy Los Angeles – Health and Wellness Element, Housing Element, Mobility Element (i.e., Mobility Plan 2035), Noise Element, Air Quality Element, Conservation Element, Open Space Element, Safety Element, Infrastructure Systems Element, and Public Facilities and Services Element.

Framework Element

The Framework Element serves as the City's overall strategy for long-term growth and is the organizing element that correlates to all the other elements of the General Plan. The Framework Element's goals, objectives, and policies that are related to the STAP are listed in Table 3, along with a brief discussion of STAP consistency. The STAP would not conflict with the Framework Element.

Table 3. Framework Element Consistency

Goal, Objective, or Policy Title and/or Number	Goal, Objective, or Policy	STAP Consistency
Neighborhood Transportation	Expand neighborhood transportation services and programs to enhance neighborhood accessibility, including such systems as DASH, taxis, transit, paratransit, voucher programs, incentives for recreational trips, and Smart Shuttles and jitneys.	STAP supports this policy by making transit use more convenient for transit riders.
Transportation Demand Management	Promote the development of transportation facilities, services and educational programs that encourage transit rideshare, increase vehicle occupancy, and pedestrian and bicycle access.	STAP supports this policy by improving and providing transit shelters to support and promote transit use.
Centers, Districts, and Mixed-Use Boulevards	Develop transit alignments and station locations that maximize transit service in centers and mixed-use boulevards.	STAP would add more than 1,100 new transit shelters to support and promote transit use along major arterials, secondary highways and non-arterial streets, but not on local streets or on streets in One-Family Residential zones.
Distribution of Land Use – Policy 3.4.1	Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of	New and replacement shelters under STAP would be located in commercial zones but not in One-Family Residential zones, consistent with this policy.

Table 3. Framework Element Consistency

Goal, Objective, or Policy Title and/or Number	Goal, Objective, or Policy	STAP Consistency
	neighborhood districts, community regional and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram (Figures 3-1 and 3-2 of the Framework Element)	
Community Centers – Policy 3.9.7 Regional Centers – Policy 3.10.4	Provide for the development of public streetscape improvements where appropriate.	STAP would replace most of the older transit shelters and would improve the local streetscape in community centers and regional centers.
Regional Centers – Policy 3.10.5	Support the development of small parks, incorporating pedestrian-oriented plazas, benches, other streetscape amenities, and where appropriate, landscaped play areas.	STAP would provide benches, shelters, and other sidewalk amenities on streets in regional centers.
Transit Stations – Policy 3.15.5	Provide for the development of public streetscape improvements, where appropriate.	STAP would provide benches, shelters, and other sidewalk amenities to improve the City streetscape.
Streets – Policy 5.3.1 b	Transit- priority segments, where designated, should give priority to pedestrians at transit stops and will consist of major bus or rail routes along which transit vehicles have priority over other vehicles. They may also include exclusive transit lanes.	STAP would serve pedestrians and transit users along City streets used by transit.
Streets – Policy 5.3.2 a	Roadway design standards shall address posted speed limits, minimum sidewalk widths, maximum corner radii, traffic lane width, on-street parking and frequency of curb cuts. These should consider all forms of travel including vehicle (private automobile, truck, transit, and other), bicycle and pedestrian.	Proposed transit shelters and amenities would not affect speed limits, minimum sidewalk widths, maximum corner radii, traffic lane width, on-street parking, and curb cuts, nor would it block vehicle, bicycle, or pedestrian travel.
Streets – Policy 5.3.2 b	Public improvement standards should address street tree form and spacing; street light type, height and illumination level; and other streetscape elements, particularly in the vicinity of transit stops. Street tree form is dependent on species and available planting space.	STAP program elements would be designed to meet City standards. No trees are proposed to be removed with implementation of the STAP program elements.
Livable Neighborhoods – Policy 5.5.4	Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and	STAP transit shelter designs would be subject to review

Table 3. Framework Element Consistency

Goal, Objective, or Policy Title and/or Number	Goal, Objective, or Policy	STAP Consistency
	trees, bus shelters and benches, and other street furniture.	and approval by the City prior to implementation.
Resource Development – Policy 6.5.4	Encourage and facilitate assessment districts for street amenity improvements.	STAP would be a self-funding program for sidewalk and transit shelter amenities. It would not conflict with this policy.
Economic Development – Policy 7.10.2	Support efforts to provide all residents with reasonable access to transit infrastructure, employment and educational and job training opportunities.	Improved and new transit shelters would be located to serve a minimum of 75 percent of transit boardings within each Council District.
Telecommunications – Objective 9.37	Encourage the development of a wide variety of public and private telecommunication services available to all City residents and businesses.	STAP program elements would be capable of incorporating small-cell towers and network devices to support 5G telecommunications service.
Street Lighting – Policy 9.40.3	Develop regulations to ensure quality lighting to minimize or eliminate the adverse impacts of lighting due to light pollution, light trespass, and glare from façade lighting, security lighting, and advertising lighting, including billboards.	Digital panels and displays would be lighted but would follow Out of Home Advertising industry standards for illumination levels to avoid light pollution, trespass, and glare.
Urban Forest – Objective 9.41	Ensure that elements of urban forests are included in planning and programming of infrastructure projects, which involve modification of dedicated parkway, sidewalk, and/or raised median islands.	STAP does not propose the removal or planting of street trees but would be coordinated with other City programs involving street trees.

Housing Element

The Housing Element has been developed to meet the City's housing and growth challenges. The Element's goals, objectives, and policies target the provision of an adequate housing supply to meet current and projected needs; the creation of safe, livable and sustainable neighborhoods; the prevention of housing discrimination; and ending homelessness. It includes quantified objectives for new construction, rehabilitation, and conservation/preservation. The Housing Element does not specifically address transit shelters and sidewalk amenities, and the STAP does not propose any alterations to the City's housing stock. Thus, the STAP would not conflict with the Housing Element.

Mobility Plan 2035 – Mobility Element

The Mobility Element is “the policy foundation for achieving a transportation system that balances the needs of all road users.” It sets goals as advisory guidelines (as opposed to enforceable, codified, mandates) for promoting safety first, world-class infrastructure, access for all, informed choices, clean environments, and healthy communities. It includes street classifications, circulation system maps, and objectives and policies for meeting its goals. It also calls for the protection of scenic resources, views, natural topography and other impacts on adjacent land uses. The Mobility Element’s goals, objectives, and policies that are related to the STAP are listed in Table 4, along with a brief discussion of STAP consistency. As noted, the STAP would not conflict with the goals, objectives, and policies of the Mobility Plan.

Table 4. Mobility Element Consistency

Goal, Objective or Policy Title and/or Number	Goal, Objective or Policy	STAP Consistency
2.3 Pedestrian Infrastructure	Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	Improved and new transit shelters would be designed to provide adequate pedestrian access and pathways in compliance with ADA standards.
2.5 Transit Network	Improve the performance and reliability of existing and future bus service.	Improved and new transit shelters would support the performance and reliability of transit services in the City.
2.15 Allocation of Transportation Funds	Expand funding to improve the built environment for people who walk, bike, take transit, and for other vulnerable roadway users.	STAP would be a self-funding program that would support and promote greater transit use.
2.16 Scenic Highways	Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway.	STAP program elements would have limited impacts on views from scenic highways and would be designed to meet applicable City standards and regulations. LAMC Section 67.02 (b) provides an exemption for outdoor advertising structures at transit shelters (and associated signage) that are placed within public rights-of-way.
Access for All Angelenos Objective (8 th bullet)	Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.	STAP would improve transit shelters and bus stops to promote greater use of transit.
3.1 Access for All	Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City’s transportation system	STAP would update existing transit shelters and provide shelters at bus stops to promote greater use of transit.

Table 4. Mobility Element Consistency

Goal, Objective or Policy Title and/or Number	Goal, Objective or Policy	STAP Consistency
3.2 People with Disabilities	Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way	STAP program elements would comply with ADA standards.
3.4 Transit Services	Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	STAP program elements include shelters, benches, and other sidewalk amenities for convenient transit use.
3.5 Multi-Modal Features	Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	STAP program elements would support connectivity and access for transit riders through improved shelters, benches, and other sidewalk amenities.
3.7 Regional Transit Connections	Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	STAP would improve existing transit shelters and provide new shelters and other amenities at 3,000 bus stops throughout the City.
3.8 Bicycle Parking	Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	Transit shelters may be provided with bicycle racks and scooter docks to support bicycle and scooter use.
4.1 New Technologies:	Support new technology systems and infrastructure to expand access to transportation choices.	STAP would take advantage of expanding innovations in transit and smart technology, including customized automated digitized advertising panels, which may be interactive with the capability of providing wayfinding, real-time bus arrival, and other public information. Transit shelters may also include public Wi-Fi and Broadband 5G, USB charging ports, and interactive information kiosks.
4.2 Dynamic Transportation Information	Support a comprehensive, integrated transportation database, and digital platform that manages existing assets and dynamically updates users with new information.	STAP program elements would be managed by the City’s Asset Management Program.
4.14 Wayfinding	Provide widespread, user-friendly information about mobility options and local destinations, delivered through a variety of channels including traditional signage and digital platforms.	STAP program elements would include interactive digital media panels with wayfinding and other relevant public information, including bus arrival and public service announcements.

Table 4. Mobility Element Consistency

Goal, Objective or Policy Title and/or Number	Goal, Objective or Policy	STAP Consistency
5.2 Vehicle Miles Traveled (VMT)	Support ways to reduce vehicle miles traveled (VMT) per capita.	Improved and additional transit shelters under STAP would support transit use and reduced VMT.

The Mobility Element includes a map of the Transit Enhanced Network, showing streets prioritized for transit. Existing and future transit shelters would likely be located at identified Moderate, Moderate Plus, and Comprehensive Transit Enhanced Streets shown in this map. The STAP would not conflict with this map.

Appendix B of the Mobility Element is an inventory of Designated Scenic Highways and Guidelines. As noted in Table 2 above, shelters with or without advertising displays would not be allowed on the frontage of properties on federal and State Scenic Highways and along City Scenic Highways in specific residential zones and open space areas. The guidelines for signs and outdoor advertising in Appendix B include:

- 4a. Only traffic, informational, and identification signs shall be permitted within the public right-of-way of a Scenic Highway.
- 4b. Off-site outdoor advertising is prohibited in the public right-of-way of, and on publicly-owned land within five hundred feet of the center line of, a Scenic Highway.
- 4c. A standard condition for discretionary land use approvals involving parcels zoned for non-residential use located within five hundred feet of the center line of a Scenic Highway shall be (in) compliance with the sign requirements of the CR (Limited Commercial) zone.
- 4d. Designated Scenic Highways shall have first priority for removal of nonconforming billboards or signs. Such priority extends to properties located along, or within 500 feet of the center line of, designated Scenic Highways.

STAP program amenities proposed along designated Scenic Highways (where no Scenic Corridor Plan or Streetscape Plan has been adopted) would be evaluated based on these guidelines and applicable sections of the Los Angeles Municipal Code (LAMC). However, the Mobility Element Guidelines are not legally enforceable, codified mandates. Rather, the City Department of Public Works, through the City Charter and Administrative Code, has administrative authority over what may or may not be built within public rights-of-way and LAMC Section 67.02 (b) provides an exemption for outdoor advertising structures at transit shelters (and associated signage) that are placed within public rights-of-way. Thus, while Guideline 4b prohibits outdoor advertisement, it does not recognize the exemption granted by the Los Angeles City Council for transit shelters as ordered in LAMC Section 67.02 (b) (which is codified and enforceable, unlike the Mobility Element Guidelines). The STAP could include (digital or static) media panels at transit shelters

that would serve as displays for off-site signage, real time transit emergency information, and local announcements. These would provide essential services for bus riders who do not possess personal smart devices. Therefore, STAP elements that may be located on Scenic Highways designated by the Mobility Element would not result in a land use and planning conflict.

Conservation Element

The Conservation Element discusses the conservation, protection, development, utilization, and reclamation of natural resources in the City. These resources include agricultural lands, cultural resources, biological resources, trails, fisheries, forests, scenic features, the ocean, mineral resources, and petroleum resources. It includes objectives, policies, and programs for the protection of these resources throughout the City. The STAP would only affect sidewalk areas, which are paved and do not contain natural resources; however, it would have the potential to affect scenic views. The Conservation Element's objective for scenic vistas that is related to the STAP is listed in Table 5, along with a brief discussion of STAP consistency. The STAP would not conflict with the Conservation Element.

Table 5. Conservation Element Consistency

Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Land Form and Scenic Vistas Objective	Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations	Transit shelters and other amenities would have limited impacts on scenic views from public roads. Also, proposed and replaced transit shelters would not be located at the frontages of lots in specific residential zones and along federal and State-designated scenic highways, and STAP program elements would be designed to meet applicable City standards and regulations. LAMC Section 67.02 (b) provides an exemption for outdoor advertising structures at transit shelters (and associated signage) that are placed within public rights-of-way.

Plan for a Healthy Los Angeles – Health and Wellness Element

The Health and Wellness Element was developed based on a Health Atlas that identified the health conditions in various communities in the City, including demographic and social characteristics, economic conditions, education, health, land use, transportation, food systems, crime, and housing. The Health Atlas evaluated transit users/ridership, households without vehicles, and access to transit; and the Health and Wellness Element addresses these issues and serves as the City's policy and plan for creating healthier communities by making health a priority in the City's growth and development. The Health

and Wellness Element specifically calls out the need for transit services to improve access to healthy options and opportunities. STAP supports this goal by specifically utilizing indicators considered in health and wellness elements, such as heat, socioeconomic factors, households without vehicles and transit riderships as criteria for STAP amenities distribution to ensure that the program will support creation of a healthy community.

Air Quality Element

The Air Quality Element recognizes the health and economic effects of air pollution and sets goals, objectives, and policies to promote clean air and help the region in attaining the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). It includes local programs aimed at achieving good air quality; reducing reliance on SOVs; efficient management of transportation facilities and system infrastructure; consideration of the relationship between land use, transportation, and air quality; energy efficiency; and public awareness and participation in efforts to reduce air pollution. The Air Quality Element's goals, objectives, and policies that are related to the STAP are listed in Table 6, along with a brief discussion of STAP consistency. As noted, the STAP would support the goals, objectives and policies of the Air Quality Element for reducing vehicle trips and associated emissions.

Table 6. Air Quality Element Consistency

Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Goal 2	Less reliance on single-occupant vehicles with fewer commute and non-work trips	Improved and new transit shelters would support and promote the use of transit and reduce SOV use.
Objective 2.2	It is the objective of the City of Los Angeles to increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles and incentives for high occupancy vehicles	STAP would provide convenient and attractive shelters to support and promote greater use of transit services.
Goal 3:	Efficient Management of transportation facilities and system infrastructure using cost effective collective system management and innovative demand management techniques.	STAP is a self-funding program that would feature technological innovations such as public Wi-Fi and Broadband 5G, charging ports or stations, digital displays, urban panels, and interactive information kiosks.
Objective 3.1	It is the objective of the city of Los Angeles to increase the portion of work trips made by transit to levels that are consistent with the goals of the Air Quality Management Plan and the Congestion Management Plan.	STAP would provide convenient and attractive shelters to support and promote greater use of transit services.
Policies 3.1.1	Implement programs to finance and improve public transit facilities and service.	STAP is a self-funding program for improving and constructing transit shelters throughout the City.

Table 6. Air Quality Element Consistency

Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Policies 3.1.2	Address public safety concerns as part of transit system improvement programs such as guarded and /or well-lit transit facilities, emergency equipment and safe driving training for operators, in order to increase transit ridership.	STAP transit shelters would be equipped with evening-hour security lighting to illuminate passenger waiting areas beneath canopies. Digital panels would be integrated into the City's Emergency Response Network.
Objective 4.2	It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.	STAP would improve and provide new transit shelters to support and promote the use of transit services and reduce vehicle trips.
Policies 4.2.3	Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	STAP would provide improved and new transit shelters to serve adjacent developments.
Policies 4.2.5	Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	Improved and new transit shelters would support and promote the use of transit services and reduce vehicle trips.

Noise Element

The Noise Element identifies ambient noise levels and major noise sources (e.g., vehicles, rail systems and airports) in the City and sets goals, objectives, and policies for reducing intrusive noise and the noise impacts of development and changes in land use. The Noise Element does not specifically address transit shelters and sidewalk amenities; and the improved and new transit shelters would not be major sources of noise. The STAP would not conflict with the Noise Element.

Safety Element

The Safety Element identifies fire, flood, geologic, and seismic hazards and hazardous materials in the City and includes goals for hazard mitigation, emergency response, and disaster recovery, by minimizing potential injury, loss of life, property damage and disruption of the social and economic life. The Safety Element does not specifically address transit shelters and sidewalk amenities, and the STAP would not create hazards in the City. The STAP would not conflict with the Safety Element; STAP will support the Safety Element through its ability to communicate emergency response information and possibly aid in disaster recovery by providing solar or emergency back-up power capable of charging cell phones and other electronic devices, as well as being a source point for internet connectivity in times of local or regional emergencies and/or natural disasters.

Open Space Plan – Open Space Element

The Open Space Element serves as a guide for the identification, preservation, conservation, and acquisition of open space in the City. The goals, policies, and objectives in the Open Space Element do not address transit shelters and sidewalk amenities, and the improved and new transit shelters would be located at existing

sidewalks and not in undeveloped or open space lands. However, the Open Space Element's policy for access to open space and recreational areas that is related to the STAP is listed in Table 7, along with a brief discussion of STAP consistency. The STAP would not conflict with the Open Space Element.

Table 7. Open Space Element Consistency

Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Publicly Owned Open Space Lands	The City should encourage the use of alternative modes of transportation for access to some open space and recreational areas especially in more remote areas. The need for public transportation from impacted areas is considered especially important.	STAP would improve and provide new transit shelters to support and promote the use of transit throughout the City, including areas used as open space and for recreation.

Infrastructure Systems Element

The Infrastructure Systems Element consists of the City Collected Refuse Disposal Plan, which serves as a guide for landfill site acquisition and refusal disposal operations; the Power System Plan for future construction of power facilities; the Sewerage Plan for construction, maintenance, and operation of sewage facilities; and the Water System Plan for future construction of water system facilities. The objectives of these plans do not specifically address transit shelters and sidewalk amenities, and the STAP would not generate sewage or significant amounts of refuse nor create a significant demand for power and water in the City. Thus, the STAP would not conflict with the Infrastructure Systems Element.

Public Facilities and Services Element

The Public Facilities and Services Element consists of the Cultural and Historical Monuments Plan, which serves as the City's guide for preservation of cultural and historic sites in the City; the City-Owned Power Transmission Rights-of-Way Development Plan for park development on lands underlying transmission rights-of-way; the Major Equestrian and Hiking Trails Plan for acquisition, construction, and maintenance of equestrian and hiking trails; the Public Libraries Plan for construction, maintenance, and operation of public library facilities; the Public Recreation Plan for development of public recreational facilities; and the Public Schools Plan for acquisition and development of public schools and related facilities. The objectives of these plans do not specifically address transit shelters and sidewalk amenities. STAP amenities would be placed within the public right-of-way and not in any of the public facilities. While the improved and new transit shelters may be located on sidewalks near a Historic-Cultural Monument (HCM), power transmission right-of-way, or equestrian and hiking trails, the STAP would not preclude the use of power transmission right-of-way as parks, the development of equestrian and hiking trails, or the designation and preservation of HCMs. In addition, compliance with City regulations related to these facilities would ensure the STAP does not conflict with the Public Facilities and Services Element.

5.4.2 Community Plans

The City General Plan includes 35 community plans that collectively comprise the Land Use Element of the General Plan (see Table 8).

Table 8. City of Los Angeles Community Plans

Community Plans	Adoption Date
Arleta/Pacoima Community Plan	November 6, 1996
Bel Air/Beverly Crest Community Plan	November 6, 1996 (to be updated in 2021)
Boyle Heights Community Plan	November 10, 1998 (<i>being updated</i>)
Brentwood/Pacific Palisades Community Plan	June 17, 1998 (to be updated in 2021)
Canoga Park/Winnetka/Woodland Hills/West Hills Community Plan	August 17, 1999 (to be updated in 2021)
Central City Community Plan	January 8, 2003 (<i>being updated</i>)
Central City North Community Plan	December 15, 2000 (<i>being updated</i>)
Chatsworth-Porter Ranch Community Plan	September 4, 1993 (to be updated in 2021)
Encino/Tarzana Community Plan	December 16, 1998 (<i>being updated</i>)
Granada Hills/Knollwood Community Plan	October 2015 (to be updated in 2021)
Harbor Gateway Community Plan	December 6, 1995 (<i>being updated</i>)
Hollywood Community Plan	December 13, 1998 (<i>being updated</i>)
Mission Hills/Panorama City/North Hills Community Plan	June 9, 1999
North Hollywood/Valley Village Community Plan	May 14, 1996 (being updated)
Northeast Los Angeles Community Plan	June 15, 1999
Northridge Community Plan	February 24, 1998 (to be updated in 2021)
Palms/Mar Vista/Del Rey Community Plan	September 16, 1997 (<i>being updated</i>)
Reseda/West Van Nuys Community Plan	November 17, 1999 (<i>being updated</i>)
San Pedro Community Plan	June 26, 2018
Sherman Oaks/Studio City/Toluca Lake/Cahuenga Pass Community Plan	May 13, 1998 (<i>being updated</i>)
Silver Lake/Echo Park/Elysian Valley Community Plan	August 11, 2004
South Los Angeles Community Plan	August 2017
Southeast Los Angeles Community Plan	August 2017
Sun Valley/La Tuna Canyon Community Plan	August 13, 1999
Sunland/Tujunga/Shadow Hills/Lake View Terrace/East La Tuna Canyon Community Plan	November 18, 1997
Sylmar Community Plan	June 10, 2015
Van Nuys/North Sherman Oaks Community Plan	September 9, 1998 (<i>being updated</i>)
Venice Community Plan	September 29, 2000 (<i>being updated</i>)
West Adams/Baldwin Hills/Leimert Community Plan	April 19, 2017
West Los Angeles Community Plan	July 27, 1999 (<i>being updated</i>)
Westchester/Playa Del Rey Community Plan	April 13, 2004 (<i>being updated</i>)
Westlake Community Plan	September 16, 1997
Westwood Community Plan	July 27, 1999 (to be updated in 2021)
Wilmington/Harbor City Community Plan	July 14, 1999 (<i>being updated</i>)
Wilshire Community Plan	September 19, 2001

Relevant goals, objectives, and policies in the Community Plans that relate to the STAP are listed in Table 9, along with a brief discussion of STAP consistency. Community plans are not regulatory in function but act as planning guides to the City. As an important planning tool, community plans provide guidelines for proposed developments and includes urban design policies for signs on private properties but does not regulate signs on public rights-of-way.

Table 9. Community Plan Consistency

Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Arleta-Pacoima		
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.	STAP would not directly affect bus service, but it would improve and provide new transit shelters to support and promote the use of transit that connect various land uses.
Bel Air/Beverly Crest – N/A		
Boyle Heights		
Public Transportation	To maximize the effectiveness of public transportation to meet the travel needs of transit-dependent residents	STAP would improve and provide transit shelters to serve transit-dependent residents.
Brentwood–Pacific Palisades		
Policy: 1-2.1	Retain higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate such development and circulation system.	STAP would improve and provide transit shelters along major arterials, secondary highways, and non-arterial streets, but not on local streets or on streets in One-Family Residential zones.
Goal 11	Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicles trips.	Improved and new transit shelters would support and promote the use of transit and reduce SOV use.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.	STAP would improve and provide transit shelters to support and promote the use of transit services and reduce vehicle trips.
Canoga Park–Winnetka–Woodland Hills–West Hills		
Public Transportation	Opportunities exist within Canoga Park-Winnetka-Woodland Hills-West Hills to increase the use of public transportation	STAP would improve and provide transit shelters to support and promote the use of transit services.
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP supports this goal by making transit use more convenient for transit riders.
Policy 10-1.2	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.	STAP would provide convenient and attractive shelters to support and promote greater use of transit services.

Table 9. Community Plan Consistency

Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Goal 11	Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicular trips.	Improved and new transit shelters would support and promote the use of transit and reduce SOV use.
Central City		
Objective 11-5	To link easy parking and mass transit to a pedestrian network so that the Lower Center City becomes accessible and safe.	STAP program elements would provide convenient links between transit services and pedestrians.
Streets Hierarchy Objective	To develop a street hierarchy to serve transit, traffic, pedestrian, open space and truck access needs in a coordinated manner.	STAP would support transit users through improved and new transit shelters.
Pedestrian Linkages Objective	To link transit and pedestrian districts of historic Downtown Los Angeles.	STAP would provide linkages between transit and pedestrians.
Central City North		
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP supports this goal by making transit use more convenient for transit riders.
Policy 10-1.2	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.	STAP would provide convenient and attractive shelters to support and promote greater use of transit services.
Policy 10-1.3	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
Goal 12	Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicular trips.	Improved and new transit shelters would support and promote the use of transit and reduce SOV use.
Chatsworth–Porter Ranch		
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.	Improved and new transit shelters would be located to serve a minimum of 75 percent of transit boardings within each Council District.
Encino–Tarzana		
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide new transit shelters to support and promote the use of public transit services.

Table 9. Community Plan Consistency

Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
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.	STAP would support transit services through improved and new transit shelters.
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.	STAP would improve and provide new transit shelters to serve all users, including senior citizens, disabled persons, and the transit-dependent population.
Policy 10-1.3	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.	STAP would include installation of new and improved transit shelters as called for in the Community Plan.
Objective 10-2	To increase the work trips and non-work trips made on public transit.	STAP would improve and provide new transit shelters to support and promote the use of public transit services.
Goal 11	Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicular trips	Improved and new transit shelters would support and promote the use of transit services and reduce vehicle trips.
Granada Hills–Knollwood		
Mobility 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.	STAP would improve and provide new transit shelters to support and promote the use of public transit services and serve transit riders.
Policy M1.2	Mobility for Challenged Users. Support, wherever feasible, transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
Policy M3.2	Safe School Routes. Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycling or public transit.	STAP would improve and provide new transit shelters to support transit use to and from schools.
Mobility Goal M8:	An integrated land use and public transit strategy that directs growth to areas which are accessible by public transit facilities and services.	STAP would improve and provide new transit shelters to support transit use.

Table 9. Community Plan Consistency

Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Policy M8.1	Transit Connections to Key Areas. Increase public transit access to neighborhood districts and community centers. Coordinate with Metro and the Department of Transportation to improve local, Metro Rapid, and community-level bus service.	STAP would improve and provide new transit shelters throughout the City.
Policy 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.	STAP would improve and provide new transit shelters to support transit services.
Policy M9.2	Transit Access and Amenities. Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collections mechanisms, shade trees, bicycle access, and self-cleaning restrooms. Improve the ease and convenience of using transit by making improvements to transit waiting areas and pedestrian and bicycle routes leading to transit waiting areas.	STAP would implement this policy through the improvement and provision of new transit shelters, which would include pedestrian waiting areas, information kiosks, and advanced fare collections mechanisms, bicycle access, and other amenities.
Policy M9.3	Street Enhancements for Buses. Support street improvements which are needed to facilitate the movement of buses, such as jog eliminations, street widening, bus bays or turnouts, street signage, striping, and colored pavement	STAP would improve and provide new transit shelters to support bus services.
Harbor Gateway		
Public Transportation	Improved bus service should be provided to more directly connect the various commercial, residential, and industrial areas of this and adjacent communities.	STAP would support bus services throughout the City.
Hollywood		
Objective 6	To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.	STAP would support public transit services in the City by encouraging greater transit use.

Table 9. Community Plan Consistency

Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Mission Hills–Panorama City–North Hills		
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP would support public transit services in the City by providing convenient and attractive transit shelters.
Policy 10-1.2	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.	STAP would include installation of new and improved transit shelters as called for in the Community Plan.
Policy 10-1.3	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
Goal 11	Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.	Improved and new transit shelters would support and promote the use of transit and reduce SOV use.
North Hollywood/Valley Village – N/A		
Northeast Los Angeles		
Objective 2-3	To minimize conflicts between auto-related and pedestrian-oriented activities and encourage use of public transportation in commercial areas.	STAP would improve and provide new transit shelters to support and promote transit use.
Goal 11	Develop a public transportation system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide new transit shelters to support and promote the use of public transportation services and reduce vehicle trips.
Policy 11-1.2	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all transit users, including senior citizens, disabled persons, and the transit-dependent population.
Objective 11-2	To increase the work trips and non-work trips made on public transit.	STAP would improve and provide new transit shelters to support transit use.
Policy 11-2.2	Encourage the provision of safe, attractive, and clearly identifiable transit stops with user-friendly design amenities.	STAP would implement this policy through improved and new transit shelters and associated amenities.
Objective 13-2	To promote pedestrian-oriented areas, greenways, and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.	STAP would improve and provide new transit shelters to support transit use by commuters and provide convenient transit facilities.

Table 9. Community Plan Consistency

Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Northridge		
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for the convenient use of transit services.
Policy 10-1.2	Encourage the provision of safe, attractive, and clearly identifiable transit stops with user friendly design amenities.	STAP would provide convenient and attractive shelters and other sidewalk amenities to support and promote greater use of transit services.
Objective 10-2	To increase the work trips and non-work trips made on public transit	STAP would support transit use through improved and new transit shelters.
Palms–Mar Vista–Del Rey		
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for the convenient use of transit services.
Policy 10-1.2	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users including 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.	STAP would support transit use through improved and new transit shelters.
Reseda–West Van Nuys		
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for the convenient use of transit services.
Objective 10-1	To encourage improved local and express bus service through the Reseda West Van Nuys community, encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.	STAP would support transit services through improved and new transit shelters.
Policy 10-1.2	Encourage the provision of safe, attractive, and clearly identifiable transit stops with user friendly design amenities.	STAP would provide convenient and attractive shelters and other sidewalk amenities to support and promote greater use of transit services.
Policy 10-1.3	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users including senior citizens, disabled persons, and the transit-dependent population.

Table 9. Community Plan Consistency

Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Objective 10-2	To increase the work trips and non-work trips made on public transit	STAP would support transit use through improved and new transit shelters.
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.	STAP would improve and provide new transit shelters to support and promote transit use by commuters and provide convenient transit facilities.
San Pedro		
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.	STAP would improve and provide new transit shelters to support transit services for residents, employees, and visitors and reduce vehicle use.
Policy M6.1	Priority transit routes. Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes.	Improved and new transit shelters would be located to serve a minimum of 75 percent of transit boardings within each Council District. Thus, it would support the use of public transit on routes with high ridership.
Policy M6.2	Pedestrian access to transit. Improve pedestrian amenities and urban design on streets served by transit to create welcoming conditions for pedestrians accessing transit.	STAP would provide convenient and attractive shelters and other sidewalk amenities to support and promote greater use of transit services.
Policy M1.2	Mobility for Challenged Users. Support wherever feasible, transportation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and other populations dependent on transit.	STAP would improve and provide transit shelters for the convenient use of transit services by all users including senior citizens, disabled persons, and the transit-dependent population.
Policy M3.5	Safe school routes. Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit.	STAP would improve and provide new transit shelters to support transit use to and from schools.
Goal M5:	An integrated land use and transit strategy that directs growth to areas that are accessible by transit facilities and services.	STAP would improve and provide new transit shelters to support transit use to various areas in the community.
Policy M9.3	Alternatives to the automobile. Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and	Improved and new transit shelters would support the use of transit and reduce automobile dependency.

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	encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs).	
Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass		
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for the convenient use of transit services.
Objective 10-1	To encourage improved local and express bus service through the community, and encourage bus routes to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.	STAP would support transit services through improved and new transit shelters.
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.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
Policy 10-1.3	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.	STAP would provide convenient and attractive shelters and other sidewalk amenities to support and promote greater use of transit services.
Objective 10-2	To increase the work trips and non-work trips made on public transit.	STAP would support and promote transit use through improved and new transit shelters.
Silver Lake–Echo Park–Elysian Valley		
Goal 10	Develop a public transportation system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for the convenient use of transit services.
Policy 10-1.2	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.	STAP would provide convenient and attractive shelters and other sidewalk amenities to support and promote greater use of transit services.
Goal 11	Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.	Improved and new transit shelters would support and promote the use of transit and reduce SOV use.
South Los Angeles		
Policy LU19.17	Major Transit Stops. Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, comfortable seating, enhanced lighting, information kiosks and wayfinding signage (directing pedestrians to transit	STAP would provide improved and new transit shelters and sidewalk amenities at 3,000 bus stop locations throughout the City.

Table 9. Community Plan Consistency

Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
	stops and stations, and from transit facilities to points of interest in the surrounding neighborhood), advanced fare collection mechanisms, shade trees and landscaping, bicycle access, self-cleaning restrooms, and enhanced, ADA compliant street crossing elements adjacent to transit stops and stations (i.e. enhanced crosswalks, crossing signals, and accessible ramps). Support transit information kiosks at major transit stops, transfer points, and activity centers to supply travelers with real time information about transit services. Consult Mobility Hubs Project plans to coordinate improvements especially in the “South Los Angeles Transit Empowerment Zone” (SLATEZ) Promise Zone.	
Goal M1:	A street system that is diverse and 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.	STAP would improve and provide new transit shelters to support and promote the use of public transit services and serve transit riders.
Policy M1.2	Mobility for Challenged Users. Support, wherever feasible, transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons, young people and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
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.	STAP would support the public transit system by providing convenient and attractive transit shelters and sidewalk amenities.
Policy M6.1	Transit Priority Routes. Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes, as well as programs to improve transit waiting areas and enhance pedestrian and bike routes connecting to transit areas,	STAP would provide convenient and attractive transit shelters to support the use of transit services.

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Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
	Mobility Hubs and other passenger facilities at Metro Expo, Blue, Green, Silver and existing and future Bus Rapid Stations and users of the Slauson Avenue Active Transportation Corridor.	
Policy M6.2	Pedestrian Amenities and Access to Transit. Improve pedestrian amenities and urban design along streets served by transit to create an easy and convenient user experience for people walking or bicycling by providing people-oriented built environment features such as bus bays or turnouts, street signage, striping, colored pavement, shade trees, countdown crosswalk signals, bus shelters, and bicycle racks or lockers.	STAP would provide convenient and attractive shelters and other sidewalk amenities to promote greater use of transit services.
Policy M3.6	Safe School Routes. Encourage the development and improvement of safe routes via walking, bicycling or transit to schools throughout the community	STAP would improve and provide new transit shelters to support transit use to and from schools.
Policy M9.3	Multimodal Options and Connectivity. Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways. Support the development of strategies and pilot programs that improve transit access, multimodal mobility, and connectivity, especially in the South Los Angeles Transit Empowerment Zone (SLATE-Z) Promise Zone.	Improved and new transit shelters would support and promote the use of transit and reduce automobile dependency.
Policy CF5.2	Multi-modal Access. Encourage multi-modal design and features for students and users that rely on transit and bikes (i.e., safe and secure bicycle storage).	STAP would provide new and improved transit shelters and sidewalk amenities, including bike racks
Southeast Los Angeles		
Policy LU18.17	Major Transit Stops. Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, comfortable seating, enhanced lighting, information kiosks and wayfinding signage (directing pedestrians to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood), advanced fare collection mechanisms, shade trees and landscaping, bicycle access, self-cleaning restrooms, and enhanced, ADA	STAP would provide convenient and attractive transit shelters and sidewalk amenities to support the use of transit services at 3,000 bus stop locations throughout the City.

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Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
	compliant street crossing elements adjacent to transit stops and stations (i.e. enhanced crosswalks, crossing signals, and accessible ramps). Support transit information kiosks at major transit stops, transfer points, and activity centers to supply travelers with real time information about transit services. Consult Mobility Hubs Project plans to coordinate improvements especially in the “South Los Angeles Transit Empowerment Zone” (SLATE-Z) Promise Zone.	
Goal M1:	A street system that is diverse and balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.	STAP would improve and provide new transit shelters to support and promote the use of public transit services and serve transit riders.
Policy M1.2	Mobility for Challenged Users. Support, wherever feasible, transportation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
Policy M5.1	Transit Connections to Key Areas. Increase public transit access to neighborhood districts, community centers and mixed-use boulevards	STAP would improve transit access by providing new transit shelters throughout the City.
Policy M5.2	Development at Transit Nodes. Facilitate development and public improvements at multi-modal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system	STAP would improve and provide transit shelters for the convenient use of transit 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.	STAP would improve and provide new transit shelters to support transit services for residents, employees, and visitors and reduce vehicle use.
Policy M6.2	Pedestrian Amenities and Access to Transit. Improve pedestrian amenities and urban design on streets served by transit to create an easy and convenient user experience for people walking or bicycling by providing people-oriented	STAP would provide convenient and attractive shelters and other sidewalk amenities to promote greater use of transit services.

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	built environment features such as bus bays or turnouts, street signage, striping, colored pavement, shade trees, countdown crosswalk signals, bus shelters, and bicycle racks or lockers.	
Policy M9.2	Multimodal Options and Connectivity. Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways. Support the development of strategies and pilot programs that improve transit access, multimodal mobility, and connectivity, especially in the South Los Angeles Transit Empowerment Zone (SLATE-Z) Promise Zone.	STAP would provide convenient and attractive transit shelters and sidewalk amenities to support the use of transit services and reduce vehicle trips.
Sun Valley–La Tuna Canyon		
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for the convenient use of transit services.
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.	STAP would support transit services through improved and new transit shelters.
Policy 10-1.2	Encourage the provision of safe, attractive, and clearly identifiable transit stops with user friendly design amenities.	STAP would provide convenient and attractive shelters and other sidewalk amenities to support and promote greater use of transit services.
Goal 11	Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.	Improved and new transit shelters would support the use of transit and reduce SOV use.
Sunland–Tujunga–Shadow Hills–Lakeview Terrace–La Tuna Canyon		
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel..	STAP would improve and provide transit shelters for convenient use of transit services.
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	STAP would support transit services through improved and new transit shelters.
Policy 10-1.2	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.	STAP would provide convenient and attractive shelters and other sidewalk amenities to support and

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Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
		promote greater use of transit services.
Policy 10-1.3	Encourage the expansion of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
Sylmar		
Policy LU14.13	Signage. Encourage the removal of existing pole, pylon, and roof-top signs and replace them with more appropriate pedestrian-friendly signage such as monument signs, when renovating and developing commercial sites. Restrict new pole and pylon signs, billboards, and digital or electronic signage in all commercial areas, except in specific-designated commercial areas. All signage shall complement the main structure and contribute to the rural character of the area.	STAP program elements will be designed to comply with this policy related to digital and electronic signs.
Policy LU15.7	Pedestrian Amenities. Enhance the pedestrian-friendly environment of Foothill Boulevard by increasing street and property lighting, improving way-finding signage, providing bus stop shelters and other pedestrian amenities. Consider providing sidewalk “pop-outs” at Hubbard Street, Sayre Street, and Astoria Street as part of new developments to further enhance the pedestrian environment.	STAP would provide improved and new transit shelters and sidewalk amenities.
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.	STAP would support transit services as an alternative to vehicle use.
Policy M1.2	Mobility for Challenged Users. Support, wherever feasible, transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
Goal M2:	A multi-modal circulation system that supports successful neighborhood commercial areas by providing transit	STAP would improve and provide transit shelters to support transit use.

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Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
	stations, commercial and recreational uses, with streets that accommodate public open space and gathering places, and streets that enhance sustainable watershed management.	
Goal M4:	A community-wide, pleasant street environment that is universally accessible, safe, and convenient for pedestrians.	STAP would improve and provide transit shelters for the convenient use of transit services.
Policy M4.3	Pedestrian Amenities. Maintain sidewalks, streets, and right-of-ways in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets must accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the sun, and street lighting that provides for safety at night, unless specifically prescribed by the community for trails, equestrian amenities, or rural aesthetics.	STAP transit shelters would provide shade and be equipped with evening-hour security lighting.
Goal M8:	An integrated land use and transit strategy that directs growth to areas that are accessible by transit facilities and services.	STAP would improve and provide new transit shelters to support transit use to various areas in the community.
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.	STAP would improve and provide new transit shelters to support transit services for residents, employees, and visitors and reduce vehicle use.
Policy M9.3	Transit Access and Amenities. Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms, shade trees, bicycle access and self-cleaning restrooms. Improve the ease and convenience of using transit by making improvements to transit waiting areas and pedestrian and bicycle facilities leading to transit waiting areas.	STAP would provide convenient and attractive transit shelters and sidewalk amenities to support the use of transit services at 3,000 bus stop locations throughout the City.
Policy M12.3	Alternatives to the automobile. Reduce automobile dependency by providing a safe, convenient transit system,	Improved and new transit shelters would support and promote the

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Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
	pedestrian linkages and a network of safe and accessible bikeways and encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs).	use of transit and reduce automobile dependency.
Van Nuys–North Sherman Oaks		
Goal 11	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for the convenient use of transit services.
Policy 11-1.2	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.	STAP would provide convenient and attractive shelters and other sidewalk amenities to support and promote greater use of transit services.
Policy 11-1.3	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
Objective 11-2	To increase the work trips and non-work trips made on public transit.	STAP would support and promote transit use through improved and new transit shelters.
Goal 12	Encourage alternative modes of transportation over the use of single occupant vehicles (SOV) to reduce vehicular trips.	Improved and new transit shelters would support and promote the use of transit and reduce SOV use.
Venice		
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for convenient use of transit services.
Policy 10-1.2	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.	STAP would improve and provide transit shelters for convenient use of transit services by all users including senior citizens, disabled persons, and the transit-dependent population.
Goal 11	Encourage alternative modes of transportation over the use of single occupant vehicles (SOV) to reduce vehicular trips.	Improved and new transit shelters would support and promote the use of transit and reduce SOV use.
West Adams–Baldwin Hills–Leimert		
Policy LU11-3	Pedestrian Linkages. Allow for the provision of pedestrian linkages and amenities to connect to commercial centers, light rail transit stations, and Major Bus Centers. (P26)	STAP would improve and provide new transit shelters to improve pedestrian access to transit services.

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Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Goal LU20: Goal LU28: Goal LU31:	A Community where residents will be able to access their daily needs by walking, biking or using other sustainable modes of transportation.	STAP would improve and provide new transit shelters to support the use of a sustainable mode of transportation.
LU20-1	Streetscapes. Encourage enhancement of the public realm by facilitating the planting of street trees and installation of street lighting, street furniture, public art as well as median plantings within commercial areas especially where pedestrian character prevails.	STAP would provide street furniture and sidewalk amenities.
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.	STAP would support transit services as an alternative to vehicle use.
Policy M1-2	Mobility for Challenged Users. Support wherever feasible, transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons and the transit dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
Policy M2-1	Streetscapes. Encourage and support streetscape improvements in neighborhood district commercial areas and transit-oriented development areas in order to foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to reduce travel speeds.	STAP would improve and provide new transit shelters to provide convenient and attractive transit facilities to support and promote transit use.
Policy M3-3	Pedestrian Amenities. Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets must accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides shade from the hot sun, and street lighting that provides for safety during the night.	STAP would improve and provide new transit shelters with security lighting shade structures and other amenities to provide convenient transit use.
Policy M3-6	Safe School Routes. Encourage the development and improvement of safe routes via walking, bicycles or transit to schools throughout the community.	STAP would improve and provide new transit shelters to support transit use to and from schools.

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Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Goal M5:	An integrated land use and transit strategy that directs growth to areas that are accessible by transit facilities and services.	STAP would improve and provide new transit shelters to support transit use to various areas in the community.
Policy M5-1	Transit Connections to Key Areas. Increase public transit access to neighborhood districts, community and regional centers and mixed-use boulevards.	STAP would improve and provide new transit shelters to improve access to transit services.
Policy M5-2	Development at Transit Nodes. Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.	STAP would improve and provide new transit shelters to provide convenient access to transit 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.	STAP would improve and provide new transit shelters to support transit services for residents, employees, and visitors and reduce vehicle use.
Policy M6-2	Pedestrian Access to Transit. Improve pedestrian amenities and urban design along streets served by transit to create welcoming conditions for pedestrians accessing transit.	STAP would provide convenient and attractive shelters to support and promote greater use of transit services.
West Los Angeles		
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for the convenient use of transit services.
Policy 10-1.2	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including 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.	STAP would support and promote transit use through improved and new transit shelters.
Goal 11	Encourage alternative modes of transportation over the use of single occupant vehicles (SOV) to reduce vehicular trips.	Improved and new transit shelters would support and promote the use of transit and reduce SOV use.
Policy 11-1.4	Promote the development of transportation facilities and services that encourage transit ridership, increase	STAP would improve and provide new transit shelters to support and promote transit ridership.

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Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
	vehicle occupancy, and improve pedestrian and bicycle access.	
Objective 12-2	To promote pedestrian - oriented mobility for commuter, school, recreational use, economic activity and access to transit facilities.	STAP would improve mobility and support transit services through improved and new transit shelters.
Westchester–Playa del Rey		
Goal 14	Develop additional public transit services which improve mobility with efficient, reliable, safe, convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for the convenient use of transit services.
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.	STAP would support transit services in the area.
Policy 14-1.2	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people, students, and low-income, transit-dependent populations.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
Objective 14-2	Encourage work trips and non-work trips made on public transit.	STAP would support and promote transit use through improved and new transit shelters.
Goal 15	Encourage alternative modes of transportation to reduce single-occupancy vehicular trips.	Improved and new transit shelters would support and promote the use of transit and reduce SOV use.
Objective 15-1	Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.	STAP would improve and provide new transit shelters to support and promote transit use and reduce vehicle trips.
Policy 15-1.4	Promote the development of transportation facilities and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.	STAP would improve and provide new transit shelters to support transit ridership and improve access to alternative transportation systems.
Westlake		
Residential Policies	2. That medium density housing be located near commercial corridors where access to public transportation and shopping services is convenient and where a buffer from or a transition between low density housing can be achieved.	STAP would improve and provide new transit shelters to provide convenient and attractive transit facilities for use by residents and the elderly.

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Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
	3. That housing for the elderly have convenient access to public transportation, commercial services, recreational and health facilities	
Circulation Objectives	1. To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents. 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.	STAP would improve and provide new transit shelters to support transit use by transit-dependent residents.
Westwood		
Goal 9	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for the convenient use of transit services.
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.	STAP would support transit services through improved and new transit shelters.
Policy 9-1.2	Encourage the expansion of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
Goal 10	Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicles trips.	Improved and new transit shelters would support and promote the use of transit and reduce SOV use.
Policy 10-1.4	Promote the development of transportation facilities and services that encourage transit rider ship, increase vehicle occupancy, and improve pedestrian and bicycle access.	Improved and new transit shelters would support and promote the use of transit.
Wilmington–Harbor City		
Goal 10	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for the convenient use of transit services.
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	STAP would support transit services through improved and new transit shelters.

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Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
	vehicle (HOV) facilities, and transit routes.	
Policy 10-1.2	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.	STAP would provide convenient and attractive shelters to support and promote greater use of transit services.
Policy 10-1.3	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.	STAP would improve and provide transit shelters for the convenient use of transit services by all users, including senior citizens, disabled persons, and the transit-dependent population.
Goal 11	Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicles trips.	Improved and new transit shelters would support and promote the use of transit and reduce SOV 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.	STAP would improve and provide new transit shelters to support and promote transit use by commuters and provide convenient transit facilities.
Wilshire		
Objective 1-2	Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.	STAP would improve and provide new transit shelters to support and promote transit use and reduce vehicle trips.
Goal 10	Develop additional public transit services which improve mobility with efficient, reliable, safe, convenient alternatives to automobile travel.	STAP would improve and provide transit shelters for the convenient use of transit services.
Objective 10-1	Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Wilshire Community Plan Area.	STAP would support transit services through improved and new transit shelters.
Objective 10-2	Increase work trips and non-work trips made on public transit.	STAP would support and promote transit use through improved and new transit shelters.
Objective 11-2	Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.	STAP would improve mobility and support transit services through improved and new transit shelters.
Goal 12	Encourage alternative modes of transportation to reduce single-occupancy vehicular trips.	Improved and new transit shelters would support and promote the use of transit and reduce SOV use.

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Goal, Objective or Policy Title, and/or Number	Goal, Objective or Policy	STAP Consistency
Objective 12-1	Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.	STAP would improve and provide new transit shelters to support and promote transit use and reduce vehicle trips.
Policy 12-1.4	Promote the development of transportation facilities and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.	STAP would improve and provide new transit shelters to support transit ridership and improve access to alternative transportation systems.

The STAP would not conflict with relevant goals, objectives, and policies of the City's Community Plans and would support those related to the use of transit services and reduction of vehicle trips. Programs and general design guidelines for the installation of transit shelters and street furniture would also be supported by the STAP. In addition, the proposed and replacement transit shelters would be located on sidewalk areas, which are considered public rights-of-way and would not conflict with the land use designations of adjacent lands. No change to the roadway pavement or travel lanes are proposed as part of the STAP program elements; thus, no conflict with the street classifications in adopted Circulation Plans would occur.

The STAP would not conflict with the Los Angeles General Plan.

5.4.3 Zoning Regulations

The City's Zoning Regulations in Chapter 1 of the Municipal Code prescribe the general development standards and regulations that should be followed in the improvement of parcels within the City, in accordance with their zoning classifications, variation zones, hillside zones, heights district locations, and supplemental use district designations. While the regulations do not specifically address public rights-of-way, sidewalk improvements or the permitted use of sidewalks for transit shelters, the City has developed siting parameters that would be used to determine the location of transit shelters under the STAP (see Table 2). The parameters indicate that the proposed transit shelters with or without advertising displays would be generally confined to the City's commercial, industrial, parking, and open space areas. No transit shelters with or without advertising displays are proposed to be constructed or replaced under this program along the frontage of properties on Hillside Limited Streets, Hillside Local Streets, designated federal and State Scenic Highways and at the frontage of properties in One-Family Residential zones (R1, RU, RZ2.5, RZ3, RZ4, and RW1 zones). Thus, the STAP and the proposed replacement and new transit shelters and associated improvements would not conflict with the City's Zoning Regulations.

5.4.4 Los Angeles Municipal Code

The Los Angeles Municipal Code (LAMC) contains the City's regulations and ordinances. Those relating to the STAP include:

- LAMC Chapter I, Article 4.4 contains the City's sign regulations, including requirements for offsite signs and digital displays, among others. It includes provisions for prohibited signs, hazards to traffic, freeway exposure, and standards for different sign types. *Signage in the STAP program is anticipated to be significantly smaller and targeted than typical off-site signs, such as billboards or large-scale off-site signs. Also, the City's sign regulations do not apply to signs within public rights-of-way.*
- LAMC Chapter VI, Article 7 provides regulations for outdoor advertising structures, accessory signs, post signs, and advertising statuary. It prohibits the construction or maintenance of a sign on any sidewalk, street, alley, or other public place without a permit and includes regulations for the size, height, location, and clearances for post signs. Section 67.02 (b) of Chapter VI, Article 7 provides an exemption for transit shelters (and associated signage) authorized by the City Council that allows transit shelters with signage to be placed within public rights-of-way. Article 8 regulates advertising and signs on benches along public roadways. *With the noted exemption, the STAP would not conflict with these regulations. However, the construction of transit shelters under the STAP would be subject to a blanket permit from the City for compliance with pertinent regulations.*
- LAMC Chapter IV, Article 1, Section 41.46 regulates the cleaning of sidewalks. *The STAP includes maintenance of transit shelters and the cleaning of sidewalk areas around the shelters.*
- LAMC Chapter V, Article 6 prohibits the creation of public hazards, including those on City sidewalks. *The proposed transit shelters would be designed to maintain structural integrity and pedestrian access and would not create public hazards, in compliance with this regulation.*
- LAMC Chapter VI, Article 2 – Streets and Sidewalks contains regulations related to excavations, construction, materials, and equipment in and near streets and sidewalks; utilities and manholes in public rights-of-way; drainage; surveys/testing; street trees; signs; benches and other activities on streets and sidewalks; and the permits required. *Construction and maintenance activities under STAP would comply with pertinent regulations in the LAMC under the blanket permit for the STAP.*
- LAMC Chapter VIII contains traffic regulations on the use of streets, sidewalks, and crosswalks and parking regulations. *Construction and maintenance activities under STAP would comply with these regulations.*

The STAP and the proposed replacement and new transit shelters and associated improvements would not conflict with pertinent regulations in the LAMC.

5.4.5 Los Angeles Charter and Administrative Code

The Los Angeles Administrative Code (LAAC) regulates the administrative functions and activities of the City. Article 8.1 creates the Street Furniture Revenue Fund, which allocates one-half of all revenues from advertisements that are placed in or upon street furniture, such as automated public toilets, transit shelters, newsstands, modular news racks, kiosks, and such other fixtures located on streets, highways, public rights-of-way, and sidewalks. The STAP would replace the CSFP and would also be operated in accordance with this funding program. Chapter 123 creates the bus bench advertising program revenue special fund. The City Bus Bench Program is not included or part of the STAP. The STAP would not conflict with the LAAC.

5.4.6 Specific Plans

The City has adopted several specific plans that implement the goals and policies of the community plans and provide specific development standards and design guidelines that supersede the City's zoning regulations. Table 10 lists these Specific Plans, including a summary of each, and STAP consistency.

Table 10. Specific Plan Consistency

Specific Plan	Summary/Relevant Guidelines	STAP Consistency
Alameda District Specific Plan	The Alameda District Specific Plan includes development standards and urban design regulations for the area in and around Union Station and promotes transit use but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Avenue 57 Transit-Oriented Development (TOD) Specific Plan	The Avenue 57 TOD Specific Plan regulates the development of a TOD in Highland Park but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Bunker Hill Specific Plan	The Bunker Hill Specific Plan regulates development in the Bunker Hill area for the creation of a mixed-use district in Downtown and includes a pedestrian plan but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Century City North Specific Plan	The Century City North Specific Plan encourages the construction of transit stops but does not include regulations or standards for transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Century City South Specific Plan	The Century City South Specific Plan promotes transit use but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Central City West Specific Plan	The Central City West Specific Plan regulates development in the area but	STAP would not conflict with this Specific Plan.

Table 10. Specific Plan Consistency

Specific Plan	Summary/Relevant Guidelines	STAP Consistency
	does not specifically address transit shelters or street furniture.	
Coastal Bluffs Specific Plan	The Coastal Bluffs Specific Plan regulates development in the area but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Coastal Transportation Corridor Specific Plan	The Coastal Transportation Corridor Specific Plan establishes a Transportation Impact Assessment Fee for the improvement of transportation services, including streetscape improvements at Sepulveda Boulevard and enhanced bus stop amenities, but does not specifically regulate transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Coliseum District Specific Plan	The Coliseum District Specific Plan regulates the development in the Coliseum area but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Colorado Boulevard Specific Plan	The Colorado Boulevard Specific Plan regulates the development along Colorado Boulevard and Broadway and promotes transit use and prohibits flashing signs, but does not specifically address transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Conditional Use Approval for Sale of Alcoholic Beverages Specific Plan	The Conditional Use Approval for Sale of Alcoholic Beverages Specific Plan regulates alcohol sales in the South Central area of the City and does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Cornfield Arroyo Seco Specific Plan	The Cornfield Arroyo Seco Specific Plan regulates development near the I 5/SR 110 interchange and includes a regulation to locate street furniture and similar amenities outside the Pedestrian Zone.	STAP would not conflict with this Specific Plan.
Crenshaw Corridor Specific Plan	The Crenshaw Corridor Specific Plan promotes transit-oriented developments along Crenshaw and Martin Luther King Jr. Boulevards but does not specifically address transit shelters or street furniture. The accompanying Crenshaw Boulevard Streetscape Plan promotes transit use and includes <u>guidelines (characteristics, material and color) for street furniture (bus shelters, bike racks, bench and trash receptacles).</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.

Table 10. Specific Plan Consistency

Specific Plan	Summary/Relevant Guidelines	STAP Consistency
Devonshire/Topanga Corridor Specific Plan	The Devonshire/Topanga Corridor Specific Plan regulates commercial developments along Devonshire and Topanga Boulevards but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Exposition Corridor Transit Neighborhood Plan/Specific Plan	The Exposition Corridor Transit Neighborhood Plan/Specific Plan regulates development along the Exposition Corridor to promote transit use and the provision of streetscape improvements (enhanced bus shelters and street furniture).	STAP is consistent with this Specific Plan.
Foothill Corridor Specific Plan	The Foothill Corridor Specific Plan regulates development in the area and includes design guidelines and standards for street furniture (benches, bus stops, kiosks, trash receptacles, newspaper racks, bike racks).	STAP program elements shall be designed to comply with streetscape design standards.
Granada Hills Specific Plan	The Granada Hills Specific Plan regulates development in the Granada Hills area and <u>prohibits commercial signs on public rights-of-way, off-site commercial signs, and digital display signs</u> , but does not specifically address transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Girard Tract Specific Plan	The Girard Tract Specific Plan regulates hillside development in the Girard Tract but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Glencoe/Maxella Specific Plan	The Glencoe/Maxella Specific Plan regulates development in the area but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Hollywoodland Specific Plan	The Hollywoodland Specific Plan protects the historical community in Hollywood. It does not specifically address transit shelters and street furniture.	STAP would not conflict with this Specific Plan.
Jordan Downs Urban Village Specific Plan	The Jordan Downs Urban Village Specific Plan regulates development at the Jordan Downs Urban Village and includes guidelines for benches and trash and recycling receptacles at bus stops and <u>prohibits digital, flashing, and animated signs</u> .	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Los Angeles Airport/El Segundo Dunes Specific Plan	The Los Angeles Airport/El Segundo Dunes Specific Plan regulates development near Los Angeles International Airport (LAX) and the El Segundo Dunes but does not specifically	STAP would not conflict with this Specific Plan.

Table 10. Specific Plan Consistency

Specific Plan	Summary/Relevant Guidelines	STAP Consistency
	address transit shelters or street furniture.	
Los Angeles Sports and Entertainment District Specific Plan	The Los Angeles Sports and Entertainment District (LASED) Specific Plan includes development standards and urban design regulations for the LASED, including general guidelines for street furniture, bus stops, and signs. The accompanying LASED Streetscape Plan provides more specific <u>guidelines and standards for street furniture (benches, bike racks, bus shelters, newspaper vending machines, transit kiosks, trash receptacles, signage, and public art).</u>	STAP program elements shall be designed to comply with applicable streetscape design standards and relevant sign regulations as applicable.
Loyola Marymount University Specific Plan	The Loyola Marymount University (LMU) Specific Plan regulates development at LMU but does not specifically regulate transit shelters or street furniture. It includes <u>sign regulations that prohibit flashing signs.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Mount Washington/Glassell Park Community Specific Plan	The Mount Washington/Glassell Park Community Specific Plan regulates development in the area but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Mulholland Scenic Parkway Specific Plan	The Mulholland Scenic Parkway Specific Plan regulates development along Mulholland Drive and does not allow sidewalks or curbs but does not specifically address transit shelters or sidewalk amenities. It includes design and preservation guidelines for development along Mulholland Drive and states that structures in the public right-of-way should be consistent with the natural appearance of the Santa Monica Mountains and should avoid blocking or obscuring the view from Mulholland Drive. It also regulates lighting in the right-of-way.	STAP program elements shall be designed to comply with applicable guidelines for structures in the public right-of-way.
North University Specific Plan	The North University Specific Plan regulates development in the area but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
North Westwood Village Specific Plan	The North Westwood Village Specific Plan regulates development in the area and includes transit system improvements but does not specifically address transit shelters or street furniture	STAP supports this Specific Plan.

Table 10. Specific Plan Consistency

Specific Plan	Summary/Relevant Guidelines	STAP Consistency
Oxford Triangle Specific Plan	The Oxford Triangle Specific Plan regulates development in the area but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Pacific Palisades Commercial Village and Neighborhoods Specific Plan	The Pacific Palisades Commercial Village and Neighborhoods Specific Plan regulates development in the Commercial Village and adjacent neighborhoods. It identifies lands along Sunset Boulevard and Pacific Coast Highway as Scenic Corridors and shows a bus stop on Sunset Boulevard at Swarthmore Avenue. It includes streetscape design standards for paving, lighting, landscaping, street signs, and site furnishings (e.g., seating, bicycle racks, trash receptacles). <u>It states that no shelter exists at the bus stop and a new bus shelter is not included in the project. It also prohibits off-site commercial signs, animated signs, and bench signs.</u>	STAP program elements shall be designed to comply with applicable streetscape design standards and relevant sign regulations that apply to the public right-of-way.
Paramount Pictures Specific Plan	The Paramount Pictures Specific Plan regulates development at the Paramount Pictures property, and includes a Historic Resources Preservation Plan. <u>It prohibits digital display signs</u> but does not specifically address transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Park Mile Specific Plan	The Park Mile Specific Plan regulates development in the area and <u>prohibits digital display signs and does not allow signs or advertising at bus shelters.</u>	STAP program elements shall be designed to comply with relevant sign regulations.
Playa Vista Areas B, C, and D Specific Plans	The Playa Vista Areas B, C, and D Specific Plans regulate development in the area but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Ponte Vista at San Pedro Specific Plan	The Ponte Vista at San Pedro Specific Plan regulates redevelopment in the planning area, such as the provision of street furniture and the improvement of transit stops, and includes <u>design guidelines that call for a unified form, color, and manufacturer for benches, bike racks, trash receptacles, and other site furnishings, along with their general locations.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Porter Ranch Land Use/Transportation Specific Plan	The Porter Ranch Land Use/Transportation Specific Plan regulates development at Porter Ranch and requires sidewalk patterns and	STAP would not conflict with this Specific Plan.

Table 10. Specific Plan Consistency

Specific Plan	Summary/Relevant Guidelines	STAP Consistency
	designs that emphasize transit stops but does not specifically address transit shelters or street furniture.	
San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan	The San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan protects cultural, natural and visual resources in the San Gabriel and Verdugo Mountains and <u>prohibits flashing signs</u> , but does not specifically address transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
San Pedro Specific Plan	The San Pedro Specific Plan is the local coastal plan for the San Pedro Coastal Zone. It regulates development in the area, but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
San Vicente Scenic Corridor Specific Plan	The San Vicente Scenic Corridor Specific Plan regulates development along San Vicente Boulevard. It includes standards for permitted land uses, building design, landscaping, sidewalks, open space areas, signs, and parking. For sidewalks, it requires 10 feet of unobstructed width for pedestrian access on San Vicente Boulevard. <u>It prohibits offsite commercial signs and flashing signs.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Sepulveda Corridor Specific Plan	The Sepulveda Corridor Specific Plan regulates development along Sepulveda Boulevard but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
University of Southern California Specific Plan	The University of Southern California (USC) Specific Plan regulates development at USC and includes <u>design guidelines for bus shelters, bike racks, trash receptacles, signs and other street furniture.</u>	STAP program elements shall be designed to comply with applicable streetscape design standards and relevant sign regulations, as applicable.
Valley Circle Boulevard/Plummer Street Scenic Corridor Specific Plan	The Valley Circle Boulevard/Plummer Street Scenic Corridor Specific Plan regulates development along Valley Circle Boulevard and Plummer Street. <u>It prohibits offsite advertising signs</u> but does not specifically address transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Valley Village Specific Plan	The Valley Village Specific Plan regulates development in Valley Village but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Venice Coastal Specific Plan	The Venice Coastal Specific Plan serves as the local coastal plan for the Venice Coastal Zone. It regulates development	STAP would not conflict with this Specific Plan.

Table 10. Specific Plan Consistency

Specific Plan	Summary/Relevant Guidelines	STAP Consistency
	in the area and supports transit use and the provision of amenities for transit users, but does not specifically address transit shelters or street furniture. This plan is currently being updated.	
Ventura/Cahuenga Boulevard Corridor Specific Plan	The Ventura/Cahuenga Boulevard Corridor Specific Plan regulates development along Ventura Boulevard and Cahuenga Boulevard and includes standards for use prohibitions, building development, land use regulations, parking, signs, design guidelines, transportation mitigation, project impact assessment fee, and an interim streetscape plan that includes guidelines for sidewalk paving near transit stops and the provision of street furniture (benches, lighting, news racks, and trash receptacles). <u>It prohibits flashing signs and signs in the public right-of-way unless they are on bus benches or bus shelters approved by the City Council and Board of Public Works.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Vermont/Western TOD Station Neighborhood Plan Specific Plan	The Vermont/Western TOD Specific Plan regulates the development of a TOD in the area. It includes development standards and design guidelines that promote transit use and sets standards (number and color) for street furniture.	STAP program elements shall be designed to comply with streetscape design standards.
Warner Center 2035 Plan	The Warner Center 2035 Plan regulates development at Warner Center for the creation of a mixed use, transit oriented district. It calls for the development of multiple modes of transit to serve the area and the relocation of bus stops but does not include specific guidelines for transit shelters or street furniture. The Warner Center 2035 Plan Sign District sets the sign regulations for Warner Center and includes <u>standards for digital displays, sign refresh rates, illumination, and animated signs.</u> It also prohibits <u>signs not specifically authorized by the ordinance.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
West Los Angeles Transportation Improvement and Mitigation Specific Plan	The West Los Angeles Transportation Improvement and Mitigation Specific Plan establishes a mitigation fee program for transportation improvements in the Specific Plan area. This Specific Plan includes goals for improving mobility options and accommodations for multiple modes of travel, including transit; provide	STAP is consistent with this Specific Plan.

Table 10. Specific Plan Consistency

Specific Plan	Summary/Relevant Guidelines	STAP Consistency
	safe and convenient access to transit; and reduce trips through transit use.	
Westwood Community Multi-family Specific Plan	The Westwood Community Multi-family Specific Plan sets development standards (for land use, parking, design, and landscaping) for multiple family residential buildings but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan .
Westwood Village Specific Plan	The Westwood Village Specific Plan regulates development within Westwood Village near UCLA. It sets standards for permitted uses, building intensity, height and setback, parking, development standards, signs, and the preservation of cultural resources. It prohibits offsite commercial signs, flashing signs, and mural signs.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Wilshire-Westwood Scenic Corridor Specific Plan	The Wilshire-Westwood Scenic Corridor Specific Plan regulates development along Wilshire Boulevard but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Specific Plan.
Underlines added for emphasis.		

As discussed above, several specific plans contain regulations and standards for transit shelters, street furniture, and signs, and a few prohibit digital displays/signs. However, some of the limitations on signs apply only to those on private property, since they call for building permits; and building permits are not issued for structures and improvements in the public road right-of-way (e.g., sidewalks). The construction of transit shelters under the STAP would be subject to a blanket permit from the City, requiring compliance with relevant and applicable Specific Plan regulations, including the need to go through a design review process, if necessary. It should be noted that Specific Plans are regulatory documents, while the Mobility Plan is a policy document containing guidelines. Thus, the STAP would comply with the development standards and design guidelines in adopted specific plans, as applicable to street furniture and signs (including structures and other improvements) in the public road right-of-way. Implementation of LU-1 would ensure the STAP would not conflict with specific plans.

Mitigation Measure

LU-1 As provided in the individual specific plans, transit shelters (relocated or new) and associated amenities and signs to be located within the planning areas of adopted Specific Plans and Streetscape Plans shall be designed to comply (and subject to design review for compliance, if necessary) with applicable design guidelines and standards and sign regulations for street furniture and signs installed in the public road right-of-way prior to installation/construction.

With implementation of this measure, the STAP would not conflict with the City's Specific Plans. Alternatively, transit shelters to be located within Specific Plan areas that would not comply with the applicable Specific Plan standards and guidelines for street furniture and signs installed in the public road right-of-way may be subject to separate, subsequent, or individual environmental analysis and permit approval prior to construction.

5.4.7 Overlay Zones/Commercial Design Overlay Districts

Aside from the Community Plans and Specific Plans, the City has adopted various overlay zones, Commercial Design Overlay (CDO) districts, Streetscape Plans, Historic Preservation Overlay Zones (HPOZ), Community Plan Implementation Overlay (CPIO) districts, Redevelopment Plans, Pedestrian Oriented District (POD), and sign districts/supplemental use districts that have specific design guidelines and development standards. Table 11 lists these overlay zones/districts and plans, including a summary of each, and STAP consistency.

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
Commercial Design Overlay (CDO) Districts		
Broadway Theater and Entertainment District CDO	Design guidelines and standards for the Broadway Theater and Entertainment District CDO District (along Broadway) seeks to enhance transit accessibility but does not specifically address transit shelters or street furniture.	STAP would not conflict with this CDO.
Canoga Park-Commercial Corridor CDO	Design guidelines and standards for the Canoga Park-Commercial Corridor CDO District (along Sherman Way) include a guideline for incorporating street furniture and lighting and a standard to provide benches and trash receptacles at landscape buffers. The STAP would provide street furniture, including benches and trash receptacles, at transit shelters. The accompanying Canoga Park- Commercial Corridor Streetscape Plan shows existing and proposed bike and newspaper racks, benches and trash receptacle locations. <u>It sets the number of required street furniture and models; the provision of bus shelters, benches, trash receptacles, newspaper vending machines, and specific bike rack model; use of anti-graffiti coating; replacement benches that do not include advertisement; and regular maintenance.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Cypress Park and Glassell Park CDO	Design guidelines and standards for the Cypress Park and Glassell Park CDO	STAP would not conflict with this Redevelopment Plan.

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
	discourages digital signs in commercial and industrial areas but does not specifically address transit shelters and street furniture.	
Downtown Canoga Park CDO	Design guidelines and standards for the Downtown Canoga Park CDO District (along Sherman Way) do not specifically address transit shelters or street furniture. The accompanying Downtown Canoga Park Streetscape Plan calls for the provision of <u>transit shelters, bike and newspaper racks, benches and trash receptacles, along with specific models, colors, and conceptual locations for these.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Downtown Westchester CDO	Design guidelines and standards for the Downtown Westchester CDO encourage bus use but do not specifically address transit shelters or street furniture. <u>It prohibits flashing and blinking signs.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Echo Park CDO	The Echo Park CDO District regulates private and public developments but the design guidelines and standards for this CDO do not specifically address transit shelters or street furniture.	STAP would not conflict with this CDO.
Fletcher Square CDO	The Fletcher Square CDO Plan promotes transit use but does not specifically address transit shelters and street furniture.	STAP would not conflict with this CDO.
Lincoln Boulevard CDO	The Lincoln Boulevard CDO promotes transit use and <u>prohibits illuminated and flashing signs and digital displays</u> , but does not specifically address transit shelters and street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Lincoln Heights CDO	The Lincoln Heights CDO promotes transit use and <u>prohibits flashing and offsite signs</u> but does not specifically address transit shelters and street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Little Tokyo CDO	Design guidelines and standards for the Little Tokyo CDO District promotes pedestrian use of transit and includes a <u>guideline for sign illumination</u> , but does not address transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Loyola Village CDO	The Loyola Village CDO sets development regulations and design guidelines for the area and <u>prohibits flashing signs and digital displays</u> but	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
	does not specifically address transit shelters or street furniture.	
Miracle Mile CDO	Design guidelines and standards for the Miracle Mile CDO do not specifically set standards or guidelines for transit shelters or street furniture.	STAP would not conflict with this CDO.
Pacoima CDO	Design guidelines and standards for the Pacoima CDO District (along Van Nuys Boulevard and San Fernando Road) includes a design principle for public safety at bus stops. The accompanying Pacoima Streetscape Plan <u>requires City review of transit stop locations and transit shelters; the provision of bike racks adjacent to bus stops, anti-graffiti coating, Ivy Green color, and regular maintenance. It also specifies street furniture models and states that transit benches be replaced with those without advertisement.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable. Internal City coordination and review (e.g., StreetsLA, Planning Department, LADOT) would occur and the necessary permits issued prior to construction of STAP program elements.
Panorama City CDO	The Panorama City CDO District regulates private and public developments in Panorama City but the design guidelines and standards for this CDO do not specifically address transit shelters or street furniture.	STAP would not conflict with this CDO.
Reseda Central Business District CDO	The Reseda Central Business District CDO District along Sherman Way and Reseda Boulevard has design guidelines and standards for signs but do not specifically address transit shelters or street furniture. The accompanying Reseda Central Business District Streetscape Plan includes <u>guidelines (for color, number and models) for street furniture, including bus shelters, benches, trash receptacles, newspaper vending machines, and bike racks.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Sun Valley CDO	The Sun Valley CDO sets development regulations and design guidelines for the area and includes a streetscape plan that <u>contains guidelines for bus shelters, benches, trash receptacles, and other street furniture.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Toluca Lake CDO	The Toluca Lake CDO sets development regulations and design guidelines for Toluca Lake Village and <u>prohibits flashing signs</u> but does not specifically address transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
Van Nuys Central Business District CDO	The Van Nuys Central Business District CDO sets development regulations and design guidelines for the area and <u>prohibits flashing signs</u> but does not specifically address transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
West Wilshire CDO	The West Wilshire CDO does not specifically address transit shelters and street furniture.	STAP would not conflict with this CDO.
Redevelopment Plans		
Adelante Eastside Redevelopment Plan	The Adelante Eastside Redevelopment Plan regulates redevelopment activities and public improvements, including sidewalk amenities, but does not specifically set standards or guidelines for transit shelters or street furniture.	STAP would not conflict with this Redevelopment Plan.
Broadway-Manchester Redevelopment Plan	The Broadway-Manchester Redevelopment Plan regulates redevelopment activities and public improvements and <u>prohibits flashing signs</u> , but does not include standards or guidelines for transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Central Industrial Redevelopment Plan	The Central Industrial Redevelopment Plan regulates redevelopment activities and public improvements, including sidewalk amenities and bus benches and stations, but does not specifically set standards or guidelines for transit shelters or street furniture.	STAP would not conflict with this Redevelopment Plan.
Chinatown Redevelopment Plan	The Chinatown Redevelopment Plan regulates redevelopment actions but does not address transit shelters or street furniture.	STAP would not conflict with this Redevelopment Plan.
City Center Redevelopment Plan	The City Center Redevelopment Plan regulates redevelopment activities and public improvements, including sidewalk amenities and enhancements to transit stops, but does not specifically set standards or guidelines for transit shelters or street furniture.	STAP would not conflict with this Redevelopment Plan.
Council District 9 Corridors Redevelopment Plan	The Council District 9 Corridors Redevelopment Plan regulates redevelopment activities and public improvements, including the installation of street furnishings, but does not specifically set standards or guidelines for transit shelters or street furniture.	STAP would not conflict with this Redevelopment Plan.

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
Crenshaw Redevelopment Plan	The Crenshaw Redevelopment Plan regulates redevelopment activities and public improvements, but does not specifically set standards or guidelines for transit shelters or street furniture.	STAP would not conflict with this Redevelopment Plan.
Crenshaw Slauson Redevelopment Plan	The Crenshaw Slauson Redevelopment Plan regulates redevelopment activities and public improvements, but does not specifically address transit shelters or street furniture.	STAP would not conflict with this Redevelopment Plan.
Exposition University Park Redevelopment Plan (Hoover/Hoover Expansion Redevelopment Plan)	The Exposition University Park Redevelopment Plan regulates redevelopment activities and public improvements, but does not specifically address transit shelters.	STAP would not conflict with this Redevelopment Plan.
Hollywood Redevelopment Plan	The Hollywood Redevelopment Plan calls for the protection of historic resources and regulates redevelopment activities and public improvements, but does not specifically address transit shelters.	STAP would not conflict with this Redevelopment Plan.
Laurel Canyon Commercial Corridor Redevelopment Plan	The Laurel Canyon Commercial Corridor Redevelopment Plan regulates redevelopment activities and public improvements along Laurel Canyon and Burbank Boulevards, including street furnishings, but does not specifically address transit shelters.	STAP would not conflict with this Redevelopment Plan.
Mid-City Corridors Redevelopment Plan	The Mid-City Corridors Redevelopment Plan regulates redevelopment activities and public improvements and <u>prohibits flashing signs</u> , but does not specifically set standards or guidelines for transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
North Hollywood Redevelopment Plan	The North Hollywood Redevelopment Plan regulates redevelopment actions and public improvements, including street furnishings, and has design guidelines, which promote transit use; <u>prohibit animated and flashing signs</u> ; and allow street furniture but do not specifically address transit shelters.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Pacific Corridor Redevelopment Plan	The Pacific Corridor Redevelopment Plan regulates redevelopment activities and public improvements, including street furniture, but does not specifically set standards or guidelines for transit shelters or street furniture.	STAP would not conflict with this Redevelopment Plan.

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
Vermont-Manchester Redevelopment Plan	The Vermont-Manchester Redevelopment Plan regulates redevelopment activities and public improvements and <u>prohibits flashing signs</u> , but does not include standards or guidelines for transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Watts Redevelopment Plan	The Watts Redevelopment Plan regulates redevelopment activities and public improvements, but does not include standards or guidelines for transit shelters or street furniture.	STAP would not conflict with this Redevelopment Plan.
Western/Slauson Recovery Redevelopment Plan	The Western/Slauson Recovery Redevelopment Plan regulates redevelopment activities and public improvements and <u>prohibits flashing signs</u> , but does not specifically set standards or guidelines for transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Westlake Recovery Redevelopment Plan	The Westlake Recovery Redevelopment Plan regulates redevelopment activities and public improvements, including streetscape improvements (benches and trash receptacles) and <u>prohibits flashing signs</u> , but does not specifically set standards or guidelines for transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Wilshire Center/Koreatown Recovery Redevelopment Plan	The Wilshire Center/Koreatown Recovery Redevelopment Plan regulates redevelopment activities and public improvements, including street furnishings (bus shelters, bike racks, lockers, and bicycle amenities) but does not specifically set standards or guidelines for transit shelters or street furniture.	STAP would not conflict with this Redevelopment Plan.
Streetscape Plans		
Broadway Streetscape Master Plan	The Broadway Streetscape Master Plan identifies streetscape improvements, including the <u>locations of street furniture (bike racks, news racks, newspaper kiosks, trash cans, benches, bus stops, and signs), sidewalk/crosswalk paving, signage, black street furniture, conceptual designs for transit shelters, benches/seating, bike racks, trash cans, and kiosks.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Century Boulevard Streetscape Plan	The Century Boulevard Streetscape Plan promotes transit use and contains <u>design guidelines and material, pattern and color</u>	STAP program elements shall be designed to comply with

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
	<u>standards for bus shelters, trash receptacles, benches, bike racks, and other sidewalk improvements along Century Boulevard. It also shows the locations for enhanced bus shelters.</u>	streetscape design standards, as applicable.
Encino Streetscape Plan	The Encino Streetscape Plan contains <u>design guidelines (with specific color and models) for benches, bike racks, bus shelters, trash receptacles and other street furniture, fixtures and equipment along another segment of Ventura Boulevard.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Livable Boulevards Streetscape Plan	The Livable Boulevards Streetscape Plan identifies streetscape improvements in West Los Angeles and the Coastal Transportation Corridor to promote transit use, and contains <u>regulations for the installation of street furniture (bus shelters, benches, trash receptacles, and bike racks).</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Panorama City Center Streetscape Plan	The Panorama City Center Streetscape Plan seeks to create a pedestrian-friendly environment on Van Nuys Boulevard and includes <u>guidelines and standards for transit shelters, benches, trash receptacles, newspaper vending machines, bicycle racks, and sidewalk furniture.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Sherman Oaks Streetscape Plan	The Sherman Oaks Streetscape Plan regulates development along Ventura Boulevard to create a pedestrian oriented area. It includes <u>standards (models and color) for benches, bike racks, bus shelters, kiosks, trash receptacles, and other street furniture.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Studio City/Cahuenga Pass Streetscape Plan	The Studio City/Cahuenga Pass Streetscape Plan regulates development along Ventura and Cahuenga Boulevards and includes <u>standards (material, finish, and color) for benches, bike racks, bus shelters, kiosks, trash receptacles, and other street furniture.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Tarzana Streetscape Plan	The Tarzana Streetscape Plan also contains design guidelines for street furniture on another segment of Ventura Boulevard.	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Van Nuys Streetscape Plan	The Van Nuys Streetscape Plan promotes transit use and provides <u>guidelines and standards (number and models) for street furniture (benches,</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
	<u>trash receptacles, newspaper vending machines, and bicycle racks).</u>	
Woodland Hills Streetscape Plan	The Woodland Hills Streetscape Plan regulates street trees, lighting and street furniture along Ventura Boulevard and Cahuenga Boulevard and includes <u>color and model guidelines for trash receptacles, benches, bike racks, bus shelters and benches, and other street fixture furniture and equipment.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Sign Districts		
15 th Street Signage Supplemental Use District	The 15 th Street Signage Supplemental Use District sets regulations for signs on 15 th Street, including the <u>location and illumination of electronic message displays.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Academy Museum Sign District	The Academy Museum Sign District sets sign regulations for the Academy Museum area and includes <u>standards for digital displays, sign refresh rates, illumination, and hours of operation.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Coliseum and Soccer Stadium Sign District	The Coliseum and Soccer Stadium Sign District sets sign regulations for the Coliseum and Soccer Stadium area and includes <u>standards for digital displays, sign refresh rates, illumination, and permitted hours of operation.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Convention and Event Center Sign District	The Convention and Event Center Sign District sets sign regulations for the Staples Center and Los Angeles Sports and Entertainment District, including <u>standards for digital displays, sign refresh rates, illumination, and operating hours.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Encinitas Sign District	The Encinitas Sign District is subject to regulations for offsite and onsite signs, including a <u>standard for sign illumination</u> , but does not specifically address transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Figueria and Olympic Sign District	The Figueria and Olympic Sign District sets sign regulations for the block northeast of Figueria Street and Olympic Boulevard, including <u>standards for digital displays, sign refresh rates, illumination, and animated signs. It also prohibits signs not specifically authorized by the ordinance.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Figueria and Pico Sign District	The Figueria and Pico Sign District sets sign regulations along Figueria and	STAP program elements shall be designed to comply with relevant

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
	Flower Streets and Pico Boulevard, <u>including standards for digital displays, sign refresh rates, illumination, and animated signs. It also prohibits signs not specifically authorized by the ordinance.</u>	sign regulations that apply to the public right-of-way.
Figueroa and Seventh Street Sign District	The Figueroa and Seventh Street Sign District sets sign regulations for the block northwest of Figueroa and Seventh Streets, <u>including standards for digital displays, sign refresh rates, illumination, and operating hours. It also prohibits signs not specifically authorized by the ordinance.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Historic Broadway Sign Supplemental Use District	The Historic Broadway Sign Supplemental Use District sets sign regulations, <u>including standards for digital displays and illumination.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Hollywood Signage Supplemental Use District	The Hollywood Signage Supplemental Use District regulates the <u>location, area and illumination of digital signs.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
NoHo West Sign District	The NoHo West Sign District regulates signs, <u>including sign location, area, height, design, illumination and refresh rates. It prohibits digital displays and advertising kiosks in residential zones and any sign not specifically authorized by the ordinance.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
The Reef Transit-Oriented Sign District	The Reef Transit-Oriented Sign District is subject to regulations for offsite and onsite signs and <u>includes standards for digital displays, sign refresh rates, illumination, and hours of operation.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Universal City Sign District	The Universal City Sign District is subject to regulations for offsite and onsite signs, and <u>prohibits digital displays</u> , but does not specifically address transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Historic Preservation Overlay Zones		
52 nd Place HPOZ	The Preservation Plan for the 52 nd Place HPOZ <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Adams Normandie HPOZ	The Preservation Plan for the Adams Normandie HPOZ <u>requires street furniture to be compatible in design, color and material with the historic character of</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
	<u>the HPOZ and prohibits illuminated signs and digital signs.</u>	regulations that apply to the public right-of-way.
Angelino Heights HPOZ	The Angelino Heights Preservation Plan seeks to preserve the historic character of the area and <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Balboa Highlands HPOZ	The Balboa Highlands HPOZ designation requires Historic Preservation Board review for any modification to <u>historic structures, features and sites, including street furniture and signs.</u> The review and approval are based on compliance with the Balboa Highlands Preservation Plan, which <u>prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Banning Park HPOZ	The Banning Park HPOZ <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Carthay Circle HPOZ	The Preservation Plan for the Carthay Circle HPOZ <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Carthay Square HPOZ	The Preservation Plan for the Carthay Square HPOZ <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Country Club Park HPOZ	The Country Club Park HPOZ has a preservation plan for historic structures, features and sites, including streetscapes. The Preservation Plan <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
El Sereno Berkshire Craftsman District HPOZ	The Preservation Plan for the El Sereno Berkshire Craftsman District HPOZ seeks to preserve the historic character of the area <u>and requires street furniture to be compatible in design, color and material with the historic character of the</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
	<u>HPOZ and prohibits illuminated signs and digital signs.</u>	
Gregory Ain Mar Vista HPOZ	The Gregory Ain Mar Vista HPOZ seeks to preserve the historic character of the area, <u>requiring street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Hancock Park HPOZ	The Preservation Plan for the Hancock Park HPOZ seeks to preserve the historic character of the area and <u>requires street furniture and signs to be compatible in design, color and material with the historic character of the HPOZ.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Harvard Heights HPOZ	The Preservation Plan for the Harvard Heights HPOZ <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Highland Park-Garvanza HPOZ	The Preservation Plan for the Highland Park-Garvanza HPOZ seeks to preserve the historic character of the area and <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Hollywood Grove HPOZ	The Preservation Plan for the Hollywood Grove HPOZ seeks to preserve the historic character of the area and <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Jefferson Park HPOZ	The Jefferson Park HPOZ seeks to preserve the historic character of the area, <u>requiring street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
La Fayette Square HPOZ	The La Fayette Square HPOZ seeks to preserve the historic character of the area, <u>requiring street furniture and signs to be compatible in design, color and material with the historic character of the HPOZ.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable,.

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
Lincoln Heights HPOZ	The Preservation Plan for the Lincoln Heights HPOZ seeks to preserve the historic character of the area and <u>requires street furniture and signs to be compatible in design, color and material with the historic character of the HPOZ.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable,.
Melrose Hill HPOZ	The Preservation Plan for the Melrose Hill HPOZ seeks to preserve the historic character of the area and <u>requires street furniture and signs to be compatible in design, color and material with the historic character of the HPOZ.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Miracle Mile North HPOZ	The Preservation Plan for the Miracle Mile North HPOZ seeks to preserve the historic character of the area, <u>requiring street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Oxford Square HPOZ	The Preservation Plan for the Oxford Square HPOZ seeks to maintain the historic integrity of the area, <u>requiring street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
South Carthay HPOZ	The Preservation Plan for the South Carthay HPOZ <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Spaulding Square HPOZ	The Preservation Plan for the Spaulding Square HPOZ seeks to preserve the historic character of the area and <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Stonehurst HPOZ	The Stonehurst HPOZ seeks to preserve the historic character of the area, <u>requiring street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
Sunset Square HPOZ	The Preservation Plan for the Sunset Square HPOZ seeks to preserve the historic character of the area and <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
University Park HPOZ	The University Park HPOZ Preservation Plan seeks to preserve the historic character of the area, <u>requiring street furniture and signs to be compatible in design, color and material with the historic character of the HPOZ.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Van Nuys HPOZ	The Preservation Plan for the Van Nuys HPOZ seeks to preserve the historic character of the area, <u>requiring street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Vinegar Hill HPOZ	The Vinegar Hill HPOZ seeks to preserve the historic character of the area, <u>requiring street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
West Adams HPOZ	The West Adams HPOZ seeks to preserve the historic character of the area, <u>requiring street furniture and signs to be compatible in design, color and material with the historic character of the HPOZ.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
West Adams Terrace HPOZ	The West Adams Terrace HPOZ seeks to preserve the historic character of the area, <u>requiring street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Western Heights HPOZ	The Preservation Plan for the Western Heights HPOZ seeks to preserve the historic character of the area and <u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
Whitley Heights HPOZ	The Preservation Plan for the Whitley Heights HPOZ seeks to preserve the historic character of the area and	STAP program elements shall be designed to comply with streetscape design standards, as

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
	<u>requires street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	applicable, and relevant sign regulations that apply to the public right-of-way.
Wilshire Park HPOZ	The Wilshire Park HPOZ seeks to preserve the historic character of the area, <u>requiring street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Windsor Square HPOZ	The Windsor Square HPOZ seeks to preserve the historic character of the area, <u>requiring street furniture and signs to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Windsor Village HPOZ	The Windsor Village HPOZ seeks to preserve the historic character of the area, <u>requiring street furniture to be compatible in design, color and material with the historic character of the HPOZ and prohibits illuminated signs and digital signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Others		
Atwater Village POD	The Atwater Village POD seeks to create a POD along Glendale and Los Feliz Boulevards but does not specifically address transit shelters or street furniture. <u>It prohibits flashing signs and offsite commercial signs.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Northeast Los Angeles Hillside Ordinance	The Northeast Los Angeles Hillside Ordinance regulates hillside development but does not specifically address transit shelters or street furniture.	STAP would not conflict with this ordinance.
North Hollywood (NoHo) Commercial and Arctcraft District	The North Hollywood (NoHo) Commercial and Arctcraft District regulates outdoor uses but does not specifically address transit shelters and street furniture.	STAP would not conflict with this District.
San Pedro CPIO	The San Pedro CPIO provides supplemental development regulations and <u>prohibits digital signs</u> but does not specifically address transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
South Los Angeles CPIO	The South Los Angeles CPIO provides supplemental development regulations	STAP program elements shall be designed to comply with relevant

Table 11. Overlay Zone/District Consistency

Overlay Zone/District	Summary/Relevant Guidelines	STAP Consistency
	and <u>prohibits digital displays</u> but does not specifically address transit shelters or street furniture.	sign regulations that apply to the public right-of-way.
Southeast Los Angeles CPIO	The Southeast Los Angeles CPIO provides supplemental development regulations but does not specifically address transit shelters or street furniture.	STAP would not conflict with this CPIO.
Sylmar CPIO District	The Sylmar CPIO District established supplemental development standards and design guidelines for commercial, industrial and multiple family residential areas in Sylmar and supports transit-oriented development, but does not specifically address transit shelters or street furniture. <u>It prohibits digital, flashing and animated signs.</u>	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
West Adams Baldwin Hills Leimert CPIO	The West Adams Baldwin Hills Leimert CPIO promotes transit use and <u>provides general guidelines for streetscape and hardscape elements.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable.
West Pico CDO	repealed	
Western Avenue Corridor Street Enhancement Strategy	The Western Avenue Corridor Street Enhancement Strategy identifies streetscape improvements on Western Avenue to improve mobility and promote transit use, including guidelines for street furniture (such as seating/benches, newspaper racks, bike racks and lockers, bus shelters, and trash receptacles). <u>It prohibits animated, flashing, and illuminated signs.</u>	STAP program elements shall be designed to comply with streetscape design standards, as applicable, and relevant sign regulations that apply to the public right-of-way.
Westwood Boulevard POD	The Westwood Boulevard POD seeks to create a POD but does not specifically address transit shelters or street furniture.	STAP would not conflict with this POD.
Westwood/Pico NOD	The Westwood/Pico NOD regulates development along Westwood and Pico Boulevards and <u>prohibits flashing signs and offsite commercial signs</u> but does not specifically address transit shelters or street furniture.	STAP program elements shall be designed to comply with relevant sign regulations that apply to the public right-of-way.
Underlines added for emphasis.		

As noted, several overlay zones/districts have adopted regulations and standards for transit shelters and digital signs. Where transit shelters would be replaced or new ones installed, they shall be reviewed for compliance with the regulations and standards of the underlying overlay zones/districts and planning areas that are specifically applicable to

street furniture and signs (including structures and other improvements) in the public road right-of-way, as opposed to the regulations for signs and structures on private properties. Internal City coordination and review (e.g., StreetsLA, Planning Department, LADOT) would occur and the necessary permits issued prior to construction of STAP program elements. Implementation of LU-2 and LU-3 would ensure compliance with applicable regulations and standards for applicable overlay zones and districts.

Mitigation Measures

- LU-2 Transit shelters (relocated or new) and associated amenities to be located within overlay zones, Streetscape Plans, and CDO districts shall be designed to comply with applicable design guidelines and standards and sign regulations that are applicable to street furniture and signs in the public road right-of-way.
- LU-3 Transit shelters (relocated or new) and associated amenities to be located within HPOZs shall be designed to comply with applicable guidelines and standards and sign regulations for street furniture and signs in the public road right-of-way, as contained in individual Preservation Plans as approved by the individual Historic Preservation Boards.

With implementation of these measures, the STAP would not conflict with the regulations, standards, and guidelines of various overlay zones and districts. Alternatively, transit shelters to be located within overlay zones/districts, Streetscape Plans, CDO districts, and HPOZs that would not comply with the applicable standards and guidelines for street furniture and signs installed in the public road right-of-way may be subject to separate, subsequent, or individual environmental analysis and permit approval prior to construction.

6.0 CEQA CHECKLIST IMPACT ANALYSIS

Using the Initial Study Checklist questions in Appendix G of the CEQA Guidelines and the City's Thresholds, project impacts on land use and planning are analyzed for significance as follows:

a) Would the project physically divide an established community?

Reference: L.A. CEQA Thresholds Guide (2006) (Section H.2), City of Los Angeles General Plan, and Community Plans; Land Use Consistency Analysis (Parsons, 2021).

Comment: A significant impact would occur if the project includes features such as a highway, aboveground infrastructure, or an easement that would cause a permanent disruption to an established community or would otherwise create a physical barrier within an established community.

No impact. STAP program elements that would be located at sidewalk areas would not create a barrier within or between communities, nor involve the acquisition, displacement,

or division of adjacent land uses and communities. No changes in land use or land use conflicts are expected. No impacts would occur and no mitigation is required.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Reference: L.A. CEQA Thresholds Guide (2006) (Section H.1), City of Los Angeles General Plan, Community Plans, LAMC, LAAC, RTP/SCS, and California Coastal Act Land Use Consistency Analysis (Parsons, 2021).

Comment: A significant impact would occur if the proposed project were inconsistent with the General Plan, or other applicable plan, or with the site's zoning if designated to avoid or mitigate a significant potential environmental impact.

Less than Significant Impact with Mitigation Incorporated. As discussed above in Section 5.0, the STAP would not conflict with the City of Los Angeles General Plan. It would also not conflict with adopted Specific Plans and other city planning documents with implementation of Mitigation Measures LU-1 through LU-3. Impacts would be less than significant after mitigation.

7.0 RECOMMENDED MEASURES

Based on the analysis above, measures to reduce the significant adverse land use impacts of the project include:

- LU-1 As provided in the individual specific plans, transit shelters (relocated or new) and associated amenities and signs to be located within the planning areas of adopted Specific Plans and Streetscape Plans shall be designed to comply (and be subject to design review, if necessary) with applicable design guidelines and standards and sign regulations for street furniture and signs installed in the public road right-of-way prior to installation/ construction.
- LU-2 Transit shelters (relocated or new) and associated amenities to be located within overlay zones, Streetscape Plans, and CDO districts shall be designed to comply with applicable design guidelines and standards and sign regulations that are applicable to street furniture and signs in the public road right-of-way.
- LU-3 Transit shelters (relocated or new) and associated amenities to be located within HPOZs shall be designed to comply with applicable guidelines and standards and sign regulations for street furniture and signs in the public road right-of-way as contained in individual Preservation Plans as approved by the individual Historic Preservation Boards.

Impacts would be less than significant after mitigation. Alternatively, transit shelters to be located within Specific Plan and Streetscape Plan areas, overlay zones/districts, CDO districts, and HPOZs that would not comply with the applicable standards and guidelines

applicable to street furniture within the public right-of-way may be subject to separate, subsequent, or individual environmental analysis and permit approval prior to construction.

8.0 REFERENCES

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9.0 PREPARERS

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