

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

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Vacant
JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

MICHAEL J. LOGRANDE
DIRECTOR
(213) 978-1271

ALAN BELL, AICP
DEPUTY DIRECTOR
213-978-1271

VINCENT P. BERTONI, AICP
DEPUTY DIRECTOR
(213) 978-1272

EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
(213) 978-1270
www.planning.lacity.org

DATE : JAN 31 2011

Planning and Land Use Management Committee
Council of the City of Los Angeles
City Hall, Room 395
Los Angeles, CA 90012

ATTN: Patrice Lattimore, Legislative Assistant

CITY PLAN CASE NO. 2010-1929-POD

Transmitted herewith is a proposed ordinance amending the Atwater Village Pedestrian Orientated District (POD) to create a "Community Parking Credit Program" that will provide an alternative means for commercial uses to comply with parking requirements within a portion of Glendale Boulevard in the POD.

On January 13, 2011, following a public hearing, the City Planning Commission approved the proposed ordinance, (attached). Adopted Mitigated Negative Declaration No. ENV-2010-1930-MND. Adopted the Findings (attached). Recommended that the City Council adopt the proposed ordinance.

This action was taken by the following vote:

Moved: Freer
Seconded: Cardoso
Ayes: Epstein, Romero, Roschen, Woo
Absent: Burton, Kezios
Vacant: One

Vote: 6-0


James Williams, Commission Executive Assistant I
City Planning Commission

Attachments: Findings, Proposed Ordinance
cc: Amy Brothers, Adrienne Khorasanee, Deputy City Attorney, Land Use Division
City Planning Associate: Thomas Henry

FINDINGS

General Plan/Charter Findings

1. In accordance with Charter Section 556, the proposed ordinance (Appendix B) is in substantial conformance with the purposes, intent, and provisions of Northeast Los Angeles Community Plan the City General Plan. This ordinance will encourage the use and re-use of pedestrian-scaled buildings for commercial uses that serve the needs of the community, while preserving the unique identity of the Atwater community, as stated in the General Plan; and
1. in accordance with Charter Section 558 (b)(2), the proposed ordinance will have no adverse effect upon the North East Los Angeles Community Plan, the Atwater Village Pedestrian Oriented District, or any other plans being created by the Department of City Planning because the proposed ordinance is consistent with the General Plan and carries out the General Plan goals, policies and objectives discussed above, and
2. in accordance with Charter Section 558 (b)(2), the proposed ordinance will be in conformity with the public necessity, convenience, general welfare and good zoning practice. The ordinance will provide additional opportunities for the development of neighborhood oriented commercial uses that will conserve and strengthen the existing commercial district along Glendale Boulevard, stimulate and revitalize existing businesses and create opportunities for appropriate new commercial development; and

CEQA Findings

1. A Mitigated Negative Declaration (ENV-2010-1930-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street. I hereby adopt that the Mitigated Negative Declaration, imposed the conditions shown in that document on this approval.

APPENDIX B

ORDINANCE NO. _____

An ordinance amending Ordinance No. 173,676, commonly known as the Atwater Village Pedestrian Oriented District to create a pilot parking program for a portion of the district area.

SECTION 1. Section 3 of Ordinance No. 173,676 is amended by adding a new definition for the term "Community Parking Credit Area" (POD) in proper alphabetical order to read:

Community Parking Credit Area: The (POD) area which generally consists of those lots which have street frontage on Glendale Boulevard between the Los Angeles River and the Los Angeles-Glendale city boarder.

SECTION 2. Subsections E, F, and G of Section 4 of Ordinance No. 173,676 are relettered in order as Subsections F, G and H.

SECTION 3. Section 4 of Ordinance No. 173,676 is amended by adding a new **Subsection E** to read:

E. Parking Requirements for Projects located within the Community Parking Credit Area. In lieu of complying with parking requirements of the Los Angeles Municipal Code, parking requirements for a commercial Project or a mixed commercial and residential Project within the Community Parking Credit Area may be satisfied by the purchase of specified number of parking credits.

1. The City Planning Commission. After a public hearing, the City Planning Commission shall establish administrative guidelines as may be necessary to further implement the provisions of this subsection. Notice of the time, place and purpose of the hearing shall be given by mailing written notice at least 10 days prior to the date of the hearing to any, property owners and occupants within a 500 foot radius of the Community Parking Area, Certified Neighborhood Council with jurisdiction over the Community Parking Credit Area, the affected council office(s), and any other relevant association or organization with jurisdiction over the Community Parking Credit Area as determined by the affected council office(s). Copies of the guidelines shall be available from the Department of City

Planning. The City Planning Commission shall periodically review the administrative guidelines and shall have the authority to change such guidelines.

2. Parking Credit Requirements.

a. The total number of parking credits required for a given use is determined by adding together the parking credit requirements for the use for each of the four time periods during which the use will be open for business, as identified in the following table. For example, a 1,000 square foot restaurant open 24 hours per day would be required to purchase 33 parking credits (7 + 10 + 6 + 10).

LAND USE	WEEKDAY PARKING CREDIT REQUIREMENTS Parking credits/1000SF GLA		WEEKEND PARKING CREDIT REQUIREMENTS Parking credits/1000SF GLA	
	DAY	NIGHT	DAY	NIGHT
Restaurant >1000 sq. ft., Health Club or Gym	7.00	10.00	6.00	10.00
Restaurant <1000 sq. ft.	3.50	5.00	3.00	5.00
Office	2.00	0.47	2.00	0.40
Retail	4.00	3.58	4.00	2.60
Service	1.74	2.00	1.74	2.00

b. Parking credits must be purchased from the available credits that are within the area in which the project is located.

c. When a building or portion of a building contains two or more uses, the number of credits required shall be the sum of the credits required by each use independently.

d. Parking credits may be available for purchase for uses up to 5000 square feet per use, or per business license, or less. In any event no more than 50 zoning parking credits shall be purchased on a single site.

e. Parking Credits shall not be "banked." If a use changes to a new use that requires fewer parking credits, the excess credits shall be returned to the parking credit pool upon issuance of a certificate of occupancy for the new use. No refund will be given for the credits already paid.

f. Any Project or use that fails to pay the annual fee to maintain the parking credits shall provide parking as specified by the Municipal Code. If a use that has parking credits becomes abandoned or vacant for 6 months, such credits revert to the pool of credits. Parking as provided by code or new credits would have to be purchased for any subsequent use on that site.

3. Establishment of Parking Credits. Parking credits are created when there are underutilized public on-street spaces, publicly owned off-street spaces, or privately owned off-street spaces. Except for credits created in conjunction with a community valet service, described in Subdivision 4 c, below, the number of credits and the time period(s) of their availability shall be based on a survey, which shall be approved by the Department of Transportation. The survey shall document the occupancy of all such spaces within the Community Parking Pilot Area on an hourly basis between 8:00 am and 12:00 am for at least two weekdays and two weekend days, none of which is a holiday. The survey shall be updated every two years. Credits shall be established separately for each of the following time periods:

Weekday-day - 8:00 am to 6:00 pm, Monday through Friday
 Weekday night - 6:00 pm to 8:00 am, Monday through Thursday
 Weekend-day - 8:00 am to 6:00 pm, Saturday or Sunday
 Weekend-night - 6:00 pm to 8:00 am, Friday through Sunday

4. Calculation of Available Parking Credits. The number of available parking credits shall be established for each of the time periods enumerated in Subdivision 2, above, as follows:

a. On-street Credits. On-street credits shall be comprised of underutilized metered and non-metered parking spaces on Glendale Boulevard, as approved by the Department of Transportation.

i. A non-metered space shall be 23 linear feet of street, which has no parking meter and where parking is permitted and not restricted to permit holders.

ii. The number of available on-street parking credits for each time period within the district shall be equal to the average percent of unused spaces within the district, as established in the Parking Utilization Survey, multiplied by the total number of on-street parking spaces in the district.

b. Off-street Credits.

i. The number of available off-street parking credits for each site in each time period shall be equal to the average percent of unused spaces on the site, as established in the Parking Utilization Survey, multiplied by the total number of parking spaces on the site.

ii. Privately owned parking spaces may be added to the inventory of parking credits, provided that the owner of such spaces shall enter into a written agreement with the City or the City's designee to make such spaces available for public parking during at least one of the time periods for a term of at least one year.

iii. The total number of parking spaces on a site may be adjusted upward from the number that are striped for use, in order to accommodate stacked parking, provided that a valet or similar service is implemented pursuant to the provisions of Paragraph c of this subdivision.

c. Valet Credits. The City Planning Commission may certify a community valet service as a source of additional parking credits in accordance with the certification procedures and standards set forth in the guidelines and the following provisions:

i. The community valet service is available to any visitor to the districts in the Community Parking Credit Area in which the community valet service is to operate and where the valet credits will be created.

ii. The community valet service parks cars in spaces dedicated exclusively to the community valet service during the time period(s) of operation. The spaces shall be made available to the community valet service by written agreement of their owner for a term of no less than one year.

iii. The number of credits created shall be equal to the number of cars the community valet service can park in dedicated spaces during the time period(s) of operation.

iv. The community valet service qualifies under all other requirements provided by the L.A.M.C. to operate publicly available valet service.

5. Fees. Applicants who lease parking credits to satisfy parking requirements shall be assessed an annual fee of \$75.00 for each credit. The initial fee shall be prorated to reflect the portion of the calendar year for which the credits will apply; subsequent annual fees shall be paid each January 1. The annual fee shall be adjusted each December in an amount based on the Consumer Price Index - All Urban Consumers averaged for the 12 month period ending October 30, of each year, as determined by the Department of City Planning to reflect the change in the previous year's Consumer Price Index. Fees for parking credits shall be paid to the Department of Transportation and maintained in the Atwater Village Pedestrian Orientated District Community Parking Credits Fund for parking, transit or pedestrian amenities in the Community Parking Credit Area.

6. Enforcement. No building permit for a use that uses parking credits to satisfy its parking requirements shall be issued until the Department of Planning provides written clearance to the Department of Building and Safety to issue the building permit. Failure to renew the lease for the required parking credits and/or failure to pay the parking credit fee by the end of January of each year shall result in the immediate cancellation of the certificate of occupancy or use permit in accordance with LAM.C. Section 12.26E1(b).

7. Accounting of Available Parking Credits. The Department of City Planning shall maintain a master inventory of parking credits for each district. The information contained in the inventory shall be available to the public.

8. New Parking Credits. New parking credits may be added to the inventory at any time, pursuant to this ordinance and to the satisfaction of the Department of City Planning.

9. Review. The City Planning Commission shall review the operation and effectiveness of the Community Parking Credit program within two years of the effective date of this section.

SECTION 4 Chapter 5 of the Los Angeles Administrative Code is amended by adding a new Article 12.10 to read:

CHAPTER 5, ARTICLE 12.10

ATWATER VILLAGE PEDESTIAN ORIENTED DISTRICT COMMUNITY PARKING CREDITS FUND

Sec. 5.111.20. Creation and Administration of the Fund.

(a) There is created and established within the Treasury of the City of

Los Angeles a separate fund known as the "Atwater Village Pedestrian Orientated District Community Parking Credits Fund" ("Fund"), to be administered by the Department of Transportation and the Department of City Planning.

(b) The Fund shall be used for the deposit of money paid to the City of Los Angeles pursuant to Section 4 of the Atwater Village Pedestrian Orientated District and any other money appropriated or given to this Fund for the purpose directly related to parking, transit, or pedestrian amenities in the Atwater Village Pedestrian Orientated District.

(c) All interest or other earnings from money received into the Fund shall be credited to the Fund and devoted to the purposes of the Fund.

(d) All expenditures shall be authorized by both the General Manager of the Department of Transportation and the Director of City Planning or their designees. There shall be no expenditure, transfer or other form of disbursement of money from the Fund, except for purposes directly related to parking, transit or pedestrian amenities in the Atwater Village Pedestrian Orientated District Community Parking Pilot Area.

Section 5. 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.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, **by a vote of not less than three-fourths** of all of its members, at its meeting of _____.

JUNE LAGMAY, City Clerk

By _____ Deputy

Approved _____

Mayor


Approved as to Form and Legality

CARMEN TRUTANICH, City Attorney

By _____
Terry Kaufmann-Macias
Deputy City Attorney

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted

See attached report.



Michael J. LoGrande
Director of Planning

Date: _____

File No(s). _____



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT



CITY PLANNING COMMISSION

Date: January 13, 2011
Time: After 8:30 a.m.*
Place: Los Angeles City Hall
200 North Spring Street, 10th Floor
Los Angeles, California 90012

Public Hearing: 01/13/11
Appeal Status: Not appealable
Expiration Date: None
Multiple Approval: No

Case No.: CPC-2010-1929-POD
CEQA No.: ENV-2010-1930-MND
Council No.: 13-Eric Garcetti
Plan Area: Northeast
Specific Plan: Atwater Village POD
Certified NC: Atwater Village
GPLU: Limited Manufacturing,
Neighborhood Commercial
Public Facility
Zone: CM-1, [Q]C4-1XL, [Q]C1.5-
XL, PF1-XL

Applicant: City of Los Angeles

PROJECT LOCATION: Parcels fronting along Glendale Boulevard between the Los Angeles River and the Glendale-Los Angeles Boarder.

PROPOSED PROJECT: A proposed ordinance amending the Atwater Village Pedestrian Orientated District (POD) to create a "Community Parking Credit Program" that will provide an alternative means for commercial uses to comply with parking requirements within a portion of Glendale Boulevard in the POD .

REQUESTED ACTION:

1. Pursuant to section 21082.1(c)(3) of the California Public Resources Code, **Adopt** the Mitigated Negative Declaration (MND) for the above referenced project.
2. Pursuant to Section 11.5.6 of the Municipal Code, a **Plan Amendment** of the Atwater Village Pedestrian District to create a "Community Parking Credit Program" that will provide an alternative means for commercial uses to comply with parking requirements within a portion of Glendale Boulevard.

RECOMMENDED ACTIONS

1. **Adopt** the Mitigated Negative Declaration, ENV-2010-1930-MND (Appendix A)
2. **Adopt** the staff report as its report on the subject.
3. **Adopt** the attached Findings.
4. **Approve** and **Recommend** that the City Council adopt the proposed ordinance (Appendix B).

MICHAEL J. LEGROAND
Director of Planning



FAISAL ROBLE, Senior City Planner



THOMAS HENRY, City Planning Associate
Telephone: 213-978-0626

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PROJECT ANALYSIS

Project Summary

The proposed ordinance amends the Atwater Pedestrian Oriented District (POD) to create a Community Parking Credit District within the POD. The purpose of the Community Parking Credit District is to provide incentives for the use of existing pedestrian-scaled commercial buildings along Glendale Boulevard within the Atwater Village community by permitting the use of underutilized public and private parking as an alternative means of complying with city parking requirements.

Glendale Boulevard is one of the main commercial streets of Atwater Village. However, like many of the city's older neighborhood centers, the once vibrant pedestrian character of this half mile long stretch has declined. The community would like to see the revitalization of the area by bringing in new uses, such as restaurants and retail stores, preserve historic buildings, and discourage auto-oriented and other non-pedestrian friendly uses. The single biggest impediment to realizing this walkable "urban village" vision is the city's parking requirements. To address this concern, the Councilmember of the district requested by Council Motion that the Planning Department develop a Community Parking Project.

Glendale Boulevard has been a traditional Main Street with pedestrian-oriented commercial buildings. The structures are typically not set back from the street, creating a relatively regular edge along Glendale Boulevard. In the past, visitors arrived on foot whether they had driven to the neighborhood, taken a trolley or simply walked from their homes. The fact that most shop patrons arrived on foot meant that building and business owners had strong incentives to develop the most walkable environment possible to attract customers.

However, when onsite parking requirements were instituted in the 1940's and 50's, the fundamental economics of development as well as the incentives for pedestrian design were forever altered. These parking requirements affected both the new buildings and the existing buildings for which new uses were contemplated.

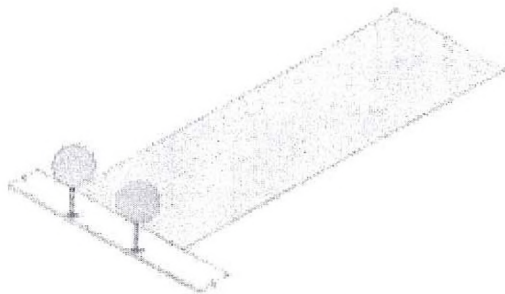
To address this same issue in Eagle Rock, a parking credit district was established in 2007 along a section of Colorado Boulevard whereby a business owner can, in lieu of providing on-site parking, opt to purchase parking credits. The buildings can stay as is with the existing on-site parking provided. While only a small number of businesses have applied, the program has been of great benefit to the business that have purchased credits. Thus far there have only been a few complaints of excessive street parking in adjacent residential areas. Currently, a street wide valet system is being considered to augment the program.

Similar to Colorado Boulevard, the proposed community parking pilot in Atwater Village represents a way to revitalize Glendale Boulevard in a pedestrian friendly way, while still addressing the very real parking needs of the area and the economic realities of real estate development in the 21st century. Additionally, it may well serve as another model to facilitate the revitalization of many of the older neighborhood commercial villages throughout the city where current public parking is under-utilized.

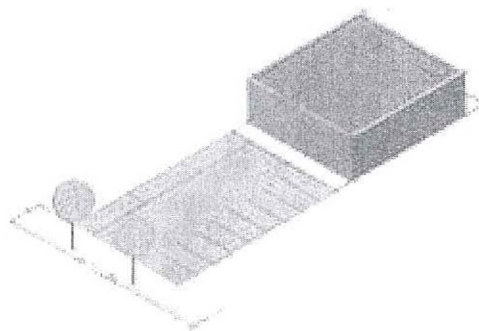
Background

The Impact of Parking Requirements on the Re-Use of Existing Buildings

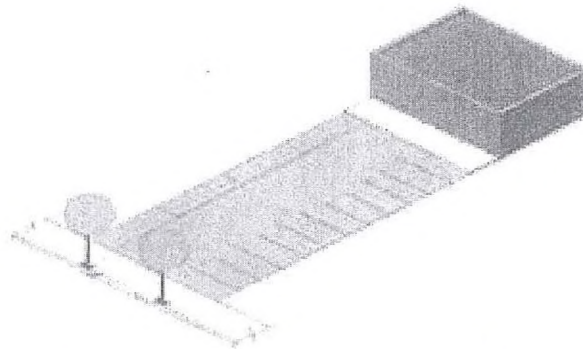
Onsite parking requirements drastically reduces the potential buildable area of most new developments in commercial districts, and they make “urban sprawl” building styles the only economically viable form for new projects. Along Glendale Boulevard, onsite parking requirements for new business uses can account for the loss of more than 50% of the potential floor area ratio (FAR) for projects on typical properties by virtue of the geometry of parking and development. The following illustrates what happens on a typical commercial parcel:



Typical commercial business parcel - 7500 square feet



Maximum one-story development that meets city parking codes, 1 space per 250 sq.ft. (12 spaces leaves 3,125 sq. ft. of buildable area)



Maximum one-story restaurant that meets city parking codes, 1 space per 100 sq.ft. (16 spaces leaves 1,665 square feet of buildable area)

The potential FAR of a retail building on a typical parcel is reduced by more than 50% from the theoretical limit when surface parking is required and the building stays at one story. The potential restaurant building FAR is reduced by more than 75%.

MAXIMUM FLOOR AREA FOR 1 STORY BLDG.		
	Retail	Restaurant
No Onsite Parking	7,500	7,500 sq. ft
Full Onsite Parking	3,125	1,665 sq. ft

These are the recognizable forms of fast food establishments, convenience stores, and similar uses that pull structures away from the sidewalk, leaving a parking area in front that takes up most of the lot’s usable square footage. They are the very sort of developments that make neighborhoods more visually chaotic, less pedestrian-friendly, and environmentally unsound..

The Impact of Parking Requirements on the Re-Use of Existing Buildings

Current on-site parking requirements also apply to existing buildings, when an owner seeks a change of use. In general, building owners are not required to bring their buildings up to current parking (or other zoning code) standards so long as the original use and building square footage is maintained. However, when an owner of an older pedestrian-friendly building wants to convert it from a liquor store into a café or an auto repair facility into a restaurant, he or she must meet today’s parking requirements on-site, even if the existing building covers the entire lot.

For such re-use projects, there are 4 options:

- Leave the building as it is
- Seek a variance to reduce or waive required parking
- Demolish the existing building and build an auto-oriented use like a mini-mall, convenience store, or other uses that can comply with the city’s parking codes.
- Purchase an adjacent site, demolish its buildings and turn it into a parking lot to serve the new use.

For the community, none of these options is likely to yield positive results. For a small entrepreneur with a vision to revitalize an older retail space, these options are daunting. Most

small businesses do not have the capital necessary to successfully undertake any of these options, so it is not surprising that many such businesspeople forego the time and money risks of an open-ended city planning process in exchange for the more predictable if less revitalization-oriented option of locating in an auto-oriented shopping center or, worse, choosing not to pursue their business proposition at all.

This essentially creates a dilemma for building owners in older areas. As their buildings age and the local market evolves, they must make a choice: leave their structures to continue deteriorating, hope they or their tenants can win exemptions from the city's parking requirements and pursue modest projects, or demolish their structures to create well capitalized chain stores or similar suburban-style buildings amidst a sea of asphalt parking.

Other Parking Alternatives

The Department of City Planning has developed many tools over the years in various parts of the City to address the parking situation: specific plans have been adopted with modified parking requirements, the Zoning Code has been, and continues to be, amended to modify parking requirements in certain circumstances, parking permit districts have been established to permit resident-only street parking, reduced parking has been approved based upon shared use concepts, and parking has been waived based upon the existence of near-by public parking. However, none of these solutions is optimal, nor have they helped to facilitate the revival of the city's many older commercial neighborhood centers.

Most people in Los Angeles still use their cars for most trips. As a result, any large-scale destination in today's Los Angeles must provide parking for visitors in order to remain competitive. So simply eliminating parking requirements from Glendale Boulevard may allow some desirable projects—office-to-restaurant conversions, for instance—to move forward. However, if these projects are successful, more projects will follow that are likely to eventually overtax the area's parking resources.

Secondly, residents of nearby residential areas, already quite sensitized to parking issues, perceive serious negative consequences associated with eliminating parking requirements. The primary concern is that in some cases the lack of commercial parking could spill over into adjacent residential neighborhoods, creating the need for residential permit-only street parking.

Finally, when the only option for small properties is to obtain an exemption from parking requirements on a project-by-project basis, businesses suffer. The discretionary process required is time consuming, risky, and costly, and will dissuade most owners from pursuing their small-to-medium sized projects that are the basis of neighborhood revitalization.

Exemptions are not an effective parking solution for struggling older commercial districts. Instead of eliminating parking in our older commercial districts, the better alternative is to manage it effectively.

Parking Credit Concept

The Community Parking program proposed herein is a parking management system that allows owners to satisfy their parking requirements offsite and provides a mechanism for addressing the change of use issue.

It accomplishes two basic objectives:

- It makes pedestrian-friendly uses economically viable on typical parcels in the area; and
- It provides residents, property, and business owners the assurance that neighborhood parking will be available for every new use brought to Atwater Village and that parking will not be oversubscribed.

The program originated from the community. The Atwater Village Neighborhood Council hired a consultant firm, Civic Enterprise Associates, to recommend steps necessary to revitalize their commercial center in a manner that preserves the scale, the historic buildings and the pedestrian-orientation of the area. Civic Enterprise identified the parking code compliance problem and looked toward Pasadena and Eagle Rock and their systems of parking credits as a potential model for commercial revitalization. Since the entire half mile-long area is in a Pedestrian Orientated District, the consultants recommended designing a new parking system and adopting it as an amendment to the POD.

Pasadena's Parking Credit System

Pasadena developed a system of parking credits so that new businesses that would like to open up in Old Town Pasadena do not have to provide on-site parking. Rather, businesses buy into a pool of "parking credits" which represent the number of available spaces located in two nearby city parking structures. The number of credits available for sale is a multiple of the number of parking spaces in those garages, so they constitute a manageable, finite resource. The credit system allows more development to occur at an appropriate scale while at the same time, by tying credits to real spaces, growth is kept from outpacing the local supply of parking.

The effect is to maintain the pedestrian nature of the district and preserve the many existing, small scale retail buildings there, while encouraging new businesses and still addressing the real need for parking. It has allowed smaller businesses to open up that otherwise could not afford to meet on-site parking requirements, and has been largely responsible for the highly successful revitalization of Old Town Pasadena.

Eagle Rocks Parking Credit System

The City of Los Angeles created a similar parking credit system for Eagle Rock. On January 11, 2007, the City Council, based on the Planning Commission's approval and recommendation, adopted an ordinance amending the Colorado Boulevard Specific Plan to create a parking credit program along Colorado Boulevard in the central historic business section of Eagle Rock. Subsequently the Planning Commission adopted guidelines for the implementation of the program. In this case the credit pool was developed by counting "under-utilized" public street parking (the average number of unused street spaces during particular times of the day).

The methodology used in the creation of this system is utilized for Glendale Boulevard in Atwater Village as the build out and land use characteristics are quite similar.

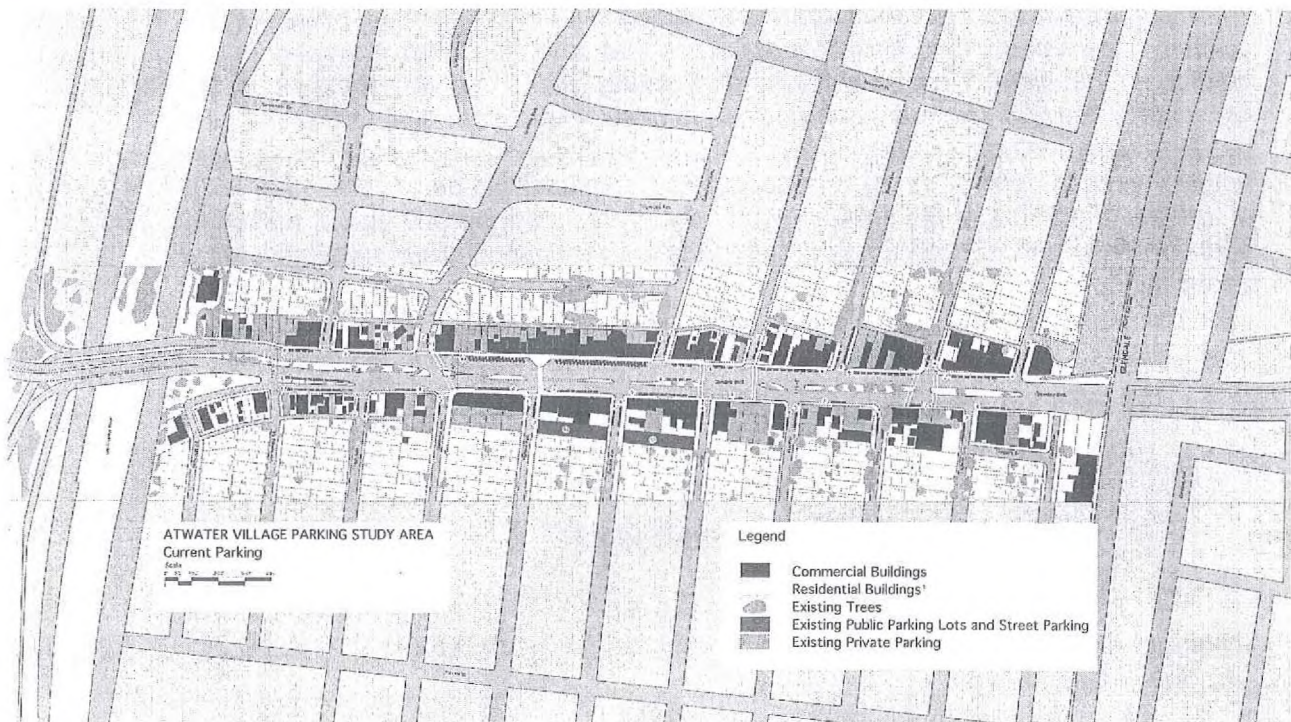
The Eagle Rock program has been quite successful in preserving existing historic and pedestrian friendly buildings along Colorado Boulevard and allowing for use changes, particularly from retail to café, and thus maintaining a relatively vibrant commercial atmosphere given the current unfavorable economic conditions. Increased spill over parking in residential neighborhoods has occurred, but not near the point of out weighing the benefit of business retention. Spill over parking is observed in some areas of Colorado Boulevard due to driver behavior: instead of continuing down Colorado Boulevard to park in surveyed underutilized

spaces, a driver will instead turn onto the cross-street by the business and park in the residential area with the perception that spaces are closer and easier to access. If the impact of this becomes greater, mitigation measures such as permit parking, charging for public parking in residential zones, or creating an easier or convenient way to park along the commercial corridor will need to be considered.

Fees that have been collected from the issuances of credits have not been nearly enough to further create new public parking or any other improvements to the program. Phase II of the program, valet parking, has yet to be established primarily due to lack of funding and property owner agreeability. Further the yearly fee collection system needs to be made more efficient.

The Atwater Village Program

Civic Enterprises Associates and staff of the Planning and Transportation Departments designed a program for Atwater village using Eagle Rock as a model. All existing public and privately owned parking spaces along Glendale Boulevard between the Los Angeles River and the Glendale-Los Angeles boarder were mapped, and the number of spaces identified on each site. The lots, which can be seen in the map below, include those accessed directly from the street and those located behind buildings and accessed via alleys.



In June of 2008, Civic Enterprise Associates and the Department of City Planning conducted a comprehensive survey, designed by the Department of Transportation, to document the rate of utilization of each of the parking spaces identified, including metered and non-metered on-street spaces. The survey counted the number of cars parked in on-street public parking spaces adjacent to commercially zoned lots as well as spaces in two nearby city-owned lots on an hourly basis for each hour between 8:00 a.m. and midnight on a Tuesday and Saturday. The

findings revealed a significant rate of underutilization at most times of the day both during the week and on weekends. Occupancy during weekday daytime and evening hours was approximately 50 percent. On weekends, daytime occupancy was approximately 50 percent and evening occupancy was less than 40 percent. The Planning Department staff reviewed the study and did its own field investigations and concurred with the study findings.

The average number of unused public parking spaces during particular times of the day and days of the week form the pool of parking credits that could ultimately be made available for parking (as seen in dark on the map above). A parking credit is established when the field survey shows that one available space exists in the zone during any of the four time periods. Credits are divided into “weekday-day credits,” “weekday-night credits,” “weekend-day credits,” and “weekend-night credits,” reflecting the different utilization rates for the different times of day, as shown by the survey. Businesses who wish to open up on Glendale Boulevard would then buy the required number of credits determined by the Department of Transportation, depending on the proposed use of the business. A business may be required to buy only weekday-day credits, or weekday-night credits, or credits in some or all of the time periods, depending on the business.

Parking Credit Requirements

Parking credit requirements were determined by the Department of Transportation, using the number of parking spaces required by the city’s current Code (LAMC Section 12.21A4) and modifying those rates with the Urban Land Institute’s Shared Parking procedures. The shared parking rates assume that visitors make more than one stop when shopping in a commercial district, so that they reflect a more realistic parking rate for a commercial street like Glendale Boulevard. By applying the parking demand peak hour percentage to the city’s code requirements, a single parking space is subjected to a more finely grained analysis of how it is actually used in each of the time periods (i.e. the space may be in demand only 70% of the time in the day, but 100% of the time at night). By applying the percentage of parking demand to each land use and to each time period, the following parking credit requirements were determined:

LAND USE	WEEKDAY PARKING CREDIT REQUIREMENTS		WEEKEND PARKING CREDIT REQUIREMENTS	
	Parking credits/1000SF GLA		Parking credits/1000SF GLA	
	DAY	NIGHT	DAY	NIGHT
Restaurant >1000 sq. ft., Health Club or Gym	7.00	10.00	6.00	10.00
Restaurant <1000 sq. ft.	3.50	5.00	3.00	5.00
Office	2.00	0.47	2.00	0.40
Retail	4.00	3.58	4.00	2.60
Service	1.74	2.00	1.74	2.00

So, for example, if an owner wanted to open a new 2,000 square foot restaurant to be opened 24 hours per day on Glendale Boulevard, the owner would be required to purchase 66 credits (7 + 10 + 6 + 10) x 2.

Parking Credits Available

Pursuant to the survey, the following number of credits are available:

Atwater Village – Glendale Boulevard	Poss. No. of Spaces	Parking Credit Pool Based on ULI and DOT requirements			
		WEEKDAY DAY	WEEKDAY NIGHT	WEEKEND DAY	WEEKEND NIGHT
Percentage of Spaces Occupied During Survey	N/A	48.0%	51.1%	51.2%	39.0%
No. of Public Spaces (on-street and off-street)	324	120	110	110	150

Cost of Parking Credits

DOT and Planning staff considered a number of methodologies for determining the appropriate price for parking credits that would result in a sustainable parking program for Atwater Village. Considerations that were examined ranged from the cost of providing new parking and operations to the apparent fair market value of parking spaces based upon comparative lease rates. The range of possible rates for parking spaces is as follows:

Based upon DOT parking waiver charge policy (5 year capitalization)	-	\$1,040 per space per year
Based upon average parking operations cost (attendant parking)	-	\$1,422 per space per year
Based upon parking lease rates (\$65/month)	-	\$ 780 per space per year
Average rate		\$1080 per space per year

Because one parking space in the proposed pilot project may satisfy parking credits for 4 different time periods, the average parking credit rate (\$1080/4) would be \$270 per parking credit per year.

Staff also reviewed comparable programs, including the City of Pasadena’s program, which is currently charging \$130 per parking credit per year. To start the pilot, staff recommends a starting value of \$200 per parking credit per year, which is the median between \$270 per credit

(LA calculation) and \$130 per credit (Pasadena's current charge). Commission when considering the Eagle Rock case opined that retaining businesses in existing pedestrian friendly buildings was the overriding concern and requested the fee to be reduced.

Currently the Colorado Boulevard fee per credit is \$39 this fee is much friendlier to small businesses which is the target of this program, but it does not raise any significant revenue for any meaningful future parking improvements.

The current study by Civic Enterprises for Glendale Boulevard recommends a \$75 per credit fee. This amount was arrived at taking the average cost of producing one paved parking space - \$6000 - amortizing it over 30 years at a public interest rate of 3%, creating an actualized cost of about \$300 a year. The \$75 approximates an in-lieu fee in that it represents 25% of the actualized cost. While this methodology is not perfect, the \$75 per credit yearly fee, remains fair to businesses and, depending on the number of applications, will generate more revenue for future parking programs.

Phase II – Community Valet Service

In a later phase of the Community Parking program, the underutilized, privately owned spaces could also become part of the parking credit pool. This would require that the City certify a "community valet service," which would park visitors' cars on publicly and/or privately-owned sites. The certification of the valet services would increase the number of available credits by the number of cars the service could park during one of the four time periods for credits.

The spaces contracted by a community valet would be made available by a written agreement between the valet service and the private property owner and/or the city and the private property owner. The agreement would specify that the spaces be made available for public parking during at least one of the time periods (weekend-day, weekend-night, weekend-day, or weekend-night) for a term of at least one year. The service would then be available to any visitors of the businesses on Glendale Boulevard.

Valet services would also be able to increase the parking supply on both the public and private lots, by stacking cars rather than limiting spaces to the number for which such lots are striped. They could also provide a convenient way to park visitors' cars. The City of West Hollywood employs a community valet for this purpose in the Robertson/Melrose neighborhood and the County of Los Angeles contracts for one in Marina Del Rey, near Venice Beach.

If there is a Phase II, operating funds will be needed for facilities rental, maintenance, personnel, marketing, overhead and other items. Sources for these needs can include user (customer) fees, business improvement district dues and maintenance charges for owners of parking credits. Capital funds may be needed in the long term, when and if purchasing or building a parking facility is deemed necessary to enhance the area. Fees collected thus far for the Eagle Rock program have been negligible in regards to supporting any future parking enhancement in that community.

The Benefits of a Parking Credit System for Atwater Village

The parking credit program will allow small businesses to open up within the existing pedestrian-oriented buildings that the neighbors want to preserve and which provide the character that Atwater Village seeks to enhance. It will also allow neighborhood-scaled, pedestrian-oriented new development on small lots. Maintaining the cost of purchasing parking

credits at a lower rate than a demolition-and-rebuild option, will also assure that new buildings can be built that fit within the fabric of the neighborhood.

The system will serve as a catalyst for increased pedestrian activity. Available parking spaces may not always be located immediately adjacent to one's destination but rather a half block away. The half-block trip becomes another pedestrian on the sidewalk. As this process repeats itself, that pedestrian becomes two, three, four, and so on. With this new activity businesses will have further incentives to cater to passers-by and not simply to the automobile.

The parking credit system will slowly help to create the nodes of commercial and pedestrian activity that a future transit system could support. With more defined and developed destination nodes, DASH-type neighborhood-oriented transit services can be successfully implemented for the community.

Conclusion

Atwater Village is very much like many older parts of Los Angeles in that its commercial core has declined substantially in the latter half of the 20th century from its historic position as a pedestrian town center. While many things account for the decline, the institution of onsite parking requirements explains quite a bit. Onsite parking requirements have rendered a median sized parcel on the street virtually undevelopable except in a style recognizable as "sprawl architecture," which degrades the quality of the pedestrian environment and strains public resources.

Business owners, civic leaders, and community members of Atwater Village are committed to revitalizing one of its main commercial streets, Glendale Boulevard, as a pedestrian-friendly, mixed-use center supporting a variety of business types. The community has applied traditional planning tools to this end with limited success. It is now poised to implement a Community Parking Credit program similar to what is in place in Eagle Rock, in order to make pedestrian-oriented uses on smaller properties more economical than it has been for the past fifty years.

If successful, Glendale Boulevard will become the vibrant, pedestrian-serving main street that the community envisions, and older commercial districts throughout the city will have Atwater Village and Eagle Rock as models for revitalization that is more effective, requires less capital and entails much less disruption than other tools previously.



THOMAS BRIDGES
CITY ENGINEER
DATE: 01/01/12
SCALE: AS SHOWN
PROJECT: 1524221
CITY OF GLENDALE
PLANNING DEPARTMENT

PLAN AMENDMENT

Atwater Village Pedestrian Oriented District

CASE NO. C-2010-1023-PCD
DATE: 01/01/12
SCALE: AS SHOWN
PROJECT: 1524221
CITY OF GLENDALE
PLANNING DEPARTMENT



CITY OF GLENDALE

FINDINGS

General Plan/Charter Findings

1. In accordance with Charter Section 556, the proposed ordinance (Appendix B) is in substantial conformance with the purposes, intent, and provisions of Northeast Los Angeles Community Plan the City General Plan. This ordinance will encourage the use and re-use of pedestrian-scaled buildings for commercial uses that serve the needs of the community, while preserving the unique identity of the Atwater community, as stated in the General Plan; and
2. in accordance with Charter Section 558 (b)(2), the proposed ordinance will have no adverse effect upon the North East Los Angeles Community Plan, the Atwater Village Pedestrian Oriented District, or any other plans being created by the Department of City Planning because the proposed ordinance is consistent with the General Plan and carries out the General Plan goals, policies and objectives discussed above, and
3. in accordance with Charter Section 558 (b)(2), the proposed ordinance will be in conformity with the public necessity, convenience, general welfare and good zoning practice. The ordinance will provide additional opportunities for the development of neighborhood oriented commercial uses that will conserve and strengthen the existing commercial district along Glendale Boulevard, stimulate and revitalize existing businesses and create opportunities for appropriate new commercial development; and

CEQA Findings

1. A Mitigated Negative Declaration (ENV-2010-1930-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street. I hereby adopt that the Mitigated Negative Declaration, imposed the conditions shown in that document on this approval.

APPENDIX A

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012
 CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT 13
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PROJECT TITLE ENV-2010-1930-MND	CASE NO. CPC-2010-1929-POD
-------------------------------------------	--------------------------------------

PROJECT LOCATION
 GLENDALE BOULEVARD BETWEEN THE LOS ANGELES RIVER AND THE LOS ANGELES-GLENDALE BORDER

PROJECT DESCRIPTION
 AN AMENDMENT TO THE ATWATER VILLAGE PEDESTRIAN ORIENTATED DISTRICT TO CREATE A "COMMUNITY PARKING AREA" IN LIEU OF THE CODE REQUIRED ON-SITE COMMERCIAL PARKING.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
 CITY OF LOS ANGELES
 CITY OF LOS ANGELES
 DEPARTMENT OF CITY PLANNING
 CITY HALL, RM 667
 200 N. SPRING STREET
 LOS ANGELES, CA 90012


FINDING:
 The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance
 (CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-make may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM Tom Henry	TITLE City Planning Associate	TELEPHONE NUMBER (213) 978-0626
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ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	SIGNATURE (Official) 	DATE 7/24/2010
-----------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------	--------------------------

XVI-10. Increased Vehicle Trips/Congestion

- An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to less than significant level by the following measure:
- THE NUMBER OF PARKING SPACE CREDITS GRANTED TO EACH BUSINESS WILL NOT EXCEED THE NUMBER OF PARKING SPACES CURRENTLY REQUIRED BY THE L.A.M.C. AND THE NUMBER OF TOTAL CREDITS ALLOWED IS CAPPED BASED ON THE NUMBER OF UNDERUTILIZED PUBLIC ON-STREET AND OFF-STREET SPACES AVAILABLE.


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: CD 13 - ERIC GARCETTI	DATE: 07/23/2010
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2010-1930-MND	RELATED CASES: CPC-2010-1929-POD	
PREVIOUS ACTIONS CASE NO.: CPC-94-0190-POD	<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: AMENDMENT TO ATWATER PEDESTRIAN ORIENTATED DISTRICT		
ENV PROJECT DESCRIPTION: AN AMENDMENT TO THE ATWATER VILLAGE PEDESTRIAN ORIENTATED DISTRICT TO CREATE A "COMMUNITY PARKING AREA" IN LIEU OF THE CODE REQUIRED ON-SITE COMMERCIAL PARKING.		
ENVIRONMENTAL SETTINGS: THE ATWATER VILLAGE PEDESTRIAN ORIENTATED DISTRICT EXTENDS ALONG GLENDALE BOULEVARD AND LOS FELIZ BOULEVARD FROM THE LOS ANGELES RIVER ON THE SOUTH WEST AND THE LOS ANGELES-GLENDALE BORDER TO THE NORTH-EAST . THE COMMUNITY PARKING LOT AREA WILL INCLUDE LOTS FRONTING ON GLENDALE BOULEVARD WHICH IS COMPRISED MOSTLY OF OF SMALLER BUSINESSES WITH LIMITED ON-SITE PARKING		
PROJECT LOCATION: GLENDALE BOULEVARD BETWEEN THE LOS ANGELES RIVER AND THE LOS ANGELES-GLENDALE BORDER		
COMMUNITY PLAN AREA: NORTHEAST LOS ANGELES STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: EAST LOS ANGELES	CERTIFIED NEIGHBORHOOD COUNCIL: ATWATER VILLAGE
EXISTING ZONING: ATWATER VILLAGE PEDESTRIAN ORIENTATED DISTRICT	MAX. DENSITY/INTENSITY ALLOWED BY ZONING:	LA River Adjacent: NO
GENERAL PLAN LAND USE: NEIGHBORHOOD COMMERCIAL, OPEN SPACE	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:	
PROPOSED PROJECT DENSITY:		

Determination (To Be Completed By 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 on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find 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 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.



City Planning Associate

(213) 978-0626

Signature

Title

Phone

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 a mitigation measure has reduced an effect from "Potentially Significant Impact" to "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 sources 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"/> GREEN HOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input type="checkbox"/> PUBLIC SERVICES
<input type="checkbox"/> AIR QUALITY	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> LAND USE AND PLANNING	<input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS
<input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

CITY OF LOS ANGELES

APPLICANT ADDRESS:

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL, RM 667
200 N. SPRING STREET
LOS ANGELES, CA 90012

AGENCY REQUIRING CHECKLIST:

Department of City Planning

PROPOSAL NAME (if Applicable):

ATWATER PARKING

PHONE NUMBER:

(213) 978-0626

DATE SUBMITTED:

07/13/2010

Potential significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
------------------------------	--------------------------------------------------------	------------------------------	-----------

I. AESTHETICS

a.	Have a substantial adverse effect on a scenic vista?				✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?				✓
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✓

II. AGRICULTURE AND FOREST RESOURCES

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 nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
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))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
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?				✓

III. AIR QUALITY

a.	Conflict with or obstruct implementation of the applicable air quality plan?				✓
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				✓
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)?				✓
d.	Expose sensitive receptors to substantial pollutant concentrations?				✓
e.	Create objectionable odors affecting a substantial number of people?				✓

IV. BIOLOGICAL RESOURCES

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?				✓
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?				✓
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?				✓
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?				✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
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?				✓

V. CULTURAL RESOURCES

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				✓
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d.	Disturb any human remains, including those interred outside of formal cemeteries?				✓

VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 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.				✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?				✓
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?				✓
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
g.	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?				✓
h.	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?				✓

VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				✓
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✓

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
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?				✓
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
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?				✓
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?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

Potential significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
------------------------------	--------------------------------------------------------	------------------------------	-----------

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?				✓
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IX. HYDROLOGY AND WATER QUALITY

a.	Violate any water quality standards or waste discharge requirements?				✓
b.	Substantially deplete groundwater supplies or interfere substantially 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 preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
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?				✓
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?				✓
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?				✓
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
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?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓

X. LAND USE AND PLANNING

a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

XI. MINERAL RESOURCES

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?				✓
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?				✓

XII. NOISE

a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				✓
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				✓
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				✓
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
--------------------------------	--------------------------------------------------------	------------------------------	-----------

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?				✓
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?				✓
XIII. POPULATION AND HOUSING					
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)?				✓
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
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: Fire protection?				✓
b.	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: Police protection?				✓
c.	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: Schools?				✓
d.	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: Parks?				✓
e.	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: Other public facilities?				✓
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?				✓
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?				✓
XVI. TRANSPORTATION/TRAFFIC					
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?		✓		

Potential significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
------------------------------	--------------------------------------------------------	------------------------------	-----------

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?				✓
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?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
e.	Result in inadequate emergency access?				✓
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 supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓
XVII. UTILITIES AND SERVICE SYSTEMS					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓
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?				✓
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?				✓
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				✓
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?				✓
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				✓
g.	Comply with federal, state, and local statutes and regulations related to solid waste?				✓
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
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?				✓
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)?				✓
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✓

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

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, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any 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 applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2010-1930-MND and the associated case(s), CPC-2010-1929-POD. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE: City Planning Associate	TELEPHONE NO.: (213) 978-0626	DATE: 07/22/2010
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Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS

a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	

II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	
e.	NO IMPACT	

III. AIR QUALITY

a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	
e.	NO IMPACT	

IV. BIOLOGICAL RESOURCES

a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	
e.	NO IMPACT	
f.	NO IMPACT	

V. CULTURAL RESOURCES

a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	

VI. GEOLOGY AND SOILS

a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	
e.	NO IMPACT	
f.	NO IMPACT	
g.	NO IMPACT	
h.	NO IMPACT	

VII. GREEN HOUSE GAS EMISSIONS

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT		
b.	NO IMPACT		

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		

IX. HYDROLOGY AND WATER QUALITY

a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		
i.	NO IMPACT		
j.	NO IMPACT		

X. LAND USE AND PLANNING

a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		

XI. MINERAL RESOURCES

a.	NO IMPACT		
b.	NO IMPACT		

XII. NOISE

a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		

XIII. POPULATION AND HOUSING

a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		

XIV. PUBLIC SERVICES

a.	NO IMPACT		
b.	NO IMPACT		

Impact?	Explanation	Mitigation Measures
c.	NO IMPACT	
d.	NO IMPACT	
e.	NO IMPACT	
XV. RECREATION		
a.	NO IMPACT	
b.	NO IMPACT	
XVI. TRANSPORTATION/TRAFFIC		
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THIS AMENDMENT WILL REPLACE THE CITY'S CODE REQUIRED ON-SITE PARKING REQUIREMENT BY ALLOWING APPLICANTS TO PURCHASE CREDITS IN LIEU OF ON-SITE PARKING.
		XVI-10 THE NUMBER OF PARKING CREDITS GRANTED TO EACH BUSINESS WILL NOT EXCEED THE NUMBER OF PARKING SPACES CURRENTLY REQUIRED BY THE L.A.M.C.; AND THE NUMBER OF TOTAL CREDITS OF TOTAL CREDITS ALLOWEC IN THE ENTIRE POD AREA IS CAPPED BASED ON THE NUMBER OF UNDERUTILIZED PUBLIC ON-STREET AND OFF-STREET SPACES AVAILABLE.
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	
e.	NO IMPACT	
f.	NO IMPACT	
XVII. UTILITIES AND SERVICE SYSTEMS		
a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	
e.	NO IMPACT	
f.	NO IMPACT	
g.	NO IMPACT	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE		
a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	

APPENDIX B**ORDINANCE NO. _____**

An ordinance amending Ordinance No. 173,676, commonly known as the Atwater Village Pedestrian Orientated District to create a pilot parking program for a portion of the district area.

SECTION 1. Section 3 of Ordinance No. 173,676 is amended by adding a new definition for the term "Community Parking Credit Area" (POD) in proper alphabetical order to read:

Community Parking Credit Area: The (POD) area which generally consists of those lots which have street frontage on Glendale Boulevard between the Los Angeles River and the Los Angeles-Glendale city boarder.

SECTION 2. Subsections E, F, and G of Section 4 of Ordinance No. 173,676 are relettered in order as Subsections F, G and H.

SECTION 3. Section 4 of Ordinance No. 173,676 is amended by adding a new **Subsection E** to read:

E. Parking Requirements for Projects located within the Community Parking Credit Area. In lieu of complying with parking requirements of the Los Angeles Municipal Code, parking requirements for a commercial Project or a mixed commercial and residential Project within the Community Parking Credit Area may be satisfied by the purchase of specified number of parking credits.

1. The City Planning Commission. After a public hearing, the City Planning Commission shall establish administrative guidelines as may be necessary to further implement the provisions of this subsection. Notice of the time, place and purpose of the hearing shall be given by mailing written notice at least 10 days prior to the date of the hearing to any, property owners and occupants within a 500 foot radius of the Community Parking Area, Certified Neighborhood Council with jurisdiction over the Community Parking Credit Area, the affected council office(s), and any other relevant association or organization with jurisdiction over the Community Parking Credit Area as determined by the affected council office(s). Copies of the guidelines shall be available from the Department of City Planning. The City Planning

Commission shall periodically review the administrative guidelines and shall have the authority to change such guidelines.

2. Parking Credit Requirements.

a. The total number of parking credits required for a given use is determined by adding together the parking credit requirements for the use for each of the four time periods during which the use will be open for business, as identified in the following table. For example, a 1,000 square foot restaurant open 24 hours per day would be required to purchase 33 parking credits (7 + 10 + 6 + 10).

LAND USE	WEEKDAY PARKING CREDIT REQUIREMENTS Parking credits/1000SF GLA		WEEKEND PARKING CREDIT REQUIREMENTS Parking credits/1000SF GLA	
	DAY	NIGHT	DAY	NIGHT
Restaurant >1000 sq. ft., Health Club or Gym	7.00	10.00	6.00	10.00
Restaurant <1000 sq. ft.	3.50	5.00	3.00	5.00
Office	2.00	0.47	2.00	0.40
Retail	4.00	3.58	4.00	2.60
Service	1.74	2.00	1.74	2.00

b. Parking credits must be purchased from the available credits that are within the area in which the project is located.

c. When a building or portion of a building contains two or more uses, the number of credits required shall be the sum of the credits required by each use independently.

d. Parking credits may be available for purchase for uses up to 5000 square feet per use, or per business license, or less. In any event no more than 50 zoning parking credits shall be purchased on a single site.

e. Parking Credits shall not be "banked." If a use changes to a new use that requires fewer parking credits, the excess credits shall be returned to the parking credit pool upon issuance of a certificate of occupancy for the new use. No refund will be given for the credits already paid.

f. Any Project or use that fails to pay the annual fee to maintain the parking credits shall provide parking as specified by the Municipal Code. If a use that has parking credits becomes abandoned or vacant for 6 months, such credits revert to the pool of credits. Parking as provided by code or new credits would have to be purchased for any subsequent use on that site.

3. Establishment of Parking Credits. Parking credits are created when there are underutilized public on-street spaces, publicly owned off-street spaces, or privately owned off-street spaces. Except for credits created in conjunction with a community valet service, described in Subdivision 4 c, below, the number of credits and the time period(s) of their availability shall be based on a survey, which shall be approved by the Department of Transportation. The survey shall document the occupancy of all such spaces within the Community Parking Pilot Area on an hourly basis between 8:00 am and 12:00 am for at least two weekdays and two weekend days, none of which is a holiday. The survey shall be updated every two years. Credits shall be established separately for each of the following time periods:

Weekday-day - 8:00 am to 6:00 pm, Monday through Friday
 Weekday night - 6:00 pm to 8:00 am, Monday through Thursday
 Weekend-day - 8:00 am to 6:00 pm, Saturday or Sunday
 Weekend-night - 6:00 pm to 8:00 am, Friday through Sunday

4. Calculation of Available Parking Credits. The number of available parking credits shall be established for each of the time periods enumerated in Subdivision 2, above, as follows:

a. On-street Credits. On-street credits shall be comprised of underutilized metered and non-metered parking spaces on Glendale Boulevard, as approved by the Department of Transportation.

i. A non-metered space shall be 23 linear feet of street, which has no parking meter and where parking is permitted and not restricted to permit holders.

ii. The number of available on-street parking credits for each time period within the district shall be equal to the average percent of unused spaces within the

district, as established in the Parking Utilization Survey, multiplied by the total number of on-street parking spaces in the district.

b. Off-street Credits.

i. The number of available off-street parking credits for each site in each time period shall be equal to the average percent of unused spaces on the site, as established in the Parking Utilization Survey, multiplied by the total number of parking spaces on the site.

ii. Privately owned parking spaces may be added to the inventory of parking credits, provided that the owner of such spaces shall enter into a written agreement with the City or the City's designee to make such spaces available for public parking during at least one of the time periods for a term of at least one year.

iii. The total number of parking spaces on a site may be adjusted upward from the number that are striped for use, in order to accommodate stacked parking, provided that a valet or similar service is implemented pursuant to the provisions of Paragraph c of this subdivision.

c. Valet Credits. The City Planning Commission may certify a community valet service as a source of additional parking credits in accordance with the certification procedures and standards set forth in the guidelines and the following provisions:

i. The community valet service is available to any visitor to the districts in the Community Parking Credit Area in which the community valet service is to operate and where the valet credits will be created.

ii. The community valet service parks cars in spaces dedicated exclusively to the community valet service during the time period(s) of operation. The spaces shall be made available to the community valet service by written agreement of their owner for a term of no less than one year.

iii. The number of credits created shall be equal to the number of cars the community valet service can park in dedicated spaces during the time period(s) of operation.

iv. The community valet service qualifies under all other requirements provided by the L.A.M.C. to operate publicly available valet service.

5. Fees. Applicants who lease parking credits to satisfy parking requirements shall be assessed an annual fee of \$75.00 for each credit. The initial fee shall be prorated to reflect the portion of the calendar year for which the credits will apply;

subsequent annual fees shall be paid each January 1. The annual fee shall be adjusted each December in an amount based on the Consumer Price Index - All Urban Consumers averaged for the 12 month period ending October 30, of each year, as determined by the Department of City Planning to reflect the change in the previous year's Consumer Price Index. Fees for parking credits shall be paid to the Department of Transportation and maintained in the Atwater Village Pedestrian Orientated District Community Parking Credits Fund for parking, transit or pedestrian amenities in the Community Parking Credit Area.

6. Enforcement. No building permit for a use that uses parking credits to satisfy its parking requirements shall be issued until the Department of Planning provides written clearance to the Department of Building and Safety to issue the building permit. Failure to renew the lease for the required parking credits and/or failure to pay the parking credit fee by the end of January of each year shall result

in the immediate cancellation of the certificate of occupancy or use permit in accordance with LAM.C. Section 12.26E1(b).

7. Accounting of Available Parking Credits. The Department of City Planning shall maintain a master inventory of parking credits for each district. The information contained in the inventory shall be available to the public.

8. New Parking Credits. New parking credits may be added to the inventory at any time, pursuant to this ordinance and to the satisfaction of the Department of City Planning.

9. Review. The City Planning Commission shall review the operation and effectiveness of the Community Parking Credit program within two years of the effective date of this section.

SECTION 4 Chapter 5 of the Los Angeles Administrative Code is amended by adding a new Article 12.10 to read:

CHAPTER 5, ARTICLE 12.10

COLORADO BOULEVARD SPECIFIC PLAN COMMUNITY PARKING CREDITS FUND

Sec. 5.111.20. Creation and Administration of the Fund.

(a) There is created and established within the Treasury of the City of

Los Angeles a separate fund known as the "Atwater Village Pedestrian Orientated District Community Parking Credits Fund" ("Fund"), to be administered by the Department of Transportation and the Department of City Planning.

(b) The Fund shall be used for the deposit of money paid to the City of Los Angeles pursuant to Section 4 of the Atwater Village Pedestrian Orientated District and any other money appropriated or given to this Fund for the purpose directly related to parking, transit, or pedestrian amenities in the Atwater Village Pedestrian Orientated District.

(c) All interest or other earnings from money received into the Fund shall be credited to the Fund and devoted to the purposes of the Fund.

(d) All expenditures shall be authorized by both the General Manager of the Department of Transportation and the Director of City Planning or their designees. There shall be no expenditure, transfer or other form of disbursement of money from the Fund, except for purposes directly related to parking, transit or pedestrian amenities in the Colorado Boulevard Specific Plan Community Parking Pilot Area.

TRANSPORTATION

MOTION PLANNING & LAND USE MANAGEMENT

The Atwater Village area of Los Angeles is an older community with pedestrian - scaled commercial businesses located along Glendale Boulevard. These businesses are often located in buildings that were built before the establishment of current City parking requirements. Efforts to retain and enhance the pedestrian oriented character of the commercial area has been difficult, in part because small businesses on typical parcels often find it difficult or impossible to meet current parking requirements, which are applied site-by-site and project-by-project, without variances and other discretionary actions outside the purview of local planning.

In order to attract the types of businesses desired by the Atwater Village business and residential communities that also retain and enhance the pedestrian-oriented character of the commercial area, the City should explore the possibility of implementing a Community Parking Project that will plan for parking on a neighborhood-wide level. The pilot project should be designed to create an alternative means of providing parking for commercial and mixed use projects in the Atwater Village Pedestrian Oriented District Area, to preserve and enhance the pedestrian character of the District's commercial streets, and to protect the character of the adjacent residential neighborhoods.

I THEREFORE MOVE that the City Council direct the Department of Transportation, in coordination with the Department of City Planning, to develop a Community Parking Project consistent with the Atwater Village Pedestrian Oriented District that will provide parking options to enhance the pedestrian-oriented businesses and projects seeking to locate in that area.

I FURTHER MOVE that the City Council direct the Department of Transportation and the Department of City Planning to utilize the attached parking utilization study in drafting the necessary amendments to the Atwater Village Pedestrian Oriented District.

Presented by: 
Eric Garcetti
Councilmember, 13th District

Seconded by: 

January 6, 2009

EG

09-0035

CD 13

DETERMINATION LETTER
CPC-2010-1929-POD
MAILING DATE: 01/31/11

GIS/Fae Tsukamoto
City Hall, Room 825
Mail Stop #395

Jorge Casillas
3040 Glendale Blvd.
Los Angeles, CA 90039

G. Gonzalez
5857 Inskip Avenue
Los Angeles, CA 90003

Councilmember Eric Garcetti
Thirteenth Council District
City Hall, Room 475
Mail Stop #222

Patrice Lattimore
Legislative Assistant
City Hall, Room 395
Mail Stop #160

Ana Franco
222 E. 37th Street
Los Angeles, CA 90011

Robert Smith
3733 Revere Avenue
Los Angeles, CA 90039

Thomas Henry
City Planning Associate
City Hall, Room 667
Mail Stop #395

Manuel Kazanjian
3600 Valleybrink Rd.
Los Angeles, CA 90039

Alizio Cardenas
1979 Estrella Avenue
Los Angeles, CA 90007

lametrofitness@gmail.com

**DETERMINATION LETTER
CPC-2010-1929-POD
MAILING DATE: 01/31/11**

Councilmember Eric Garcetti
Thirteenth Council District
City Hall, Room 475
Mail Stop #222

Thomas Henry
City Planning Associate
City Hall, Room 667
Mail Stop #395

GIS/Fae Tsukamoto
City Hall, Room 825
Mail Stop #395

Patrice Lattimore
Legislative Assistant
City Hall, Room 395
Mail Stop #160

Manuel Kazanjian
3600 Valleybrink Rd.
Los Angeles, CA 90039

Jorge Casillas
3040 Glendale Blvd.
Los Angeles, CA 90039

Ana Franco
222 E. 37th Street
Los Angeles, CA 90011

Alizio Cardenas
1979 Estrella Avenue
Los Angeles, CA 90007

G. Gonzalez
5857 Inskip Avenue
Los Angeles, CA 90003

Robert Smith
3733 Revere Avenue
Los Angeles, CA 90039

lametrofitness@gmail.com