

DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



City Planning Commission

Date: November 8, 2018
Time: After 8:30 am
Place: Los Angeles City Hall
Council Chambers, Room 340
200 North Spring Street
Los Angeles, CA 90012

Public Hearing: November 8, 2018
Appeal Status: N/A
Expiration Date: January 13, 2019
Multiple Approval: N/A

Case No.: CPC-2018-5222-SP
CEQA No.: ENV-2018-5223-ND
Incidental Cases: N/A
Related Cases: N/A
Council No.: 1 - Cedillo and 13 - O'Farrell
Plan Area: Westlake and Silver Lake-
Echo Park-Elysian Valley
Specific Plan: Central City West
Certified NC: Greater Echo Park Elysian,
Downtown Los Angeles,
Westlake North, and Westlake
South
GPLU: Multiple Family Residential,
Commercial, Industrial, Open
Space, and Public Facilities
Zone: R4(CW), R5(CW), RC4(CW),
RC5(CW), C1(CW),
C2(CW),C4(CW), CM(CW),
OS(CW), and PF(CW)
Applicant: City of Los Angeles

PROJECT LOCATION: The area consists of the Central City West Specific Plan area. The Central City West Specific Plan area is located immediately west of downtown Los Angeles, comprising of approximately 491 acres bounded generally by the Hollywood Freeway (US-101) on the north, the Harbor Freeway (SR-110) on the east, Olympic Boulevard on the south, and by Glendale Boulevard and Union Avenue on the west.

PROPOSED PROJECT: The proposed ordinance was initiated by a City Council Motion adopted June 13, 2018, which instructed the Department of City Planning to amend the Central City West Specific Plan's (Specific Plan) affordable housing requirements. The ordinance includes the following changes: the method for calculating affordable dwelling units; the inclusion of additional income categories as an option to comply with the Specific Plan's Inclusionary Housing provision; replacement of the Specific Plan's "Housing Linkage fee" with commensurate fees required by the Citywide Housing Linkage Fee Ordinance; and phasing of the implementation of the modified housing requirements.

REQUESTED ACTION: 1. Pursuant to CEQA Guidelines Section 15074(b), consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2018-5223-ND ("Negative Declaration"), and all comments received, that there is no substantial evidence that the project will have a significant effect on the environment; FIND the Negative

Declaration reflects the independent judgment and analysis of the City; and ADOPT Negative Declaration (Exhibit D).

2. Pursuant to Section 11.5.7 G of the Los Angeles Municipal Code (LAMC) an **Ordinance** amending the Central City West Specific Plan (Exhibit A).

RECOMMENDED ACTIONS:

1. **Recommend** that the City Council **Find**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2018-5223-ND ("Negative Declaration"), and all comments received, that there is no substantial evidence that the Project will have a significant effect on the environment; find the Negative Declaration reflects the independent judgment and analysis of the City; and recommend that the City Council **Adopt** the Negative Declaration.
2. **Approve** and **Recommend** that the City Council **Adopt** the **Ordinance** amending the Central City West Specific Plan.
3. **Adopt** the staff report as the Commission's report on the subject.
4. **Approve** and **Recommend** that the City Council **Adopt** the attached Findings.

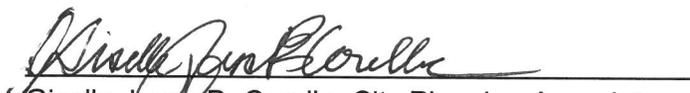
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ADVICE TO PUBLIC: The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, 200 North Spring Street, Room 532, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

Project Summary

The proposed ordinance was initiated by a City Council Motion (adopted June 13, 2018), which instructed the Department of City Planning to update the Central City West Specific Plan's (Specific Plan) affordable housing provisions. The proposed amendments include: modifying the method for calculating affordable dwelling units to align with Density Bonus, expanding the affordable housing set-aside options by including an additional income category, and aligning the Specific Plan's Housing Linkage Fee with the Citywide Affordable Housing Linkage Fee. Currently, the Specific Plan's affordable housing requirements are triggered when a proposed development is a multiple-family residential or mixed use project consisting of 11 dwelling units or more. The proposed amendments to the Specific Plan will align the regulations with State law and City regulations that similarly aim to encourage affordable housing. Since the Specific Plan's adoption in 1991, several regulations, including, but not limited to, State Density Bonus law and City ordinances, such as, the Affordable Housing Linkage Fee Ordinance, the Transit Oriented Communities Affordable Housing Incentive Program (TOC) and regulations instituted by Measure JJJ, require and/or create incentives for development projects to produce affordable housing. The proposed ordinance (Exhibit A) amending the Specific Plan's existing affordable housing provisions addresses the City Council Motion and aligns the Specific Plan's affordable housing provisions with State law and City regulations which have been adopted subsequent to the adoption of the Specific Plan.

Background

In the 1980s, the Downtown Los Angeles area was experiencing an office development boom and the Specific Plan area was envisioned to be a complementary high-rise, high intensity employment area that would allow for an expansion of Downtown and also include a substantial amount of housing. One of the Specific Plan's stated purposes is to "Provide for an expanded and enhanced relationship to the Central Business District and the greater downtown area." The Specific Plan anticipated that housing would be phased in with commercial development as a means to improve the greater Downtown's jobs-housing ratio, reduce vehicle miles travelled and improve air quality. Given the development that existed in the area at the time--a considerable stock of rent-stabilized housing units constructed in the late 19th and early 20th Centuries--the plan also included regulations that required new office/commercial, mixed use and residential development to contribute to the production of affordable housing through the payment of a Housing Linkage Fee and/or the construction of affordable housing.

As a result of the development activity that was occurring in the 1980s, the Specific Plan was created to regulate the projected growth in the area and allow for new mixed use residential/commercial development to create a vibrant community where residents can live and work. The Specific Plan implemented some of City's first affordable housing regulations under the assumption that private development would continue at the same pace as the prior years. The Specific Plan's affordable housing regulations required all new private development to contribute

to the production of affordable housing. Commercial projects are required to pay a share of the cost of affordable housing through payment of the Specific Plan's per-square foot, "Linkage Fee" on net new nonresidential floor area and residential and mixed use projects are required to construct low income dwelling units on site or pay a per-unit fee in lieu ("in lieu fee") of constructing the units. Given the high level of redevelopment that was anticipated in the area, these requirements were instituted to ensure that housing in general and affordable housing in particular would be constructed as office/commercial development was taking place. The Specific Plan's "Linkage Fee," and inclusionary housing provisions were implemented prior to any citywide affordable housing linkage fee or other citywide affordable housing regulations were adopted or proposed.

However, since the adoption of the Specific Plan, the anticipated level of growth and type of private development did not materialize. Little development occurred in the early to mid-1990s due to the recession. Subsequent to the recession, the combination of a severe housing shortage, a renewed interest in urban living and structural economic changes that influenced office demand resulted in the construction primarily of housing and mixed use projects in the area beginning in the late 1990s through the present. Many of the large sites in area, that were anticipated to be developed with large high rise office and residential developments, were developed with schools as part of the Los Angeles Unified School District's school building program which began in the 1990s and largely took place in the 2000s and 2010s. Other large public uses in the area include the Vista Hermosa Natural Park.

The Specific Plan (Exhibit B) was adopted on February 20, 1991, under Ordinance No. 166,703 and subsequently amended five times. Since the adoption of the Specific Plan, several residential and mixed use developments have been subject to the affordable housing provisions. However, in 2009, in *Palmer/Sixth Street Properties, L.P. v. City of Los Angeles (Palmer)*, the Second District Court of Appeal held that the State Costa-Hawkins Rental Housing Act¹ preempted the Specific Plan's inclusionary housing provisions for rental units. Since the 2009 Palmer decision, the City has treated the Specific Plan's Inclusionary Housing requirement for rental units as unenforceable, and projects have been processed in accordance with the 2009 Palmer decision.

A recent State law, Assembly Bill (AB) 1505, which became effective January 1, 2018, explicitly mentions *Palmer/Sixth Street Properties, L.P. v. City of Los Angeles* and declared its intent to supersede the 2009 Court decision nullifying the Specific Plan's Inclusionary Housing requirement. Additionally, since the 2009 Court decision, a number of State laws and City ordinances have been adopted to facilitate the development of affordable housing units. With the passage of AB 1505, local jurisdictions now have authority to impose inclusionary housing ordinances.

As a result of AB 1505, the City Council adopted a Motion on June 13, 2018, directing the Department of City Planning to prepare and present an ordinance amending the Central City West

¹ Main provisions of the Costa-Hawkins Rental Housing Act include: protection of a landlord's right to raise the rent to market rate on a unit once a tenant moves out; prevents cities from capping rent on units constructed after February 1995; and exempts single-family homes and condos from rent control restrictions.

Specific Plan's affordable housing provisions in order to phase in the inclusionary housing requirement and to prepare other revisions to the Specific Plan's affordable housing provisions that make them more consistent with current affordable housing laws.

Analysis

Due to the development boom in the 1980s, some primary objectives of the Specific Plan were to protect the existing residential community from further displacement, replace dwelling units removed, and provide new affordable housing dwelling units. When the Specific Plan was adopted many of the current State laws and Citywide affordable housing incentive programs and regulations were not available, necessitating the creation of the Specific Plan's Linkage Fee and inclusionary housing provisions. However, since the adoption of the Specific Plan, several State laws and Citywide incentive programs and regulations have been adopted and are now implemented uniformly throughout the City. The proposed changes intend to amend portions of the Specific Plan in order to align the provisions with current affordable housing laws.

Existing Specific Plan Regulations

Existing Inclusionary Housing Requirement

Under current regulations, all residential and mixed use development projects consisting of 11 dwelling units or more, are subject to either the Replacement Dwelling Units or Inclusionary Housing requirements, whichever requirement results in a greater number of affordable dwelling units. A 15% inclusionary Low Income housing set-aside is required, "If no dwelling units were demolished on the lot or lots on or after February 14, 1988." This inclusionary housing provision is mandatory and does not provide incentives for producing the affordable dwelling units. The intent of this provision is to ensure new development includes affordable housing and doesn't result in the demolition of existing rent stabilized housing stock.

Existing Specific Plan "Housing Linkage Fee" and "In Lieu Fee"

The Specific Plan's Housing Linkage Fee is triggered by development projects with nonresidential floor area greater than 40,000 square feet. The Specific Plan's Housing Linkage Fee is charged on a per-square-foot basis and adjusted annually to reflect the percent change to the Engineering News-Record Construction Cost Index. The intent of the fee is to address the impact of nonresidential development on the Specific Plan area's housing stock. Money collected from the Specific Plan's Housing Linkage Fee is deposited into the Central City West Housing Fund for future construction of affordable housing.

Similarly, multiple-family residential and mixed use projects are required to include 15% Low Income Dwelling Units or pay a per-unit fee if Low Income Dwelling Units are not constructed on-site. The Specific Plan's existing In Lieu Fee is adjusted annually to reflect the percent change in the Engineering News-Record Construction Cost Index. The in lieu fees today, for the period of January 1, 2018 to December 31, 2018, are \$175,081.13 per Very Low Income Dwelling Unit and \$137,318.81 per Low Income Dwelling Unit. The intent of the Specific Plan's In Lieu Fee is to

provide another option for complying with the inclusionary housing requirement. Money collected from the payment of the in lieu fee is also deposited into the Central City West Housing Fund for future construction of affordable housing.

Proposed Ordinance

The City Council Motion adopted on June 13, 2018, directed the Department of City Planning to amend the Specific Plan, with the intent of aligning the provisions of the Specific Plan with current affordable housing laws. The proposed amendments include the following changes:

- Modifying the method for calculating affordable dwelling units to align with State Density Bonus law;
- Adding a Very Low Income Dwelling Unit set-aside as an additional option to comply with the Specific Plan's Inclusionary Housing requirements;
- Replacing the Specific Plan's "Housing Linkage fee" with commensurate fees required by the Citywide Housing Linkage Fee Ordinance; and
- Phasing the implementation of the modified housing requirements.

Method for Calculating Affordable Units, Expanded Income Categories for the Inclusionary Housing Provisions, and other Revisions Aligning with Current Affordable Housing Laws

The existing Inclusionary Housing provision includes only one income category, the Low Income category at a 15% set-aside. The intent of the inclusionary housing provision has always been to provide affordable housing to residents of the Specific Plan area, however, unlike other State and City programs, the Specific Plan's inclusionary provisions do not require a housing option for Very Low Income Households. The proposed amendments will expand the way in which projects can comply with the Specific Plan's affordable housing requirement by including similar income categories available in Density Bonus, ensuring affordable housing is considered for a wider range of household incomes.

The amendment will allow projects to satisfy the Specific Plan's inclusionary housing requirement by providing either 15% Low Income units or 8% Very Low Income units, thereby expanding the range of income levels accommodated in future projects.

The proposed amendments also clarify how the affordable dwelling units are calculated. The proposed amendments clarify that the affordable dwelling units are calculated on the base permitted density prior to any density increase from any land use incentive program, mirroring how affordable dwelling units are calculated under State Density Bonus law.

While the Specific Plan doesn't offer density bonuses or other incentives in exchange for affordable housing, development projects complying with the proposed inclusionary housing provisions may be eligible to participate in the various incentive programs, including Density Bonus. Complying with the Specific Plan's inclusionary housing requirement does not automatically satisfy the requirements of the incentive program, however, the on-site affordable units may be counted towards meeting the requirements of the respective incentive program. For

example, a development project complying with the Specific Plan's inclusionary housing provision set-aside of 8% Very Low Income Dwelling Units, would satisfy the 8% set-aside provision of Density Bonus if the units were built on-site, making it eligible for incentives provided in the Density Bonus program.

As shown in the table below, the Specific Plan's existing requirement of a 15% set-aside for Low Income Dwelling Units make the project eligible for a 27.5% density increase when participating in the Density Bonus program. Similarly, by amending the Specific Plan to include an 8% set-aside option for Very Low Income Dwelling Units, the project would be eligible to receive the equivalent 27.5% density increase provided in the Density Bonus program when providing Very Low Income Dwelling Units. The intent of this amendment is to create an equivalent set-aside percentage for an expanded income category, as currently exists in other affordable housing laws.

Density Bonus Low Income %	Specific Plan Inclusionary (Existing) Low Income 15%	Density Bonus Low Income Unit %
20	15	10
21.5	15	11
23	15	12
24.5	15	13
26	15	14
27.5	15	15
29	15	16
30.5	15	17
32	15	18
33.5	15	19
35	15	20

Density Bonus VLI %	Specific Plan Inclusionary (Proposed) Very Low Income 8%	Density Bonus Very Low Income Units %
20	8	5
22.5	8	6
25	8	7
27.5	8	8
30	8	9
32.5	8	10
35	8	11

The Specific Plan's in lieu fee will be retained. Projects will continue to have the option of paying a fee ("in lieu fee") in lieu of constructing the units on-site. The proposed changes in the ordinance reflects the fees as of January 1, 2018 to December 31, 2018. The in lieu fee will continue to be updated according to the provisions in the existing Specific Plan and fees collected will be continue to be deposited into the Central City West Housing Fund.

Additionally, other revisions to the Specific Plan's inclusionary housing requirements include clarifying the relationship between the Specific Plan's Replacement Dwelling Unit requirements and those of other State and City affordable housing incentive programs including but not limited to State Density Bonus laws and TOC. The Specific Plan provision requiring replacement of any demolished affordable units will be maintained; however the ordinance clarifies the mix of affordability levels of the replacement units when a project is pursuing Density Bonus or other incentive program. Relevant revisions include recognizing other income categories (such as Extremely Low Income) when replacing units of varying levels of affordability, and clarifying that the Housing and Community Investment Department (HCID) retains discretion for assessing and

determining appropriate classification of dwelling units and rents to ensure that the Specific Plan's replacement requirements continue to be in conformance with the most up-to-date affordable housing regulations both at the local and State level.

Commensurate Fees

The proposed amendment will replace the Specific Plan's existing Housing Linkage Fee, assessed on nonresidential development, with commensurate fees required by the Citywide Affordable Housing Linkage Fee (Ordinance No. 185,342). Under current regulations, development projects within the Specific Plan area are exempt from the Citywide Affordable Housing Linkage Fee, recognizing that the Specific Plan has existing fees and affordable housing obligations, separate from the Citywide requirements. In light of the newly adopted Citywide Affordable Housing Linkage Fee, fees on nonresidential development within the Specific Plan area will be aligned with the Citywide fee schedule and the amount of square footage exempt from such fees will also be aligned.

Currently, the Specific Plan exempts neighborhood-serving, nonresidential uses of 40,000 square feet or less from such fees, as compared to the Citywide linkage fee ordinance, which exempts the first 15,000 square feet of nonresidential development. Given the relatively low levels of commercial development taking place in the Specific Plan area due to the development trends discussed above, and, for ease of implementation, the proposed ordinance will align the Specific Plan's fees and exemptions, as it relates to nonresidential development, with the recently adopted Citywide linkage fee ordinance. As it relates to residential development, projects consisting of 10 dwelling units or less will continue to be exempt from any fees, consistent with the Specific Plan's existing exemptions.

Currently, all fees collected within the Specific Plan area are deposited in to the Central City West Specific Plan Housing Fund, which was established for such purpose at the time of the adoption of the Specific Plan. Fees collected on the nonresidential floor area developed within the Specific Plan area--though consistent with the relevant Citywide linkage fee--will continue to be deposited into the Central City West Housing Fund. This practice will continue since this Specific Plan, and its coordinated framework of affordable housing regulations, pre-date the Citywide Affordable Housing Linkage Fee and the establishment of the Citywide fund to which all Citywide Affordable Housing Linkage fees otherwise are directed. The Specific Plan has always had an a coordinated affordable housing strategy that ensures affordable housing and funds generated from new development for the provision of affordable housing would be retained in the area, recognizing Central City West's prime location--adjacent to downtown Los Angeles, and the need for a mechanism to safeguard affordable housing in this area in particular with its unique development pressures and high land costs. Consistent with the purposes and goals of the Specific Plan, ensuring fees continue to be deposited into the Central City West Housing fund is essential to ensuring the continued provision of affordable housing in an area of the City that has historically had a high concentration of the City's rent stabilized housing stock.

Updating the Specific Plan's fee with fees implemented Citywide, is necessary to charge consistent fees in accordance with the most recent fee study completed for the Citywide Affordable Housing Linkage Fee. Replacing the Specific Plan's Housing Linkage fee with the Citywide Affordable Housing Linkage Fee ensures the equitable application of the Citywide Affordable Housing Linkage Fee to all nonresidential development projects in the City, so as to not create a competitive disadvantage in any one part of the City, while continuing to provide for a continuous funding source for the development of affordable housing in the area. The intent of this change is to apply the Citywide Affordable Housing Linkage Fee more uniformly throughout the City.

Phasing of the Implementation

Due to the Palmer decision, the inclusionary housing provisions have not been implemented and enforced for nearly a decade. As described in the Council Motion (Council File 18-0311) adopted June 13, 2018, phasing of the modified inclusionary housing requirements is necessary to provide sufficient notice to stakeholders, avoid confusion on the implementation, and provide the opportunity for project applicants to anticipate the inclusionary housing regulations. Similar to the phasing of Citywide Affordable Housing Linkage Fee, the inclusionary housing requirement will be implemented as follows:

- Projects that have filed for a Project Permit Compliance Review and whose planning case applications have been deemed complete prior to 90 days from the effective date of this ordinance and which have not received any Building Permit from the Department of Building and Safety, shall not be subject to the Inclusionary Housing requirements in Section 11 B.
- Projects that have filed for a Project Permit Compliance Review and whose planning case applications have been deemed complete:
 - 91 days following the effective date of this ordinance shall be required to provide one-third of the total Inclusionary Housing requirement specified under Specific Plan Section 11 B or pay applicable portion of the in lieu fee as required by the Specific Plan.
 - 182 days following the effective date of this ordinance shall be required to provide two-thirds of the total Inclusionary Housing requirement specified under Specific Plan Section 11 B or pay applicable portion of the in lieu fee as required by the Specific Plan.
 - 273 days following the effective date of this ordinance shall be required to provide the total Inclusionary Housing requirement specified under Specific Plan Section 11 B or pay applicable in lieu fee as required by the Specific Plan.

Only the inclusionary requirements, as it pertains to providing either a set-aside of 15% Low Income Dwelling Units or 8% Very Low Income Dwelling Units will be phased in accordance with the timeline above. The Citywide Affordable Housing Linkage Fee will be implemented in the Specific Plan area consistent with the phasing timeline of the citywide regulation. All other affordable housing provisions of the Specific Plan remain in effect, will be continue to be enforced and are not the subject of the proposed phasing requirements.

Aligning Environmental Review

The proposed amendment to the Specific Plan's Project Permit Compliance Review Approvals section involves a technical revision to better align provisions of this section with recent changes to the California Environmental Quality Act (CEQA) (SB226, SB743, and SB375). In recent years, the State of California has passed a variety of Senate Bills that aim to streamline environmental review, expanding the types of environmental clearances available. This technical revision is necessary to maintain consistency with CEQA.

Conclusion

The proposed ordinance addresses the key components outlined in the City Council Motion (Council File 18-0311) by: clarifying the method for calculating affordable dwelling units, expanding the affordable housing set-aside options by including additional income categories, replacing the Specific Plan's "Housing Linkage Fee" with commensurate fees required by the Citywide Affordable Housing Linkage Fee Ordinance, and phasing the implementation of the inclusionary housing provision of the Specific Plan. All the proposed amendments together align the provisions of the Specific Plan's affordable housing provisions with State laws and City regulations, which have been adopted subsequent to the adoption of the Specific Plan.

Streamlining fees and aligning the regulations with State and Citywide policies as proposed by the amending ordinance will prevent unintended barriers to the production of housing during a time when California is experiencing a housing shortage. The proposed changes ensure the Specific Plan maintains its intent to produce affordable housing opportunities without inhibiting the production of housing.

FINDINGS

General Plan/Charter Findings

In accordance with Charter Section 556, the proposed ordinance amending the Central City West Specific Plan is in substantial conformance with the purposes, intent and provisions of the City's General Plan, and all applicable provisions of the Los Angeles Municipal Code (LAMC).

General Plan Framework/Community Plan Consistency

The proposed ordinance is consistent with the following goals, objectives, and policies of the General Plan Framework, in addition to several goals, objectives, and policies echoed in the applicable community plan which is part of the Land Use Element of the General Plan.

General Plan Framework

The proposed ordinance (Exhibit A) amending the Central City West Specific Plan is consistent with the following goals, objectives, and policies of the General Plan Framework:

- Goal 7G** A range of housing opportunities in the City.
- Objective 7.9** Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.
- Policy 7.9.1** Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.
- Objective 7.10** Program resources in a manner that encourages appropriate development, housing opportunities, transit service and employment generation in all areas of the City, with particular emphasis on those portions of the City which historically have not received a proportional share of such opportunities, consistent with the City's overall economic policies.

The proposed amendment is consistent with the General Plan Framework's goals, objectives, and policies of providing and promoting a range of housing opportunities in the City. The Specific Plan area is located adjacent to downtown Los Angeles and is one of the densest areas in the City. A majority of lots are zoned multiple-family residential, commercial and mixed use allowing for up to R5 density (200 sq.ft. per dwelling unit) with allowable heights that range from 75 feet or 1,268 feet above mean sea level and floor area ratios (FAR) up to 7.5 to 1. With existing permissive zoning, the Specific Plan area was intended to be a high density area and new development was intended to include and generate funds to pay for affordable housing in the area, either through a payment of the Specific Plan's Linkage Fee on nonresidential development, or through the inclusionary housing provisions, either as affordable units constructed on-site or

through payment of an in lieu fee. The proposed amendments will continue to mandate that a portion of any multiple-family residential or mixed use projects consisting of 11 dwelling units or more, provide for affordable housing either through a set-aside of dwelling units at expanded affordability levels or through the payment of a fee. With the proposed amendment, the Specific Plan will allow the inclusionary requirement to be satisfied with the provision of Very Low. Given the Specific Plan area's close proximity to downtown Los Angeles where there is access to employment, transit, and services, expanding affordable dwelling units to lower income households further promotes the General Plan Framework's goal of providing for a range of housing opportunities in the City.

Westlake Community Plan

The proposed ordinance will promote the objectives, policies and goals of the Westlake Community Plan by continuing to protect the existing affordable housing stock and facilitate the production of new affordable housing in the Westlake Community Plan area. By aligning the Specific Plan's provisions with existing affordable housing policies, the Specific Plan's modified affordable housing requirements will facilitate the production of affordable housing units. The proposed ordinance is consistent with applicable objectives and policies of the Westlake Community Plan, including the following:

Residential

- Objective 1** To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.
- Objective 2** To conserve and improve existing viable housing for persons desiring to live in Westlake, especially low and moderate income families.
- Policy 5** That the City shall discourage the demolition of affordable housing unless there is adequate assurance that suitable equivalent replacement units will be made available.

The objectives and policies listed above will be accomplished through the implementation of the proposed ordinance. The proposed ordinance will continue to conserve and improve housing opportunities for existing and future residents of the Westlake and Specific Plan area. The proposed ordinance retains the Specific Plan's affordable housing provisions. The proposed ordinance ensures that there is no demolition without replacement and further facilitates the production of affordable housing. By including additional income categories of Extremely Low as it pertains to replacement and Very Low as it pertains to inclusionary housing, the Specific Plan is further ensuring that housing is provided for the varying income levels of area's population. Additionally, fees collected will continue to be deposited into the Central City West Housing Fund maintaining the intent of the Specific Plan to utilize fees collected from development projects within the Specific Plan to fund additional affordable housing in the area. Much of the Specific Plan area is zoned for multiple-family residential, commercial and mixed use development with permissive allowable densities, FAR and height limitations which continue to attract development in the area. With the proposed amendments, the fees collected and/or affordable housing units

constructed will continue to ensure the conservation and improvement of housing opportunities for all segments of the community's population.

Silver Lake-Echo Park-Elysian Valley Community Plan

The proposed ordinance will promote the goals, objectives, and policies of the Silver Lake-Echo Park-Elysian Valley Community Plan by continuing to protect and facilitate the production of affordable housing. The Specific Plan's modified affordable housing requirements facilitate the production of affordable housing units by aligning the modified provisions with existing affordable housing regulations and policies. The proposed ordinance is consistent with applicable goals, objectives, and policies of the Silver Lake-Echo Park-Elysian Valley Community Plan, including the following:

Residential

- Goal 1** A safe, secure and high quality residential environment for all economic, age and ethnic segments of the Plan Area.
- Objective 1-1** Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of current and projected population to the year 2010.
- Policy 1-1.1** Maintain an adequate supply and distribution of multiple family, low income and special needs housing opportunities in the Community Plan Area.

The objectives and policies listed above will be accomplished through the implementation of the proposed ordinance. The proposed ordinance maintains the mandate that there is no demolition without replacement and that inclusionary affordable units be constructed in the area or projects will be required to pay the existing in lieu fee to the Central City West Housing Fund to be used for the future construction of affordable housing in the area. The Specific Plan area is in close proximity to downtown Los Angeles and is zoned for multiple-family residential, commercial and mixed uses with permissive allowable densities, FAR and height limitations that continue to attract development in the area. As the older housing stock is improved or replaced, the Specific Plan regulations will continue to ensure that all development is contributing to the stock of affordable housing. The proposed amendments align the Specific Plan's affordable housing regulations with current affordable housing regulations in order ensure that the Specific Plan is not discouraging affordable housing production in the area as a result of inequitable application of fees or confusing regulations that do not clarify how voluntary incentive programs satisfies requirements of the Specific Plan. The proposed amendments ultimately align the Specific Plan's affordable housing regulations with those applicable Citywide.

Public Necessity, Convenience, General Welfare, and Good Zoning

Los Angeles **City Charter Section 558** and **LAMC Section 12.32(C)(7)** require that prior to adopting a land use ordinance, the City Council make findings that the ordinance conforms with public necessity, convenience, general welfare, and good zoning practice. The proposed ordinance conforms to public necessity, convenience, general welfare, and good zoning practice because the intent of the proposed amendments is to align the Specific Plan's affordable housing

regulations with current affordable housing laws in order to facilitate the production of affordable housing. The City of Los Angeles in particular is experiencing a shortage of affordable housing. Several State Housing Bills have recently passed in efforts to streamline housing development by removing legislative barriers to the development of housing. Consistent with the City Council Motion and the trend of recent State housing legislation, the proposed ordinance removes confusion and brings conformity in the Specific Plan area to the application of the affordable housing provisions. By clarifying the method for calculating affordable dwelling units, including additional income categories to increase conformance and eligibility for other State and City affordable housing incentive programs, and ensuring fees are applied in the Specific Plan area consistently with the rest of the City, the proposed ordinance will ensure the Specific Plan area is not at a competitive disadvantage in terms of housing production.

CEQA Findings

Pursuant to Section 210821(c)(3) of the California Public Resource Code, the Department of City Planning prepared a Negative Declaration (ENV-2018-5223-ND), concluding that the proposed Ordinance amending the Central City West Specific Plan ("Project") will result in less than significant impacts and/or that there will be no impacts. The Negative Declaration (Exhibit D) was published November 8, 2018 with a comment period ending November 28, 2018.

The Final Negative Declaration (ND) for the Project concluded less than significant impacts for the mandatory findings of significance. The Project did not propose or authorize any development by itself. As discussed in the Final ND, a majority of the multiple-family and mixed use zones in the project area are built out, therefore, the Project would not impact any endangered flora or fauna, or modify any special status species habitat. Further, it would not impact habitat or population levels of fish or wildlife species, nor would it threaten a plant or animal community or a rare endangered plant or animal.

The Final ND disclosed that no significant impacts were identified for the 17 environmental factors as a result of the Project. The Project would not result in any unmitigated significant impacts thus no cumulative impacts would occur. The Final ND determined that there would be no substantial adverse effects on human beings directly or indirectly.

Consistent with the Final ND, the proposed Ordinance does not propose or authorize any project by itself. The approval of the Ordinance will apply the modified affordable housing regulations to lots zoned for multiple-family residential, commercial and mixed uses within the Central City West Specific Plan neighborhood, an established urbanized area that is mostly built out. Thus, new proposed multiple-family residential and mixed use developments approved under the proposed Ordinance will not endanger any fauna or flora or modify any special status species or habitat. Additionally, the Ordinance does not authorize any project in any identified Biological Resource Area. No fish, wildlife species, endangered plant or animals will be impacted by the adoption of the Ordinance amending the Central City West Specific Plan.

All environmental factors were analyzed in the Negative Declaration and no significant impacts were identified. The proposed Ordinance will not have any substantial environmental effects on humans directly or indirectly.

PUBLIC COMMUNICATIONS

A mail notification was sent to all owners and occupants located within the Specific Plan area and within a 500 foot radius of the Specific Plan area on October 12, 2018. Information on the proposed ordinance amending the Specific Plan's affordable housing provisions was available on the Department of City Planning's website immediately following the mail notification. A summary of the verbal and written comments received include the following:

- "Affordable housing options" all charge an average of \$2,500 for a one bedroom;
- Would like to see developers provide a percentage of their housing for "affordable housing to "average city" Angelenos;
- Maintain the Specific Plan's existing per-unit "in lieu fee" option;
- Use a Very Low Income set-aside that is equivalent to the 15% Low Income set-aside; and
- It is difficult to apply or find affordable housing when the apartments are newly built.

Written comments submitted after the City Planning Commission Public Hearing will be included in the case file.

**Exhibit A:
Proposed Ordinance
Amending the Central City West Specific Plan**

Case No.:
CPC-2018-5222-SP

ORDINANCE NO. _____

An ordinance amending Ordinance 180,983, the Central City West Specific Plan and Section 19.18 of the Los Angeles Municipal Code referencing the Central City West Specific Plan.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section. 1. Section 4 of Ordinance No.180,983 is amended by revising or adding the following definitions in the proper alphabetical order to read:

Dwelling Unit, Extremely Low Income. A dwelling unit which is rented or sold to and occupied by “Extremely Low Income Households” as defined in Section 50106 of the Health and Safety Code.

Dwelling Unit, Low or Lower Income. A dwelling unit which is rented or sold to and occupied by ~~persons or families whose annual income does not exceed 80% of the median annual income for persons or families residing in the Los Angeles Standard Metropolitan Statistical Area. Median annual income shall be as determined and published periodically by the Federal Department of Housing and Urban Development.~~ “Lower Income Households” as defined in Section 50079.5 of the Health and Safety Code.

Dwelling Unit, Very Low Income. A dwelling unit which is rented or sold to and occupied by ~~persons or families whose annual income does not exceed 50% of the median annual income for persons or families residing in the Los Angeles Standard Metropolitan Statistical Area. Median annual income shall be as determined and published periodically by the Federal Department of Housing and Urban Development.~~ “Very Low Income Households” as defined in Section 50105 of the Health and Safety Code.

Sec. 2. Subsections A, B, and C of Section 11 of Ordinance No.180,983 is amended to read:

A. Required Housing in Mixed Use Overlay Areas. Within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 of this Specific Plan, for every 1,800 square feet of non-residential floor area constructed, including a hotel use, there shall be one dwelling unit constructed. The dwelling units required to be constructed pursuant to Subsection ~~C~~**B** of this Section may be included to satisfy the requirements of this Subsection.

~~**B. Housing Linkage Fee.** All commercial, industrial and the nonresidential portion of Mixed Use Project Applicants within the Specific Plan area shall pay a fee for the purpose of funding Low and Very Low Income Dwelling Units, to be known as the Central City West Housing Linkage Fee (Linkage Fee). This Linkage Fee shall be in lieu of any citywide housing linkage fee adopted by the City. The Linkage Fee shall be charged on a per square foot of floor area basis.~~

~~1. Linkage Fee Amount. The Linkage Fee shall be \$5.51 per square foot of non-residential floor area (adjusted to reflect the January 1, 2001 Engineering News-Record Construction Cost Index).~~

- ~~2. Annual Indexing. The Linkage Fee shall be revised on January 1 of each year by the Department of City Planning according to the annual percentage change to the Engineering News-Record Construction Cost Index, published monthly by McGraw Hill, Inc. The revised Linkage Fee shall be published by the Department of City Planning in a newspaper of citywide circulation before January 31 of each year.~~
- ~~3. **Cash Deposit**~~
 - ~~a. The Project Applicant(s) shall pay a cash deposit equivalent to 10% of the total Linkage Fee, as determined by the Department of City Planning, at the time of Project Permit Compliance Review application. The Department of City Planning shall collect and remit the deposited amount to the City Treasurer for deposit into the Central City West Housing Fund (Housing Fund), as established by Article 23, Section 5.115.6 of the Los Angeles Administrative Code.~~
 - ~~b. The cash deposit shall only be refunded to the Project Applicant(s) if Project Permit Compliance Review is denied or becomes null and void pursuant to Section 17 C of this Specific Plan.~~
- ~~4. **Balance of Linkage Fee.** The balance of the Linkage Fee, as calculated by the Department of City Planning at the time of payment, shall be due and payable and collected by the Department of City Planning at the time of issuance of a building permit, and shall be remitted to the City Treasurer for deposit into the Housing Fund.~~
- ~~5. **In Lieu Credits.** In lieu of the requirements of this Subsection, a commercial, industrial or Mixed Use Project Applicant may construct all or a portion of the number of dwelling units which would have been produced by the Linkage Fee, as determined by the Housing Department (formerly Housing Preservation and Production Department).~~
- ~~6. **Exceptions**~~
 - ~~a. The floor area devoted to Neighborhood Retail or Neighborhood Service uses, as determined by the Director of Planning, up to a maximum of 40,000 square feet per Project, shall be exempt from the requirements of this Subsection.~~
 - ~~b. The floor area devoted to non-profit hospital space shall be exempt from the requirements of this Subsection.~~
 - ~~c. The floor area devoted to child care facilities shall be exempt from the requirements of this Subsection.~~

BC. Replacement Dwelling Units and Inclusionary Housing Requirements

1. Commercial and Industrial Projects

The following provisions apply when Replacement Housing is required:

- a. All commercial and industrial Project Applicant(s) shall document and replace, on a one-for-one basis in the form of new dwelling unit construction, ~~Low, and Very Low, and Extremely~~ Income Dwelling Units and/or guest rooms demolished on the Project lot or lots on or after February 24, 1984.
- b. Documentation on demolished ~~Low, and~~ Very Low, ~~and Extremely Low~~ Income Dwelling Units and/or guest rooms may consist of Department of Building and Safety demolition permit records, records from the Rent Stabilization Division of the Housing ~~and Community Investment~~ Department, or other documentation acceptable to the Housing ~~and Community Investment~~ Department, or its successor or assignee.
- c. The rehabilitation of existing dwelling units shall not be used by a Project Applicant to satisfy the requirements of this Subsection. However, dwelling units for which no certificate of occupancy has been issued may be used to satisfy these requirements, provided the dwelling units comply with all the provisions of this Specific Plan which are applicable to a residential Project.
- d. If documentation on the income category of the demolished dwelling units is not known, Ddwelling units constructed to replace units and/or guest rooms demolished between February 24, 1984 and the effective date of this Specific Plan shall be provided at a ratio of 60% Very Low Income Dwelling Units and 40% Low Income Dwelling Units.

Replacement obligations of applicable State law or City regulations, including, but not limited to State Density Bonus law and the City's Rent Stabilization Ordinance shall also apply. Conformance with the applicable State law, City ordinance or City program shall not result in less dwelling units than one-for-one replacement.

- e. Any ~~Very Low Income Dwelling Unit and affordable dwelling unit~~ or guest room demolished shall be replaced with a Very Low Income Dwelling Unit, and any Low Income Dwelling Unit and/or guest room demolished shall be replaced with a Low Income Dwelling Unit an affordable dwelling unit at the same income level.
- f. No certificate of occupancy for a commercial or industrial Project which is subject to the requirement to provide replacement dwelling units shall be issued prior to the issuance of the certificate(s) of occupancy for the ~~Low and/or Very Low Income-affordable replacement D~~dwelling ~~U~~units required pursuant to this Subsection.
- g. All net new nonresidential square footage shall be subject to the Citywide Affordable Housing Linkage Fee (LAMC 19.18).

2. Residential and Mixed Use Projects

- a. All multiple-family residential or Mixed Use Projects are subject to either the Replacement Dwelling Unit or Inclusionary Housing requirement as follows, whichever results in the greater number of affordable dwelling units:

- 1) **One-for-one Replacement.** Document and replace, on a one-for-one basis in the form of new dwelling unit construction, Low, ~~and~~ Very Low, ~~or Extremely~~ Income Dwelling Units and/or guest rooms demolished on the lot or lots on or after February 14, 1988; or
- 2) **Inclusionary Housing**
 - i. **Low Income Dwelling Units, 15 Percent Set-aside.** If no dwelling units were demolished on the lot or lots on or after February 14, 1988, a Project Applicant shall ~~designate the reserve set-aside~~ 15% of the ~~dwelling unites of the~~ Base Permitted Residential Density within the Project as Low Income Dwelling Units; ~~or~~
 - ii. **Very Low Income Dwelling Units, 8 Percent Set-aside. If no dwelling units were demolished on the lot or lots on or after February 14, 1988, a Project Applicant shall set-aside 8% of the Base Permitted Residential Density within the Project as Very Low Income Dwelling Units.**
- b. **Replacement Dwelling Units.** Documentation on demolished Low, ~~and~~ Very Low, ~~and Extremely Low~~ Income Dwelling Units and/or guest rooms may consist of Department of Building and Safety demolition permit records, records from the Rent Stabilization Division of the Housing ~~and Community Investment~~ Department, or other documentation acceptable to the Housing ~~and Community Investment~~ Department, or its successor or assignee.
- c. No certificate of occupancy for a multiple-family residential or Mixed Use Project which is subject to applicable housing provisions of this Specific Plan shall be issued prior to the issuance of the certificate(s) of occupancy for the Low and/or Very Low ~~and/or Extremely Low~~ Income Dwelling Units required pursuant to this Subsection.
- d. In Lieu Credits. In lieu of the requirements of this Subdivision, a multiple-family residential Project Applicant may pay a fee.
 - 1) The in lieu fee for a required Very Low Income Dwelling Unit shall be ~~\$100,576.44~~ \$175,081.13 per unit.
 - 2) The in lieu fee for a required Low Income Dwelling Unit shall be ~~\$78,883.44~~ \$137,318.81 per unit.
 - 3) The in lieu fees shall be revised on January 1 of each year by the Department of City Planning according to the annual percentage change in the Engineering News-Record Construction Cost Index, published monthly by McGraw Hill, Inc. The revised in lieu fees shall be published by the Department of City Planning in a newspaper of citywide circulation before January 31 of each year.

- e. Exemptions. Multiple-family residential Projects consisting of 10 dwelling units or fewer shall be exempt from the requirements of this Subdivision.
- f. Density Bonus and other Affordable Housing Regulations
 - 1) A Project Applicant for a multiple-family residential or Mixed Use Project subject to the requirements of Subsection 2 a (2) of this Section shall be eligible for a density bonus. Projects that comply with the affordable housing requirements of the Specific Plan are also eligible for incentives offered by other affordable housing incentive programs.
 - 2) Low, ~~and~~ Very Low, and Extremely Low Income Dwelling Units constructed pursuant to this Subsection shall be counted as reserved units in any application for a State-mandated density bonus or other City ordinance or incentive program for the same Project.
- g. Applicability. The regulations, requirements and provisions of Specific Plan Section 11.B shall apply to all Projects.
 - 1) Phased Implementation. Projects will be subject to the Inclusionary Housing requirements in Section 11 B.2(a)(2) in the following manner:
 - a) Projects that have filed for a Project Permit Compliance Review and whose planning case applications have been deemed complete prior to 90 days from the effective date of this ordinance and which have not received any Building Permit from the Department of Building and Safety, shall not be subject to the Inclusionary Housing requirements in Section 11 B.
 - b) Projects that have filed for a Project Permit Compliance Review and whose planning case applications have been deemed complete 91 days following the effective date of this ordinance shall be required to provide one-third of the total Inclusionary Housing requirement or the applicable portion of the in lieu fee as required by Specific Plan Section 11 B.
 - c) Projects that have filed for a Project Permit Compliance Review and whose planning case applications have been deemed complete 182 days following the effective date of this ordinance shall be required to provide two-thirds of the total Inclusionary Housing requirement or the applicable portion of the in lieu fee, as required by Specific Plan Section 11 B.
 - d) Projects that have filed for a Project Permit Compliance Review and whose planning case applications have been deemed complete 273 days following the effective date of this ordinance shall be required to provide the total Inclusionary Housing requirement or the applicable in lieu fee, as required by Specific Plan Section 11 B.

Sec. 3. Subsection D of Section 11 of Ordinance No.180,983 is amended to read:

CD. Dwelling Unit Mix and Size

1. Required Replacement Dwelling Units

- a. Non-Residential Projects. A minimum of 30% of the required replacement dwelling units for a commercial, industrial or Mixed Use Project shall be two bedrooms or larger.
- b. Residential Projects. A minimum of 50% of the required replacement dwelling units for a residential Project shall be two bedrooms or larger.

2. Linkage Fee Dwelling Units. A minimum of 50% of the dwelling units constructed through the use of Linkage Fee funds by the Housing and Community Investment Department, or its successor or assignee, shall be two bedrooms or larger.

3. Required Inclusionary Low and Very Low Income Dwelling Units In Residential Projects. A minimum of 30% of the Low or Very Low Income Dwelling Units required to be reserved in residential Projects pursuant to Subsection CB 2 a (2) of this Section shall be two bedrooms or larger.

Sec. 4. Subsection E of Section 11 of Ordinance No.180,983 is amended to read:

DE. Dwelling Unit Rent Levels

- 1. Very Low Income Dwelling Unit. The monthly rent level for a Very Low Income Dwelling Unit required pursuant to this Section shall not exceed 30% of 50% of the median monthly income for persons or families residing in the Los Angeles Standard Metropolitan Statistical Area. The median monthly income shall be as determined and published periodically by the Federal Housing and Urban Development Department.
- ~~2.~~ Low Income Dwelling Unit. The monthly rent level for a Low Income Dwelling Unit required pursuant to this Section shall not exceed 30% of 80% of the median monthly income for persons or families residing in the Los Angeles Standard Metropolitan Statistical Area. The median monthly income shall be as determined and published periodically by the Federal Housing and Urban Development Department.

The rent schedule used for a Low, Very Low, or Extremely Low Income Dwelling Unit required pursuant to this Section, shall be determined by the Housing and Community Investment Department.

~~23.~~ Occupancy. Low, ~~Income Dwelling Units and~~ Very Low, and Extremely Low Income Dwelling Units shall be occupied by persons at qualifying income levels, as determined by the Housing and Community Investment Department, or its successor or assignee.

~~34.~~ Deed Restriction. Low, ~~and~~ Very Low, and Extremely Income Dwelling Units shall be evidenced by a deed restriction which reserves and maintains the affordability of the required dwelling units for the life of the dwelling units or for ~~30~~55 years,

whichever is greater. The deed restriction shall also state that rent levels cannot exceed those specified in this Subsection.

Sec. 5. Subsection F of Section 11 of Ordinance No.180,983 is amended to renumber the Subsection as Subsection “E”:

EF. Dwelling Unit Priority

Sec. 6. Subdivision 1 of Subsection E of Section 11 of Ordinance No.180,983 is amended to read:

1. **Priority Eligibility.** ~~Low, and~~ Very Low, and Extremely Low Income Dwelling Units required pursuant to this Section shall be made available to eligible persons or households in the following order of priority: first, to those who have been or will be displaced by the demolition of ~~Low, and~~ Very Low, and Extremely Low Income Dwelling Units or guest rooms within the Specific Plan area; second, to persons employed within the Specific Plan area who qualify as Extremely Low, Very Low or Low Income households; third, to others who qualify as Extremely Low, Very Low or Low Income households.

Sec. 7. Subdivision 3 of Subsection E of Section 11 of Ordinance No.180,983 is amended to read:

3. Notice Requirements. A notice of the availability of Low or Very Low or Extremely Low Income Dwelling Units required pursuant to this Section shall be caused to be published by the Project Applicant(s) in at least two (2) local newspapers, at least one of which shall be a Spanish language newspaper, and one newspaper of citywide circulation, for a period of no less than 30 days prior to the occupancy of any of the Project's units. The Project Applicant(s) shall also post a notice of availability, in English and Spanish, on the Project lot or lots for a period of no less than 30 days prior to the occupancy of any of the Project's units.

Sec. 8. Subsection G of Section 11 of Ordinance No.180,983 is amended to renumber the Subsection as Subsection “F”:

FG. Location of Dwelling Units

Sec. 9. Subparagraph 2 of Paragraph a of Subdivision 2 of Subsection F of Section 11 of Ordinance No.180,983 is amended to read:

- 2) Any Extremely Low Income Dwelling Unit or guest room demolished will be replaced with an Extremely Low Income Dwelling Unit, and Very Low Income Dwelling Unit or guest room demolished will be replaced with a Very Low Income Dwelling Unit, and any Low Income Dwelling Unit or guest room demolished will be replaced with a Low Income Dwelling Unit; and

Sec. 10. Subsection H of Section 11 of Ordinance No.180,983 is amended to read:

GH. Enforcement

1. Authority. The Housing and Community Investment Department, or its successor or assignee, shall be responsible for the monitoring and enforcement of the requirements of this Section.
2. Approval of Dwelling Units. Dwelling units required pursuant to this Section shall be reviewed and approved by the Housing and Community Investment Department, or its successor or assignee. The approval shall consider:
 - a. the qualifications of the developer of the dwelling units;
 - b. the ownership/management plan for the dwelling units;
 - c. the requirements of this Section; and
 - d. the Open Space requirements of this Specific Plan.
3. Annual Fee. The Housing and Community Investment Department may charge an annual fee on dwelling units required pursuant to this Section, not to exceed \$50.00 per required dwelling unit, if the City Council, after notice, hearing and recommendation of the Affordable Housing Commission, adopts such a fee.

Sec. 11. Subsection A of Section 17 of of Ordinance No.180,983 is amended to read:

- A. Director's Authority. The Director shall not approve or conditionally approve a Project Permit Compliance Review application unless ~~he/she does one fo the following, an appropriate environmental clearance has been prepared,~~ in accordance with the requirements of the California Environmental Quality Act (CEQA), ~~and the State and City CEQA Guidelines;~~ Applicants shall file a Traffic Study Initial Assessment form with the Department of Transportation and prepare a Traffic Study, in accordance with the findings of that assessment; any transportation improvements resulting from the Traffic Study shall be incorporated into a Project's conditions of approval or environmental clearance, as appropriate.
 1. ~~Approves a Negative Declaration or Mitigated Negative Declaration; or~~
 2. ~~Certifies completion of an Environmental Impact Report (EIR).~~

~~**Exception.** The requirements of this Subdivision shall not apply to Project plan review for a sign permit.~~

~~**Exception.** The requirements of this subsection shall not apply to Project permit Compliance Review applications for a sign permit.~~

Sec. 12. Paragraph (h) of Subdivision 2 of Subsection B of Section 19.18 of the Los Angeles Municipal Code is amended to read:

- h. Any residential floor area of a project located within the boundaries of the Central City West Specific Plan Area, as defined in Ordinance No. 163,094, if the Applicant agrees by covenant and agreement with the City or by development agreement to abide by the ~~linkage fee and~~ replacement and inclusionary housing obligations set forth in the Specific Plan for the Central City West Area.

Sec. 13. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Pursuant to Section 558 of the City Charter, the City Planning Commission on _____ recommends this ordinance **BE ADOPTED** by the City Council.

By _____
James Williams
Commission Executive Assistant II

Date _____

File No. _____

I hereby certify that the foregoing ordinance was passed by **a vote of not less than two-thirds of all its members** by the Council of the City of Los Angeles.

CITY CLERK

MAYOR

Ordinance Passed _____

Approved _____

Exhibit B:
Central City West Specific Plan

Case No.:
CPC-2018-5222-SP

CENTRAL CITY WEST

Specific Plan

**Ordinance No. 166,703
Effective April 3, 1991**

**Amended by Ordinance No. 167,944
Effective June 29, 1992**

**Amended by Ordinance No. 176,519
Effective April 19, 2005**

**Amended by Ordinance No. 179,420
Effective January 19, 2008**

**Amended by Ordinance No. 180,983
Effective December 27, 2009**

**Specific Plan Procedures
Amended by Ordinance No. 173, 455
Effective September 22, 2000**

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CENTRAL CITY WEST SPECIFIC PLAN

An ordinance establishing the Central City West Specific Plan.

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1.

ESTABLISHMENT OF THE SPECIFIC PLAN

The City Council hereby establishes the Central City West Specific Plan applicable to that area of the City of Los Angeles shown within the heavy dashed lines on Map No. 1.

Section 2.

PURPOSES

This Specific Plan is intended to:

- A. Implement the goals and policies of the Westlake Community Plan and the Silver Lake-Echo Park Community Plan;
- B. Establish a complete 24-hour community for all segments of the population, with jobs and housing, needed public facilities, recreation/entertainment and amenities, open spaces and pedestrian oriented places;
- C. Regulate all development, including use, location, height and density to assure compatibility of uses, and to provide for the consideration of transportation and public facilities, aesthetics, historic preservation, open space and the economic and social well-being of area residents;
- D. Protect the existing residential community from further displacement, replace dwelling units previously removed from the Specific Plan area, and provide new housing in proportion to the need, by household size and income, associated with the existing community and new jobs generated in the Plan area;
- E. Ensure that affordable dwelling units are provided through the establishment of a Housing Linkage Fee, and through the requirement that all new commercial, industrial and mixed use Projects replace affordable dwelling units demolished;
- F. Ensure that commercial, industrial and mixed use Projects mitigate the impact of their development on the supply of affordable housing stock through the payment of a Housing Linkage Fee and/or the construction of affordable housing within the areas designated by this Specific Plan;
- G. Provide for an improved jobs/housing ratio over that which would otherwise have occurred, through the requirement that housing be constructed commensurate with commercial Projects;

- H. Create new mixed use residential/commercial land use categories, in order to locate housing closer to jobs, reduce vehicle miles travelled and improve air quality;
- I. Provide a comprehensive program of transportation regulations, measures and improvements to ensure that transportation access to the Specific Plan area is adequate to support the level of development permitted by the Plan, as well as to contribute to regional transportation solutions;
- J. Ensure that commercial, industrial and mixed use Projects contribute to the cost of providing necessary transportation improvements through the establishment of a Transportation Impact Mitigation Fee;
- K. Phase commercial Projects over the 10-year life of this Specific Plan, such that the total amount of permitted commercial square footage of Projects per phase is conditioned upon the implementation of transportation infrastructure improvements, together with the development of adequate housing units and publicly-accessible open spaces;
- L. Regulate the number of Single Occupant Vehicle trips to and from the Specific Plan area over time, in order to promote carpooling, van pooling and mass transit usage;
- M. Provide for adequate day-care/child care facilities;
- N. Promote resource conservation through the establishment of a mandatory solid waste recycling program and the incorporation of water conservation measures;
- O. Provide for an expanded and enhanced relationship to the Central Business District and the greater downtown area;
- P. Promote increased flexibility in the design of large sites in order to ensure a well-planned combination of commercial and residential uses with adequate open space;
- Q. Encourage the preservation of historic resources, the creation of cultural facilities and services, and the creation of open spaces;
- R. Provide for more flexibility and precision in the regulation of the height and bulk of buildings.
- S. Establish Phase I development limitations, defining a maximum Approved Permitted Floor Area of 3.35 million square feet of non-residential development and that by-right development may continue to the year 2010 for those individual projects which are consistent with the Specific Plan Requirements and so not exceed the defined Phase I development levels.
- T. Establish that individual project development exceeding Phase I limitations would be permitted prior to completion of the Specific Plan restudy and environmental analysis for Phase II, III, or IV, subject to:

1. The Basic Development Right provisions of the Specific Plan; and
 2. Separate environmental clearance and traffic studies which would include air quality and noise mitigation measures, TIMP mitigation measures, and any other mitigation measures necessary to mitigate the project's individual and cumulative impacts;
- U. Establish that development beyond the year 2010 or Phase I development levels shall require a restudy of the Specific Plan to identify and evaluate applicable development provisions for Phases II, III, or IV and evaluate applicable development provisions for Phase II, III, or IV and concurrent preparation of additional environmental impact analysis relative to these future Phases.

Section 3.

RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE

- A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Los Angeles Municipal Code (LAMC) Chapter 1, as amended, and any other relevant ordinance, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter, except as specifically provided for herein.
- B. Wherever this Specific Plan contains provisions which require greater setbacks, greater street dedications, lower densities, lower heights, more restrictive uses, more restrictive parking requirements, or other greater restrictions or limitations on development; or less restrictive setbacks, less restrictive uses or less restrictive parking requirements than would be allowed or required pursuant to the provisions contained in Chapter 1 of the LAMC, the Specific Plan shall prevail and supersede the applicable provisions of that Code.
- C. The procedures for the granting of exceptions, adjustments and amendments to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7.
- D. Site Plan Review Ordinance. This Specific Plan shall serve as a substitute ordinance and process for the requirements of LAMC Sections 16.05 and 12.24 U 14.
- E. Commercial Corner and Mini-Shopping Centers Ordinance. This Specific Plan shall serve as a substitute ordinance and process for the requirements of LAMC Sections 12.22 A 23 and 12.24 W 27.

Section 4.

DEFINITIONS

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Section 12.03 or LAMC

Article 1, Chapter 9, if defined therein.

Applicant. Any person, as defined in LAMC Section 11.01, submitting an application for a Project Permit Compliance Review for a Project.

Basic Development Right. The minimum floor area ratio (FAR) for non-residential development to which each lot is entitled.

City Building Cost Index. An index for the Los Angeles Metropolitan Area, published by Marshall and Swift, which documents the rate of inflation in building construction costs. If for any reason this Index ceases to be published, then a similar building cost index will be utilized, as determined by the Department of Transportation.

Community Facilities District (CFD). A public-facility improvement district created pursuant to the State Mello-Roos Community Facilities Act of 1982.

Covenant. A written document executed by all fee owners of the lot(s) on which a Project will be located regarding the use and conditions of approval for development of one or more of the lots, as approved by the Director of Planning. The Covenant shall be recorded in the Los Angeles County Recorder's Office.

Density Bonus. The ministerial granting, pursuant to Section 11 C 2 (f) of this Specific Plan, of an increase in density over the otherwise maximum allowable residential density of a project, in accordance with the state-mandated, by-right affordable housing density bonus and any subsequent legislation and relevant City Ordinances.

Directory Sign. A wall or monument sign which lists the names of businesses or non-commercial uses in the Specific Plan area.

Donor Site. A lot or lots on which a Public Benefit Resource is or will be located.

Dwelling Unit, Low Income. A dwelling unit which is rented or sold to and occupied by persons or families whose annual income does not exceed 80% of the median annual income for persons or families residing in the Los Angeles Standard Metropolitan Statistical Area. Median annual income shall be as determined and published periodically by the Federal Department of Housing and Urban Development.

Dwelling Unit, Very Low Income. A dwelling unit which is rented or sold to and occupied by persons or families whose annual income does not exceed 50% of the median annual income for persons or families residing in the Los Angeles Standard Metropolitan Statistical Area. Median annual income shall be as determined and published periodically by the Federal Department of Housing and Urban Development.

Floor Area Ratio (FAR). A coefficient, as specified on Map Nos. 2, 3 and 4 of this Specific Plan, which is multiplied by the buildable area of a lot to determine the total Base Permitted Floor Area of all buildings on a lot.

Ground Floor. The lowest level within a building which: (1) is accessible

to the street; (2) has a floor level within three feet above or below curb level; (3) has frontage and is primarily facing any public street; and (4) is at least 50 feet in depth or the total depth of the building, whichever is less.

Historic Resource. A building or structure designated as a historic resource in Section 7 and in Appendix A and shown on Map No. 6 of this Specific Plan.

Mixed Use. Any Project which combines a commercial use with a residential use, either in the same building or in separate buildings on the same lot or lots.

Neighborhood Retail. The retail sale of goods used by local residents and local employees on a regular basis, or the location providing the goods, including: art supplies; athletic/sporting goods; bakery; books or cards; bicycle sales and repairs; clock or watch sales and/or repair; computer sales and repair; drug store; fabrics or dry goods; florist; food/grocery store, including supermarket, produce, cheese and meat market and delicatessen; hardware; household goods and small appliances; infant and children's clothing; newsstand; photographic equipment and repair; stationary; toys; and other similar retail uses as determined by the Director of Planning.

Neighborhood Service. A service used by local residents and local employees on a regular basis, including: barber shop or beauty parlor; child care facility; club, lodge, bridge club or religious association; copying; custom shirt or dressmaking; dry cleaning; bank; credit union; laundry or self-service laundromat; locksmith; optician; photographer; shoe repair; tailor; restaurant; motion picture theater and live stage performance theater; and other similar services as determined by the Director of Planning.

Open Space. An unobstructed area on a Project lot or lots which is designed and intended to be used for outdoor recreational purposes. Open space shall be in addition to setbacks for yards required by Article 2 of the LAMC.

Open Space, Common. Open Space within a multiple residential Project which is accessible to all the residents in the Project.

Open Space, Private. Open Space within a multiple residential Project which is accessible only to residents of individual units and their guests.

Open Space Setback. An unobstructed, unoccupied, and landscaped or paved area between the main building and a lot line, extending the full length of the lot line, the depth of which is the minimum horizontal distance between the lot line and a line parallel thereto on the lot. For purposes of this Specific Plan, the area devoted to Open Space Setbacks shall be included in the calculation of the buildable area of a lot.

Park Planned Areas. Those areas shown on Map No. 7 of this Specific Plan within which public park or recreation facility benefits are planned to be provided.

Pedestrian Sign. A sign which is attached to a wall or to the underside of an awning or marquee with one or two sign faces perpendicular to the face of the building and which identifies a use or service exclusively or primarily by symbol.

Permitted Floor Area, Additional. Floor area in excess of the Base Permitted Floor Area allowed on Receiver Sites, consistent with Section 7 of this Specific Plan.

Permitted Floor Area, Approved. Commercial and/or industrial use floor area of a Project which has been granted a project permit pursuant to the Central City West Interim Control Ordinance (Ordinance No. 163,094 or 165,404) or a Project Permit Compliance Review approval pursuant to Section 17 of this Specific Plan.

Permitted Floor Area, Base. The Floor Area Ratio permitted on a lot in the Specific Plan area, as shown on Map Nos. 2, 3 and 4 of this Specific Plan, prior to the Transfer of floor area pursuant to Section 7 of this Specific Plan.

Permitted Floor Area, Unused. The square footage remaining after subtracting the actual floor area contained within all existing buildings on a Donor Site from the Base Permitted Floor Area on the Donor Site, prior to any Transfer of the floor area.

Permitted Residential Density, Additional. Dwelling units in excess of the Base Permitted Residential Density allowed on Receiver Sites, consistent with Section 7 of this Specific Plan.

Permitted Residential Density, Base. The number of dwelling units permitted on a lot or lots pursuant to Section 6 E of this Specific Plan.

Permitted Residential Density, Unused. The number of dwelling units remaining after subtracting the number of actual dwelling units existing on the Donor Site from the Base Permitted Residential Density on the Donor Site, prior to any Transfer of the residential density.

Phases of Development. A schedule of development for Projects in the Specific Plan area which limits development by correlating incremental increases in the Approved Permitted Floor Area of all non-residential Projects with the construction of transportation improvements and Low and Very Low Income Dwelling Units.

Phase I. Projects and related transportation improvements prior to and including the year 2010.

Phase II, III, and IV. Project Permit Compliance Review approvals which permit development that exceed Phase I limits of 3.35 million square feet of non-residential development or grant approval of a project after December 31, 2010. These developments will be limited to the Basic Development Right prescribed in Sections 6 and 16.

Plaza. Privately owned and maintained Open Space, 10,000 square feet or more in area, which is accessible to the public, and in which limited commercial uses may be permitted as determined appropriate for the lot

or lots by the Director of Planning at the time of Project Permit Compliance Review. Such commercial uses are intended to provide limited use of the Open Space area and amenities for pedestrians, and may include vendors, outdoor eating areas, push carts, street stages, works of art, display facilities and other similar uses as determined by the Director of Planning.

Premise. A building or portion thereof used as a location for a single business.

Project. The construction, erection, addition to or alteration of any building or structure, or a use of land or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of a grading permit, foundation permit, building permit, sign permit or use of land permit after the effective date of this Specific Plan. A Project does not include remodeling of a building which does not increase the number of Trips, as determined in writing by the Department of Transportation, or does not increase the floor area.

Public Benefit Resource. Land dedicated for public park or recreation facility purposes, the preservation and rehabilitation of a designated Historic Resource, or property dedicated for the purpose of realigning a public street, pursuant to Section 7 of this Specific Plan.

Receiver Site. A lot or lots located within the same Specific Plan Subarea as a Donor Site, and which is therefore eligible to receive floor area or residential density from a Donor Site, pursuant to Section 7 of this Specific Plan. A Receiver Site shall not include a lot in the PF(CW) Category nor a lot on which a Historic Resource is located.

Significant Transportation Impact. The transportation impact of a Project, measured as an increase in the volume/capacity (V/C) ratio at an intersection as determined by the Department of Transportation.

A transportation impact on an intersection shall be deemed "significant" in accordance with the following table:

Significant Transportation Impact

Project-Related Increase in V/C Final V/C*

equal to or greater than 0.04	0.00 - 0.79
equal to or greater than 0.02	0.80 - 0.89
equal to or greater than 0.01	0.90 or greater

*Final V/C shall mean the V/C ratio at an intersection considering total projected traffic volumes, without proposed traffic impact mitigation.

Traffic Assessment. A written determination by the Department of Transportation of the projected traffic impacts resulting from a Project, considering the number of Project-generated Trips, ambient traffic growth, related developments and current levels of service at neighboring intersections.

Traffic Study. A written analysis prepared by a Project Applicant and approved by the City Department of Transportation which addresses: (1) the consistency of the proposed Project with the transportation and circulation provisions of this Specific Plan, including parking ratios, dedication of streets, street vacations and street alignments; (2) the Central City West Transportation Fee calculations and guarantee of payment of the fees; and (3) the Project vehicular circulation and driveway plans.

Transfer. The conveyance of floor area or residential density from a Donor Site to a Receiver Site, which is approved in accordance with the requirements of Section 7 of this Specific Plan.

Transfer Plan. A written plan prepared by the Project Applicant and approved by the Area Planning Commission which identifies and describes the Donor Site, Receiver Site(s), amount of floor area or residential density to be transferred, Public Resource Benefit(s) to be provided and the proposed conditions of approval.

Trip. An arrival at or a departure from a Project during the p.m. peak-hour by a motor vehicle. The number of trips generated by a Project shall be calculated using the Trip Table in Appendix B of this Specific Plan.

Unified Development. A Project which: (1) is a combination of functional linkages, such as pedestrian or vehicular connections; (2) incorporates common architectural and landscape features which constitute distinctive design elements of the Project; (3) is composed of two or more contiguous parcels or lots of record separated only by a street or alley; and (4) when the Project is viewed from adjoining streets, appears to be a consolidated whole.

Section 5.

PROHIBITION

A. Project Permit Compliance Requirement

1. No grading permit, foundation permit, building permit, sign permit or use of land permit shall be issued for any Project on any lot located in whole or in part within this Specific Plan area, unless a Project Permit Compliance Review approval has first been obtained pursuant to Section 17 of this Specific Plan.
2. No Project Permit Compliance Review approval pursuant to Section 17 of this Specific Plan shall be issued for a commercial, industrial or the non-residential component of a Mixed Use Project if that Project's floor area would exceed the total Approved Permitted Floor Area for each Phase of Development specified in Subsection B 1 of this Section, unless the requirements of Subsections B 2, 3, 4 and 5 of this Section are met.
3. No development agreement for a Project shall be adopted and no floor area associated with a Project for which a development agreement is proposed shall be granted Project Permit Compliance Review approval pursuant to Section 17 of

this Specific Plan unless the development agreement complies with the requirements of the Phases of Development specified in Subsection B of this Section.

4. Exceptions.

- a. The prohibition specified in Subdivision 1 of this Subsection shall not apply to any residential Project consisting of ten (10) or fewer dwelling units.
- b. The prohibition specified in Subdivision 1 of this Subsection shall not apply to any Project for which a project permit was approved pursuant to Ordinance No. 165,404 or 163,094 prior to the effective date of this Specific Plan, provided the Project complies with all the conditions imposed by the project permit.
- c. The prohibition specified in Subdivision 2 of this Subsection shall not apply to any commercial, industrial or Mixed Use Project which exceeds the maximum total Approved Permitted Floor Area for each Phase of Development as specified in Subsection B of this Section, provided the Project does not exceed a Floor Area Ratio of 0.5 to 1, or 40,000 square feet of floor area, whichever is less.

B. Requirements of the Phases of Development

- 1. **Maximum Total Approved Permitted Floor Area.** The maximum total Approved Permitted Floor Area for all commercial, industrial and non-residential components of Mixed Use Projects shall not exceed the following maximum cumulative square footage of floor area, by Phase of Development:

Phase I	up to 3.35 million square feet;
Phases II-IV	up to 20.15 million square feet; (Phases II, 9.15 MSF; Phase III, 6.25 MSF; and Phase IV, 4.75 MSF)
Total Project	23.5 million square feet

- 2. **Minimum Number of Low and/or Very Low Income Dwelling Units.** No Project Permit Compliance Review approval pursuant to Section 17 of this Specific Plan shall be issued for a Project which exceeds the total Approved Permitted Floor Area of any phase set forth in the Phases of Development specified above, unless the following minimum number of Low and/or Very Low Income Dwelling Units have been assured by Phase of Development:

Phase I	667 dwelling units;
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Phase II & III 1333 dwelling units (667 in Phase II and 666 in Phase III)

Assurance shall mean that money has been allocated for the entire projected cost of land acquisition and dwelling unit construction to the satisfaction of the City of Los Angeles Housing Department (“LAHD”)(formerly Housing Preservation and Production Department).

3. Maximum Permitted Single Occupant Vehicle Trips.

- a. During Phase I of the Phases of Development specified above, no Project Permit Compliance Review approval pursuant to Section 17 of this Specific Plan shall be issued for a Project consisting of 100,000 square feet or more of non-residential floor area unless the Project owner(s) ensures that no more than 50% of the employees of the Project will commute to or from the Project by Single Occupant Vehicle (SOV) Trips.
- b. No Project Permit Compliance Review approval shall be issued for any post-Phase I project consisting of 100,000 square feet or more of non-residential floor area unless the Project owner(s) ensure that no more than 45% of the employees of the Project will commute to or from the Project by SOV Trips.

4. Required Street System Carrying Capacity Increases. No Project Permit Compliance Review approval shall be issued for a Project which exceeds the total Approved Permitted Floor Area of any phase set forth in the Phases of Development specified above unless the required street system screenline carrying capacity increases specified in Section 9 D 2 of this Specific Plan are met.

5. Required Freeway and Transit System Improvements. No Project Permit Compliance Review approval shall be issued for a Project which exceeds the total Approved Permitted Floor Area of any phase set forth in the Phases of Development specified above unless the improvements to the freeway and transit system listed in Appendix C for that Phase of Development have been assured to the satisfaction of the Department of Transportation. Assurance shall mean that money has been guaranteed for the entire projected cost of the improvement(s).

C. Demolition Permit for Residential Buildings. No demolition permit for any building or structure used for residential purposes within the Specific Plan area shall be issued until: (1) the Housing Department has determined, in writing, the number of Low and/or Very Low Income Dwelling Units or guest rooms, if any, contained in the building or structure; and (2) the owner of the building or structure has executed an acknowledgement of the replacement housing requirement in Section 11 C of this Specific Plan, if applicable, to the satisfaction of the Housing Department. The

acknowledgement shall be recorded with the County Recorder and submitted to the Housing Department and the Department of Building and Safety.

- D. Specific Plan Development Limitation.** No Project Permit Compliance Review approval shall be issued for commercial, industrial or non-residential portion of a mixed use project if the project's floor area would either exceed Phase I limits of 3.35 million square feet of no-residential development or grant an approval of a project after December 31, 2010.

Any applicant with a proposed project that would exceed either of these thresholds which has not been issued a Project Permit Compliance Review approval under Phase I (3.35 million square feet) shall:

1. Be limited to a 0.35 to 1.0 floor area ratio, notwithstanding the limitations specified by the Height/FAR designations on the Specific Plan zone maps; or
2. Submit an application for a Project Permit Compliance Review and prepare a separate environmental analysis and traffic study relative to the particular project; or
3. Delay submittal of the Project Permit Compliance Review application until completion of the Specific Plan restudy process.

Section 6.

LAND USE

A. Designation of Subareas and Districts.

The Specific Plan area is divided into three Subareas and six Districts, as shown on Map Nos. 2, 3, and 4. The Subareas are designated as the Northern, Central and Southern Subareas, respectively. The Districts are designated as the Temple/Beaudry Neighborhood District, the First/Second Street District, the Crown Hill District, the Witmer/Lucas Residential District, the Wilshire Corridor District and the Eighth/Ninth Street District, respectively.

B. Land Use Categories

1. In order to regulate the use of property as provided for in this Specific Plan, the CW Zone as set forth in Section 12.04 of the Los Angeles Municipal Code is divided into 10 Land Use Categories to be known as: (1) R4(CW) Multiple Residential Category; (2) R5(CW) Multiple Residential Category; (3) RC4(CW) Multiple Residential/Commercial Category; (4) RC5(CW) Multiple Residential/ Commercial Category; (5) C1(CW) Limited Commercial Category; (6) C2(CW) Commercial Category; (7) C4(CW) Commercial Category; (8) CM(CW) Commercial Manufacturing Category; (9) OS(CW) Open Space Category; and (10) PF(CW) Public Facilities Category.

2. These Land Use Category symbols and the boundaries of each Category are shown on Map Nos. 2, 3, and 4.

C. Height/Floor Area Ratio Districts

In order to regulate more adequately and restrict the height and floor area of buildings and structures, each lot within the Specific Plan area includes a Height/Floor Area Ratio (Height/FAR) District designation. These Height/FAR Districts and the boundaries thereof are shown on Map Nos. 2, 3, and 4 by a combination of Land Use Category symbols and Height/FAR District number markings, e.g., R4(CW)-75/3, C2(CW)-U/6, C1(CW)-75/1.5, etc. The Height/FAR District is shown immediately following the dash after the Land Use Category symbol, in the form of numbers or letters separated by a diagonal line. The first number indicates the maximum height in feet permitted in a building. The letter "U" in the first position indicates that the maximum permitted height is as specified in Section 8 A of this Specific Plan. The second number, which may include decimal fractions, indicates the Floor Area Ratio.

D. Oil Drilling Districts

Certain portions of the Specific Plan area are also designated and classified as being in the "O" Oil Drilling District. The regulations and restrictions of Article 3, Chapter 1 of the LAMC shall apply to all land so designated and classified, and the classification is indicated on Map Nos. 2 and 3 with a combination of symbols, e.g., R4(CW)-45/3-O, C2(CW)-U/4.5-O, etc.

- E. Maps** The provisions of this Section shall apply to the areas shown within heavy black lines on Map Nos. 2, 3 and 4.

F. Permitted Uses

1. **R4(CW) Multiple Dwelling Category.** The use and area regulations of the R4 Zone, as specified in Section 12.11 of the LAMC, shall apply to all lots in the R4(CW) Category within the Specific Plan area. Hotels, motels and apartment hotels in the R4(CW) Category shall be permitted only within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3. Floor area associated with a hotel use in the R4(CW) Category within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 shall be counted as residential density for the purposes of this Specific Plan, but shall comply with all other commercial Project requirements of this Specific Plan. The minimum lot area per guest room shall be 200 square feet.
2. **R5(CW) Multiple Dwelling Category.** The use and area regulations of the R5 Zone, as specified in Section 12.12 of the LAMC, shall apply to all lots in the R5(CW) Category within the Specific Plan area. Hotels, motels and apartment hotels in the R5(CW) Category shall be permitted only within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3. Floor area associated with a hotel use in the R5(CW)

Category within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 shall be counted as residential density for the purposes of this Specific Plan, but shall comply with all other commercial Project requirements of this Specific Plan. The minimum lot area per guest room shall be 200 square feet.

3. **RC4(CW) Residential/Commercial Mixed Use Category.** The following regulations shall apply to all lots in the RC4(CW) Category, as shown on Map Nos. 2 and 3:

a. Use

- 1) Any use permitted in the R4 and C2 Zones as set forth in Sections 12.11 and 12.14 of the LAMC shall be permitted, provided that all activities, including storage, are conducted wholly within an enclosed building. However, outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands may be conducted other than within a wholly-enclosed building.
- 2) Any Project constructed on a lot within the RC4(CW) Category shall be Mixed Use. Commercial uses shall comply with the maximum Base Permitted Floor Area provisions set forth in Paragraph "c" of this Subdivision.
- 3) Notwithstanding the provisions of Section 12.11 A 4 of the LAMC to the contrary, hotels shall not be permitted in the RC4(CW) Category.

b. Area Regulations

1) Residential Use

- a) The yard requirements of the R4 Zone, as specified in Section 12.11 of the LAMC, shall be provided and maintained at the floor level of the first story of a building used in whole or in part for residential purposes.
- b) The lot area regulations of the R4 Zone, as specified in Section 12.11 of the LAMC, shall apply to all portions of buildings erected and used for residential purposes.

- 2) Commercial Use. The yard and area regulations of the C2 Zone, as specified in Section 12.14 of the LAMC, shall apply to all portions of buildings erected and used for commercial purposes.

c. Maximum Commercial Base Permitted Floor Area

- 1) Temple/Beaudry Neighborhood District

- a) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC4(CW) Category located along the south side of Temple Street in the Temple/Beaudry Neighborhood District, as shown on Map No. 2, shall not exceed a Floor Area Ratio of 0.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.
 - b) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC4(CW) Category located along the east side of Glendale Boulevard and along the north side of First Street in the Temple/Beaudry District, as shown on Map No. 2, shall not exceed a Floor Area Ratio of 1.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.
 - 2) Witmer/Lucas Residential District. The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC4(CW) Category in the Witmer/Lucas District, as shown on Map No. 3, shall not exceed a Floor Area Ratio of 0.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.
 - d. Additional Regulations. All additional regulations of Chapter 1 of the LAMC, as amended, which are applicable to the R4 and C2 Zones, shall apply to the RC4(CW) Category.
4. **RC5(CW) Residential/Commercial Mixed Use Category.** The following regulations shall apply to all lots in the RC5(CW) Category, as shown on Map Nos. 2 and 3:
- a. Use
 - 1) Any use permitted in the R5 and C2 Zones as set forth in Sections 12.12 and 12.14 of the LAMC shall be permitted, provided that all activities, including storage, are conducted wholly within an enclosed building. However, outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands may be conducted other than within a wholly-enclosed building.
 - 2) Any Project constructed on a lot within the RC5(CW) Category shall be Mixed Use. Commercial uses shall comply with the maximum Base Permitted Floor Area provisions set forth in Paragraph "c" of this

Subdivision.

- 3) Notwithstanding the provisions of Section 12.12 of the LAMC to the contrary, hotels shall be permitted within the RC5(CW) Category. Floor area associated with a hotel use in the RC5(CW) Category within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 shall be counted as residential density for the purposes of this Specific Plan, but shall comply with all other commercial Project requirements of this Specific Plan. The minimum lot area per guest room shall be 200 square feet.

b. Area Regulations

1) Residential Use

- a) The yard requirements of the R5 Zone, as specified in Section 12.12 of the LAMC, shall be provided and maintained at the floor level of the first story of a building used in whole or in part for residential purposes.
- b) The lot area regulations of the R5 Zone, as specified in Section 12.12 of the LAMC, shall apply to all portions of buildings erected and used for residential purposes.

- 2) Commercial Use The yard and area regulations of the C2 Zone, as specified in Section 12.14 of the LAMC, shall apply to all portions of buildings erected and used for commercial purposes.

c. Maximum Commercial Base Permitted Floor Area

- 1) Temple/Beaudry Neighborhood District. The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC5(CW) Category in the Temple/ Beaudry District, as shown on Map No. 2, shall not exceed a Floor Area Ratio of 3.0 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.

2) Crown Hill District

- a) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC5(CW) Category located in the area bounded by Boylston Street, Miramar Street, Bixel Street and the east-west alley north of Huntley Drive in the Crown Hill District, as shown on Map No. 3, shall not exceed a Floor Area Ratio of 4.5 to 1. The remainder of

the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.

- b) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC5(CW) Category located north of Third Street in the Crown Hill District, as shown on Map No. 3, except within the area described in Paragraph "a)" of this Subdivision, shall not exceed a Floor Area Ratio of 3.0 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.
- c) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC5(CW) Category located south of Third Street in the Crown Hill District, as shown on Map No. 3, shall not exceed a Floor Area Ratio of 0.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.

3) Eighth/Ninth Street District

- a) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC5(CW) Category located north of Ninth Street in the Eighth/Ninth Street District, as shown on Map No. 4, shall not exceed a Floor Area Ratio of 4.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.
- b) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC5(CW) Category located south of Ninth Street within the Eighth/Ninth Street District, as shown on Map No. 4, shall not exceed a Floor Area Ratio of 1.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.

- 4) Additional Regulations. All additional regulations of Chapter 1 of the LAMC, as amended, which are applicable to the R5 and C2 Zones, shall apply to the RC5(CW) Category.

- 5. **C1(CW) Limited Commercial Category.** The use and area regulations of the C1 Zone, as specified in Section 12.13 of the LAMC, shall apply to all lots in

the C1(CW) Category within the Specific Plan area, except for the following:

- a. Hotels and motels shall be prohibited.
 - b. A front yard shall only be provided and maintained at the floor level of the first story of a building used in whole or in part for residential purposes.
6. **C2(CW) Commercial Category.** The use and area regulations of Section 12.14 of the LAMC shall apply to all lots in the C2(CW) Category within the Specific Plan area.
7. **C4(CW) Commercial Category.** The use and area regulations of Section 12.16 of the LAMC shall apply to all lots in the C4(CW) Category within the Specific Plan area.
8. **CM(CW) Commercial Manufacturing Category.**
- a. The use and area regulations of Section 12.17.1 of the LAMC shall apply to all lots in the CM(CW) Category within the Specific Plan area.
 - b. The following conditions shall apply to all lots in the CM(CW) Category:
 - 1) The total floor area of all buildings erected and used for commercial manufacturing purposes shall not exceed a Floor Area Ratio of 3.0 to 1.
 - 2) If the existing commercial manufacturing uses on a lot are discontinued, the total floor area of all buildings erected and used for commercial purposes on that lot shall not exceed a Floor Area Ratio of 4.5 to 1.
9. **OS(CW) Open Space Category.**
- a. Permitted Uses. No building, structure or land shall be used and no building or structure shall be erected, moved onto, structurally altered, enlarged or maintained on a lot or lots in the OS(CW) Category, except for the following uses: parks and recreation facilities, including bicycle paths; equestrian trails; walking trails; nature trails; park land/lawn areas; children's play areas; picnic facilities; and athletic fields (not to exceed 200 spectator seats) used for park and recreation purposes.
 - b. Conditional Uses. The following uses, or a change of use from any existing use to any other use, shall be permitted provided a conditional use approval is granted by the City Planning Commission pursuant to LAMC Section 12.24 U.
 - 1) Recreation centers; senior citizen centers; community centers; clubhouses; community rooms;

playgrounds; swimming pools; libraries; tennis courts; game courts; rest rooms; gyms and camping facilities.

- 2) Golf courses.
- 3) Museums.
- 4) Aquaria, observatories, planetaria and zoos.
- 5) High voltage transmission lines (including towers).
- 6) Any use set forth in LAMC Section 12.04.05 B 1 when located on a lot or lots on which is designated a historic or cultural landmark or Historic Resource.
- 7) Change of use from any of the uses listed above to any other use described in LAMC Section 12.04.05. B 1.

10. PF(CW) Public Facilities Category.

- a. Permitted Uses. No building, structure or land shall be used and no building or structure shall be erected, moved onto, structurally altered, enlarged or maintained on a lot or lots in the PF(CW) Category, except for the following primary uses:

Public elementary and secondary schools; fire stations; Federal, State, County, special district and municipal government buildings, structures, offices and services; libraries (not in parks); police stations; post offices and related facilities; public health facilities, including clinics and hospitals; and other similar uses as determined by the Director of Planning.

- b. Conditional Uses. The following uses, or a change of use from any existing use to any other use, shall be permitted provided a conditional use approval is granted by the City Planning Commission pursuant to Section 12.24 U of the LAMC:

Auditoriums; arenas; concert halls; outdoor theaters/amphitheaters; public utilities and public service uses, including freeway rights-of-way; educational institutions, including colleges and universities; a joint public/ private Project combining public facility uses with residential or commercial uses which serve the public interest by providing a Public Benefit Resource(s) and which is in harmony with the objectives and intent of this Specific Plan.

- c. Transfer of Base Permitted Floor Area. The owner of a lot or lots within the PF(CW) Category shown on Map No. 5 as FAR Transfer Site shall be permitted to transfer the

Floor Area Ratio amount specified on Map No. 5 to any other lot or lots within the same Specific Plan Subarea, provided the Receiver Site(s) permit(s) a commercial use, and provided a Transfer Plan, which includes Public Benefits, is approved by the City Planning Commission pursuant to Section 12.24 B of the LAMC.

d. Potential Buildable PF(CW) Category Lots

1) The owner of a lot or lots within the PF(CW) Category shown on Map No. 5 as "Transfer/Potential Buildable Site" shall be permitted to transfer and/or develop the Floor Area Ratio amount specified on Map No. 5, provided a conditional use approval is granted by the Area Planning Commission pursuant to Section 12.24 V of the LAMC.

2) The owner of a lot or lots in the PF(CW) Category shown on Map No. 5 as "Transfer/Limited Buildable Site" between Fourth Street and Fifth Street shall be permitted a maximum buildable Floor Area Ratio of 1.0 to 1 and a maximum transferable Floor Area Ratio of 4.0 to 1, provided a conditional use approval is granted by the Area Planning Commission pursuant to Section 12.24 V of the LAMC and provided any Project constructed on these lots complies with the following conditions:

a) Uses shall be restricted to museum(s), kiosks and/or restaurants.

b) The maximum height of any building or structure shall not exceed 30 feet above the curb level of the public street providing the main access to the lot or lots.

c) The total area of the building footprint of all buildings or structures shall not exceed 50% of the buildable area of the lot or lots. The remaining lot area shall be used and maintained as a Plaza or as landscaped Open Space.

e. Findings. In granting a conditional use approval for the Transfer of Base Permitted Floor Area or the development of potential buildable sites within the PF(CW) Category shown on Map No. 5, the Area Planning Commission shall make the following findings in addition to those specified in Section 12.24 V:

1) That the public agency Applicant has entered into a cooperation agreement or other binding document with the City of Los Angeles which assures its financial and technical participation in the implementation of the transportation infrastructure

improvements listed in Appendix C of the Central City West Specific Plan which are under the public agency Applicant's control and jurisdiction;

- 2) That public benefits are provided, including but not limited to the assurance of specific transportation infrastructure improvements, which are sufficient to outweigh any impairment of the public interest created by the public agency Applicant's proposed use of the land;
- 3) That development of the lot or lots will not preclude the construction of planned future transportation improvements necessary for the greater downtown area and/or planned regional transportation requirements;
- 4) That access to the lot or lots can be provided which is safe and which does not result in a Significant Transportation Impact; and
- 5) That adequate pedestrian linkages are provided to ensure and/or improve safe pedestrian access on-site and between the lot or lots and the surrounding areas.

G. Use Limitations

1. Freestanding parking buildings or structures and parking areas which provide automobile parking spaces or parking stalls in excess of the maximum parking ratios for a specific Project, as set forth in Section 10 of this Specific Plan, or which provide parking spaces or parking stalls not required to meet the parking requirements for a specific Project shall be permitted provided a conditional use approval is granted by the Area Planning Commission pursuant to Section 12.24 V of the LAMC.
2. Floor area associated with a hotel, motel or apartment hotel use shall be counted as a commercial use for the purposes of this Specific Plan, except as otherwise provided for in Subdivisions 1, 2 and 4 of Subsection F of this Section.
3. Sidewalk cafes shall be permitted within a public street right-of-way with the approval of the Department of Public Works, within a pedestrian connection or within an Open Space Setback, provided a minimum of 10 feet of sidewalk width shall remain for pedestrian circulation on all streets and pedestrian connections, except along Bixel Street where there shall be a minimum of 15 feet of sidewalk width (including five-foot paved Open Space Setback) for pedestrian circulation if the sidewalks on Bixel Street are widened to at least 25 feet (including five-foot paved Open Space Setback).
4. All non-residential and Mixed Use Projects located on a lot for

which any lot line of the lot is coterminous with the following streets shall provide a Ground Floor. The floor area on the Ground Floor shall be devoted to Neighborhood Retail and/or Neighborhood Service uses, as determined by the Director of Planning, for a minimum of 75% of the specified street frontage of the lot. This requirement shall not apply to that portion of the specified street frontage of a lot devoted to vehicular access to on-site parking or pedestrian access to on-site open space. The streets are:

- a. Temple Street
- b. Third Street
- c. Bixel Street
- d. Sixth Street
- e. Seventh Street
- f. Maryland Street

5. Notwithstanding the Land Use Category specified for a particular lot within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 of Subsection E of this Section, any use permitted on any lot within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 of Subsection E of this Section may be established on any lot therein, provided a Project Permit Compliance Review approval is granted by a Director's Determination pursuant to Section 17 of this Specific Plan.

H. Basic Development Right. Notwithstanding the limitation specified by the Height/FAR designations on the Land Use CATEGORIES Map and the limitations on the Specific Plan in Section 5, each lot shall have development rights of 0.35 to 1.0 floor area ratio.

I. Building Limitations. The following floor area and residential density provisions shall apply to all lots located in whole or in part within the Specific Plan area:

1. Base Permitted Floor Area

- a. The Base Permitted Floor Area on a lot within the Specific Plan area shall be as shown by the Floor Area Ratio specified on Map Nos. 2, 3, and 4.
- b. Within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3, Neighborhood Retail and/or Neighborhood Service uses, as determined by the Director of Planning, up to a maximum of 5% of the Base Permitted Floor Area on a lot, shall not count as floor area for the purpose of determining a Project's maximum Floor Area Ratio.

2. **Additional Permitted Floor Area.** The Base Permitted Floor Area on a Receiver Site may be increased to a maximum of 125% of the floor area otherwise permitted by this Specific Plan through the Transfer of Unused Permitted Floor Area from a Donor Site(s), pursuant to Section 7 of this Specific Plan.

3. **Floor Area Ratio Averaging.** An Applicant for a Project located in whole or in part within the “C”(CW), “CM”(CW), or “RC”(CW) Land Use Category may be permitted to average the Floor Area Ratio of the Project, provided the Applicant complies with all provisions of Section 12.24 W 19 of the LAMC.
4. **Base Permitted Residential Density.** The Base Permitted Residential Density on a lot within the Specific Plan area shall be as shown by the Land Use Category on Map Nos. 2, 3 and 4.
5. **Additional Permitted Residential Density.** The Base Permitted Residential Density on a Receiver Site may be increased to a maximum of 125% of the density otherwise permitted by this Specific Plan through the Transfer of Unused Permitted Residential Density from a Donor Site(s), pursuant to Section 7 of this Specific Plan.

Section 7.

TRANSFER/INCREASE OF FLOOR AREA AND RESIDENTIAL DENSITY

- A. **Designation of Historic Resources.** The structures listed in Appendix A of this Specific Plan, located on the lot or lots shown on Map No. 6, are hereby designated as Historic Resources.
- B. **Eligible Transfers.** Owners of a lot or lots who provide one or more of the following Public Benefit Resource(s) may be permitted to Transfer floor area or residential density pursuant to the requirements of this Section:
 1. Owners who preserve and rehabilitate a designated Historic Resource as shown on Map No. 6 of this Specific Plan may Transfer up to 50% of the Base Permitted Floor Area or Base Permitted Residential Density, or Unused Permitted Floor Area or Unused Permitted Residential Density plus an additional 25% of the Unused Permitted Floor Area or Unused Permitted Residential Density amount, whichever is greater, to an eligible Receiver Site.
 2. Owners who dedicate a lot or lots to the City for public park or recreational facility purposes may Transfer Unused Permitted Floor Area or Unused Permitted Residential Density equal to the area dedicated, plus an additional 25% of the Unused Permitted Floor Area or Unused Permitted Residential Density, to an eligible Receiver Site.
 3. Owners who dedicate a lot or lots to the City for the specific purpose of realigning a public street, as specified in Appendix C of this Specific Plan, may Transfer Unused Permitted Floor Area or Unused Residential Density equal to the area dedicated for the public street(s) which is in excess of the dedication

which would have been required prior to the effective date of this Specific Plan, to an eligible Receiver Site.

4. The owner of the PF(CW) Category lots shown on Map No. 5 of this Specific Plan as FAR Transfer Site may be permitted to Transfer the amount of floor area specified by the Floor Area Ratio shown on Map No. 5 to an eligible Receiver Site, provided the requirements of Section 6 F 10 "c" and "e" are met.

C. Eligible Receiver Sites. The floor area or residential density amounts specified in Subsection B of this Section may be transferred from a Donor Site to any other lot or lots within the same Subarea, as shown on Map Nos. 2, 3 and 4 of this Specific Plan, provided the Land Use Category on the Receiver Site permits the same or less restrictive use as the Donor Site, and provided the lot or lots is/are not in the PF(CW) Category or is/are not designated a Historic Resource pursuant to Subsection A of this Section.

D. Maximum Permitted Floor Area or Residential Density on a Receiver Site. No Transfer of floor area or residential density shall result in Additional Permitted Floor Area or Additional Permitted Residential Density on a Receiver Site in excess of 125% of the Base Permitted Floor Area for that Receiver Site, as shown on Map Nos. 2, 3 and 4 of this Specific Plan.

E. Authority

1. The Area Planning Commission, or the City Council on appeal, shall have the authority to grant a Transfer of Floor Area or residential density.
2. In granting a Transfer of floor area or residential density, the Area Planning Commission, or the City Council on appeal, shall make the following findings:
 - a. That the Transfer of floor area or residential density is consistent with the objectives of the Specific Plan, and in conformance with the Community Plan;
 - b. That the increase in floor area or residential density on the Receiver Site is appropriate with respect to its location on the Receiver Site, the transportation network and other public improvements, and will not result in impacts greater than those specified in the Environmental Impact Report for the Specific Plan program;
 - c. That the increase in floor area or residential density on the Receiver Site is compatible with existing and/or proposed surrounding development; and;
 - d. That the Transfer of floor area or residential density serves the public interest by providing a Public Benefit Resource which mitigates the impacts on transportation, housing, open space, historic preservation or community

and public facilities caused by the Project, either by itself or cumulatively with other development in the area.

F. Procedures

1. The procedures, fees and time limits applicable to a request for Transfer of floor area or residential density shall be the same as those applicable to an Area Planning Commission conditional use approval pursuant to LAMC Section 12.24 V .
2. The owner of a lot or lots seeking a Transfer shall file an application for approval of a Transfer Plan with the City Planning Department on a form prescribed for such purpose at the time of application for Project Permit Compliance Review approval. The application shall be accompanied by a proposed Transfer Plan.
3. The City Planning Department shall establish and maintain a record of all Transfers of floor area or residential density and of the Public Benefit Resource(s) derived from the Transfers. The records shall be transmitted annually to the City Planning Commission for its review and shall be available for public inspection.
5. Any Transfer of floor area or residential density approved pursuant to this Section shall be evidenced, prior to the issuance of a building permit, by a Covenant approved by the Director of Planning and executed and recorded by the transferor and transferee, the obligations and benefits of which run with the land and are binding on subsequent owners or assignees. The Covenant shall specify the total floor area or residential density being transferred and the remaining floor area or residential density, if any, that may be transferred from the Donor Site, and shall restrict the Base Permitted Floor Area or Base Permitted Residential Density on the Donor Site in the amount of the floor area or residential density transferred to a Receiver Site. After recordation, a copy bearing the County Recorder's number and date shall be furnished to the Departments of City Planning and Building and Safety for their records.

Section 8.

URBAN DESIGN REQUIREMENTS

A. Building Height

1. The maximum permitted height of a building or structure on a lot within the Specific Plan area shall be as shown by the height designations on Map Nos. 2, 3 and 4 of this Specific Plan.
2. Buildings or structures located on a lot with a "U" height designation between the centerline of the Harbor Freeway on the east and the centerline of Bixel Street on the west shall not exceed a maximum elevation of 1,268 feet above mean sea level. A licensed survey establishing mean sea level elevation

shall be provided, where necessary, to ensure compliance with this Subdivision.

3. Buildings or structures located on a lot with a "U" height designation between the centerline of Bixel Street on the east and the centerline of Witmer Street/Hartford Avenue/Blaine Street on the west shall not exceed a maximum height of 1,218 feet above mean sea level. A licensed survey establishing mean sea level elevation shall be provided, where necessary, to ensure compliance with this Subdivision.
4. Buildings or structures located on a lot with a "U" height designation between the centerline of Witmer Street/Hartford Avenue/Blaine Street on the east and the centerline of Union Avenue on the west shall not exceed a maximum height of 1,168 feet above mean sea level. A licensed survey establishing mean sea level elevation shall be provided, where necessary, to ensure compliance with this Subdivision.
5. Except within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 in Section 6 E of this Specific Plan, buildings or structures located on a lot in the R5(CW), RC5(CW), C2(CW), C4(CW) or CM(CW) Land Use Category shall not cast shadows on a lot located in the R3 or R4 Zone or the R4(CW) or RC4(CW) Land Use Category for more than two (2) hours each day between the hours of 9 a.m. and 3 p.m. on the Winter Solstice, and 9 a.m. and 5 p.m. on the Summer Solstice. The Project Applicant shall submit a shade/shadow analysis to the Department of City Planning at the time of application for Project Permit Compliance Review.
6. No portion of a building or structure on a lot located within the following distances from a lot in the R3 or R4 Zone or from a lot in the R4(CW) or RC4(CW) Land Use Category shall exceed the height limits set forth below:

	<u>Distance</u>	<u>Maximum Height</u>
R3 lots	0 to 49 feet	45 feet
	50 to 99 feet	55 feet
	100 to 199 feet	75 feet
R4, R4(CW) RC4(CW) lots	0 to 49 feet	100 feet
	50 to 99 feet	150 feet
	100 to 199 feet	200 feet

B. Building Stepbacks

1. If any lot line of a lot on which a commercial Project is located is coterminous with the following streets and any building on that lot exceeds a height of 45 feet, then all portions of the building which exceed 45 feet shall be set back a minimum of ten feet from the Ground Floor exterior wall of the building:
 - a. Third Street

- b. Sixth Street
- c. Seventh Street
- d. Olympic Boulevard
- e. Bixel Street, Emerald Drive to Wilshire Boulevard
- f. Wilshire Boulevard

2. Averaging of Building Setbacks

- a. The Director of Planning, pursuant to the Project Permit Compliance Review process contained in Section 17 of this Specific Plan, may approve the averaging of the building setback requirement of this Subsection for a Project located on a lot or lots greater than five acres in area.
- b. In approving the averaging of the building setback requirement, the Director shall find that the design of the Project will enhance the pedestrian scale of buildings along pedestrian-oriented streets and mitigate the effect of tall, unarticulated building facades.

C. Open Space Setbacks

1. Notwithstanding LAMC Section 12.21.1 B3 and B4 to the contrary, a minimum 10-foot Open Space Setback shall be provided on all lots used for commercial purposes along any lot line which is coterminous with the following streets:

- a. Glendale Boulevard
- b. Boylston Street, First Street to Sixth Street
- c. Beaudry Avenue
- d. Lucas Avenue
- e. Witmer Avenue
- f. Hartford Street
- g. Blaine Street

2. Notwithstanding LAMC Section 12.21.1 B3 and B4 to the contrary, a minimum five-foot Open Space Setback shall be provided on all lots used for commercial purposes along any lot line which is coterminous with the following streets:

- a. Wilshire Boulevard
- b. Olympic Boulevard
- c. Bixel Street, Second Street to Seventh Street

3. Notwithstanding LAMC Section 12.21.1 B3 and B4 to the contrary, a minimum four-foot Open Space Setback shall be provided on all lots used for commercial purposes along any lot line which is coterminous with the following streets:

- a. Bixel Street, First Street to Second Street
- b. Eighth Street
- c. Ninth Street
- d. Fourth Street, Boylston Street to Witmer Avenue

- e. Fifth Street, Boylston Street to Witmer Avenue
- f. Garland Street, Seventh Street to Eighth Street
- g. Ingraham Street
- h. Shatto Street
- i. Miramar Street, Boylston Street to Bixel Street
- j. Emerald Drive
- k. Valencia Street
- l. Columbia Street
- m. Victor Street
- n. Union Avenue
- o. Maryland Street, Bixel Street to Lucas Avenue

4. Averaging of Open Space Setbacks

- a. The Director of Planning, pursuant to the Project Permit Compliance Review process contained in Section 17 of this Specific Plan, may approve the averaging of the Open Space Setback requirement of this Subsection for a Project located on a lot or lots greater than five acres in area.
- b. In approving the averaging of the Open Space Setback requirement, the Director shall find that the design of the Project will achieve greater physical and visual access to Open Space and pedestrian plazas; will increase the amount of Open Space over the minimum amount which would otherwise have been required under this Specific Plan; and will provide landscaped areas, with a coherent planting theme, which are greater than would otherwise have been required.

D. Open Space and Landscaping

1. Commercial, Industrial and Mixed Use Projects

- a. All commercial, industrial and Mixed Use Projects shall include Open Space on the Project lot or lots.
- b. Any commercial Project located on a lot or lots greater than one acre in area with a lot line which is coterminous with a scenic highway, as designated on the Westlake Community Plan, shall include a Plaza. The area of the Plaza shall be equal to approximately 20% of the buildable area of the lot or lots used for commercial purposes. However, for purposes of this Subdivision, the buildable area of the lot or lots shall exclude the areas devoted to Open Space Setbacks.
- c. All commercial, industrial and Mixed Use Projects shall substantially conform to the Urban Design Guidelines contained in Appendix D of this Specific Plan, as determined by the Director of Planning pursuant to Section 11.5.7 of the LAMC.

2. Residential Projects

- a. All multiple-family residential Projects shall meet on-site per dwelling unit open space requirements as provided in relevant provisions of the Urban Design Guidelines contained in Appendix D of this Specific Plan.
- b. All multiple-family residential Projects shall substantially conform to the Urban Design Guidelines contained in Appendix D of this Specific Plan, as determined by the Director of Planning pursuant to Section 11.5.7 of the LAMC.

E. Park Lands and Recreational Facilities

- 1. The Department of Recreation and Parks, utilizing Quimby fees and any other funds deposited in the Central City West Open Space Account, shall acquire additional properties, where possible, in order to provide the park land acreage totals specified within the Park Planned Areas shown on Map No. 7.
- 2. Whenever a publicly-owned lot or lots is/are utilized for public park and/or recreational facility purposes within the Specific Plan area, the Plaza requirements specified in Subsection D 1 b of this Section shall not apply to that lot or lots.

Section 9.

TRANSPORTATION REQUIREMENTS

A. Public Street Improvements. For the purposes of this Subsection, the regulations and procedures contained in LAMC Section 12.37 shall be followed. Notwithstanding LAMC Section 12.37 H, the highway and street improvement standards contained in Appendix C of this Specific Plan shall be utilized, to the extent physically feasible, for any improvements of streets required in the Specific Plan area.

B. Individual Project Mitigation Measures

- 1. All Project Applicants shall obtain a Traffic Assessment of the Project from the Department of Transportation. If the Department of Transportation determines, based on the Project Traffic Assessment, that there may be potentially Significant Transportation Impacts on intersections caused by the Project, then the Applicant(s) shall provide a Traffic Study for the Project. Upon receipt and review of the Traffic Study, the Department of Transportation shall require the Applicant(s), at the Applicant's expense, to: (1) implement traffic and parking mitigation measures for the Significant Transportation Impacts; and (2) implement transportation programs for impacted intersections. The Department of Transportation may impose transportation mitigation measures on each Project. If the Department of Transportation determines that the proposed mitigation measures are not adequate to mitigate the Significant Transportation Impacts of the Project, then the Department of Transportation may recommend a reduction in size or a limitation on uses to the Director of Planning, to be

used in the Project Permit Compliance Review process pursuant to Section 17 of this Specific Plan

2. Prior to Project Permit Compliance Review approval pursuant to Section 17 of this Specific Plan, the Department of Transportation shall determine in writing that the commercial, industrial and the non-residential portion of a Mixed Use Project has incorporated measures which mitigate the Significant Transportation Impacts of the Project, to the extent physically feasible.

C. Transportation Impact Mitigation Fee. All Applicants for a Project within the Specific Plan area shall pay a Central City West Transportation Impact Mitigation Fee (the Transportation Fee) as specified for Phase I or post-Phase I (Phase II, III and IV), as appropriate, for the purpose of funding the required transportation improvements listed in Appendix “C” of this Specific Plan. Implementation of a transportation improvement shall mean that the improvement has been assured to the satisfaction of the Department of Transportation. Assurance shall mean that money has been guaranteed for the entire projected cost of the improvement.

1. Transportation Fee Calculation and Payment

- a. **Fee Amount.** The Transportation Fee shall be \$6,995 per additional Trip generated by a Project in Phase I of the Specific Plan and \$11,337 per additional Trip generated by a post-Phase I Project developed under the Plan’s Basic Development Right. New Trips are those trips resulting from a Project beyond those generated by the legally established use on the Project lot or lots on the effective date of this Specific Plan (April 3, 1991).
- b. **Annual Indexing.** In order that the Transportation Fee levied pursuant to this Section keeps pace with the cost of constructing the improvements, the fee shall be periodically increased (or decreased) as follows:

The Transportation Fee shall be revised on January 1 of each year by the Department of Transportation according to the annual percentage change in the City Building Cost Index. The revised Transportation Fee shall be published by the Department of Transportation in a newspaper of citywide circulation before January 31 of each year. If the Department of Transportation determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Transportation Fee.

c. **Cash Deposit**

- 1) The Project Applicant(s) shall pay a cash deposit equal to 10% of the Transportation Fee, as determined by the Department of Transportation, at the time of application for Project Permit Compliance Review. The Department of Transportation shall collect the deposit and remit the funds to the City Treasurer for deposit in the Central City West Transportation Impact Mitigation Fund (Transportation Fund), as established by Chapter 30 of Division 5 of the Los Angeles Administrative Code.
- 2) The cash deposit shall only be refunded to the Project Applicant(s) if Project Permit Compliance Review is denied or if Project Permit Compliance Review becomes null and void pursuant to Section 17 C of this Specific Plan.
- 3) If a Community Facilities District (CFD) is established within the Specific Plan area, a Project Applicant who presents proof of participation in the CFD to the satisfaction of the Department of Transportation at the time of application for Project Permit Compliance Review shall be exempt from payment of the cash deposit.

d. **Balance of Transportation Fee.** The balance of the Transportation Fee, as calculated by the Department of Transportation at the time of payment, shall be due and payable and collected by the Department of Transportation prior to the issuance of a building permit and remitted by the Department of Transportation to the City Treasurer for deposit into the Transportation Fund.

2. **Exemptions.** The floor area or residential density of a Project devoted to the following uses shall be exempt from payment of the Transportation Fee:

- a. Residential use and the residential portion of Mixed Use Projects.
- b. A maximum of 40,000 square feet of Neighborhood Retail and/or Neighborhood Service use floor area per Project.
- c. The non-profit portion of hospitals.
- d. Child care facilities.

3. **In Lieu Credits**

- a. If a Project Applicant assures the construction of all or a portion of one or more of the transportation improvements listed in Appendix C of this Specific Plan, then the Transportation Fee shall be reduced in an amount equal

to the amount expended for the improvement(s), as determined and approved by the Department of Transportation. Assurance shall mean that money has been guaranteed for the entire projected cost of the improvement(s) to the satisfaction of the Department of Transportation. The Department of Transportation shall base its determination on the Transportation Fee calculation minus the cost of the improvement(s) approved by the Department of Transportation.

- b. If a CFD is established, then the Transportation Fee shall be reduced for a Project Applicant who presents proof of participation in the CFD in an amount equivalent to the amount the Project is assessed under the CFD.

D. Transportation Improvements

1. General Requirements

- a. The Department of Transportation shall coordinate the implementation of the transportation improvements listed in Appendix C.
- b. The Department of Transportation may recommend changing the Phase of Development of the transportation improvements specified in Appendix C of this Specific Plan, provided the change results in sufficient increases in the freeway and/or transit system carrying capacity, and provided the change is approved by the City Planning Commission.

2. Street System Capacity Improvements

- a. The street system screenlines shown on Map No. 8 shall be utilized by the Department of Transportation to determine the required increases in the Specific Plan area street system vehicle-per-hour carrying capacity.
- b. The cumulative vehicle-per-hour carrying capacity across the street system screenlines shown on Map No. 8 shall be increased over that existing on the effective date of this Specific Plan, as set forth in the following table:

Required Screenline Capacity Increases

Phase	Screenline Location						
	NS1	NS2	NS3	NS4	EW1	EW2	EW3
1	900	2,500	0	300	1,200	950	0
2	1,000	3,100	470	1,470	2,230	1,480	0
3	1,100	3,800	1,370	2,630	3,260	2,010	350
4	1,200	4,400	2,200	3,800	4,290	2,540	950

E. Transportation Demand Management

1. Transportation Demand Management Plan

- a. At the time of application for Project Permit Compliance Review , an Applicant for a Project of 100,000 square feet or more of commercial or industrial floor area shall submit a written, preliminary Transportation Demand Management (TDM) plan to the Department of Transportation.
 - 1) The preliminary TDM plan shall address the unique characteristics of the Project, and shall incorporate measures which ensure the Project's compliance with the maximum allowable percentage of employee SOV Trips per Phase of Development, as specified in Section 5 B 3 of this Specific Plan, and the requirements for on-site parking spaces and off-site parking spaces in intercept/remote locations specified in Section 10 A of this Specific Plan.
 - 2) TDM plan measures shall include, but are not limited to, on-site facility improvements, services, parking management policies, identification of the area(s) of on-site parking that will be designated and reserved for High Occupancy Vehicles, identification of the off-site intercept/remote parking location(s), employee financial incentives, vehicle services and monitoring and reporting procedures.
 - 3) The preliminary TDM plan shall provide for the hiring of one full-time, on-site Transportation Coordinator for each Project of 500,000 square feet of commercial or industrial use floor area, or for each 500,000 square-foot increment of commercial or industrial use floor area within an individual Project.
 - 4) After written acceptance of the required preliminary TDM plan by the Department of Transportation and prior to the issuance of a building permit, the Project owner(s) shall execute and record a Covenant which guarantees the preparation, implementation and continued maintenance of a final, Department of Transportation-approved TDM plan. The Covenant shall run with the land and shall be binding on future owners, successors, heirs and assigns. The Covenant shall be approved by the Department of Transportation and a certified recorded copy delivered to the Department of Transportation.
 - 5) The Project owner(s) shall submit a final TDM plan to the Department of Transportation no later than 60 days prior to the application for any certificate of occupancy for the Project.

b. All owners of a Project of less than 100,000 square feet of commercial or industrial floor area shall execute and record, prior to the issuance of a building permit, a Covenant which guarantees implementation and maintenance of the TDM requirements imposed by the Department of Transportation as conditions of Project Permit Compliance Review approval. The Covenant shall run with the land and shall be binding on future owners, successors, heirs and assigns. The Covenant shall be approved by the Department of Transportation and a certified recorded copy delivered to the Department of Transportation.

2. **Compliance with TDM Requirements.** A Project owner shall achieve compliance with the applicable maximum SOV Trip requirement specified in Subsection D of this Section, and all other TDM requirements, within three years of issuance of any certificate of occupancy, including a temporary certificate of occupancy, for the Project. If the Director of Planning issues a Project Permit Compliance Review approval for the initial stage of a Project with more than one stage, then the Director may condition future Project Permit Compliance Review approvals for subsequent stages of the Project on whether the Project has complied with the TDM plan requirements for the previous stage.

3. **TDM Plan Monitoring**

a. All Project owners subject to the TDM plan requirements of this Subsection shall conduct annual employee commuter surveys and shall submit an annual TDM plan status report to the Department of Transportation. The annual status report shall describe the TDM activities at the Project, and shall include the results of the employee commuter survey, the status of all TDM plan measures and on-site and off-site parking space requirements.

b. The first annual status report shall be submitted 12 months after the issuance of any certificate of occupancy for the Project.

c. Failure to submit a required annual status report within 30 days of the anniversary date of the issuance of any certificate of occupancy for a Project shall constitute non-compliance with the requirements of this Subsection.

4. **TDM Plan Enforcement and Penalties**

a. If a Project owner fails to submit a required TDM plan annual status report, the Department of Transportation shall issue a notice of non-compliance. If after 30 days from the issuance of the notice of non-compliance the required status report is not received, the Project owner shall be subject to any penalty adopted by the City Council after notice and hearing.

- b. If, after evaluation of a TDM plan annual status report, the Department of Transportation determines that a Project owner has failed to comply with the requirements of the TDM plan, the Department of Transportation shall issue a notice of non-compliance. The notice shall indicate which requirements have not been complied with, and the actions required in order to comply.
- c. The Project owner shall, within six months of the date of the notice of non-compliance with a TDM plan, perform all actions necessary to bring the Project into compliance to the satisfaction of the Department of Transportation.
- d. If, after six months from the date of the notice of non-compliance, the Project owner has failed to comply with the requirements of the TDM plan, the Project owner shall be subject to any penalty adopted by the City Council after notice and hearing.
- e. A determination of TDM plan non-compliance by the Department of Transportation shall be appealable to the Area Planning Commission.
- f. No additional building permit, change of use permit, use of land permit, sign permit, conditional use permit or certificate of occupancy shall be issued for any Project which has not complied with the requirements of this Subsection.

F. Trip Reduction Credit for Child Care Facility

Projects which include a child care facility on-site or within 1,500 feet of the Project lot or lots, in compliance with the requirements of Section 12 of this Specific Plan, shall be eligible for a Trip reduction credit as calculated by the Department of Transportation. A Project shall be credited 0.3 Trips for each full-time child care slot provided.

Section 10.

OFF-STREET AUTOMOBILE PARKING REQUIREMENTS

A. Office Use

- 1. The following off-street automobile parking requirements shall be applicable to all office uses, and are intended to supersede the standards set forth in Section 12.21 A 4 (c) of the LAMC:

Total Apprv'd Permitted Floor Area (millions of sq. ft.)	Max. Total On-Site Parking Spaces per 1,000 sq. ft. of Floor Area	Minimum Reserved On-Site HOV Spaces per 1,000 sq. ft. of Floor Area	Min. Off-Site Intercept/Remote Spaces per 1,000 sq. ft. of Floor Area
0 - 8.0	1.7	10%	0.2
8.01 - 23.50	1.5	15%	0.3

2. When the Bixel/Seventh Street Metro Rail station is approved and fully funded, the maximum number of on-site parking spaces required in Subdivision 1 of this Subsection shall be reduced by 20% for all Projects located within the area bounded by: the centerline of the Harbor Freeway between Sixth and Ninth Streets on the east; the centerline of Sixth Street between the Harbor Freeway and Witmer Street on the north; the centerline of Witmer Street between Sixth Street and Linwood Avenue, the southerly extension of the centerline of Witmer Street between Linwood Avenue and Eighth Street, and the centerline of Witmer Street between Eighth and Ninth Streets on the west; and the centerline of Ninth Street between Witmer Street and the Harbor Freeway on the south.
- B. All Other Uses.** Off-street automobile parking requirements for all uses other than office use shall be as specified in Section 12.21 A 4 of the LAMC.

Section 11.

HOUSING REQUIREMENTS

- A. Required Housing in Mixed Use Overlay Areas.** Within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 of this Specific Plan, for every 1,800 square feet of non-residential floor area constructed, including a hotel use, there shall be one dwelling unit constructed. The dwelling units required to be constructed pursuant to Subsection C of this Section may be included to satisfy the requirements of this Subsection.
- B. Housing Linkage Fee.** All commercial, industrial and the non-residential portion of Mixed Use Project Applicants within the Specific Plan area shall pay a fee for the purpose of funding Low and Very Low Income Dwelling Units, to be known as the Central City West Housing Linkage Fee (Linkage Fee). This Linkage Fee shall be in lieu of any citywide housing linkage fee adopted by the City. The Linkage Fee shall be charged on a per square foot of floor area basis.
1. **Linkage Fee Amount.** The Linkage Fee shall be \$5.51 per square foot of non-residential floor area (adjusted to reflect the January 1, 2001 Engineering News-Record Construction Cost Index)
 2. **Annual Indexing.** The Linkage Fee shall be revised on January 1 of each year by the Department of City Planning according to the annual percentage change to the Engineering News-Record Construction Cost Index, published monthly by McGraw Hill, Inc. The revised Linkage Fee shall be published by the Department of City Planning in a newspaper of citywide circulation before January 31 of each year.
 3. **Cash Deposit**
 - a. The Project Applicant(s) shall pay a cash deposit

equivalent to 10% of the total Linkage Fee, as determined by the Department of City Planning, at the time of Project Permit Compliance Review application. The Department of City Planning shall collect and remit the deposited amount to the City Treasurer for deposit into the Central City West Housing Fund (Housing Fund), as established by Article 23, Section 5.115.6 of the Los Angeles Administrative Code.

- b. The cash deposit shall only be refunded to the Project Applicant(s) if Project Permit Compliance Review is denied or becomes null and void pursuant to Section 17 C of this Specific Plan.
- 4. **Balance of Linkage Fee.** The balance of the Linkage Fee, as calculated by the Department of City Planning at the time of payment, shall be due and payable and collected by the Department of City Planning at the time of issuance of a building permit, and shall be remitted to the City Treasurer for deposit into the Housing Fund.
- 5. **In Lieu Credits.** In lieu of the requirements of this Subsection, a commercial, industrial or Mixed Use Project Applicant may construct all or a portion of the number of dwelling units which would have been produced by the Linkage Fee, as determined by the Housing Department (formerly Housing Preservation and Production Department).
- 6. **Exceptions**
 - a. The floor area devoted to Neighborhood Retail or Neighborhood Service uses, as determined by the Director of Planning, up to a maximum of 40,000 square feet per Project, shall be exempt from the requirements of this Subsection.
 - b. The floor area devoted to non-profit hospital space shall be exempt from the requirements of this Subsection.
 - c. The floor area devoted to child care facilities shall be exempt from the requirements of this Subsection.

C. Replacement Dwelling Units and Inclusionary Housing Requirements

1. Commercial and Industrial Projects

- a. All commercial and industrial Project Applicant(s) shall document and replace, on a one-for-one basis in the form of new dwelling unit construction, Low and Very Low Income Dwelling Units and/or guest rooms demolished on the Project lot or lots on or after February 24, 1984.
- b. Documentation on demolished Low and Very Low Income Dwelling Units and/or guest rooms may consist of

Department of Building and Safety demolition permit records, records from the Rent Stabilization Division of the Housing Department, or other documentation acceptable to the Housing Department, or its successor or assignee.

- c. The rehabilitation of existing dwelling units shall not be used by a Project Applicant to satisfy the requirements of this Subsection. However, dwelling units for which no certificate of occupancy has been issued may be used to satisfy these requirements, provided the dwelling units comply with all the provisions of this Specific Plan which are applicable to a residential Project.
- d. Dwelling units constructed to replace units and/or guest rooms demolished between February 24, 1984 and the effective date of this Specific Plan shall be provided at a ratio of 60% Very Low Income Dwelling Units and 40% Low Income Dwelling Units.
- e. Any Very Low Income Dwelling Unit and/or guest room demolished shall be replaced with a Very Low Income Dwelling Unit, and any Low Income Dwelling Unit and/or guest room demolished shall be replaced with a Low Income Dwelling Unit.
- f. No certificate of occupancy for a commercial or industrial Project which is subject to the requirement to provide replacement dwelling units shall be issued prior to the issuance of the certificate(s) of occupancy for the Low and/or Very Low Income Dwelling Units required pursuant to this Subsection.

2. Residential and Mixed Use Projects

- a. All multiple-family residential or Mixed Use Project are subject to either the Replacement Dwelling Unit or Inclusionary Housing requirement as follows, whichever results in the greater number of affordable dwelling units:
 - 1) Document and replace, on a one-for-one basis in the form of new dwelling unit construction, Low and Very Low Income Dwelling Units and/or guest rooms demolished on the lot or lots on or after February 14, 1988; or
 - 2) If no dwelling units were demolished on the lot or lots on or after February 14, 1988, a Project Applicant shall designate the reserve a total of 15% of the dwelling units within the Project as Low Income Dwelling Units.
- b. Documentation on demolished Low and Very Low Income Dwelling Units and/or guest rooms may consist of Department of Building and Safety demolition permit records, records from the Rent Stabilization Division of the

Housing Department, or other documentation acceptable to the Housing Department, or its successor or assignee.

- c. No certificate of occupancy for a multiple-family residential or Mixed Use Project which is subject to applicable housing provisions of this Specific Plan shall be issued prior to the issuance of the certificate(s) of occupancy for the Low and/or Very Low Income Dwelling Units required pursuant to this Subsection.
- d. In Lieu Credits. In lieu of the requirements of this Subdivision, a multiple-family residential Project Applicant may pay a fee.
 - 1) The in lieu fee for a required Very Low Income Dwelling Unit shall be \$100, 576.14 per unit.
 - 2) The in lieu fee for a required Low Income Dwelling Unit shall be \$78, 883.41 per unit.
 - 3) The in lieu fees shall be revised on January 1 of each year by the Department of City Planning according to the annual percentage change in the Engineering News-Record Construction Cost Index, published monthly by McGraw Hill, Inc. The revised in lieu fees shall be published by the Department of City Planning in a newspaper of citywide circulation before January 31 of each year.
- e. Exemptions. Multiple-family residential Projects consisting of 10 dwelling units or fewer shall be exempt from the requirements of this Subdivision.
- f. Density Bonus Regulations
 - 1) A Project Applicant for a multiple-family residential or Mixed Use Project subject to the requirements of Subsection C 2 a (2) of this Section shall be eligible for a density bonus.
 - 2) Low and Very Low Income Dwelling Units constructed pursuant to this Subsection shall be counted as reserved units in any application for a State-mandated density bonus for the same Project.

3. Relief from Replacement Dwelling Unit Requirement

- a. Authority. The City Council, acting in its legislative capacity, may, by resolution, grant administrative relief from the replacement dwelling unit requirements of this Subsection for Project owner(s) who demolished or will demolish Low or Very Low Income Dwelling Units or guest rooms in compliance with the requirements of Division 88 of Article 1 of Chapter IX of the Los Angeles Municipal Code (Earthquake Hazard Reduction in Existing

Buildings), or any previously adopted Earthquake Hazard Reduction Ordinance superseded by Division 88, in cases of extreme hardship duly established to the satisfaction of the City Council.

- b. Procedures. An application for administrative relief shall be filed with the Department of City Planning on forms provided by the Department, accompanied by a fee of \$500.00. The Department shall transmit the application, together with a staff report and recommendation, to the City Council for its determination within 30 days after an application has been deemed complete, unless the Applicant consents to an extension of time.

D. Dwelling Unit Mix and Size

1. Required Replacement Dwelling Units

- a. Non-Residential Projects. A minimum of 30% of the required replacement dwelling units for a commercial,

industrial or Mixed Use Project shall be two bedrooms or larger.

- b. Residential Projects. A minimum of 50% of the required replacement dwelling units for a residential Project shall be two bedrooms or larger.

2. **Linkage Fee Dwelling Units.** A minimum of 50% of the dwelling units constructed through the use of Linkage Fee funds by the Housing Department, or its successor or assignee, shall be two bedrooms or larger.

3. **Required Inclusionary Low Income Dwelling Units In Residential Projects.** A minimum of 30% of the Low Income Dwelling Units required to be reserved in residential Projects pursuant to Subsection C 2 a (2) of this Section shall be two bedrooms or larger.

E. Dwelling Unit Rent Levels

1. **Very Low Income Dwelling Unit.** The monthly rent level for a Very Low Income Dwelling Unit required pursuant to this Section shall not exceed 30% of 50% of the median monthly income for persons or families residing in the Los Angeles Standard Metropolitan Statistical Area. The median monthly income shall be as determined and published periodically by the Federal Housing and Urban Development Department.
2. **Low Income Dwelling Unit.** The monthly rent level for a Low Income Dwelling Unit required pursuant to this Section shall not exceed 30% of 80% of the median monthly income for persons or families residing in the Los Angeles Standard Metropolitan Statistical Area. The median monthly income shall be as

determined and published periodically by the Federal Housing and Urban Development Department.

3. **Occupancy.** Low Income Dwelling Units and Very Low Income Dwelling Units shall be occupied by persons at qualifying income levels, as determined by the Housing Department, or its successor or assignee.
4. **Deed Restriction.** Low and Very Low Income Dwelling Units shall be evidenced by a deed restriction which reserves and maintains the affordability of the required dwelling units for the life of the dwelling units or for 30 years, whichever is greater. The deed restriction shall also state that rent levels cannot exceed those specified in this Subsection.

F. Dwelling Unit Priority

1. **Priority Eligibility.** Low and Very Low Income Dwelling Units required pursuant to this Section shall be made available to eligible persons or households in the following order of priority: first, to those who have been or will be displaced by the demolition of Low and Very Low Income Dwelling Units or guest rooms within the Specific Plan area; second, to persons employed within the Specific Plan area who qualify as Very Low or Low Income households; third, to others who qualify as Very Low or Low Income households.
2. **Jobs-Housing Linkage Plan.** At the time of application for Project Permit Compliance Review, an Applicant for a residential or Mixed Use Project shall prepare and submit a jobs-housing linkage plan which provides opportunities and incentives for persons working in the greater downtown area to live within the Project. The plan may include, but is not limited to, rental or purchase price incentives, an employee priority program and a marketing program directed towards employers and employees.
3. **Notice Requirements.** A notice of the availability of Low or Very Low Income Dwelling Units required pursuant to this Section shall be caused to be published by the Project Applicant(s) in at least two (2) local newspapers, at least one of which shall be a Spanish language newspaper, and one newspaper of citywide circulation, for a period of no less than 30 days prior to the occupancy of any of the Project's units. The Project Applicant(s) shall also post a notice of availability, in English and Spanish, on the Project lot or lots for a period of no less than 30 days prior to the occupancy of any of the Project's units.

G. Location of Dwelling Units

1. **Dwelling Unit Primary Placement Area.** Required replacement dwelling units and Linkage Fee dwelling units constructed pursuant to this Section shall be located within the boundary of the Specific Plan area, except as provided for in

Subdivision 2 of this Subsection.

2. **Dwelling Unit Secondary Placement Area.** A maximum of 50% of each Project Applicant's total number of required replacement dwelling units may be located in the Dwelling Unit Secondary Placement Area, as shown on Map No. 9, provided the Area Planning Commission grants a Project Permit Compliance Review approval pursuant to Section 17 of this Specific Plan:

In granting Project Permit Compliance Review approval, the Area Planning Commission shall make the following four findings:

- a. The construction of replacement dwelling units in the Dwelling Unit Secondary Placement Area will not result in the demolition of existing housing or will result in the replacement of any housing demolished as follows:
 - 1) Any dwelling unit or guest room demolished will be replaced within the Dwelling Unit Primary or Secondary Placement Areas as defined in this Specific Plan;
 - 2) Any Very Low Income Dwelling Unit or guest room demolished will be replaced with a Very Low Income Dwelling Unit, and any Low Income Dwelling Unit or guest room demolished will be replaced with a Low Income Dwelling Unit; and
 - 3) The Project Permit Compliance Review approval includes a condition that no certificate of occupancy for the Project subject to the requirement to construct replacement dwelling units may be issued prior to the issuance of certificates of occupancy for the replacement dwelling units;
- b. The replacement dwelling units are consistent with the scale and character of the existing neighborhood;
- c. The replacement dwelling units will contribute to the area's jobs/housing ratio; and
- d. Either:
 - 1) At least 50% of the total number of replacement dwelling units required for the Project have already been located in the Dwelling Unit Primary Placement Area, or;
 - 2) Good cause exists for constructing the replacement dwelling units in the Dwelling Unit Secondary Placement Area prior to the construction of at least 50% of the total number of replacement dwelling units required for the Project in the Dwelling Unit

Primary Placement Area.

H. Enforcement

1. **Authority.** The Housing Department, or its successor or assignee, shall be responsible for the monitoring and enforcement of the requirements of this Section.
2. **Approval of Dwelling Units.** Dwelling units required pursuant to this Section shall be reviewed and approved by the Housing Department, or its successor or assignee. The approval shall consider:
 - a. the qualifications of the developer of the dwelling units;
 - b. the ownership/management plan for the dwelling units;
 - c. the requirements of this Section; and
 - d. the Open Space requirements of this Specific Plan.
3. **Annual Fee.** The Housing Department may charge an annual fee on dwelling units required pursuant to this Section, not to exceed \$50.00 per required dwelling unit, if the City Council, after notice, hearing and recommendation of the Affordable Housing Commission, adopts such a fee.

Section 12.

CHILD CARE FACILITY REQUIREMENTS

- A. Required Floor Area.** The Project owner(s) of a commercial, industrial or Mixed Use Project which totals 40,000 square feet or more of non-residential floor area shall provide floor area for a child care facility or facilities.
1. Floor area provided for a child care facility or facilities shall be used for such purpose for the life of the Project.
 2. The square footage devoted to a child care facility shall be located at the Ground Floor, unless otherwise permitted by State law, and shall not be included as floor area for the purpose of calculating the Base Permitted Floor Area on a lot.
 3. A Project which consists of between 40,000 and 99,999 square feet of commercial or industrial floor area shall include a minimum of 2,000 square feet of floor area for a child care facility.
 4. A Project which consists of between 100,000 and 499,999 square feet of commercial or industrial floor area shall include a minimum of 4,000 square feet of floor area for a child care facility.
 5. A Project which consists of between 500,000 and 999,999 square feet of commercial or industrial floor area shall include

a minimum of 8,000 square feet of floor area for a child care facility.

6. A Project which consists of 1,000,000 square feet of commercial or industrial floor area or greater shall include a minimum of 12,000 square feet of floor area for a child care facility.
7. No certificate of occupancy for a commercial, industrial or Mixed Use Project which is subject to the requirement to include floor area for a child care facility shall be issued prior to the issuance of the certificate(s) of occupancy for the child care facility required pursuant to this Subsection.

B. Required Outdoor Play Area. In addition to the floor area requirements specified in Subsection A of this Section, there shall be provided a minimum of 75 square feet of on-site outdoor play area per child served by the child care facility.

C. Location of Child Care Facility

1. The owner(s) of a Project consisting of fewer than 500,000 square feet of commercial or industrial floor area shall locate the child care facility on-site. For the purposes of this Subsection, on-site shall mean the Project lot or lots, or, if the Project is one stage of a multi-staged, Unified Development, within the boundary of the Unified Development.
2. The owner(s) of a Project consisting of between 500,000 and 999,999 square feet of commercial or industrial floor area may provide child care facilities on two separate locations, provided that at least one-half of the required floor area is located on-site, and the remaining required floor area is located within one-half mile of the Project lot or lots.
3. The owner(s) of a Project consisting of 1,000,000 square feet of commercial or industrial floor area or greater may provide the required floor area for the child care facilities on three separate locations, provided that at least 4,000 square feet of floor area is located on-site, and the remaining required floor area is located within one-half mile of the Project lot or lots.

D. Combined Child Care Facilities. The requirements of Subsections A, B and C of this Section may be satisfied through the development of combined child care facilities by Applicants for two or more individual Projects or by combining with an existing child care facility, provided the standards for minimum floor area, outdoor play area, and maximum distance from the Project lot or lots are met.

E. Reserved Affordable Child Care Slots. A minimum of 30% of the child care slots in all required child care facilities shall be reserved for families who qualify as Low or Very Low Income households and who live and/or work within the boundary of the Specific Plan area, or in dwelling units provided pursuant to Section 11 H 2 of this Specific Plan. The child care fee for these reserved slots shall be

consistent with the Family Fee Schedule published by the California State Department of Education for child day care, as determined by the City's Child Care Coordinator.

F. Enforcement

1. The City's Child Care Coordinator shall be responsible for the monitoring and enforcement of the requirements of this Section.
2. All Project owners required to provide a child care facility shall submit an annual report to the Child Care Coordinator. The report shall document the number of children served, the number of reserved affordable child care slots and the fees charged. The first report shall be due 12 months after issuance of any certificate of occupancy for the child care facility or facilities.

Section 13.

RESOURCE CONSERVATION REQUIREMENTS

A. Required Measures. The owner(s) of a commercial, industrial or Mixed Use Project consisting of 100,000 square feet or more of non-residential floor area shall:

1. Implement a white-paper, newspaper, glass, aluminum and plastics recycling program;
2. Install commercial-size trash compactors;
3. Install a dual plumbing system, in order to permit the use of reclaimed water for irrigation, toilets, air conditioning systems, and other appropriate purposes as determined by the Director of Planning; and
4. Install ultra-low flush toilets in all restrooms and bathrooms.

B. Enforcement. At the time of application for a Project Permit Compliance Review approval pursuant to Section 17 of this Specific Plan, the Project Applicant subject to the requirements of this Section shall provide plans which clearly label the location(s) of: (1) centralized deposit and collection of required recyclable materials; (2) trash compaction; and (3) plumbing and fixtures designed to carry and discharge reclaimed water. The Director of Planning shall consult with the Office of Integrated Solid Waste Management of the Board of Public Works to insure compliance with the requirements of this Section.

Section 14.

SIGN REGULATIONS

A. Prohibited Signs. The following signs are prohibited:

1. Roof signs.
2. Monument signs and pole signs, except as permitted in

Subsection G 4 of this Section.

3. Off-site commercial signs.
4. Signs having flashing, mechanical, strobe or blinking lights, or moving parts.
5. Mural signs.
6. Projecting signs, except that pedestrian signs shall be permitted.
7. Building/business identification signs, except for building/business identification signs on commercial buildings over 75 feet in height, subject to approval by the Director of Planning pursuant to the Project Permit Compliance Review process of Section 17 of this Specific Plan..

B. Permitted Signs.

1. Except where expressly provided otherwise below, LAMC Chapter IX, Article 1, Division 62 shall apply to signs.
2. Notwithstanding the provisions of Section 91.6205.11 of the LAMC to the contrary, pennants, banners and flags which do not contain text or logos are permitted, subject to review and approval by the Director of Planning pursuant to the Project Permit Compliance Review process of Section 17 of the Specific Plan.

C. Number of Signs. No more than one wall sign or awning sign, and one Pedestrian Sign or window sign, shall be constructed, placed, created or maintained for each Premise, except that:

1. Premises located above the Ground Floor which do not take their primary access directly from an exterior walkway open to the public may have only a business identification sign adjacent to each exterior entrance which provides access to those Premises.
2. Premises with at least 60 feet of store frontage may have an additional business identification sign for each 30 feet of store frontage in excess of 30 feet.
3. Ground Floor Premises which have an entrance on an alley may have one additional business identification sign on the exterior wall which abuts the alley.
4. Premises which take their primary access from an exterior walkway open to the public and which are located on a street corner may have one wall sign or awning sign and one Pedestrian Sign or window sign on each exterior wall of the Premise which abuts a street.

D. Sign Area

1. Wall or Awning Signs

- a. The combined sign area of all wall and awning signs on a single-story building or structure which abuts a public street shall not exceed three square feet for each foot of street frontage. For buildings that are more than one story in height, the combined sign area of all wall and awning signs may exceed that permitted for a single-story building or structure by 10%.
- b. Theaters shall be permitted 3-1/2 square feet of sign area for each foot of street frontage.
- c. For all buildings occupied by more than one Premise, the size of signs pertaining to each Premise shall not exceed 1.5 square feet of combined sign area for each foot of store frontage of the Premise.
- d. The sign area permitted for each additional sign allowed for Premises located on an alley shall not exceed one square foot for each lineal foot of building wall occupied by the Premise on the alley on which the sign is located.
- e. Sign area shall be calculated separately for each street or alley which the building abuts and may not be accumulated.
- f. No sign shall exceed a maximum of 75 square feet, except that:
 - 1) Signs attached to theaters shall not exceed a maximum of 320 square feet; and
 - 2) A sign which abuts an alley shall not exceed a maximum of 50 square feet.

2. **Pedestrian Signs.** No Pedestrian Sign shall exceed four square feet or a vertical or horizontal dimension of 30 inches. Lettering shall be limited to a maximum of 30% of the sign area.

3. **Window Signs.** No window sign shall exceed four square feet or 15% of the window area, whichever is less.

E. Height. The height to the top of any sign, other than a building/business identification sign, shall be limited to a maximum of 20 feet above the elevation of the sidewalk or edge of the roadway nearest the sign, except that Premises which take their primary access from an exterior walkway open to the public may measure from the highest level of such exterior walkway directly under the sign.

F. Projection of Signs.

1. No wall sign shall project more than 18 inches from the face of the building to which it is attached.
2. When a Pedestrian Sign is attached to a wall, the sign shall project no more than 30 inches from the wall to which it is attached.

G. Exceptions. The provisions of this Section shall not apply to:

1. Any sign required by law or by a governmental agency.
2. Real estate signs which pertain to rent, lease or sale of an existing Premise and have a sign area which does not exceed 18 inches by 25 inches.
3. Signs advertising the sale or lease of a building or lot provided they comply with the following conditions:
 - a. Signs shall not be illuminated.
 - b. Total sign area shall not exceed 40 square feet.
 - c. Signs shall not exceed a height to the top of the sign of eight feet above the elevation of the sidewalk or edge of the roadway nearest the sign.
4. Directory Signs which have been approved by the Director of Planning pursuant to the Project Permit Compliance Review process of Section 11.5.7 of the LAMC. A Directory Sign may be a monument sign and shall be permitted only as part of a District-wide streetscape improvement pursuant to the Urban Design Guidelines contained in the Specific Plan policy document.
5. Traffic direction and parking information signs which have been approved by the Director of Planning pursuant to the Project Permit Compliance Review process of section 11.5.7 of the LAMC.
6. Temporary construction signs located on a lot where a building or structure is being erected or remodeled and which identifies the owner, architects, engineers, financing agent and/or contractors involved in the Project, provided there shall be no more than one such sign along each street on which a Project fronts, and provided that such sign shall not be more than 40 square feet in total sign area and shall not exceed a height to the top of the sign of eight feet above the elevation of the sidewalk or edge of the roadway nearest the sign. Such signs shall be removed within 15 days following completion of the construction or remodeling.
7. Temporary political or other ideological signs, provided such signs shall not be roof signs, shall not exceed 20 square feet in sign area, shall not exceed a height to the top of the sign of eight feet above the elevation of the sidewalk or edge of the

roadway nearest the sign, and, if they relate to an election or other event, shall be removed within 15 days following the election or event to which they relate.

8. Store hour signs, provided such signs shall be placed in the front door or window closest to that door and shall not exceed 64 square inches in sign area.
9. Signs which identify security protection systems, provided such signs shall not exceed 49 square inches in area.

Section 15.

UNDERGROUND UTILITIES

To the extent physically feasible, all new utility lines which directly service a Project shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service, as determined by the Department of Water and Power.

Section 16.

IMPLEMENTATION OF THE PHASES OF DEVELOPMENT

A. Calculation of Total Approved Permitted Floor Area

1. For the purpose of calculating the total Approved Permitted Floor Area for each Phase of Development as specified in Subsection A of Section 5 of this Specific Plan, at the time of issuance of a Project Permit Compliance Review approval for a Project pursuant to Section 17 of this Specific Plan, the Department of City Planning shall include the floor area square footage of the Project in the Phase of Development in which the Project Permit Compliance Review approval is granted.
2. If a Project Permit Compliance Review approval becomes null and void pursuant to Section 17 C of this Specific Plan, the floor area square footage of that Project shall be deleted from the Phase of Development in which that Project's floor area square footage was included.
3. The floor area square footage of any Project for which a project permit pursuant to Ordinance No. 165,404 or 163,094 was approved prior to the effective date of this Specific Plan shall be included in Phase 1 of the Phases of Development.
4. The floor area square footage of any Project, or any stage thereof, for which a development agreement was approved prior to the effective date of this Specific Plan shall be included in the Phase of Development in which the building permit(s) for the Project is issued.

B. General Requirements

1. The Department of City Planning shall establish, monitor and maintain an official record of all Approved Permitted Floor Area,

by Phase of Development, within the Specific Plan area. The floor area record shall be maintained at the parcel, block, Specific Plan District and Specific Plan Subarea levels.

2. The Housing Department shall establish, monitor and maintain an official record of the number of dwelling units constructed and demolished within the Specific Plan area and within the Dwelling Unit Secondary Placement Area by Applicants subject to the requirements of this Specific Plan. The rent level category (low, very low, moderate or market) of each dwelling unit shall be made a part of the record, and the record shall be maintained at the parcel, block, Specific Plan District and Specific Plan Subarea levels.
3. The Department of Transportation shall establish, monitor and maintain an official record of the vehicle carrying capacity on the street system screenlines, the freeway and transit system improvements, the number of SOV Trips, as documented through annual reports submitted by individual Project owners and/or a Transportation Management Organization serving the Specific Plan area, and the on-site and off-site office parking spaces, by Phase of Development, for all Projects within the Specific Plan area.

C. Review of the Phases of Development

1. The Department of City Planning, with the assistance of the Departments of Transportation and Housing, shall prepare and submit to the City Planning Commission an annual report on the status of the Phases of Development permitted by the Specific Plan. The report shall document: the total Approved Permitted Floor Area; the total number of dwelling units constructed and demolished within the Specific Plan area and within the Dwelling Unit Secondary Placement Area by Applicants subject to the requirements of this Specific Plan; the progress toward implementation of the transportation improvements; the percentage of SOV use; the status of the street system screenlines; the total number of office parking spaces developed within the Specific Plan area and at intercept/remote parking locations and the status of the Transportation and Housing Linkage Fee Funds. The report shall be submitted to the City Planning Commission no later than the Commission's first meeting in October of each year.
2. The Housing Department, with the assistance of the Department of City Planning, shall prepare and submit to the Affordable Housing Commission an annual report on the status of the housing requirements of the Specific Plan. The report shall document the total number of dwelling units constructed and demolished within the Specific Plan area and within the Dwelling Unit Secondary Placement Area by Applicants subject to the requirements of this Specific Plan; the rent level category of these dwelling units; and the status of the Housing Linkage Fee Fund. The report shall be submitted to the Affordable Housing Commission no later than the Commission's first

meeting in September of each year.

3. The Affordable Housing Commission, after review of the Housing Department's report, shall recommend to the City Planning Commission any actions necessary to ensure compliance with the housing requirements of this Specific Plan.
4. The City Planning Commission, after receipt of the Affordable Housing Commission's recommendation and the Department of City Planning's annual report, shall conduct a public hearing and recommend to the City Council any actions necessary to ensure that the implementation of transportation improvements and the production of housing units are in compliance with the requirements of this Specific Plan.
5. **Specific Plan Restudy.** Prior to issuance of any Project Permit Compliance Review approval for new non-residential Floor Area that would exceed either the maximum total Approved Permitted Floor Area of the Phase I limit of 3.35 million square feet or grant an approval after December 31, 2010, the Departments of City Planning, Transportation and Housing shall conduct a detailed review of the provisions of this Specific Plan, including the necessary environmental analysis, and shall recommend any amendments thereto To the City Planning Commission and the City Council.

Schedule for Commencement of Restudy. The Departments of City Planning, Transportation and Housing shall commence a restudy of this Specific Plan no later than July 1, 2008, or when the Department of City Planning approves 3.35 million square feet of Approved Permitted Floor Area of all non-residential development, whichever occurs first.

6. **Basic Development Right.** Notwithstanding the limitations specified by the Height/FAR designations on the Land Use Categories Maps and the limitations of the Specific Plan in Section 5, each lot shall have development rights or 0.35 to 1.0 floor area ratio.

Section 17.

PROJECT PERMIT COMPLIANCE REVIEW APPROVALS

Project Permit Compliance Review applications shall be processed pursuant to Section 11.5.7 of the LAMC and the following additional provisions.

- A. **Director's Authority.** The Director shall not approve or conditionally approve a Project Permit Compliance Review application unless he/she does one of the following, in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State and City CEQA Guidelines:
 1. Approves a Negative Declaration or Mitigated Negative Declaration; or

2. Certifies completion of an Environmental Impact Report (EIR).

Exception. The requirements of this Subdivision shall not apply to Project plan review for a sign permit.

Exception. The requirements of this subsection shall not apply to Project permit Compliance Review applications for a sign permit.

B. Environmental Review. As part of the application for Project Permit Compliance Review, the Project Applicant shall file necessary forms and information for environmental review as prescribed by the Director. The Director shall cause to be prepared, concurrently with the review and approval of the Project, the required environmental studies and notices for the Project.

H. Expiration.

1. If a Project Permit Compliance Review approval is not utilized within two years after the effective date, the approval shall become null and void.
2. The period of time specified in Subdivision 1 shall not include the period of time during which a lawsuit involving the Project Permit Compliance Review approval and in which the City is named as a party has been piled and is pending in a court of competent jurisdiction. This exception shall only apply is prior to the expiration of the two year time limit the Applicant applies to the Department of City Planning for a suspension of the time and the Director approves a suspension. The application shall be filed in duplicate un a public office of the Department of City Planning and shall be accompanied by a fee as required in Section 19.01 M if the LAMC. Within 40 days after receiving the application, the Director shall either grant a suspension of time for the duration of litigation or five years, whichever is less, or deny the application and make findings which are not inconsistent with the provisions of the Specific Plan.

Section 18.

SEVERABILITY

If any provision of this Specific Plan or the application thereof to any person, property or circumstances, is held invalid, the remainder of this Specific Plan or the application of such provisions to other persons, property or circumstances shall not be affected.

CENTRAL CITY WEST SPECIFIC PLAN

APPENDIX A
LIST OF HISTORIC RESOURCES

(Based on State Office of Historic Preservation Criteria)

ADDRESS	DESCRIPTION	DATE OF CONSTRUCTION	PLAN DISTRICT	PLAN LAND USE CATEGORY
1245 Colton Street	1 s Victorian cottage	1890	TBN	R4(CW)-45/3
1246 Colton Street	1 s Mediterranean residence	1938	TBN	R4(CW)-45/3
1253 Colton Street	2 s Craftsman residence	1909	TBN	R4(CW)-45/3
1254 Colton Street	1 s Victorian cottage	1890	TBN	R4(CW)-45/3
1257 Colton Street	1 s Victorian cottage	(1907)/A	TBN	R4(CW)-45/3
1305 Colton Street	1 s Victorian cottage	1890	TBN	R4(CW)-45/3
1507 Cortez Street	1 s Craftsman residence over cobblestone garage	1916	TBN	R4(CW)-45/3
1525 Cortez Street	1 s Victorian residence	(1914)/B	TBN	R4(CW)-45/3
1246 Court Street	1 s Mediterranean residence	1922	TBN	R4(CW)-45/3
1250 Court Street	1 s Turn of the Century residence	1895	TBN	R4(CW)-45/3
1260 Court Street	2 s Eastlake Influence residence	1890	TBN	R4(CW)-45/3
1264-66 Court Street	2 s Craftsman residence	1914	TBN	R4(CW)-45/3
1272 Court Street	1 s Victorian cottage	1890	TBN	R4(CW)-45/3
1274 Court Street	1 s Turn of the Century residence	(1908)/B	TBN	R4(CW)-45/3
311 Firmin Street	1 s Craftsman residence	(1890)/1905	TBN	R4(CW)-45/3
314 Firmin Street	1 s Craftsman residence	1925	TBN	R4(CW)-45/3
315 Firmin Street	2 s Craftsman residence	C	TBN	R4(CW)-45/3
316 Firmin Street	1 s Craftsman residence	C	TBN	R4(CW)/45-3
323 Firmin Street	2 s Foursquare	1910	TBN	R4(CW)-45/3
324 Firmin Street	1 s Craftsman residence	1908	TBN	R4(CW)-45/3
332 Firmin Street	2 s Mediterranean apt.	E	TBN	R4(CW)-45/3
336 Firmin Street	1 s Craftsman residence	1921	TBN	R4(CW)-45/3
402-04 Firmin Street	1 s Craftsman residence	C	TBN	R4(CW)-45/3
406-08 Firmin Street	1 s Craftsman residence	1914	TBN	R4(CW)-45/3
417 Firmin Street	1 s Craftsman residence	1911	TBN	R4(CW)-45/3
421 Firmin Street	1 s Turn of the Century residence	1898	TBN	R4(CW)-45/3
425 Firmin Street	2 s Colonial Revival residence	1911	TBN	R4(CW)-45/3
429 Firmin Street	2 s Spanish residence	1930	TBN	R4(CW)-45/3
430 Firmin Street	1 s Turn of the Century residence	1890	TBN	R4(CW)-45/3
433 Firmin Street	2 s Mediterranean	E	TBN	R4(CW)-45/3
767 Garland Avenue	2 s late Queen Anne residence	1903	EN	C4(CW)-U4/5

APPENDIX A (cont'd)

ADDRESS	DESCRIPTION	DATE OF CONSTRUCTION	PLAN DISTRICT	PLAN LAND USE CATEGORY
718-20 Hartford Avenue	2½ s Foursquare residence	1906	EN	R5(CW)-U/6
722 Hartford Avenue	2 s Foursquare residence	(1917)/B	EN	R5(CW)-U/6
726-28 Hartford Avenue	2 s Foursquare residence	1905	EN	R5(CW)-U/6
734-36 Hartford Avenue	2 s Colonial Revival residence	1906	EN	R5(CW)-U/6
735 Hartford Avenue	5 s brick hotel	1923	EN	R5(CW)-75/6
740 Hartford Avenue	2 s Foursquare residence	1904	EN	R5(CW)-U/6
743 Hartford Avenue	2 s Colonial/Foursquare residence	1905	EN	R5(CW)-75/6
748 Hartford Avenue	2 s Foursquare residence	1905	EN	R5(CW)-U/6
749 Hartford Avenue	2 s Colonial residence	1905	EN	R5(CW)-U/6
1305 Ingraham Street	5 s Renaissance Revival apt.	F	WC	R4(CW)-U/6
1312 Ingraham Street	4 s Renaissance Revival apt.	1923	WC	R5(CW)-U/6
1319 Ingraham Street	3 s Tudor apt.	1928	WC	R5(CW)-U/6
1320 Ingraham Street	2 s Transitional Queen Anne Influence/ Foursquare/Craftsman residence	1904	WC	R5(CW)-U/6
1325 Ingraham Street	3 s brick Renaissance Revival apt.	1927	WC	R5(CW)-U/6
1331 Ingraham Street	2 s Shingle Style residence	B	WC	R5(CW)-U/6
1333 Ingraham Street	2 s Craftsman residence	C	WC	R5(CW)-U/6
1335-37 Ingraham Street	2 s Colonial Revival residence	1905	WC	R5(CW)-U/6
1339 Ingraham Street	4 s Renaissance Revival apt.	1915	WC	R5(CW)-U/6
1340-48 Ingraham Street	4 s Renaissance Revival apt.	1922	WC	R5(CW)-U/6
1341 Ingraham Street	2 s Foursquare residence	1905	WC	R5(CW)-U/6
1345 Ingraham Street	2 s Foursquare residence	1901	WC	R5(CW)-U/6
1349 Ingraham Street	2 s Foursquare residence	(1922)/B	WC	R5(CW)-U/6
321 Laveta Terrace	1 s Turn of the Century residence	(1876)/B	TBN	R4(CW)-45/3
323 Laveta Terrace	1 s Turn of the Century residence	B	TBN	R4(CW)-45/3
326 Laveta Terrace	1 s Turn of the Century residence	1911	TBN	R4(CW)-45/3
329 Laveta Terrace	1 s Turn of the Century residence	B	TBN	R4(CW)-45/3
333 Laveta Terrace	Unknown	1885	TBN	R4(CW)-45/3
334 Laveta Terrace	1 s Craftsman residence			
335 Laveta Terrace	1 s Turn of the Century residence	1909	TBN	R4(CW)-45/3
339 Laveta Terrace	1 s Victorian cottage	F	TBN	R4(CW)-45/3
340 Laveta Terrace	2 s Craftsman residence	C	TBN	R4(CW)-45/3
343 Laveta Terrace	1 s Turn of the Century residence	1906	TBN	R4(CW)-45/3
350 Laveta Terrace	1 s Craftsman residence	C	TBN	R4(CW)-45/3
352 Laveta Terrace	1 s Turn of the Century residence	B	TBN	R4(CW)-45/3
356 Laveta Terrace	2 s Mediterranean court	1925	TBN	R4(CW)-45/3
361 Laveta Terrace	1 s Turn of the Century residence	1908	TBN	R4(CW)-45/3
362 Laveta Terrace	1 s Turn of the Century residence	1901	TBN	R4(CW)-45/3
366 Laveta Terrace	1 s Turn of the Century residence	1907	TBN	R4(CW)-45/3
372 Laveta Terrace	1 s Victorian cottage	A	TBN	R4(CW)-45/3

APPENDIX A (cont'd)

ADDRESS	DESCRIPTION	DATE OF CONSTRUCTION	PLAN DISTRICT	PLAN LAND USE CATEGORY
1312 Linwood Avenue	2 s Craftsman residence	1921	EN	R5(CW)-U/6
1316 Linwood Avenue	2 s Craftsman residence	1915	EN	R5(CW)-U/6
1322 Linwood Avenue	2 s Foursquare residence	1903	EN	R5(CW)-U/6
1328 Linwood Avenue	2 s Foursquare residence	B	EN	R5(CW)-U/6
1405 Miramar Street	4 s Renaissance Revival apt Nurses' Home	1924	WL	R4(CW)-75/3
1425 Miramar Street	3 s Queen Anne residence	c. 1890	WL	R4(CW)-75/3
1530 Temple Street	2 s Queen Anne residence	A	TBN	C1(CW)-75/1.5
130 Toluca Street	2 s Eastlake Influence residence	1890	TBN	R4(CW)-U/3
Toluca Street, east side, between Second & Emerald	Classical Revival Pacific Electric station	c. 1929	CH	RC5(CW)-U/6
701-05 Union Avenue	3 s Renaissance Revival commercial Anderson Hardware	F		C2-2 (Outside Specific Plan)
631 Witmer Street	2 s Italianate residence Foy residence	A	WC	C2(CW)-U/3
1141 Second Street	2-3 s Moderne DWP	1927	FS	C4(CW)-U/4.5
1203-05 Seventh Street	11 s Renaissance Revival Commodore Hotel	F	WC	C4(CW)-U/4.5
1250-56 Seventh Street	13 s Renaissance Revival Mayfair Hotel	1926	WC	C4(CW)-U/4.5
1222 Eighth Street	2 s Mission Revival	C	EN	C2(CW)-U/3

KEY TO DATE OF CONSTRUCTION (DOC) CODES	
A	Victorian era, Italianate, Queen Anne, Eastlake. c. 1885-1902
B	Turn of the Century, American Foursquare. c. 1890-1910
C	Craftsman, American Colonial Revival, Mission Revival, Classical Revival. c. 1902-1925
D	Commercial Vernacular. c. 1904-1929
E	Period and Regional Revivals, including Mediterranean and Spanish. c. 1905-1940
F	Renaissance Revival. c. 1912-1929
G	Art Deco, Streamline Moderne. c. 1925-1940
(Year)	LUPAMS date does not agree with building style

KEY TO PLAN DISTRICT CODES	
TBN	Temple/Beaudry Neighborhood
EN	Eight/Ninth Street District
FS	First/Second Street District
CH	Crown Hill District
WL	Witmer/Lucas Residential District
WC	Wilshire Corridor District

APPENDIX B
TRIP GENERATION TABLE

LAND USE	P.M. PEAK-HOUR TRIP GENERATION RATES PER 1,000 SQUARE FEET OF LAND USE GROSS FLOOR AREA*
Office less than 100,000 square feet	1.20
Office 100,001 - 499,999 square feet	0.86
Office more than 500,000 square feet	0.72
Medical Office	3.00
Hotel	0.84
Industrial	0.72
Retail 40,000 - 99,999 square feet	2.02
Retail more than 100,000 square feet	1.16
Hospital	1.35

When a Project includes a use not listed in this Appendix, then the Department of Transportation shall use reasonable methods to establish the appropriate number of Trips for that use.

* Gross Floor Area shall be as defined in Trip Generation, 4th ed., Institute of Transportation Engineers, (1987).

APPENDIX C

LIST OF TRANSPORTATION IMPROVEMENTS

I. PLAN AREA STREET SYSTEM IMPROVEMENTS

A. BEAUDRY AVENUE

Sunset Boulevard to Fourth Street. Improved to modified Major Highway standards; 80-foot roadway in 108-foot right-of-way. Three travel lanes in each direction, with a 10-foot, landscaped median (left turn pocket provided only at intersections) and 14-foot sidewalk/parkways.

Fourth Street to Sixth Street. Realigned and merged with Boylston Street.

B. BOYLSTON STREET

Third Street to Seventh Street. Realigned and improved to modified Major Highway standards; 80-foot roadway in 108-foot right-of-way. Three travel lanes in each direction with a 10-foot, planted center left turn median (left turns prohibited at mid-block) and 14-foot sidewalk/parkways.

Fourth Street to Sixth Street. Vacated and realigned to existing Beaudry Street alignment.

Colton Street to First Street. To be vacated.

C. BIXEL STREET

Crown Hill to Miramar Street.

Stage A. Improved to modified Secondary Highway standards; 74-foot roadway in 94-foot right-of-way. Three travel lanes in each direction and 10-foot sidewalk/parkways. (A 5-foot, paved Open Space Setback is required adjacent to sidewalks to increase pedestrian circulation.)

Stage B. Converted to HOV/bus Transit Mall. At such time as the Transit Mall is constructed and Lucas Avenue is improved to the standard specified in this Specific Plan, the Bixel Street roadway shall be reduced to 54 feet, with two travel lanes in each direction, and sidewalk/parkways shall be increased to 20 feet. (A 5-foot, paved Open Space Setback is required adjacent to sidewalks to increase pedestrian circulation.)

Miramar Street to Wilshire Boulevard. Improved to modified Secondary Highway standards; 56-foot roadway in 76-foot right-of-way. Two travel lanes in each direction and 10-foot sidewalks/parkways. An average 3-foot sidewalk easement is required in addition to any required street dedication. The sidewalk easement will be a minimum of two feet and a maximum of five feet. (A 5-foot, paved Open Space Setback is required adjacent to sidewalks to increase pedestrian circulation.)

Wilshire Boulevard to Seventh Street. Improved to modified Major Highway standard; 74-foot roadway on 94-foot right of way. Two travel lanes in each direction, with a 28-foot, planted center median supporting an elevated HOV/transit guideway, and 10-foot sidewalk/parkways. (A 5-foot, paved Open Space Setback is required adjacent to sidewalks to increase pedestrian circulation.)

First Street to Second Street. Improved to Secondary Highway standards; 66-foot roadway in 86-foot right-of-way. Two travel lanes and one parking lane in each direction with 10-foot sidewalk/parkways.

Colton Street to First Street. To be vacated.

Colton Street to Temple Street. Improved to Local Street standards; 28-foot roadway in 48-foot right of way, with 10-foot sidewalk/parkways.

D. GLENDALE BOULEVARD

Hollywood Freeway to First Street. Improved to modified Major Highway standards; 80-foot roadway in 108-foot right-of-way. Three travel lanes in each direction, with a 10-foot, planted center left turn median (left turns prohibited at mid-block) supporting an elevated HOV/transit guideway and 14-foot sidewalk/parkways.

E. LUCAS AVENUE

Beverly Boulevard to Sixth Street. Improved to modified Secondary Highway standards; 66-foot roadway in 90-foot right-of-way. Two travel lanes in each direction, a 10-foot painted median lane, and 12-foot sidewalk/parkways.

**F. WITMER STREET/
HARTFORD AVENUE
SOUTH OF WILSHIRE
BOULEVARD/BLAINE
AVENUE**

Third Street to Twelfth Street. Partially realigned to create a continuous street and improved to modified Secondary Highway standards; 74-foot roadway in 94-foot right-of-way. Three travel lanes in each direction, with a 10-foot, planted center left turn median and 10-foot sidewalk/parkways.

**G. TEMPLE STREET
AND SEVENTH
STREET**

Improved to modified Secondary Highway standards; 66-foot roadway in 90-foot right-of-way. Two travel lanes and a parking lane in each direction, with a center median and 12-foot sidewalk/parkways.

**H. BEVERLY
BOULEVARD/FIRST
STREET AND
SECOND STREET**

Improved to modified Major Highway standards; 80-foot roadway in 108-foot right-of-way. Three travel lanes in each direction, with a 10-foot, landscaped median (left turn pocket provided only at intersection) and 14-foot sidewalk/parkways.

**I. THIRD STREET AND
SIXTH STREET**

Witmer Street to Harbor Freeway. Improved to one-way, modified Secondary Highway standards; 66-foot roadway in 90-foot right-of-way. Four travel lanes and two parking lanes westbound on Third Street, eastbound on Sixth Street, with 12-foot sidewalk/parkways.

J. FOURTH STREET

Witmer Street to Harbor Freeway. Improved to one-way, modified Collector Street standards; 56-foot roadway in 76-foot right-of-way. Four travel lanes and one parking lane eastbound on Fourth Street, with 10-foot sidewalk/parkways.

K. FIFTH STREET

sidewalk.

Witmer Street to Lucas Avenue. Improved to Collector Street standards; 44-foot roadway, 64-foot right-of-way, and a 10-foot

Lucas Avenue to Harbor Freeway. Improved to one-way, modified Collector Street standards; 56-foot roadway in 76-foot right-of-way. Four travel lanes and one parking lane westbound on Fifth Street, with 10-foot sidewalk/parkways.

L. EIGHTH STREET AND NINTH STREET

Witmer Street to Harbor Freeway. Improved to one-way, Secondary Highway standards; 66-foot roadway in 86-foot right-of-way. Four travel lanes and one parking lane westbound on Eighth Street, eastbound on Ninth Street, with 10-foot sidewalk/parkways.

M. GARLAND STREET, INGRAHAM STREET, SHATTO STREET, MIRAMAR STREET, EMERALD STREET, VALENCIA STREET, COLUMBIA AVENUE, VICTOR STREET, MARYLAND STREET, COURT STREET, COLTON STREET, ANGELINA STREET & LINWOOD AVENUE, EDGEWARE ROAD & SECOND STREET

Lucas Avenue to Witmer Street. Improved to Collector Street standards; 40-foot roadway in 60-foot right-of-way. Two travel lanes and one parking lane in each direction, with 10-foot sidewalk/parkways.

II FREEWAY IMPROVEMENTS

A. PHASE 1 OF DEVELOPMENT

1. **Glendale Boulevard/Hollywood Freeway on/off-ramps.** Reconstruct existing ramps to full diamond interchange.
2. **Beaudry Avenue/Hollywood Freeway and Beaudry Avenue/Pasadena-Hollywood Freeway connector on/off-ramps.** Add half diamond interchange to Hollywood Freeway at Beaudry Avenue to provide eastbound off-ramp and westbound on-ramp, and add southbound off-ramp from the Pasadena-Hollywood Freeway connector to Beaudry Avenue.
3. **Hollywood Freeway.** Add one lane in each direction between Vermont Avenue and the four level interchange. Future conversion to HOV lane between Glendale Boulevard and

Vermont Avenue.

4. **Hoover Street-Union Avenue/Santa Monica Freeway connection.** Improve on and off ramps and surface streets for better freeway connections to Union Avenue.

III TRANSIT IMPROVEMENTS

PHASE 1 OF DEVELOPMENT

1. **Commuter and Shuttle buses.** Purchase 257 buses for commuter express and local shuttle service.
2. **Elevated transitway from Glendale Boulevard/Colton Street to Crown Hill, connecting to Bixel Street.** Construct elevated transitway south of Hollywood Freeway onto Crown Hill and into the Bixel Street corridor.
3. **Pedestrian connection across Harbor Freeway at Maryland Street alignment.** Construct a pedestrian bridge across the Harbor Freeway from the Maryland Pedestrian Walk to the Plaza level of the Union Bank Building on the east side of the Freeway. The pedestrian bridge shall be at least 20 feet wide and of sufficient strength and design to accommodate a future automated guideway system.
4. **Transportation Management Organization.** Provide start-up costs to operate a Transportation Management Organization.

APPENDIX D

URBAN DESIGN GUIDELINES

- A. SPECIFIC PLAN DISTRICT POLICIES** All Projects shall substantially conform with the Specific Plan District policies and guidelines contained in the Specific Plan Policy document, as determined by the Director of Planning pursuant to Section 17 of this Specific Plan.
- B. COMMERCIAL, INDUSTRIAL AND MIXED USE DEVELOPMENT PROJECTS**
1. A required Plaza shall be designed to substantially conform to the following standards:
 - (a) Contain a minimum of 25% landscaped area;
 - (c) Provide seating, in the form of seat walls with a minimum height of 15 inches, benches or moveable chairs, at a ratio of 1 seat per 250 square feet of plaza area;
 - (d) Provide access for handicapped persons;
 - (e) Open to the public for 14 hours a day, on regular business days;
 - (f) Maintained with a strong management presence for security, cleanliness, programming and other user-based amenities;
 - (g) Visible and accessible from surrounding public streets;
 - (h) Plazas located in the Wilshire Corridor or Eighth/Ninth Street Districts shall be developed at or as close as is physically feasible to the adjacent finished sidewalk grade.
 - (i) Plazas located in the Temple/Beaudry, First/Second or Crown Hill Districts shall use the following formulae for grade differentials with the adjacent finished sidewalk grade:
 - (1) Plazas developed on a lot or lots with less than 10% slope may be developed at a level elevated or depressed from the finished sidewalk grade adjoining the site, corresponding to the slope of the site, provided incremental level changes connecting up or down to adjoining finished sidewalk grades do not exceed four feet, six inches (4' - 6") in the vertical, with a minimum 15-foot horizontal distance between stair/ramp elements. Continuous ramps may be provided in lieu of incremental stair/ramp elements.
 - (2) Plazas developed on a lot or lots with greater than 10% slope may be developed at a level elevated or depressed from the finished sidewalk grade, corresponding to the slope of the site, provided monumental stairs or ramps, with elevator facilities for the handicapped, are constructed to connect the Plaza to adjoining sidewalks.

- (3) Landscaping plans for all required Plazas shall be approved by the City Planning Department for their planting theme.

C. RESIDENTIAL PROJECTS AND THE RESIDENTIAL PORTION OF MIXED USE PROJECTS

1. All multiple-family residential Projects shall meet on-site per dwelling unit open space as follows:
 - (a) A minimum of 100 square feet per unit of the required useable Open Space, as provided in Section 12.21 G of the LAMC, shall be provided as Common Open Space.
 - (b) Up to a maximum of 50 square feet per unit of the required open space for units providing more than 150 square feet of open space per unit may be provided as Private Open Space, provided at least 50% of the units on the first level of residential use and 50% of the units on all levels above the first level have Private Open Space. Private Open Space shall have a minimum dimension of five feet
 - (1) Private Open Space located at the Ground Level shall be secure, screened from public view, and provided with a landscape buffer.
 - (2) Private Open Space located above the Ground Level shall be designed to provide maximum security.
 - (c) Up to a maximum of 50% of the area contained within the front yard and/or rear yard setback may be used to meet the Open Space per unit requirement; however, driveways, parking facilities of any kind and landscaped parkway areas may not be used.
 - (d) Up to a maximum of 50% of landscaped side yard setbacks may be used to meet the Open Space per unit requirement on lots with 50 feet or less of street frontage.
 - (e) Interior courtyards shall have a minimum width of ten feet, a minimum average width of 20 feet, and a minimum area of 400 square feet. A minimum of 25% of interior courtyards shall be landscaped.
2. There shall be one tree provided on-site for every dwelling unit, each of which shall be a minimum of 12 feet in height and three inches in caliper at the time of planting. In the event that this requirement cannot be met, as an alternative compliance, the applicant may, upon approval by the Director of Planning, place up to 50% of the required trees off-site, first, at locations within the Specific Plan Area, or second, at locations within the Westlake Community Plan Area.
3. All open areas not used for building driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained.

4. All landscaped areas shall be maintained with an automatic irrigation system.

**D. STREET TREE AND
OPEN SPACE
SETBACK PLANTINGS**

1. The following tree species shall be planted by the Applicant or at the Applicant's expense, as approved by the Street Tree Division of the Bureau of Street Maintenance, Department of Public Works, in the following street parkways, center medians and the required Open Space Setback areas adjacent to those street parkways, where applicable. Trees shall be a minimum of 12 feet in height and three inches in caliper at the time of planting, and shall be spaced 30 feet on center, unless otherwise specified.

(a) **Glendale Boulevard, Beaudry Avenue.**

- Parkway - alternating Washington Robusta fan palms and Magnolia trees.
- Center Median (Beaudry Avenue) - Magnolia trees.
- Open Space Setback - Magnolia tree opposite each parkway Magnolia tree.

(b) **Boylston Street - First Street to Seventh Street.**

- Parkway - alternating Washington Robusta fan palms and Ficus trees.
- Center Median - Ficus trees.
- Open Space Setback - Ficus tree opposite each parkway Ficus tree.

(c) **Boylston Street - Temple Street to Colton Street, and St. Paul Street.**

- Parkway - Ficus trees.
- Center Median (Boylston) - double row of Ficus trees
- Center Median (St. Paul) - single row of Ficus trees.

(d) **Beverly Boulevard, First Street, Second Street.**

- Parkway - alternating Washington Robusta fan palms and Magnolia trees.
- Center Median - Magnolia Trees.

(e) **Lucas Avenue - Beverly Boulevard to Sixth Street.**

- Parkway - alternating Washington Robusta fan palms and Ficus trees.
- Center Median - alternating Robusta fan palms and Elm trees.
- Open Space Setback - Ficus trees opposite each parkway Ficus tree.

(f) **Lucas Avenue - Sixth Street to Seventh Street, and Witmer Street/Hartford Avenue/ Blaine Avenue.**

- arkway - alternating Washington Robusta fan palms and

- Ficus trees.
- Center Median - alternating Washington Robusta fan palms and Elm trees.

(g) **Wilshire Boulevard, Olympic Boulevard.**

- Parkway - alternating Washington Robusta fan palms and Ficus trees.
- Center Median (Wilshire Boulevard) - Washington Robusta fan palms.
- Center Median (Olympic Boulevard) - alternating Washington Robusta fan palms and Ficus trees.

(h) **Bixel Street - Crown Hill to Wilshire Boulevard.**

- Parkway

Phase I. Washington Robusta fan palms, spaced at 20 feet on center.

Phase II. Double row of trees: Washington Robusta fan palms at outer row, spaced 20 feet on center; alternating Washington Robusta fan palms and Sycamore trees at inner row spaced 20 feet on center, except at bus turnouts.

(i) **Bixel Street - Wilshire Boulevard to Eighth Street.**

- Parkway - Washington Robusta fan palm, spaced at 20 feet on center.

(j) **Third Street, Sixth Street, Seventh Street, Temple Street.**

- Parkway - Sycamore trees.

(k) **Fourth Street, Fifth Street, Eighth Street, Ninth Street, Union Avenue, Bixel Street - First Street to Second Street, Garland Street - Seventh Street to Eighth Street, Ingraham Street, Shatto Street, Miramar Street, Emerald Drive, Columbia Avenue, Valencia Street, Victor Street, Maryland Street (Bixel Street to Lucas Avenue).**

- Parkway - Ficus trees.

CENTRAL CITY WEST SPECIFIC PLAN

DEPARTMENT OF CITY PLANNING

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GRAPHICS

Joyce Odell, Cartographer

*Former Project Staff

Exhibit C:
Motion (Council File 18-0311)

Case No.:
CPC-2018-5222-SP

PLANNING & LAND USE MANAGEMENT
MOTION

The Los Angeles City Council established the Central City West Specific Plan on April 3, 1991, under Ordinance No. 166,703. The Specific Plan was last updated on December 27, 2009, under Ordinance No. 180,983. Section 11, Subsection C of the Specific Plan imposed on new residential and residential mixed-use development projects with ten or more dwelling units an inclusionary housing requirement to construct affordable housing units or pay an alternative in-lieu payment to fund the construction of affordable units.

In 2009, in *Palmer/Sixth Street Properties, L.P. v. City of Los Angeles* (2009) 175 Cal.App.4th 1396 (*Palmer*), the Second District Court of Appeal held that the Specific Plan's inclusionary housing provisions for rental units, including the affordable housing and in-lieu payment provisions, were preempted by the state Costa-Hawkins Rental Housing Act. Since the 2009 *Palmer* decision, the City has treated the Specific Plan's inclusionary housing requirement for residential rental units as unenforceable, and entitlement applicants have prepared and processed their requests for project compliance in reliance on the City's position.

On September 29, 2017, Assembly Bill 1505 was signed into law by the Governor. AB 1505 authorizes the legislative body of any county or city to adopt ordinances to "require, as a condition of development of residential rental units, that the development include a certain percentage of residential rental units affordable to, and occupied by, households with incomes that do not exceed the limits for moderate-income, low income, very low income, or extremely low income households" as specified in State Law. AB 1505 further states the ordinance shall provide alternative means of compliance that may include in-lieu fees. Furthermore, AB 1505's recitals state it was enacted with the express purpose of allowing the inclusionary housing provisions held preempted by the *Palmer* decision. AB 1505 became effective on January 1, 2018.

To ensure the fair and equitable imposition of the Specific Plan's inclusionary housing requirements, which have not been enforced since 2009, on proposed rental housing projects currently in the planning stages, the City Council recognizes that a phased implementation of these requirements is necessary to protect the reasonable expectations of entitlement applicants with planned residential and mixed-use projects in the land development pipeline. On December 13, 2017, the Council approved the Affordable Housing Linkage Fee Ordinance (Ordinance No. 185342) which included a phased implementation approach with respect to imposition of the fee, thus allowing the real estate market to accordingly adjust and allow proposed developments in the planning stages to factor in the imposition of affordable rental units or in-lieu fee payments in assembling financing. A similar phased implementation approach would provide for sufficient advance notice, time and opportunity to appropriately plan a new development. In addition, in order to avoid confusion and increase certainty, the City ought to execute a deliberative process of informing stakeholders about its change of position on the unenforceability the Specific Plan's inclusionary housing requirement, given that its imposition at a late stage in planning may have an adverse economic impact on project feasibility and ultimately housing production. Additional clarifications are also necessary to ensure that the Specific Plan's inclusionary requirements are implemented consistently with the City's Density Bonus Ordinance and State Density Bonus Law.

I THEREFORE MOVE that the Council instruct the Planning Department, in consultation with the City Attorney, to prepare and present an ordinance to include in the Central City West Specific Plan the following additional provisions:

- a) For the first 120 days following the effective date of this ordinance, no inclusionary housing requirement under Section 11.C of the Specific Plan shall be imposed on any rental housing project for which a Building Permit Application or complete planning or zoning entitlement application has been or is submitted. For purposes of this ordinance, a complete planning or zoning entitlement application is an application that has been accepted by the Department of City Planning and for which the application fees have been paid or for which a vesting tentative tract map has been filed and has been deemed complete. If an Applicant submitted a Building Permit Application or a



APR 11 2018

complete planning or zoning entitlement application for a development project, that development project shall not be subject to the re-established Specific Plan Section 11.C;

- b) An Applicant for a rental housing project that is subject to Specific Plan Section 11.C who submits a Building Permit Application or a complete Planning or zoning entitlement application (whichever is first):
 - a. 121 days following the effective date of this ordinance shall be required to provide one-third of the total affordable requirement or in lieu payment specified under Specific Plan Section 11.C;
 - b. 306 days after the effective date of this ordinance shall be required to provide two-thirds of the total affordable requirement or in lieu payment specified under Specific Plan Section 11.C;
 - c. 485 days or more after the effective date of this ordinance shall be required to provide the total affordable requirement or in lieu payment specified under Specific Plan Section 11.C;
- c) An Applicant for a rental housing project that is subject to the Affordable Linkage Fee Ordinance under LAMC Section 19.18 may elect to pay the Affordable Housing Linkage Fee in lieu of complying with the inclusionary housing requirements of Section 11.C of the Specific Plan. An Applicant shall pay a cash deposit, as determined by the Department of City Planning, which shall collect and remit the deposited amount to the City Treasurer for deposit into the Central City West Housing Fund, as established by Article 23, Section 5.115.6 of the Los Angeles Administrative Code;
- d) For the purpose of determining the required set aside under Specific Plan Section 11.C, “dwelling units with the Project” shall have the same meaning as the term as “total units” or “total dwelling units” in Government Code Section 65915(b)(3);
- e) For the purpose of compliance with Specific Plan Section 11.C’s set aside requirement, an 8% Very Low Income set aside may be provided as an alternative to a 15% Low Income set aside.

PRESENTED BY: _____


GILBERT A. CEDILLO
Councilmember, 1st District

SECONDED BY: _____



ORIGINAL

Exhibit D:
Environmental Clearance – ENV-2018-5223-ND

Case No.:
CPC-2018-5222-SP

The **Negative Declaration** will be available upon completion of the AB52 Request for Tribal Consultation 30 day response period.



Department of City Planning

City Hall, 200 N. Spring Street, Room 667, Los Angeles, CA 90012

November 5, 2018

TO: City Planning Commission
FROM: Giselle Corella, City Planning Associate

TECHNICAL MODIFICATIONS TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. CPC-2018-5222-SP; CENTRAL CITY WEST SPECIFIC PLAN AMENDMENT

The following technical modification needs to be incorporated into the staff recommendation report to be considered at the City Planning Commission meeting of November 8, 2018, related to Item No. 11 on the meeting agenda.

The technical modification is to update Exhibit D: Environmental Clearance – ENV-2018-5223-ND (“Negative Declaration”). Pursuant to Public Resources Code Section 21080.3.1, the Negative Declaration was not released until completion of the AB52 Request for Tribal Consultation 30 day response period. As described in the Negative Declaration, formal notification from the lead agency was mailed September 7, 2018.



INITIAL STUDY / NEGATIVE DECLARATION

CENTRAL CITY WEST SPECIFIC PLAN AMENDMENT

Environmental Case Number: ENV-2018-5223-ND

Planning Case Number: CPC-2018-5222-SP

Project Location: The Project Area includes all lots within the Central City West Specific Plan Area.

Council Districts: 1 – Gil Cedillo and 13 – Mitch O’Farrell

Project Description:

The Proposed Project would modify the affordable housing requirements of the Central City West Specific Plan (Specific Plan). The Proposed Project, by itself, does not propose or authorize any development. The existing affordable housing requirements are triggered when the proposed development is a multiple-family residential or mixed-use project consisting of 11 dwelling units or more. The proposed modifications to the Specific Plan’s existing affordable housing requirements would better align the requirements with changes to State and City regulations that were adopted subsequent to the adoption of the Specific Plan which similarly aim to encourage affordable housing within multiple-family residential and mixed use projects. Since the Specific Plan’s adoption in 1991, several regulations, including, but not limited to, the State Density Bonus Implementation Ordinance; the City Density Bonus laws, the Affordable Housing Linkage Fee Ordinance, the Transit Oriented Communities Affordable Housing Incentive Program (TOC); and Measure JJJ, require and/or create incentives for development projects to provide a certain percentage of dwelling units as affordable dwelling units or pay fees. Future development projects consisting of 11 or more dwelling units will be required to comply with these revised provisions. The proposed ordinance includes the following changes: the method for calculating affordable dwelling units; the inclusion of additional income categories as an option to comply with the Specific Plan’s Inclusionary Housing provision; the replacement of the Specific Plan’s “Housing Linkage fee” with commensurate fees required by the Citywide Housing Linkage Fee Ordinance; and phasing of the implementation of the modified housing requirements.

PREPARED BY:

City of Los Angeles
Department of City Planning
Policy Planning Bureau

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INTRODUCTION

The subject of this Initial Study/Negative Declaration (IS/ND) is an amendment to the Central City West Specific Plan (Specific Plan). The proposed ordinance (Project), by itself, does not propose or authorize any development. The regulations are triggered by application for a building permit for a “development project” defined as the construction, erection, addition to, or alteration of any building or structure, or use of land, or change of use, on a lot to a multiple-family residential or mixed use project consisting of 11 dwelling units or more located within the Central City West Specific Plan Area (Refer to Figure 1). The proposed Project would modify the existing Specific Plan Housing Requirements.

The Project Area includes all lots within the Central City West Specific Plan Area of the City of Los Angeles (City). A full description of the proposed Project is provided in the Section titled **Project Description**.

PROJECT INFORMATION

Project Title: Central City West Specific Plan Amendment

Project Location: Central City West Specific Plan Area generally bounded by Hollywood Freeway (US-101) to the north, the Harbor Freeway (SR-110) to the east, Olympic Boulevard to the south, and to the west by Glendale Boulevard and Union Avenue.

Lead Agency: City of Los Angeles Department of City Planning
200 N. Spring St., Room 667
Los Angeles, CA 90012

ORGANIZATION OF INITIAL STUDY/ NEGATIVE DECLARATION

This Initial Study is organized into four sections as follows:

Introduction: This section provides introductory information such as the Project title, Project location, and the lead agency for the Project.

Project Description: This section provides a detailed description of the environmental setting and the Project, including Project characteristics and environmental review requirements.

Initial Study Checklist: This section contains the completed Appendix G Initial Study Checklist included in the State CEQA Guidelines.

Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area.

PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

Project Location

The Project Area includes all lots within the boundaries of the Central City West Specific Plan. The Central City West Specific Plan Area (SPA) is located immediately west of Downtown Los Angeles as shown in Figure 1, comprising of approximately 491 acres bounded generally by the Hollywood Freeway (US-101) on the north, the Harbor Freeway (SR-110) on the east, Olympic Boulevard on the south, and on the west by Glendale Boulevard and Union Avenue.

The majority of the lots within the SPA are designated for commercial and multiple-family residential uses with some lots designated for public facilities and open space uses. The proposed ordinance amending the affordable housing requirements of the Central City West Specific Plan would apply to all multiple-family residential or mixed use developments consisting of 11 dwelling units or more with the SPA.

PROPOSED PROJECT

Project Background

The Central City West Specific Plan (Specific Plan) was adopted on February 20, 1991, under Ordinance No. 166,703 and subsequently amended five times, with the most recent amendment made in 2009. Since the adoption of the Specific Plan amendment, several developments have been subject to the affordable housing provisions. However, in 2009, in *Palmer/Sixth Street Properties, L.P. v. City of Los Angeles* (Palmer), the Second District Court of Appeal held that the Specific Plan's affordable housing provisions, specifically its Inclusionary Housing provisions for rental units, were preempted by the State Costa-Hawkins Rental Housing Act. Since the 2009 *Palmer* decision, the City has treated the Specific Plan's Inclusionary Housing requirement for residential units as unenforceable and projects have been processed in accordance with the *Palmer* decision.

Since the *Palmer* decision, State laws and City ordinances have been adopted to facilitate the development of affordable housing units. The most recent State law, Assembly Bill (AB) 1505, which became effective January 1, 2018, explicitly mentions *Palmer/Sixth Street Properties, L.P. v. City of Los Angeles* and declared its intent to supersede the *Palmer* decision. With the passage of AB1505, local jurisdictions have authority to impose inclusionary housing ordinances.

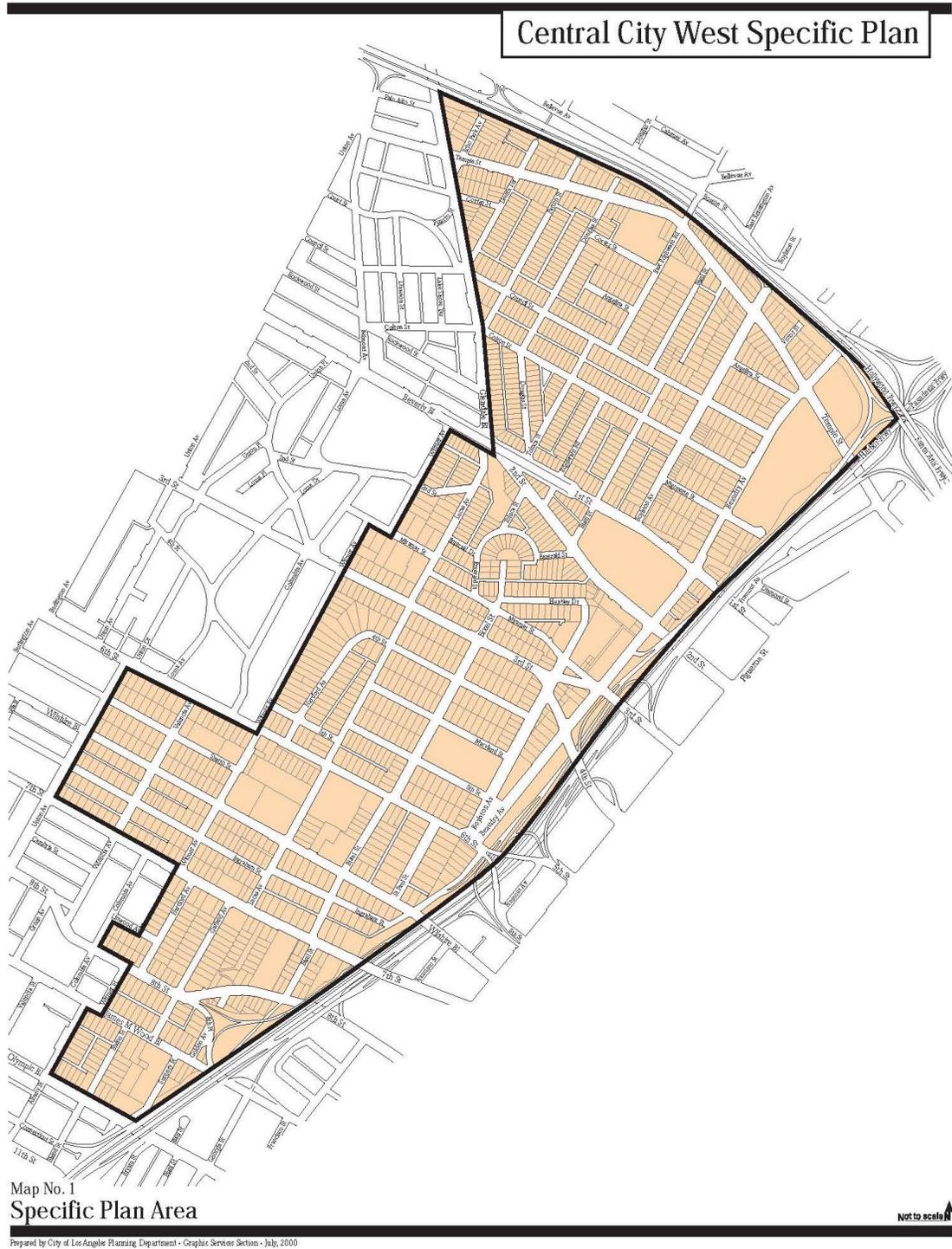
As a result of AB 1505, the City Council adopted a Motion on June 13, 2018, directing the Department of City Planning to prepare and present an ordinance amending the Central City West Specific Plan's affordable housing provisions in order to phase in the inclusionary housing requirement and to prepare other revisions to the Specific Plan's affordable housing provisions that make them more consistent with current affordable housing laws.

Project Description

The Proposed Project would modify the affordable housing requirements of the Central City West Specific Plan (Specific Plan). The Proposed Project, by itself, does not propose or authorize any development. The affordable housing requirements are triggered when the proposed development is a multiple-family residential or mixed use project consisting of 11 dwelling units or more. The proposed modifications to the Specific Plan's existing affordable housing requirements would better align the requirements with changes to State and City regulations that were adopted subsequent to the adoption of the Specific Plan which similarly aim to encourage affordable housing within multiple-family residential and mixed use projects. Since the Specific Plan's adoption in 1991, several regulations, including, but not limited to, the State Density Bonus Implementation Ordinance; the City Density Bonus laws, the Affordable Housing Linkage Fee Ordinance, the Transit Oriented Communities Affordable Housing Incentive Program (TOC); and Measure JJJ, require and/or create incentives for development projects to provide a certain percentage of dwelling units as affordable dwelling units or pay fees. Future development projects consisting of 11 or more dwelling units will be required to comply with these revised provisions. The proposed ordinance includes the following changes:

- Modifying how affordable dwelling units are calculated;
- Including an additional income category as an option to comply with the Inclusionary Housing provision;
- Replacing the Specific Plan's "Housing Linkage fee" with commensurate fees required by the Citywide Housing Linkage Fee Ordinance; and
- Phasing the implementation of the modified housing requirements.

Figure 1: Project Area



CITY OF LOS ANGELES OFFICE OF THE CITY CLERK ROOM 395, CITY HALL LOS ANGELES, CALIFORNIA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT NEGATIVE DECLARATION		
LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICTS: CD 1 - Gil Cedillo and 13 - Mitch O'Farrell	
PROJECT TITLE: Central City West Specific Plan Amendment	CASE NO: CPC-2018-5222-SP	
PROJECT LOCATION: Central City West Specific Plan area. The Specific Plan Area (SPA) is located immediately west of Downtown Los Angeles as shown in Figure 1, comprising of 491 acres bounded generally by the Hollywood Freeway (US-101) on the north, the Harbor Freeway (SR-110) on the east, Olympic Boulevard on the south, and on the west by Glendale Boulevard and Union Avenue.		
PROJECT DESCRIPTION: The Proposed Project would modify the affordable housing requirements of the Central City West Specific Plan (Specific Plan). The Proposed Project, by itself, does not propose or authorize any development. The existing affordable housing requirements are triggered when the proposed development is a multiple-family residential or mixed use project consisting of 11 dwelling units or more. The proposed modifications to the Specific Plan's existing affordable housing requirements would better align the requirements with changes to State and City regulations that were adopted subsequent to the adoption of the Specific Plan which similarly aim to encourage affordable housing within multiple-family residential and mixed use projects. Since the Specific Plan's adoption in 1991, several regulations, including, but not limited to, the State Density Bonus Implementation Ordinance; the City Density Bonus laws, the Affordable Housing Linkage Fee Ordinance, the Transit Oriented Communities Affordable Housing Incentive Program (TOC); and Measure JJJ, require and/or create incentives for development projects to provide a certain percentage of dwelling units as affordable dwelling units or pay fees. Future development projects consisting of 11 or more dwelling units will be required to comply with these revised provisions. The proposed ordinance includes the following changes: the method for calculating affordable dwelling units; the inclusion of additional income categories as an option to comply with the Specific Plan's Inclusionary Housing provision; replacement of the Specific Plan's "Housing Linkage fee" with commensurate fees required by the Citywide Housing Linkage Fee Ordinance; and phasing of the implementation of the modified housing requirements.		
FINDING: The Department of City Planning of the City of Los Angeles finds that the proposed Project WILL NOT have a significant effect on the environment, an ENVIRONMENTAL IMPACT REPORT is NOT required. The INITIAL STUDY/NEGATIVE DECLARATION prepared for this project is attached.		
NAME OF PERSON PREPARING THIS FORM Giselle Joyce B. Corella	TITLE City Planning Associate	TELEPHONE NUMBER (213) 978-1357
ADDRESS Community Planning 200 North Spring Street, Room 667 Los Angeles, CA 90012	SIGNATURE (Official) 	DATE 11/2/2018

CITY OF LOS ANGELES OFFICE OF THE CITY CLERK ROOM 395, CITY HALL LOS ANGELES, CALIFORNIA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)		
LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: 1 – Gil Cedillo 13 – Mitch O’Farrell	DATE:
RESPONSIBLE AGENCY: N/A		
ENVIRONMENTAL CASE: ENV-2018-5223-ND	RELATED CASES: N/A	
PREVIOUS ACTIONS CASE NO.: N/A		
PROJECT DESCRIPTION: CENTRAL CITY WEST SPECIFIC PLAN AMENDMENT		
ENV PROJECT DESCRIPTION: The Proposed Project would modify the affordable housing requirements of the Central City West Specific Plan (Specific Plan). The Proposed Project, by itself, does not propose or authorize any development. The existing affordable housing requirements are triggered when the proposed development is a multiple-family residential or mixed use project consisting of 11 dwelling units or more. The proposed modifications to the Specific Plan’s existing affordable housing requirements would better align the requirements with changes to State and City regulations that were adopted subsequent to the adoption of the Specific Plan which similarly aim to encourage affordable housing within multiple-family residential and mixed use projects. Since the Specific Plan’s adoption in 1991, several regulations, including, but not limited to, the State Density Bonus Implementation Ordinance; the City Density Bonus laws, the Affordable Housing Linkage Fee Ordinance, the Transit Oriented Communities Affordable Housing Incentive Program (TOC); and Measure JJJ, require and/or create incentives for development projects to provide a certain percentage of dwelling units as affordable dwelling units or pay fees. Future development projects consisting of 11 or more dwelling units will be required to comply with these revised provisions. The proposed ordinance includes the following changes: the method for calculating affordable dwelling units; the inclusion of additional income categories as an option to comply with the Specific Plan’s Inclusionary Housing provision; the replacement of the Specific Plan’s “Housing Linkage fee” with commensurate fees required by the Citywide Housing Linkage Fee Ordinance; and phasing of the implementation of the modified housing requirements.		
ENVIRONMENTAL SETTING: The Specific Plan area is an urban environment located adjacent to downtown Los Angeles. A majority of lots are zoned multiple-family residential, commercial and mixed-uses and is one of the densest areas in the City. There are also several lots developed with public uses including schools and open spaces such as the Vista Hermosa 10.5 acre urban natural park.		
PROJECT LOCATION: Central City West Specific Plan area. The Specific Plan Area (SPA) is located immediately west of Downtown Los Angeles as shown in Figure 1, comprising of 491 acres bounded generally by the Hollywood Freeway (US-101) on the north, the Harbor Freeway (SR-110) on the east, Olympic Boulevard on the south, and on the west by Glendale Boulevard and Union Avenue.		
COMMUNITY PLAN AREAS: Westlake and Silver Lake- Echo Park- Elysian Valley STATUSES: <input type="checkbox"/> Preliminary <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Proposed <input type="checkbox"/> Does NOT Conform to Plan <input checked="" type="checkbox"/> ADOPTED	AREA PLANNING COMMISSION: Central	CERTIFIED NEIGHBORHOOD COUNCIL: Greater Echo Park Elysian, Downtown Los Angeles, Westlake North, and Westlake South
EXISTING ZONING: R4(CW), R5(CW), RC4(CW), RC5(CW), C1(CW), C2(CW),C4(CW), CM(CW), OS(CW), and PF(CW)	MAX DENSITY ALLOWED BY ZONING: n/a	LA RIVER ADJACENT: No
GENERAL PLAN LAND USE: High Density Residential, High Medium Residential, Medium Residential, Regional Center Commercial, Highway Oriented Commercial, Highway Oriented Commercial – High Medium Residential, Community Commercial – Mixed High Residential, Limited Commercial – Mixed Medium Residential, Community Commercial, General Commercial, Neighborhood Commercial, Limited Commercial, Commercial Manufacturing, Public Facilities, and Open Space.	MAX DENSITY ALLOWED BY PLAN DESIGNATION: n/a	

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.



Signature

City Planning Associate
Title

(213) 978-1357
Phone

INITIAL STUDY CHECKLIST

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> GREENHOUSE GAS EMISSIONS <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input type="checkbox"/> TRANSPORTATION AND TRAFFIC <input type="checkbox"/> TRIBAL CULTURAL RESOURCES <input type="checkbox"/> UTILITIES <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE								
<p>INITIAL STUDY CHECKLIST BACKGROUND (To be completed by the Lead City Agency)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">PROPONENT NAME: City of Los Angeles Department of City Planning</td> <td style="width: 50%; border: none;">PHONE NUMBER: (213) 978-1357</td> </tr> <tr> <td colspan="2" style="border: none;">APPLICANT ADDRESS: 200 N Spring St., Room 667 Los Angeles, CA 90012</td> </tr> <tr> <td colspan="2" style="border: none;">AGENCY REQUIRING CHECKLIST: Department of City of Los Angeles</td> </tr> <tr> <td style="border: none;">PROPOSAL NAME (If Applicable): Amendment to the Central City West Specific Plan</td> <td style="border: none;">DATE:</td> </tr> </table>			PROPONENT NAME: City of Los Angeles Department of City Planning	PHONE NUMBER: (213) 978-1357	APPLICANT ADDRESS: 200 N Spring St., Room 667 Los Angeles, CA 90012		AGENCY REQUIRING CHECKLIST: Department of City of Los Angeles		PROPOSAL NAME (If Applicable): Amendment to the Central City West Specific Plan	DATE:
PROPONENT NAME: City of Los Angeles Department of City Planning	PHONE NUMBER: (213) 978-1357									
APPLICANT ADDRESS: 200 N Spring St., Room 667 Los Angeles, CA 90012										
AGENCY REQUIRING CHECKLIST: Department of City of Los Angeles										
PROPOSAL NAME (If Applicable): Amendment to the Central City West Specific Plan	DATE:									

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS					
<i>Would the project:</i>					
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES					
<i>Would the project:</i>					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY					
<i>Would the project:</i>					
a.	Conflict with or obstruct implementation of the SCAQMD or congestion management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES					
<i>Would the project:</i>					
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by The California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES					
<i>Would the project:</i>					
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VI. GEOLOGY AND SOILS					
<i>Would the project:</i>					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of mines and geology special publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii.	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii.	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv.	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Be located on expansive soil, as defined in table 18-1-b of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS					
<i>Would the project:</i>					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS					
<i>Would the project:</i>					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY					
<i>Would the project:</i>					
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Place housing within a 100-year flood plain as mapped on federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING					
<i>Would the project:</i>					
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES					
<i>Would the project:</i>					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in the loss of availability of a locally--important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE					
<i>Would the project result in:</i>					
a.	Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING					
<i>Would the project:</i>					
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i.	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v.	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION AND TRAFFIC					
<i>Would the project:</i>					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non--motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. TRIBAL CULTURAL RESOURCES					
<i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>					
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. UTILITIES & SERVICE SYSTEMS					
<i>Would the project:</i>					
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XIX. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF THE ENVIRONMENTAL EVALUATION

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, Geology, etc.). Impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated below field investigation of the Project Area, and other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the City's Project Description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with CEQA and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts.

The proposed Project as identified in the Project Description will not cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that an Environmental Impact Report is not necessary.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in Room 750, City Hall, 200 N Spring Street.

For City information, addresses, and phone numbers: visit the City's websites at: <http://www.lacity.org>; and City Planning and Zoning Information Mapping Automated System (ZIMAS) at <http://www.cityplanning.lacity.org/>.

Engineering/Infrastructure/Topographic Maps/Parcel Information is available at: <http://boemaps.eng.ci.la.ca.us/index0.1htm>, or City's main website under the heading "Navigate LA."

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ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study/ Negative Declaration (IS/ND) contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist.

IMPACT ANALYSIS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. A scenic vista is generally defined as a public view of highly valued visual and scenic resources exhibiting a unique or unusual feature, such as mountains, hillsides, bodies of water and/or urban skylines. A scenic vista may also be a particular distant view that provides visual relief from less attractive nearby features. Designated federal and state lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape. Examples of local scenic views include public views of the Pacific Ocean and the Santa Monica Mountains.

The Project Area is located within the context of an urbanized area, adjacent to Downtown Los Angeles. In general, the Project Area is developed with commercial, multiple-family residential, manufacturing, public facilities and open space uses.

The purpose of the Project is to modify the Specific Plan’s affordable housing provisions to better align its regulations with State and City regulations.

The Project would have no impact on a scenic vista as it does not authorize or propose any development. The Project modifies the existing affordable housing provisions to better align with recently adopted changes to State and City regulations. Overall, the densities and intensities of future development remain the same as no changes to density, height or floor area ratios (FAR) are proposed. Currently, the existing affordable housing provisions require a multiple-family residential or mixed use development project consisting of 11 dwelling units or more, to replace on a one-for-one basis, Low and Very Low Income Dwelling Units and/or guest rooms demolished; or reserve 15% of the dwelling units for Low Income¹ households, whichever results in the greater number of affordable dwelling units. The addition of the

¹ Persons or families whose annual income does not exceed 80% of the median annual income for persons or families residing in the Los Angeles Standard Metropolitan Statistical Area. Median annual income shall be determined and published periodically by the Federal Department of Housing and Urban Development.

Very Low² and Extremely Low³ income categories does not increase the density or intensity of a proposed development project because it does not authorize increases in density or floor area. Therefore, the Project would have no impact as it would not block or otherwise impede an existing public view of a scenic vista.

- b) **Less Than Significant Impact.** A designated state scenic highway generally consists of a scenic corridor that is comprised of memorable landscape that showcases the natural scenic beauty or agriculture of California with minimal visual intrusions. The Project Area is located near the designated state scenic highway, Arroyo Seco Historic Parkway (SR-110), but is outside the SPA boundaries. As mentioned above, the Project does not propose any development or ground disturbing activity. Additionally, there is no basis to find the proposed amendments will indirectly result in different development patterns or building types. The proposed amendments will bring the Specific Plan into alignment with existing local and State laws. Thus, less than significant impact would occur to scenic resources within a state scenic highway.
- c) **No Impact.** Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed Project detract from the visual character of an area.

The Project is modifying the Specific Plan's existing affordable housing provisions, it does not propose or authorize development. The Project is not anticipated to induce construction of new residential or mixed-use development as it does not incentivize or provide concessions for providing affordable housing.

The modifications to the affordable housing provisions would not alter the visual character or quality of the site and its surroundings. Additionally, new residential or mixed-use developments would still be subject to the Specific Plan's Urban Design Guidelines. There is no impact, no further analysis is required.

- d) **No Impact.** Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective building cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

The Project would modify the affordable housing provisions for mixed-use or residential development projects located in commercial, multiple-family and mixed-use zones. The Project Area is generally made-up of commercial, mixed-use, and multiple-family uses with existing levels of ambient nighttime lighting, including street lights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures which passes through windows) and automobile headlights.

² A dwelling unit which is rented or sold to and occupied by "Very Low Income Households" as defined in Section 50105 of the Health and Safety Code.

³ A dwelling unit which is rented or sold to and occupied by "Extremely Low Income Households" as defined in Section 50106 of the Health and Safety Code.

Development will continue to occur in the Project Area including demolition and modifications to existing structures and new development. These uses either are currently producing some light (as in the case of existing commercial, multiple-family residential and mixed-use buildings) or would generally be located in areas that are developed and well lit. Further, residential and mixed-uses would not be expected to emit large amounts of nighttime lighting or glare as all development projects are required to comply with provisions of the LAMC in this regard. There would be no impacts and no further analysis is required.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of “Important Farmland.” The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Area is not included in the Important Farmland category⁴. Furthermore, no parcels located in the Project Area are categorized as significant farmland. The proposed Project would only apply to proposed residential or mixed use developments on lots zoned R4(CW), R5(CW), RC4(CW), RC5(CW), C1(CW), C2(CW), C4(CW), and CM(CW) and would not apply to sites zoned for agricultural use. Therefore, implementation of the proposed Project would not convert farmland to non-agricultural use. No impacts would occur, and no further analysis is required.

b) No Impact. As mentioned above, the Project Area does not include lots zoned for agricultural use. Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract. The proposed Project applies only to properties zoned for commercial, residential, or mixed-use uses. Accordingly, the Project Area does not contain any lands covered by a Williamson Act contract. Therefore, the proposed Project would not conflict with existing agricultural zoning or a Williamson Act Contract. No impacts would occur and no further analysis is required.

⁴ State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County 2014 Important Farmland Map, <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf>, accessed August 6, 2018.

- c) **No Impact.** The Project Area generally consists of commercial, multiple-family residential, mixed-use, manufacturing, public facilities and open space uses with properties zoned R4(CW), R5(CW), RC4(CW), RC5(CW), C1(CW), C2(CW), C4(CW), CM(CW), OS(CW), and PF(CW) in the Westlake and Silver Lake-Echo Park-Elysian Valley Community Plan Areas. The Project Area and the surrounding areas do not contain any forest land or land zoned for timberland production⁵. The proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. No impacts would occur and no further analysis is required.
- d) **No Impact.** See response to Section II (c) above. Forest land is defined as “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.”⁶ Timberland is defined as “land...which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees.”⁷ A variety of street trees are located throughout the Project Area, along the parkways adjacent to residential, commercial, and private property, but are largely ornamental. There is no forest land or timberland in the Project Area. No impacts would occur and no further analysis is required.
- e) **No Impact.** See responses to Sections 2 (a) through (d) above. The Project, by itself, does not propose or authorize development and only proposes to modify the affordable housing requirements of the Specific Plan. No changes of land use or zoning is proposed, therefore, no impacts would occur that could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use, no further analysis is required.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a-d) **No Impact.** The City of Los Angeles is entirely within the South Coast Air Basin (SCAB) and is subject to the Air Quality Management Plan (AQMP) prepared by the SCAQMD. The SCAQMD has adopted a 2016 AQMP that focuses on achieving clean air standards while

⁵ City of Los Angeles General Plan, Conservation Element, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed August 8, 2018.

⁶ California Public Resources Code Section 12220[g]

⁷ California Public Resources Code Section 4526

accommodating population growth forecasts compiled by the Southern California Association of Governments (SCAG).

The Project modifies the affordable housing provisions of mixed-use and multiple-family residential developments in the R4(CW), R5(CW), RC4(CW), RC5(CW), C1(CW), C2(CW), C4(CW), and CM(CW) zones to expand options for compliance with the inclusionary housing provisions. The Project by itself, does not propose or authorize development nor does it authorize or expand any new or existing land uses. All proposed development projects located within the Project Area are reviewed under the Department of City Planning's Specific Plan discretionary review process and would be subject to their own environmental review.

The Project modifies the affordable housing provisions to streamline some of its provisions to be more consistent with State Density Bonus Law and other City ordinances. It is possible that new residential and mixed-use developments will be constructed as a result of the Project, due to the fact that there are no zoning changes proposed new construction is not expected to exceed levels that would occur under existing zoning. Additionally, new construction of residential and mixed-use developments are expected to be consistent with the same pace as development projects participating in State Density Bonus Law or other similar City ordinance offering incentives or concessions for the construction of affordable housing. The Project is not anticipated to significantly induce construction or otherwise alter development patterns in the area or the City, therefore, it is not reasonably foreseeable that modifying the affordable housing provisions will cause additional impacts to air quality as no development or construction is proposed. Since the Project Area is located in an urbanized environment with existing residential, mixed-use, and commercial buildings, traffic impacts would have already been included in the AQMP. Therefore, the Project does not conflict with the applicable air quality plan, violate any air quality standard or contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under federal or state ambient air quality standard. Further, the Project would not expose sensitive receptors to substantial pollutant concentrations. No impacts would occur.

- e) **Less Than Significant Impact.** According to the SCAQMD, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding⁸.

The proposed Project, by itself, would not authorize or propose any development. The implementation of the proposed Project would not generate objectionable odors affecting a substantial number of people. Impacts related to odors would be due to construction activities and would be typical of most construction sites. Additionally, the odors from the construction of individual development projects would be temporary and the construction activity would be required to comply with SCAQMD Rule 402⁹. A less than significant impact relative to an odor nuisance would occur during construction activities associated with future development.

⁸ South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning; <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>, August 10, 2018.

⁹ SCAQMD Rule 402 states the following "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

IV. BIOLOGICAL RESOURCES

Would the project:

- | | Potentially
Significant
Impact | Less Than
Significant
with
Mitigation
Incorporated | Less Than
Significant
Impact | No
Impact |
|--|---|---|---|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a) No Impact.** Habitats are natural and/or artificial environments that support the survival of wild animals and native plants. Five habitat types have been identified by the City¹⁰. These habitat types include Inland habitats, Significant Ecological Areas (SEA), Wildlife Corridors, Ocean, and Coastal Wetlands.

The Project Area is located in an urbanized setting and is southeast of Griffith Park, which is identified as a Significant Ecological Area in the City’s General Plan Conservation and Open Space Element. With the potential exception of native trees protected by LAMC Ordinance No. 177,404, the proposed Project does not propose or authorize any new development in the habitat areas identified above, or expand any new or existing allowable land uses. Further, activities that occur pursuant to the proposed Project would only be permitted on residential, mixed-use, and commercial zoned lots. As such, the proposed Project would not directly affect any special status species and would not modify any special status species habitat.

Species expected to occur within the Project Area would be limited to terrestrial species (such as squirrel, opossum, or gopher) and birds that are commonly found in, and are tolerant of, urban environments. Therefore, the proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. No impacts would occur and no further analysis is required.

¹⁰ City of Los Angeles General Plan, Conservation Element, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed August 7, 2018.

- b) **No Impact.** No riparian habitat or other sensitive natural community exists within the Project Area¹¹. Thus, implementation of the proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service. Therefore, no impacts would occur and no further analysis is required.
- c) **No Impact.** As discussed in Section IV (b), there are no wetlands located within the Project Area. A significant impact would occur if federally protected wetlands would be modified or removed by a project. The proposed Project, by itself, does not propose or authorize any development and therefore would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impacts would occur and no further analysis is required.
- d) **No Impact.** Wildlife corridors are land segments that connect two or more large habitat areas and provide a habitat for movement of animals between those areas. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located within the Project Area. However, a number of mature trees are scattered within the Project Area and may provide suitable habitat, including nesting habitat, for migratory birds.

The Migratory Bird Treaty Act (MBTA) governs the taking, killing, possession, transportation, selling, purchasing, and bartering of any migratory birds, their eggs, parts, and nests. The US Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA.

Construction activities that occur pursuant to the proposed Project would occur on lots zoned for residential, mixed-use, and commercial uses and would be required to comply with the provisions of the MBTA. The Project itself does not propose or authorize development and as discussed above is not expected to induce development or otherwise alter existing development or development patterns, therefore, no impacts would occur and no further analysis is required.

- e) **Less Than Significant Impact.** The City's Protected Tree Ordinance No. 177,404 (Chapter IV, Article 6 of the Los Angeles Municipal Code), defines protected trees as:

Any of the following Southern California native tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree:

- *Oak trees including Valley Oak (Quercus lobata) and California Live Oak (Quercus agrifolia), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (Quercus dumosa);*
- *Southern California Black Walnut (Juglans californica var. californica);*
- *Western Sycamore (Platanus racemosa); and*
- *California Bay (Umbellularia californica).*

There are a number of trees located along roadways and on private property within the Project Area that may potentially meet the requirements of the City's Protected Tree Ordinance. The Project by itself does not propose or authorize any development and as

¹¹ US Fish and Wildlife Service National Wetlands Inventory, Wetlands Data Mapper, <https://www.fws.gov/wetlands/data/Mapper.html>, accessed August 7, 2018.

discussed above is not expected to induce development or otherwise alter existing development or development patterns. Construction activities that occur pursuant to the Project would be required to comply with the City’s Protected Tree Ordinance.

Additionally, there is a proposed code amendment (Planning Case file number: CPC-2016-4520-CA) to include native shrub species in the definition of “Protected Tree” which would additionally include the Mexican Elderberry (*Sambucus Mexicana*) and Toyon (*Heteromeles arbutifolia*) as a “Protected Tree.” Although the proposed code amendment has not been adopted, any subsequent code amendments to include additional Protected Trees would also be considered, thus, compliance with the City’s Protected Tree Ordinance would ensure that impacts to protected trees would be less than significant and no further analysis is required.

- f) **No Impact.** The City does not have any adopted Habitat Conservation Plans.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment¹². Section 15064.5 of the State CEQA Guidelines defines a historical resource as (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency’s determination is supported by substantial evidence in light of the whole record. A list of Historic Resources (based on State Office of Historic Preservation Criteria) is included in the Specific Plan’s Appendix A. Additional resources may be included in SurveyLA.

Under the City’s Cultural Heritage Ordinance local buildings and sites that meet the criteria for designation can be declared “Historic-Cultural Monuments” (HCMs) by the City Council after recommendation from the Cultural Heritage Commission. Additionally, the City has a Historic Preservation Overlay Zones (HPOZs) Program (commonly known as historic districts) to provide for review of proposed exterior alterations and additions to historic properties within designated districts. The City has adopted HPOZs for various

¹² California Public Resources Code Section 21084.1

neighborhoods citywide, however, no HPOZs are located within the Project Area boundaries¹³.

There are several HCMs located within the Project Area, including the Bob Baker Marionette Theater; a complete list of the HCMs are shown in Table 1, Historic Cultural Monuments in the Project Area. Any future projects proposed on sites which contain a designated a HCM would need to comply with the HCM regulations, processes and procedures for any demolitions, alterations, and/or additions to the building in addition to complying with the regulations of the Specific Plan and other applicable ordinances and provisions of the Los Angeles Municipal Code (LAMC). The Project by itself, does not include any proposed development or modifications to any existing structures and as discussed above is not expected to induce development or otherwise alter existing development or development patterns. The proposed amendment is limited to the affordable housing provisions of the Specific Plan and does not change the allowable height, density, FAR, or existing zoning. As such, there is no potential for historical resources to be affected by the proposed Project. Therefore, impacts to historical resources would be less than significant. No further analysis is required.

Table 1: Historic Cultural Monuments within the Project Area

Historic Cultural Monument Name	Site Address
Bob Baker Marionette Theater	1345 West 1 st Street
Belmont Tunnel/ Toluca Substation and Yard	1304 West 2 nd Street
Los Angeles Nurses Club	245 South Lucas Avenue and 1405 Miramar Street
Residence	1425 Miramar Street
Residence	757-767 Garland Avenue
David J. Witmer Family Houses and Compound	1422 West 2 nd Street and 208-210 ½ Witmer Street
Commodore Regency Apartments	1203-05 West 7 th Street and 685 South Lucas Street
Arroyo Seco Parkway Historic District	CA 110 from 4 – Level interchange in Los Angeles to East Glenarm Street in Pasadena

- b) No Impact.** Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, or resources which constitute unique archaeological resources.

Development in the Project Area would continue to be subject to the numerous laws and regulations that require state, and local agencies to consider the effects of a development project on potentially buried cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies.

If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Construction personnel shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

¹³ Department of City Planning Office of Historic Preservation, <http://preservation.lacity.org/>, accessed August 7, 2018.

The Project does not propose or authorize any development and is not expected to induce development or otherwise alter existing development or development patterns. The proposed modifications to the Specific Plan's affordable housing provisions only pertain to the amount of affordable housing required for residential and mixed use projects and does not otherwise change the underlying zoning. Thus, compliance with the aforementioned regulatory measures would ensure that impacts to archaeological resources would be on an individual development project basis. No impact would occur as a result of the Project, no further analysis is required.

- c) **No Impact.** Paleontological resources include fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. Paleontological resources are generally found within sedimentary rock formations.

All development projects would be subject to the numerous laws and regulations that require state, and local agencies to consider the effects of a proposed project on potentially buried paleontological resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies. They provide guidance concerning analytical techniques and approaches to defining appropriate actions where potentially significant impacts may occur. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines.

The Project itself, does not propose authorize development and is not expected to induce development or otherwise alter existing development or development patterns, however, future construction of residential or mixed-use development projects would need to comply with the regulatory measures described above. No impact would occur as a result of the implementation of the proposed Project and no further analysis is required.

- d) **No Impact.** The proposed Project modifies the affordable housing provisions of the Specific Plan. Currently, all residential or mixed-use development projects need to restrict 15 percent of a project's housing units as Low Income housing units. The proposed Project would include additional income categories and an additional set-aside percentage instead of the single option of 15 percent restricted Low Income housing units. The Project by itself, does not include any proposed development or modifications to any existing structures and is not expected to induce development or otherwise alter existing development or development patterns. The proposed amendment is limited to the affordable housing provisions of the Specific Plan and does not change the allowable height, density, FAR, or existing zoning.

In the event that human remains are uncovered during ground-disturbing activities, there are regulatory provisions to address the handling of human remains in California Health and Safety Code Section 7050.5, Public Resource Code 5097.98, and CEQA Guidelines Section 15064.5(e).

Pursuant to these codes, in the event that human remains are discovered, it requires that disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the

person responsible for the excavation or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner is required to make a determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall consult with the Native American Heritage Commission (NAHC) by telephone within 24 hours, to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC. As the Project itself does not propose or authorize development, no impact would occur and no further analysis is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **i) No Impact.** The California Geological Survey (CGS) designates Alquist-Priolo Earthquake Fault Zones, which are regulatory zones around active faults. These zones, which extend from 200 to 500 feet on each side of known active faults, identify areas where potential surface ruptures along active faults could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. No portion of the Project Area is located within the Alquist-Priolo Earthquake Fault Zone¹⁴. The Project by itself does not propose or authorize any development and is not expected to induce development or otherwise alter existing development or development patterns so no ground rupture is expected to occur from the proposed ordinance. The Project would not change the existing built environment or the natural environment, or increase the risk of exposing people or structures to potential risks listed above, therefore, no impacts related to ground rupture would occur.

ii) No Impact. The Project Area is located within seismically active Southern California and therefore, could be subject to moderate and possibly strong ground motion due to earthquakes on the Upper Elysian Park fault, Puente Hills Blind Thrust fault, or Lower Elysian Park Thrust fault¹⁵. The Project would modify the existing affordable housing requirements of the Specific Plan related to 1) the required restricted affordable housing units, 2) method of calculating affordable dwelling units, 3) the fee structure, and 4) phase of the proposed modifications within the Project Area and is not expected to induce development or otherwise alter existing development or development patterns. All development in the Project Area would be required to comply with all relevant California Building Code (CBC)¹⁶ and the City of Los Angeles Uniform Building Code (UBC) seismic standards, and if necessary the preparation of a site-specific geotechnical investigation that would evaluate the potential for seismic risk and identify appropriate mitigation measures. Compliance with existing laws regarding the risk of loss, injury, or death, from strong seismic ground shaking would reduce potential impacts to less than significant levels. Implementation of the proposed Project, by itself, does not trigger new development or construction and is not expected to induce development or otherwise alter existing development or development patterns, no impacts would occur so no further analysis is required.

iii) No Impact. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of approximately 50 feet or less. Portions of the Project Area are susceptible to liquefaction¹⁷ and thus may be susceptible to seismic-related ground failure such as lateral spreading, subsidence, or settlement. Construction activities that occur would be required to comply with current seismic design provision of the California Building Code and City's Building Code, which

¹⁴ City of Los Angeles General Plan, Safety Element, Exhibit A Alquist-Priolo Special Study Zones & Fault Rupture Study Areas, <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed August 7, 2018.

¹⁵ NavigateLA, <http://navigate.lacity.org/navigate/>, accessed August 7, 2018.

¹⁶ The CBC is published every three years, with supplements published in intervening years. The building regulations and standards have the same force of law, and take effect 180 days after the publication unless otherwise noted. The California Building Standards Commission's mission is to produce sensible and usable state building standards.

¹⁷ NavigateLA, <http://navigate.lacity.org/navigate/>, accessed August 7, 2017.

incorporates relevant provisions related to protection against liquefaction. Compliance with regulatory measures would ensure that potential impacts would be reduced to less than significant levels, additionally, the implementation of the proposed Project by itself does not trigger new development or construction and is not expected to induce development or otherwise alter existing development or development patterns, thus, no impacts would occur and so no further analysis is required.

iv) No Impact. Landslides are movements of large masses of rock and/or soil. Landslide potential is generally the greatest for areas with steep and/or high slopes, low shear strength, and increased water pressure. The Project Area is located in a section of the City with hills and slopes, and is susceptible to landslides.

A number of the multiple-family residential, mixed-use, and commercial lots located in the Project Area are susceptible to landslides and a cluster of small shallow surface landslides^{18,19}. In general, development in the Project Area is required to comply with all applicable regulations and design standards of the LAMC and the City's "Hillside" Development regulations, which sets specific building requirements beyond the CBC that relate directly to development of lots in designated "Hillside Areas." In addition, if deemed necessary by Department of Building and Safety, project applicants would be required to prepare a site-specific geotechnical investigation that would evaluate the potential for landslide risk and identify appropriate mitigation measures. Compliance with these regulatory measures would ensure that the Project would not create substantial geologic risk due to landslides. Impacts would be less than significant. Additionally, the implementation of the proposed Project by itself does not trigger new development or construction and is not expected to induce development or otherwise alter existing development or development patterns, thus, no impacts would occur and no further analysis is required.

b) No Impact. Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the vicinity of the Project Area include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used.

The Project Area is located in a section of the City with hills. Construction activities in designated "Hillside Areas" are subject to all applicable Best Management Practices (BMPs) relating to erosion and stormwater runoff and included in the City's Low Impact Development (LID) Ordinance (Ordinance No. 181899). LID is a stormwater management strategy that seeks to mitigate the impacts of runoff and stormwater pollution as close to its source as possible. LID comprises a set of site design approaches and BMPs that are designed to address runoff and pollution at the source. The proposed Project by itself does not propose or authorize development and is not expected to induce development or otherwise alter existing development or development patterns, thus, implementation of the Project would not result in substantial erosion or loss of topsoil, no impacts would occur and no further analysis is required.

¹⁸ NavigateLA, <http://navigateLA.lacity.org/navigateLA/>, accessed August 7, 2017.

¹⁹ City of Los Angeles General Plan, Safety Element, Exhibit C Landslide Inventory & Hillside Areas in the City of Los Angeles, <http://planning.lacity.org/cwd/gnlpln/safteyelt.pdf>, accessed August 7, 2018.

- c) **No Impact.** As previously discussed in Section VI (iii) and (iv), much of the Project Area is susceptible to surface landslides and liquefaction. However, the Project does not propose or authorize development and would not authorize or expand any allowable land uses.

Any subsequent development that occurs pursuant to the Project would be designed and constructed in conformance with the CBC, as well as Los Angeles UBC requirements and other laws designed to protect site occupants from risks related to unstable soil. Compliance with existing laws regarding the risk of loss, injury, or death, from lateral spreading, subsidence, liquefaction or collapse would reduce potential impacts to less than significant levels, however, since no development project is proposed and is not expected to induce development or otherwise alter existing development or development patterns, no impacts would occur by adoption of the proposed amendments to the Specific Plan's affordable housing provisions. No further analysis is required.

- d) **No Impact.** Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content and poor drainage. The ability of clayey soil to change volume can result in uplift or cracking to foundation elements or other rigid structures such as slabs-on-grade, rigid pavements, sidewalks, or other slabs or hardscape found on these soils. Compliance with existing laws, as required by the Los Angeles Department of Building and Safety (LADBS) would reduce potential impacts from expansive soils to less than significant levels, however, the proposed Project does not propose or authorize development and would not authorize or expand any new or allowable land uses and is therefore, not expected to induce development or otherwise alter existing development or development patterns, so no impacts would occur by adoption of the proposed Project. No further analysis is required.

- e) **No Impact.** The proposed Project does not propose or authorize any new development, and would not authorize or expand any allowable land uses. The proposed Project modifies the existing affordable housing requirements and therefore would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur and no further analysis is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- a-b) **Less Than Significant.** Greenhouse gases (GHG) have been recognized to contribute to global climate change. Predicted effects of global climate change include sea level rise, water supply changes; changes to ecosystems and habitat; and human health effects. Until the passage of Assembly Bill (AB) 32, CEQA documents generally did not evaluate GHG emissions or impacts on global climate change. With the passage of AB 32, California is required to reduce its GHG emissions. Under AB 32 GHGs include:

- Carbon dioxide (CO₂);

- Methane (CH₄);
- Nitrous oxide (N₂O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs);
- Sulfur hexafluoride (SF₆); and
- Nitrogen trifluoride (NF₃)²⁰

Carbon dioxide is the primary contributor to global climate change. As a result, GHG contributions are commonly quantified in the equivalent mass of CO₂, denoted as CO₂e. The transportation sector remains the substantial source of GHG emissions in California, with emission coming from the tailpipe of cars, trucks, off-road transportation sources, intrastate aviation, etc.. The residential and commercial sectors contribute a much smaller percentage of GHG emission in California compared to the transportation, industrial, electricity, and agriculture sectors. Greenhouse gas emissions from the commercial and residential sectors are dominated by the combustion of natural gas and other fuels for household use and for commercial businesses, such as space heating, cooking, and hot water or steam generation. Emissions from electricity used for cooling (air-conditioning) and appliance operation are already accounted for in the electricity sector²¹.

The Project would align the affordable housing requirements of the Specific Plan with the existing State and City regulations; it does not propose or authorize development. The proposed Project does not intensify or change any land uses and is not expected to induce development or otherwise alter existing development or development patterns.

The California legislature passed Senate Bill (SB) 375 (2008) to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32.

As mentioned, the Project does not propose or authorize development and is not expected to induce development or otherwise alter existing development or development patterns. Future development projects would be required to comply with all applicable plans, policies or regulations for purpose of reducing the emissions of greenhouse gases, therefore, less than significant impacts would occur.

²⁰ Nitrogen trifluoride was not listed initially in AB 32 but was subsequently added to the list via legislation.

²¹ 2018 Edition, California Greenhouse Gas Emission Inventory: 2000 – 2016, https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2016/ghg_inventory_trends_00-16.pdf, accessed September 11, 2018

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) No Impact.** A significant impact would occur if the proposed Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Project would not specifically result in the transport, use, and disposal of construction-related hazardous materials, as no specific development is proposed. Any future development under the Project would occur in conformance with all applicable local, state, and federal regulations governing such activities.

Operation of future residential or mixed-use development would require the use of common hazardous materials for cleaning purposes, landscaping, and routine maintenance. Examples of such materials could include cleaning solvents, fertilizers, pesticides, and herbicides for landscaping, and painting supplies. Such products would only be considered hazardous if used inappropriately or if exposed to unfavorable conditions. All potentially hazardous materials transported, stored, or used on site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Compliance with existing local, state, and federal regulations would ensure the transport, storage, and disposal of these materials would not pose a significant hazard to the public or the environment. As the proposed Project does not authorize development and would not authorize or expand any new or allowable land uses and is not expected to induce development or otherwise alter existing development or development patterns, no impacts related to the use of hazardous materials would occur. No further analysis is required.

- b) Less Than Significant Impact.** Refer to Section VIII (a) above. Some existing structures within the Project Area that are demolished or renovated may contain lead-based paint (LBP) and/or asbestos containing materials (ACMs). If not properly abated, the demolition of these structures could accidentally release hazardous materials, and the transport of these materials could create a public health risk. Construction activities would be required to comply with the SCAQMD Rule 1403 which regulates the removal of ACMs to ensure that asbestos fibers are not released into the air during demolition and renovation activities. California Code of Regulations (CCR) Title 8, Section 1532.1 et seq. requires that all LBPs be abated and removed by a licensed lead contractor. The Project does not authorize or propose any new development and is not expected to induce development or otherwise alter existing development or development patterns. Therefore, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Less than significant impacts would occur as the result of the Project. No further analysis is required.
- c) Less Than Significant Impact.** There are several schools located within the Project Area. The Project does not authorize or propose any new development. As discussed in Section VII (a) above, any future development would generally include the use of those hazardous materials that are typically necessary for construction of residential, mixed-use or commercial development (e.g., paints, building materials, cleaners, fuel for construction equipment, etc.). Therefore, construction activities would involve routine transport, use, and disposal of these types of hazardous materials. However, the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing such activities.

All potentially hazardous materials transported, stored, or used on individual project sites for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Future development would be required to comply with all federal, state and local standards and regulations. Therefore, the Project is not expected to adversely affect the existing schools in and around the Project Area. Impacts would be less than significant. No further analysis is required.

- d) Less Than Significant Impact.** California Government Code Section 65962.5 requires various State agencies, including but not limited to, the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB), to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.

A review of the Envirostor website showed that there are a few DTSC Cleanup Sites, one Leaking Underground Storage Tank (LUST) Cleanup site, but no DTSC Hazardous Waste Sites^{22,23}.

²² GeoTracker Site/Facility Type Definitions, https://geotracker.waterboards.ca.gov/site_type_definitions, accessed August 8, 2018.

²³ These lists include, but are not limited to, the 'EnviroStor' (<http://www.envirostor.dtsc.ca.gov/public/>) and 'GeoTracker' (<http://geotracker.waterboards.ca.gov/>) lists maintained by the DTSC and the SWRCB, respectively, accessed August 8, 2018.

It is considered unlikely that the Project would cause any impact causing a significant risk to the public. The Project does not propose or authorize any specific development projects, and only relates to the implementation of the modified affordable housing provisions, and is not expected to induce development or otherwise alter existing development or development patterns. The proposed amendment to the affordable housing provisions are limited to the following changes: the method for calculating affordable dwelling units; the inclusion of additional income categories as an option to comply with the Specific Plan's Inclusionary Housing provision; the replacement of the Specific Plan's "Housing Linkage fee" with commensurate fees required by the Citywide Housing Linkage Fee Ordinance; and phasing implementation of the modified housing requirements. Thus, any future development that occurs in the Project Area would be required to comply with existing regulations related to hazardous materials. Accordingly, compliance with state and local laws and regulations would ensure impacts would be less than significant. No further analysis is required.

- e-f) **No Impact.** The Project Area is not located within an airport land use plan or within the vicinity of a public airport or private airstrip. Public airports closest to the Project Area is the Bob Hope Airport in the City of Burbank, Santa Monica Airport in the City of Santa Monica, and San Gabriel Valley Airport in the City of El Monte, all located approximately 15 miles from the center of the Project Area. The nearest private airstrip dedicated to noncommercial air travel is the Van Nuys airport, located approximately 20 miles to the north from the center of the Project Area. As no airports are in close proximity to the Project Area, no impact would occur. No further analysis is required.
- g) **No Impact.** Emergency services in the City are provided by the City of Los Angeles Fire Department (LAFD) and the City of Los Angeles Police Department (LAPD). Emergency incidents of a larger natural or manmade disaster require coordinated efforts between the LAFD, LAPD and the City's Emergency Operation Center (EOC). The EOC is the focal point for coordination of the City's emergency planning, training, response and recovery efforts. EOC processes follow the National All-Hazards approach to major disasters such as fires, floods, earthquakes, acts of terrorism and large-scale events in the City that require involvement by multiple City departments²⁴.

The Project Area is largely residential and commercial and includes City designated disaster routes²⁵. Implementation of the Project would not require or result in modifications to any of the roadways that would impact emergency traffic. The Project does not propose or authorize development and would not make changes to existing policies, programs, or regulations that address emergency response. Therefore, the Project would not physically interfere with any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan. No impacts would occur. No further analysis is required.

- h) **No Impact.** The Project Area is located within a highly urbanized area. The Very High Fire Hazard Severity Zone comprises most of the hilly and mountainous regions of the City, and does not include the Project Area²⁶. The closest Very High Fire Hazard Severity Zone is just north of the Project Area around the Echo Park and Silver Lake neighborhoods, generally

²⁴ Emergency Management Department, Emergency Operations Center, <http://emergency.lacity.org/eoc>, accessed August 18, 2018.

²⁵ City of Los Angeles General Plan, Safety Element, Exhibit H Critical Facilities & Lifeline Systems in the City of Los Angeles, <http://planning.lacity.org/cwd/gnlpn/saftyelt.pdf>, accessed August 18, 2018.

²⁶ NavigateLA, <http://navigate.lacity.org/navigate/>, accessed August 13, 2017.

north of Sunset Boulevard approximately one mile away from the northern portion of the Project Area.

Additionally, Red Flag Restricted Areas are areas where illegally parked vehicles may be removed because they create hazardous conditions on Red Flag Days. These areas are identified to be very narrow roads, have hairpin turns, tight curves, and key intersections that, if not cleared of vehicles would create a choke point thereby delaying the ability for citizens to evacuate and limiting access by fire companies. The Project Area does not contain any Red Flag Restricted Areas²⁷. The Project, by itself, does not propose or authorize any development or authorize or expand any allowable land uses, therefore, the Project would not expose people or structures to a significant risk of loss, injury of death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) No Impact. A significant impact may occur if a development project discharges water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if				

²⁷ NavigateLA, <http://navigatela.lacity.org/navigate/la/>, accessed August 13, 2018.

a development project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB).

The Project by itself, does not authorize or expand any land uses so the Project does not include any point-source discharge (discharge of polluted water from a single point such as sewage-outflow pipe). Additionally, future development projects, when applicable, are required to comply with the City of Los Angeles Low Impact Development (LID) Ordinance No. 181,899²⁸ which is a stormwater management strategy and requirements of the City's Standard Urban Stormwater Mitigation Plan (SUSMP) to address stormwater pollution from new developments and redevelopment projects. Therefore, the Project would not result in an impact to water quality and waste discharge. No further analysis is required.

- b) **Less Than Significant Impact.** A significant impact would occur if the Project substantially depleted groundwater or interfered with groundwater recharge. The Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City. Water is supplied to the City from four primary sources, including water supplied by the Metropolitan Water District (MWD) (From Five-Year Average, Fiscal Year 2012-2016 64 percent; Bay Delta 54 percent, Colorado River 10 percent), Eastern Sierra Nevada Mountains via the Los Angeles Aqueduct (20 percent), local groundwater (14 percent), and recycled water (2 percent)²⁹. Based on the City's most current Urban Water Management Plan (UWMP)³⁰, in 2011-2014 the LADWP had a total water demand of 566,990 acre-feet per year with approximately 165,364 acre-feet³¹ or 29% of the demand from multi-family and 98,994 acre-feet or 17% from commercial. The majority of lots within the Project Area are developed with multiple-family and commercial uses and would not be expected to substantially change surface area on the lot due to the Project which modifies the Specific Plan's existing affordable housing provisions. Therefore, impacts related to groundwater supplies would be less than significant. No further analysis is required.
- c) **Less Than Significant Impact.** Significant impact would occur if the Project substantially altered the drainage pattern of the Project Area or an existing stream or river, so that substantial erosion or siltation would result on- or off-site. In general the Project Area is developed and built-out with multiple-family and commercial uses. There are no natural watercourses within the Project Area³².

As discussed in Section IX (a) above, development that occurs in the Project Area would be required to comply with all federal, state and local regulations regarding stormwater runoff, including the City's LID Ordinance and the City's UWMP Best Management Practices (BMPs). Compliance with these regulatory measures would reduce the amount of surface water runoff leaving the Project Area after a storm event. Therefore, development that occurs pursuant to the Project would result in a less than significant impact in relation to

²⁸ Ordinance No. 181,899, http://clkrep.lacity.org/online/docs/2009/09-1554_ord_181899.pdf, accessed August 14, 2018.

²⁹ Los Angeles Department of Water and Power - Water: Facts and Figures, Briefing Book 2017-2018, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrlstate=18i8d8hpzl_21&_afLoop=430938015435485, accessed August 14, 2018.

³⁰ Los Angeles Department of Water and Power – 2015 Urban Water Management Plan, website: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-sos-uwmp;jsessionid=xfbvbyzXCCdnN6nmkbznXJSp86hLJgvnrFB12bQLsdSrFSvSfyKT!-1896400610?_afLoop=353937528751225&_afWindowMode=0&_afWindowId=null#%40%3F_afWindowId%3Dnull%26_afrLoop%3D353937528751225%26_afWindowMode%3D0%26_afd.ctrl-state%3D9enb0ard3_4, accessed August 14, 2018.

³¹ One acre foot equals 325,851 gallons of water.

³² NavigateLA, <http://navigate.lacity.org/navigate/>, accessed August 13, 2018.

surface water hydrology and would not result in substantial erosion or siltation on- or off-site. No further analysis is needed.

- d) **Less Than Significant Impact.** As discussed in Section IX (c) above, construction activities that occur pursuant to the Project are not anticipated to substantially change the drainage pattern of the Project Area. Future development would be required to comply with the BMPs included in the LID Ordinance and UWMP and would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. As such, impacts would be less than significant. No further analysis is required.
- e) **Less Than Significant Impact.** A project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated. For the purpose of this specific issue, a significant impact may occur if the volume of stormwater runoff from the Project Area were to increase to a level which exceeds the capacity of the storm drain system serving the individual project site. A project-related significant adverse effect would also occur if the project would substantially increase the probability that polluted runoff would reach the storm drain system.

The majority of lots located in the Project Area are developed with multiple-family dwellings and commercial structures. Should any construction activity occur within the Specific Plan Area, the construction activity would be confined to lots that are or were previously developed with those uses. Impacts to the existing stormwater drainage system in the Project Area would be less than significant.

The Project would modify the existing affordable housing provisions of the Specific Plan to the following changes: the method for calculating affordable dwelling units; the inclusion of additional income categories as an option to comply with the Specific Plan's Inclusionary Housing provision; replacement of the Specific Plan's "Housing Linkage fee" with commensurate fees required by the Citywide Housing Linkage Fee Ordinance; and phasing of the implementation of the modified housing requirements. The Project, by itself, does not propose or authorize any development or authorize or expand any allowable land uses, and is not expected to induce development or otherwise alter existing development or development patterns, therefore, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant. No further analysis is needed.

- f) **Less Than Significant Impact.** A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. As described above, the Project does not authorize or propose development and does not expand any allowable land uses. Specific measures to reduce the potential for water quality impacts would be evaluated on an individual development project basis. Therefore, no significant impact would occur. No further analysis is necessary.
- g-h) **Less Than Significant Impact.** The Federal Emergency Management Agency (FEMA) prepares and maintains Flood Insurance Rate Maps (FIRMs), which show the extent of Special Flood Hazard Areas (SFHAs) and other thematic features related to flood risk.

A majority of the Project Area is in an area of minimal flood risk (Zone X)³³ as mapped by FEMA³⁴. Just outside a Special Flood Hazard Area, the northern portion of the Project Area is just south of the Echo Park Lake which is a 100-year flood hazard area contained in a channel.

To minimize impacts to properties located prone to flooding, the City adopted the Flood Hazard Management Specific Plan (Ordinance No. 172,081). The ordinance requires properties that are located in areas prone to flooding to undergo additional permit review and implement mitigation measures (as necessary). Therefore, as future development occurs in the Project Area in areas subject to flooding, projects would be required to comply with the Flood Hazard Management Plan and Ordinance No. 172,081. As the Project Area is not located within and in the immediate vicinity of a Special Flood Hazard Area, impacts would be less than significant. No further analysis is required.

- i) **No Impact.** A significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche, which is a surface wave created when a body of water is shaken, which could result in a water storage facility failure.

No parts of the Project Area are located within a potential inundation area³⁵. Seiches can occur in areas adjacent to water storage facilities. Inundation from a seiche can occur if a wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. LADWP regulates the level of water in its storage facilities and provides walls of extra height to contain seiches and prevent overflow. In addition, the LADWP monitors dams and reservoirs during storm events and implements mitigation measures to prevent potential overflow. No portion of the Project Area is subject to flooding as a result of inundation from water storage facilities. The Project does not include any development and only relates to the modification of the existing affordable housing requirements of the Specific Plan within the Project Area. Therefore, the Project would not expose people or structures to significant risk of injury. No impact would occur and no further analysis is necessary.

- j) **No Impact.** See response to Section IX (i) above. A tsunami is a series of waves generated by large earthquakes that create vertical movement on the ocean floor. Tsunamis can reach more than 50 feet in height, move inland several hundred feet, and threaten life and property. Tsunamis can occur on all coastal regions of the world, but are most common along margins of the Pacific Ocean. Tsunamis can travel from one side of the Pacific to the other in a day, at a velocity of 600 miles an hour in deep water. A locally generated tsunami may reach the shore within minutes. Due to its inland location, the Project Area is not susceptible to tsunamis³⁶. Impacts would be less than significant in this regard.

In addition, as discussed in Section IX (g) above, lots that are subject to mudflow and/or flooding would be required to comply with the City's Flood Hazard Management Specific

³³ Zone X: Areas determined to be outside the 500-year floodplain and outside the 1% and 0.2% annual chance floodplain.

³⁴ As per FEMA Flood Insurance Rate Map No. 06037C1620F and 06037C1610F effective as of 09/26/2008, accessed August 14, 2018. The map can be accessed by following the directions provided through this portal: <https://msc.fema.gov/portal>.

³⁵ City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas, <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, access August 14, 2018.

³⁶ City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas, <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, access August 14, 2018.

Plan, including Ordinance No. 172,081. Thus, no impacts are anticipated to occur with regard to the inundation by seiche, tsunami, or mudflow. No further analysis of this issue is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the Project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed Project would not involve any street vacation or closure or result in development of new thoroughfares or highways which would divide established communities.

The adoption of the Specific Plan amendments are limited to the following changes: the method for calculating affordable dwelling units; the inclusion of additional income categories as an option to comply with the Specific Plan’s Inclusionary Housing provision; the replacement of the Specific Plan’s “Housing Linkage Fee” with commensurate fees required by the Citywide Housing Linkage Fee Ordinance; and phasing implementation of the modified housing requirements. Therefore, no impact would occur.

b) No Impact. The Los Angeles City Council has adopted several ordinances that aim to facilitate the production of affordable housing. Some ordinances that have been adopted in the past years include the Citywide Affordable Housing Linkage Fee, the Transit Oriented Communities Affordable Housing Incentive Program (TOC), and Ordinance No. 184,745 implementing the recently passed Measure JJJ. Additionally, there continues to be updates to the State Density Bonus Law.

The proposed Project would make the Specific Plan’s affordable housing requirements more consistent with the ordinances and policies described. Specifically, the Project would:

1. Include additional income categories of Extremely Low (as it relates to replacement) and Very Low (as it relates to the inclusionary housing requirement);
2. Modify how the restricted affordable dwelling units are calculated to be consistent with the State Density Bonus Law;
3. Replace the Specific Plan’s Housing Linkage Fee with the Citywide Affordable Housing Linkage Fee; and
4. Phase implementation of the modified affordable housing provisions.

The proposed Project would remove any existing conflicts with any of the policies or regulations and facilitate the production of affordable housing. Additionally, the proposed Project would be consistent with the goals and objectives of the Westlake Community Plan,

Silver Lake - Echo Park – Elysian Valley Community Plan, and Central City West Specific Plan:

Westlake Community Plan: Objectives and Policies³⁷

- To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.
- To conserve and improve existing viable housing for persons desiring to live in Westlake, especially low and moderate income families.
- That the City shall support continued affordability of units subject to termination of Federal mortgage or rent subsidies and expiring bond projects.
- That the City shall discourage the demolition of affordable housing unless there is adequate assurance that suitable equivalent replacement units will be made available.

Silver Lake - Echo Park – Elysian Valley Community Plan: Objectives and Policies³⁸

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.
- Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of current and projected population to the year 2010.
- Promote and ensure the provision of adequate housing for all persons, including special needs populations, regardless of income, age or ethnic background.

Central City West Specific Plan Purposes/Objectives³⁹

- Implement the goals and policies of the Westlake Community Plan and the Silver Lake-Echo Park Community Plan.
- Protect the existing residential community from further displacement, replace dwelling units previously removed from the Specific Plan area, and provide new housing in proportion to the need, by household size and income, associated with the existing community and new jobs generated in the Plan area.
- Ensure that affordable dwelling units are provided through the establishment of a Housing Linkage Fee, and through the requirement that all new commercial, industrial and mixed use Projects replace affordable dwelling units demolished.
- Ensure that commercial, industrial and mixed use Projects mitigate the impact of their development on the supply of affordable housing stock through the payment of a Housing Linkage Fee and/or the construction of affordable housing within the areas designated by this Specific Plan.

Thus, the Project would not conflict with applicable land use policies, zoning standards, or local, state, or federal policies. No impacts would occur and no further analysis is required.

³⁷ City of Los Angeles Westlake Community Plan, <https://planning.lacity.org/complan/pdf/wlkcptxt.pdf>, accessed August 14, 2018.

³⁸ City of Los Angeles Silver Lake - Echo Park – Elysian Valley Community Plan, <https://planning.lacity.org/complan/pdf/SikCPTXT.pdf>, accessed August 14, 2018.

³⁹ City of Los Angeles Central City West Specific Plan, <https://planning.lacity.org/complan/specplan/pdf/CCWest.pdf>, accessed August 14, 2018.

- c) **No Impact.** The Project Area is in an urbanized and populated area which is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XI. MINERAL RESOURCES

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a-b) **No Impact.** According to the City’s General Plan Conservation Element, there are no portions of the Project Area that are designated as a mineral resource⁴⁰. The proposed Project itself does not propose or authorize development or expand any land uses therefore, implementation of the Project would not result in the loss of availability of a mineral resource. No impact associated with mineral resources would occur. No further analysis is required.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. NOISE

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a) **Less Than Significant Impact.** The Citywide noise regulations are included in the Chapter XI, of the LAMC. Chapter XI, Section 111.03 sets forth presumed day/night ambient noise levels based on zones. Presumed ambient noise levels for the Project Area for residential zones are 50 dB(A) during the day and 40 dB(A) during the night and 60 dB(A) during the day and 55 dB(A) during the night in commercial zones. Section 112.05 of the LAMC establishes that between the hours of 7 a.m. and 10 p.m. a maximum noise level for construction equipment is 75 dB(A) at a distance of 50 feet when operated within 500 feet of a residential zone. Construction noise from future development would be temporary and

⁴⁰ City of Los Angeles General Plan, Conservation Element, Exhibit A Mineral Resources, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed August 14, 2018.

exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies would be less than significant. The proposed Project is not a development project and future development as a result of the proposed Project would need to comply with the Citywide noise regulations. Additionally, the proposed Project does not change or expand any allowable land uses, so no additional ambient noise levels would be expected to occur. Therefore, impacts related to noise would be less than significant. No further analysis is needed.

- b) No Impact.** Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on structures located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels.

The Federal Transit Administration (FTA) and Caltrans have published standard vibration velocities for construction equipment operations. The reference vibration levels (peak particle velocities, PPV) for typical construction equipment is 0.0076 PPV at 25 ft. (in/sec) for a loaded truck and 0.089 PPV at 25 ft. (in/sec) for a large bulldozer⁴¹. These types of equipment can create intense noise that can result in ground vibrations. As described, loaded trucks and large bulldozers are capable of producing vibration levels of approximately 0.076 and 0.089 PPV, respectively, at 25 feet from the source, which is below the FTA threshold of 0.2 PPV for non-engineered masonry and other structures; therefore, these activities would not result in significant vibration impacts.

The Project itself, does not propose or authorize development, nor does it expand allowable land uses. Adoption of the proposed Project to amend the affordable housing requirements of the Specific Plan would not directly result in construction activities and is not expected to induce development or otherwise alter existing development or development patterns, thus, it would not create excessive groundborne vibration or groundborne noise levels. No impact would occur.

- c-d) Less Than Significant Impact.** As discussed in Section XII (a), the Project, by itself does not propose or authorize development, nor does it expand allowable land uses and is not expected to induce development or otherwise alter existing development or development patterns. The majority of the Project Area is currently developed with multiple-family and commercial uses that generate noise. It is not anticipated that a substantial increase in noise would occur as these lots are expected to remain their allowable current use. Additionally, future development and construction activity that occurs would be required to comply with the Citywide Noise Regulations pursuant to LAMC Chapter XI. Impacts would be less than significant. No further analysis is required.
- e-f) No Impact.** As discussed in Section VIII (e) and (f), Hazards and Hazardous Materials, the Project Area is not located within an airport land use plan, or the vicinity of a public airport or private airstrip. Additionally, the Project does not propose or authorize any specific development so no impact would occur. No further analysis is required.

⁴¹ The Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf, accessed August 14, 2018.

XIII. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less Than Significant Impact. The Project would modify the existing affordable housing provisions of the Specific Plan. The proposed amendments do not expand the allowable land uses nor does it intensify development or increase the density of the allowable uses. A main component of the proposed Specific Plan amendment includes adding an additional income category for the required restricted affordable dwelling units. The Project proposes that eight percent of the dwelling units (as allowed by the zone) shall be restricted Very Low Income Dwelling Units as an additional option for compliance with the Inclusionary Housing component. Consistent with the Specific Plan’s existing provisions, compliance with the affordable housing requirements does not offer any additional incentive or development regulation concession such as increased density or increased height or reduced open space, but would require the restricted affordable dwelling units from any proposed multiple-family residential or mixed use development project absent any incentive or concession per State Law or other City ordinance. The Project Area’s existing zoning is generally permissive as the density within the Specific Plan for multiple-family residential and commercial ranges from R3 density for C1(CW) zones up to R5 density for R5(CW) zones.

The existing zoning within the Project Area is generally permissive and the affordable housing provisions have always been a component of the Specific Plan, thus, substantial population growth is not expected to occur. New development or construction as a result of the Project would be consistent with the existing zoning and impacts related to population growth would be less than significant.

b-c) Less Than Significant Impact. As mentioned in Section XIII (a) above, the Project modifies the Specific Plan’s existing affordable housing provisions. Some of the main components of the existing affordable housing regulations includes a requirement of one-for-one replacement of dwelling units or restricting 15% of the dwelling units as Low Income Dwelling Units⁴², whichever is greater. The proposed Project is adding the income category of Very Low Income Dwelling Units⁴³ at a set-aside requirement of 8% as an additional option for compliance with the affordable housing provisions. The proposed amendments maintain the Specific Plan’s intent to halt demolition without replacement of existing housing while also increasing the affordable housing stock. Additionally, the Project proposes to modify the existing Housing Linkage Fee so that it is aligned with the Citywide Affordable Housing Linkage Fee (Ordinance No. 185,342). The existing Housing Linkage Fee and

⁴² A dwelling unit which is rented or sold to and occupied by “Lower Income Households” as defined in Section 50079.5 of the Health and Safety Code.

⁴³ A dwelling unit which is rented or sold to and occupied by “Very Low Income Households” as defined in Section 50105 of the Health and Safety Code.

Citywide Affordable Housing Linkage Fee both facilitate the production of affordable dwelling units. The proposed Project would not displace substantial numbers of existing housing or people necessitating construction of replacement housing elsewhere. Provisions of the existing Specific Plan require that the required restricted affordable dwelling units or replacement dwelling units and dwelling units constructed with the Specific Plan's fees be primarily located within the Project Area. As the Project does not propose or authorize development, and the proposed amendments do not modify the one-for-one replacement or substantially modify the intent of the affordable housing provisions of the Specific Plan, and the Project is not expected to induce development or otherwise alter existing development or development patterns, less than significant impacts would occur. No further analysis is needed.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

Would the project result in:

Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **i) Less Than Significant Impact.** The Los Angeles Fire Department (LAFD) is responsible for providing fire protection and emergency medical services to the Project Area. The Project would modify the Specific Plan's affordable housing provisions. The Project, by itself, does not propose or authorize any development and is not expected to induce development or otherwise alter existing development or development patterns.

Table 2, LAFD Fire Stations Serving the Project Area, provides the LAFD Fire stations within one mile to the midpoint of the Project Area. As the Project would not directly result in any increase in population, it is not anticipated that the LAFD would require any additional staffing or need to construct any new or physically altered facilities as a result of the Project. Impacts to fire and emergency services would be less than significant. No further analysis is required.

Table 2: LAFD Fire Stations Serving the Project Area

Fire Station Name	Address	Type
Fire Station 3	108 N Fremont Avenue	Central Bureau & EMS HQ
Fire Station 9	430 E 7 th Street	Fire Station
Fire Station 10	1335 S Olive Street	Fire Station
Fire Station 11	1819 W 7 th Street	Fire Station
Fire Station 13	2401 W Pico Boulevard	Battalion HQ & EMS HQ
Fire Station 20	2144 W Sunset Boulevard	Fire Station

- ii) Less Than Significant Impact.** The LAPD is responsible for providing police protection services to the Project Area. **Table 3, LAPD Police Stations Serving the Project Area**, provides the LAPD stations within one mile to the midpoint of the Project Area. As the Project would not directly induce population growth in the Project Area, it is expected that no new

or physically altered police facilities would be necessary to be constructed as a result of the Project. Impacts to police services would be less than significant. No further analysis is required.

Table 3: LAPD Police Stations Serving the Project Area

Police Station Division Name	Address
Rampart	1401 W 6 th Street
Central	251 E 6 th Street

iii) Less Than Significant Impact. The Project Area is located within the boundaries of the Los Angeles Unified School District (LAUSD). The Project modifies the Specific Plan's affordable housing provisions. The Project would not introduce any new population into the Project Area to require the construction of new or physically altered school facilities. Thus, impacts to the elementary, middle, and high schools that serve the Project Area would be less than significant. No further analysis is required. **Table 4, Schools Serving the Project Area** provides the schools closest to or within one mile to the midpoint of the Project Area.

Table 4: Schools Serving the Project Area

School Name	Address
Downtown Magnets High School	1081 W Temple Street
Edward R. Roybal Learning Center	1200 Colton Street
Camino Nuevo Academy #4	1018 W Mohawk Street
Camino Nuevo High School Miramar	1215 Miramar Street
Contreras Learning Complex (Academic Leadership Community)	322 Lucas Avenue
Betty Plasencia Elementary School	1321 Cortez Street
Logan Academy of Global Ecology	1711 W Montana St
Rosemont Avenue Elementary School	421 N Rosemont Avenue
Lake Street Primary School	135 N Lake Street
Charles White Elementary School	2401 Wilshire Boulevard
Hoover Street Elementary School	2726 Francis Avenue
Leo Politi Elementary School	2481 W 11th Street
Magnolia Avenue Elementary School	1626 S Orchard Avenue
Belmont Senior High School	1575 W 2nd Street
10 th Street Elementary School	1000 Grattan Street
Norwood Street Elementary School	2020 Oak Street
Early College Academy-Los Angeles Trade Tech College	400 W Washington Boulevard
Castelar Street Elementary School	840 Yale Street
Ramon C. Cortines School of Visual and Performing Arts	450 N Grand Avenue
Alliance Ted K Tajima High	1552 W Rockwood Street

iv) Less Than Significant Impact. A significant impact would occur if the Project resulted in substantial population growth that would generate a demand for recreation and park services that would require the construction of new or physically altered park facilities. The Project, by itself, does not propose or authorize any development. Impacts on park and recreation facilities would be less than significant. No further analysis is required. **Table 5, Parks Serving the Project Area** provides the parks in whole or in part within the Project Area.

Table 5: Parks Serving the Project Area

Park Name	Address
Vista Hermosa Park	100 N Toluca Street
Patton Street Park	327 Patton Street
Echo Park (Tennis Courts)	526 Glendale Boulevard

v) Less Than Significant Impact. A significant impact would occur if the Project includes substantial population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Area. Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services. Los Angeles. LAPL provides services at the Central Library, eight Regional Branch Libraries

and 64 Community Branch Libraries. As there would not be a substantial increase in population associated with the Project there would be no need for additional library resources or facilities to be constructed. Echo Park Branch Library (1410 W Temple Street) is located within the Project Area and several libraries are located within close proximity to the Project Area including the Central Library (630 W 5th Street). Impacts would be less than significant. No further analysis is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b) Less Than Significant Impact. A significant impact would occur if the Project resulted in substantial population growth that would generate a demand for recreation and park services that would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The Project would modify the existing affordable housing provisions of the Specific Plan. The Project, by itself, does not propose or authorize any development and is not expected to induce development or otherwise alter existing development or development patterns. Impacts on existing neighborhood and regional parks or other recreational facilities would be less than significant. Therefore, no further analysis is required.

XVI. TRANSPORTATION AND TRAFFIC

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less Than Significant Impact.** The Project itself does not propose or authorize development and traffic volumes are not expected to significantly increase as a result of the proposed amendments to the affordable housing provisions of the Specific Plan. Future development projects would be considered under the Specific Plan discretionary review process and would be subject to their own environmental review.

Traffic associated with the Project would include vehicle trips associated with residential and mixed use developments that include affordable housing units. Since the proposed Project does not increase density or provide incentives that would increase the density or FAR of a site, the Project is not expected to generate significant traffic impacts which would conflict with an applicable plan, ordinance or policy related with traffic. It is possible that new residential or mixed use developments could be established as a result of the Project. However, new residential or mixed use projects would only be permitted in areas currently zoned for residential or mixed uses as the Project does not expand allowable land uses. It is not reasonably foreseeable that modifying the affordable housing provisions by streamlining fees and number of restricted affordable dwelling units in the residential and mixed use zones will cause significantly new construction as the affordable housing provisions have always been part of the Specific Plan. Future development projects would continue to be evaluated on an individual basis, therefore, impacts would be less than significant.

- b) **No Impact.** The Congestion Management Program (CMP) in effect in Los Angeles County was issued by the Los Angeles County Metropolitan Transportation Agency in 2010⁴⁴. The CMP is intended to address the impact of local growth on the regional transportation system. The CMP Traffic Impact Analysis (TIA) Guidelines require intersection analyses if a project will add 50 or more trips during either the AM or PM weekday peak hours, or, arterial segments are analyzed if the proposed project will add 50 or more peak hour trips (total of both directions). The proposed Project would modify the affordable housing provisions of the Specific Plan. The Project, by itself, does not propose or authorize any development. It is not reasonably foreseeable that the Project will significantly induce development as the proposed amendments do not increase density, height, FAR, or change any allowable land uses. Future development projects would be subject to their environmental review as part of the Specific Plan discretionary review process. No impact would occur and no further analysis is required.
- c) **No Impact.** As previously stated in Section VIII (e) and (f), Hazards and Hazardous Materials, the Project Area is not located within an airport land use plan area or within two miles of an airport, therefore, no change in air traffic patterns, including either an increase in traffic levels or a change in location would occur. No impact would occur.
- d) **No Impact.** No changes would be made to the local vehicular circulations routes and patterns, or impede public access or travel on any public rights-of-way as part of the Project. No impacts related to hazards due to a design feature or incompatible uses would occur. No further analysis is required.
- e) **No Impact.** As discussed in Section VIII Hazards and Hazardous Materials, the Project Area is largely residential, mixed use and commercial and includes City designated disaster routes. The Project by itself does not propose or authorize any development. The Project would not require the closure of any public or private streets, and therefore, would not impede emergency vehicle access to the Project site or surrounding area. No impact would occur.
- f) **No Impact.** The Project itself does not propose or authorize development. The proposed Project modifies the existing affordable housing provisions of the Specific Plan to align the provisions with other State and City affordable housing regulations. As such, the Project would not lead to the disruption of public transportation services or the alteration of public transportation routes. No impact would occur.

⁴⁴ Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program, https://www.metro.net/projects/congestion_mgmt_pgm/, accessed September 11, 2018.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVII. TRIBAL CULTURAL RESOURCES.

Would the project:

- a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i.) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
 - ii.) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

a-b) **No Impact.** Section 5020.1(k) of the Public Resources Code defines “Local register of historical resources” as a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. In the City of Los Angeles, local buildings and sites that meet specific criteria for designation can be declared a “Historic-Cultural Monument (HCM)” by the City Council after recommendation from the Cultural Heritage Commission. There are no “tribal cultural resources” as defined in the Public Resources Code Section 21074 that are designated HCMs in the Project Area.

Further, Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. On September 7, 2018, AB52 Tribal Consultation Notice letters were mailed and no Tribe requested consultation within the 30-day time limit to respond. To date, additional information and materials related to tribal cultural resources have not been submitted.

The Project does not consist of any proposed development projects, includes no ground disturbing activity or any related construction activity and the Project is not expected to induce development or otherwise alter existing development or development patterns, therefore, there is no impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the Project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less Than Significant Impact. The Project would modify the existing affordable housing provisions of the Specific Plan, the Project, by itself, does not propose or authorize any development. The Project is not intensifying any of the existing allowable land uses thus, existing conditions are not expected to significantly change related to public facilities. Any future development would be restricted to the existing allowable land uses and expected to be within the growth in the City of Los Angeles and region, and would not exceed the Regional Water Quality Control Board (RWQCB) standards for treatment of wastewater or the wastewater treatment capacity. The Project Area is mostly developed with commercial and multiple-family residential uses so individual projects of the same uses as allowed by the existing zone, are not anticipated to result in a significant increase in individual site runoff or changes to the local drainage patterns. The Project would modify the existing affordable housing regulations to align requirements with other State and Citywide regulations. Runoff from individual sites would continue to be collected and directed towards existing storm drains. Sufficient capacity remains at existing solid waste facilities in the region necessary to accommodate the solid waste generated during any new construction-related activities. Any future development projects would be reviewed on a case-by-case basis through the Specific Plan discretionary review process and subject to their own environmental review. Therefore, the Project would result in a less than significant impacts related to wastewater treatment requirements.

b) Less Than Significant Impact. As mentioned above, in Section XVIII (a), Utilities and Service Systems, the Project, by itself, does not propose or authorize any development and is not intensifying any existing allowable land uses. The Project only modifies the Specific Plan's affordable housing requirements to align with existing State and Citywide regulations. Thus, the Project will not change water consumption or wastewater generation to a degree that would exceed the current serving capacity, impacts would be less than significant.

- c) **Less Than Significant Impact.** A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, requiring the construction of new stormwater drainage facilities.

As described in **Section IX (e), Hydrology and Water Quality**, construction activity that occurs pursuant to the Project would not result in a significant increase in individual site runoff or changes to the local drainage patterns. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, requiring the construction of new stormwater drainage facilities.

No significant increase in new development or construction is expected to occur as a result of this Project. The Project is aligning the affordable housing requirements with existing State and Citywide regulations, therefore, it would not change the existing surface water runoff, and would not create or contribute to runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Less than significant impacts would occur.

- d-e) **Less Than Significant Impact.** The Los Angeles Department of Water and Power (LADWP) conducts water planning based on population growth forecast⁴⁵. The Project is not anticipated to induce population growth in the City, therefore, it will not change demand of water or wastewater treatment. As mentioned above, the Project, by itself, does not propose or authorize any development. The Project would align the affordable housing requirements of the Specific Plan with existing State and City regulations. Any additional water and wastewater consumption resulting from the Project will not be substantial as the Project is not intensifying the allowable land uses. Therefore, the impacts are less than significant.

- f) **Less Than Significant Impact.** The Los Angeles Bureau of Sanitation and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the Project related sites. Construction activities associated with development that occurs pursuant to the Project would generate inert waste. Construction waste materials are expected to be typical construction debris, including wood, paper, glass, plastic, metals, cardboard and green wastes. Pursuant to the California Green Building Code, individual project applicants would be required to recycle/divert 65 percent of the construction waste⁴⁶. However, the amount of waste created would not be substantial as the Project, by itself, does not propose or authorize any development. Waste generated by individual development projects would be assessed on a case-by-case basis through the environmental review process. Therefore, the impact is less than significant.

- g) **Less Than Significant Impact.** A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Project, by itself, does not propose or authorize any development. Individual development projects resulting from the proposed changes to the Specific Plan's affordable housing provisions will be required to comply with all federal, state, and local statutes and regulations related to solid waste. All applicable regulations would ensure that the impact is less than significant.

⁴⁵ City of Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-sos-uwmp?_adf.ctrl-state=knvpmpzfo_4&_afzLoop=202782395889115, accessed September 11, 2018.

⁴⁶ California Green Building Standards Code, <https://www.calrecycle.ca.gov/LGCentral/Library/CandDModel/Instruction/FAQ/#dates>, accessed September 11, 2018.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIX. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) No Impact.** As discussed in Section IV, Biological Resources, the Project by itself, does not propose or authorize any development. Future construction activities occurring as a result of the Project is not expected to impact any endangered fauna or flora and modify any special status species habitat. Due to the urbanized nature of the Project Area and the surrounding area, construction activities and operation of future development would not impact the habitat or population of the Project Area. Additionally, the Project does not propose or authorize any new development in any identified Biological Resource Areas. The Project would not impact the habitat or population level of fish or wildlife species, nor would it threaten a plant or animal community, nor impact the range of a rare endangered plant or animal.

As discussed in Section V, Cultural Resources, potential impacts related to archaeological and paleontological resources would have no impact as the Project does not propose or authorize any development and future individual development projects would be required to comply with regulatory measures set forth by the California Health and Safety Code, Public Resources Code, and CEQA guidelines.

- b) No Impact.** Based on the preceding discussions, no significant impacts were identified for the 18 environmental factors analyzed above. The Project does not propose new development and is not expected to induce development or otherwise alter existing development or development patterns and therefore, would not result in impacts that are cumulatively considerable, therefore no impact would occur.
- c) Less-Than-Significant Impact.** As identified throughout the analysis, the proposed Project would not have an environmental effect that would cause substantial adverse effects on human beings directly or indirectly. Impacts would be less than significant. No other impacts have been identified that would result in adverse effects.