

TRANSMITTAL TO CITY COUNCIL

Case No.(s)	Planning Staff Name(s) and Contact No.	C.D. No.
CPC-2009-441-CA (RELATED TO CPC-09-437 & CA, CPC-09-439-CA)	JON TANURY 213-978-1214	ALL
Items Appealable to Council:	Last Day to Appeal:	Appealed:
N/A	N/A	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Location of Project (Include project titles, if any.)		
CITYWIDE		
Name(s), Applicant / Representative, Address, and Phone Number.		
CITY OF LOS ANGELES		
Name(s), Appellant / Representative, Address, and Phone Number.		
N/A		
Final Project Description (Description is for consideration by Committee/Council, and for use on agendas and official public notices. If a General Plan Amendment and/or Zone Change case, include the prior land use designation and zone, as well as the proposed land use designation and zone change (i.e. "from Very Low Density Residential land use designation to Low Density land use designation and concurrent zone change from RA-1-K to (T)(Q)R1-1-K). In addition, for all cases appealed in the Council, please include in the description <u>only</u> those items which are appealable to Council.)		
<p>A proposed ordinance for the creation of a Pedestrian Emphasis Design (PED) zoning designator that will introduce baseline urban design standards in targeted areas.</p>		
Fiscal Impact Statement <small>*Determination states administrative costs are recovered through fees.</small>	Environmental No.	Commission Vote:
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	ENV-2009-442-ND	5-0

 JAMES WILLIAMS, Commission Executive Assistant I	Date: <u>SEP 03 2009</u>
--	--------------------------

ORDINANCE NO. _____

An ordinance amending Section 12.21 of the Los Angeles Municipal Code to establish a PED Pedestrian Emphasis Design Designator to promote urban design principles and walkable communities that can serve multiple zones.

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

Section 1. Subsection D of Section 12.04 of the Los Angeles Municipal Code is amended to read:

D. Certain portions of the City are also designated as being in one or more of the following districts, by the provision of Article 3 of this chapter

- "O" Oil Drilling District
- "S" Animal Slaughtering
- "G" Surface Mining District
- "RPD" Residential Planned Development District
- "K" Equinekeeping District
- "CA" Commercial and Aircraft District
- "POD" Pedestrian Oriented District
- "CDO" Community Design Overlay District
- "MU" Mixed Use District
- "FH" Fence Height District
- "SN" Sign District
- "RFA" Residential Floor Area District
- "PED" Pedestrian Emphasis Design Designator

Subsection C.9 of Section 12.21 of the Los Angeles Municipal Code is added to read:

A. **Application.** The provisions of this chapter shall apply to Projects within all zones that contain the PED designator, except when these provisions conflict with the provisions of a Specific Plan, wherein the provisions of the specific plan shall prevail. Additionally, the provisions of Subsection 2 of Paragraph D shall not apply to Projects consisting of one hundred percent residential uses. For corner or other lots with multiple street frontages, design regulations delineated in Section D.1 and D.2 shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. Where the regulations contained within this section conflict with those contained within 12.22 A.23, the Pedestrian Emphasis Design regulations contained herein shall prevail

B. **Definitions.** For purposes of this section, the following words and phrases are defined:

Pedestrian Amenities. Pedestrian amenities include outdoor sidewalk cafes, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located at the ground level .

Project. The erection, construction, addition to, or exterior structural alteration of any building or structure. A project does not include any change of use, or construction that consists solely of (1) interior remodeling, interior rehabilitation or repair work; (2) alterations of, including structural repairs, or additions to, any existing building or structure in which the aggregate value of the work, in any one 24-month period, is less than 50 percent of the building or structure's replacement value before the alterations or additions, as determined by the Department of Building and Safety, unless the alterations or additions are to any building facade facing a public street.

Primary Lot Line shall be determined during the adoption of the Designator and shall be limited to one of the property lines adjacent to or abutting a public street. On lots with fronting more than one public street, the Director of Planning shall determine the Primary Lot Line.

Primary Frontage shall be the exterior building walls facing the Primary Lot Line. For the purposes of this provision, all exterior walls that intersect a plane parallel to a lot line at 45 degrees or less shall be considered to be facing the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the primary lot line intersect shall be used.

C. Prohibition. No building permit shall be issued for any project located in whole or in part within a legal parcel with a PED Pedestrian Emphasis Design Designator that does not comply with the regulations or intent specified under Section D - Development Regulations.

D. Development Regulations. Wherever this PED Designator contains provisions more restrictive than those contained in L.A.M.C. Chapter 1, the regulations stipulated within the PED Pedestrian Emphasis Design Designator shall prevail and supersede the other applicable provisions.

1. Building Location.

- (a) Each Project shall have a ground floor, as defined in L.A.M.C. Section 12.03.
- (b) Structures shall be designed and sited so that the Primary Frontage occupies 100 percent of the length of a Primary Lot Line abutting a public street, exclusive of required driveways per Subdivision 5 and of walkways as outlined in this section. One walkway, not to exceed 10' in width each, shall be permitted for every 200 linear feet of frontage.
- (c) The ground floor of any exterior building wall (façade), up to a height of not less than 12 feet, measured from adjacent sidewalk grade, must be located within 5 feet of the primary lot line for the entire length of the Primary Frontage. However, buildings may be set back from the primary lot line more than the maximum 5 feet when the Primary Frontage is used for Pedestrian Amenities, as defined in this Section.

2. Transparency.

- (a) A minimum of 50% of the exterior wall of the Primary Frontage building wall, which is comprised of the area between 2 feet to 8 feet above sidewalk grade, must be comprised of clear, untinted, unfrosted, non-reflective windows to allow maximum visibility from sidewalk areas into the interior of commercial uses.
- (b) The above regulations shall not apply to projects containing 100 percent residential uses.

3. Pedestrian Access.

- (a) A primary building entrance to each ground floor use shall be located within the Primary Frontage or pedestrian amenity space and shall provide direct access from the sidewalk without crossing a parking lot or driveway. Entrances shall be no more than 3 feet above or below the adjacent sidewalk grade.
- (b) Street-oriented entrance(s) along the Primary Frontage shall remain open during normal business hours.

4. Parking.

- (a) No surface or above-grade parking shall be allowed between the building and any street. Surface parking shall be located at the rear of buildings on the site. Parking can also be enclosed within a structure, or entirely below grade. Below grade parking structures can occupy the entire footprint of a lot.

5. Driveways and Vehicular Access. Vehicular access to off-street parking and loading areas shall be provided from any frontages other than the Primary Frontage, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation. Each driveway shall not exceed 30 feet in width. Multiple driveways located on the same project shall be a minimum of 200 feet apart from each other.

Section 2. 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 A. TRUTANICH, City Attorney

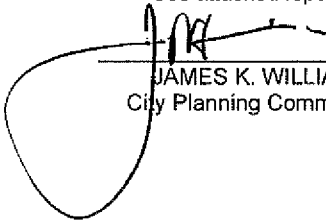
Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted

By _____
City Attorney

May 28, 2009

Date _____

See attached report



JAMES K. WILLIAMS
City Planning Commission

File No(s). _____

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

WILLIAM ROSCHEN
PRESIDENT
REGINA M. FREER
VICE-PRESIDENT
SEAN O. BURTON
DIEGO CARDOSO
ROBIN R. HUGHES
FR. SPENCER T. KEZIOS
VACANT
CINDY MONTAÑEZ
MICHAEL K. WOO
JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

S. GAIL GOLDBERG, AICP
DIRECTOR
(213) 978-1271
VINCENT P. BERTONI, AICP
DEPUTY DIRECTOR
(213) 978-1272
JOHN M. DUGAN, AICP
DEPUTY DIRECTOR
(213) 978-1274
EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273
FAX: (213) 978-1275

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

SEP 03 2009

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

ATTN: Barbara Greaves, Legislative Assistant

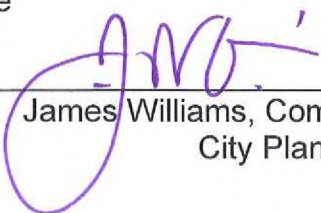
CITY PLAN CASE NO. 2009-441-CA

Transmitted herewith is a proposed ordinance for the creation of a Pedestrian Emphasis Design (PED) zoning designator that will introduce baseline urban design standards in targeted areas.

On May 28, 2009, following a public hearing, the City Planning Commission approved the attached Findings of City Planning Staff and approved the proposed ordinance.

This action was taken by the following vote:

Moved: Roschen
Seconded: Burton
Ayes: Freer, Montanez, Woo
Absent: Cardoso, Hughes, Kezios
Vacant: One
Vote: 5-0


James Williams, Commission Executive Assistant I
City Planning Commission

Attachments: Findings, Proposed Ordinance

cc: Jeri Burge, Deputy City Attorney, Land Use Division

FINDINGS

Findings under Charter Section 558

Los Angeles City Charter Section 558 requires that prior to adopting a land use ordinance, the City Council make findings that the ordinance conforms with public necessity, convenience, general welfare and good zoning practice. The establishment of the Pedestrian Emphasis Design tool conforms to public necessity, convenience, general welfare and good zoning practice in the following respects:

General Plan Framework Policy 3.2.3: *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

The PED designator has the potential to provide improved pedestrian access by introducing provisions that enhance the pedestrian experience in each of the five proposed elements. Regulating the building location relative to the property lines, maximizing front setbacks, requiring minimal transparency, and placing the parking to the sides and rear of a building work together to create a pedestrian friendly area.

General Plan Framework Policy 3.16.2: *Locate parking in pedestrian districts to the rear, above, or below the street-fronting uses.*

Surface parking lots are a major barrier to pedestrian activity if located between the sidewalk and the building. The PED designator requires surface parking to be located to the rear or sides of building, or enclosed in a parking structure with architecture that matches the building.

General Plan Framework Policy 5.3.2.(c): *Building and site development standards for pedestrian-priority streets should address building design and use characteristics that encourage pedestrian access, as well as the following: building height, location and design of parking; location and transparency of front building façade; location and design of pedestrian entrances and other openings; utilities; and signage.*

The PED designator addresses several elements mentioned under this Framework policy: Building and site development, location and design of parking, location and transparency of front building façade, and location and design of pedestrian entrances and other openings. Under building and site development, a maximum front setback, combined with allowances for pedestrian amenities, promotes easy access to and from building entrances and semi-public spaces. Locating parking lots away from the front or enclosing them in parking structures minimizes the barrier that they have to the pedestrian experience. Building transparency ensures that pedestrians have an interesting building façade as the walk within a targeted area. The requirement for a primary entrance on the Primary Building Frontage ensures that the entrance will be built with direct access from the adjacent sidewalk.

Transportation Element Policy 4.5: *Consider traffic impacts on pedestrian-priority street segments and find mitigation measures which do not restrict pedestrian circulation in these areas.*

Pedestrian circulation is adversely affected by vehicle traffic and must be addressed to make any pedestrian district successful. The PED designator recognizes the potential conflict of driveways and parking areas to a pedestrian district and mitigates this conflict by prohibiting parking between the building and any street, excluding alleys. Rather, parking areas shall be located in the rear, underground, or enclosed in a parking structure. The building frontage may accommodate driveways that lead to parking areas in the rear, but each individual driveway cannot exceed 30 feet in width, and each driveway must be spaced a minimum of 200 linear feet apart.

In summary, the Pedestrian Emphasis Design Designator conforms to public necessity because it creates a Code provision that brings urban design standards to targeted areas; Convenience because it creates quantitative regulations that facilitate interpretation by developers and City Staff; General Welfare because it promotes urban design that have the potential to reduce vehicle trips and create a pedestrian friendly environment; and finally, good zoning practice because it creates opportunities for pedestrian design by regulating building setbacks, parking location, and other elements of the built environment.

CEQA Findings

A Negative Declaration (ENV-2009-442-ND) 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 there is no substantial evidence that the proposed project will have a significant effect on the environment as the ordinance is enabling in nature and therefore it will not result in any direct or indirect environmental impacts. The attached 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.



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT



City Planning Commission

Date: Thursday, May 28, 2009
Time: 8:30 AM*
Place: Van Nuys City Hall
Council Chambers, Second Floor
14410 Sylvan Street,
Room 201, Council Chamber
Van Nuys, CA 91401

Public Hearing: Required
Appeal Status: N/A
Expiration Date: N/A
Multiple Approval: N/A

Case No.: CPC-2009-441-CA
CEQA No.: ENV-2009-442-ND
Incidental Cases: N/A
Related Cases: CPC-2009-437-CA
CPC-2009-439-CA
Council No.: All
Plan Area: All
Specific Plan: N/A
Certified NC: All
GPLU: N/A
Zone: N/A

Applicant: City Of Los Angeles

PROJECT LOCATION: Citywide

PROPOSED PROJECT: No project is proposed. The request involves the creation of a Pedestrian Emphasis Design (PED) zoning designator that will introduce baseline urban design standards in targeted areas. Only the creation of the designator, not its implementation, is being requested.

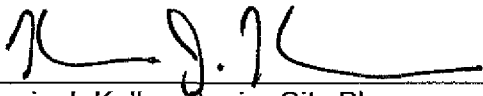
REQUESTED ACTION:

- Add Subsection H to Section 12.04 of the Los Angeles Municipal Code (LAMC) to enable a "PED" Pedestrian Emphasis Design designator, and add Section 12.21 C.9 to specify "PED" Pedestrian Emphasis Design designator regulations by zone. No zone changes to specific properties are part of the requested action; all future zone changes related to the PED designator will go through their own public process.
- Adopt Negative Declaration, ENV-2009-442-ND analyzing all possible environmental impacts from the project and determining that no significant impacts to the environment exist and adopt the associated environmental findings.

RECOMMENDED ACTIONS:

1. **Approve and recommend** that the City Council Adopt the requested ordinance, subject to the review of the City Attorney as to form and legality, attached as Appendix A.
2. **Adopt** Negative Declaration, ENV-2009-442-ND analyzing all possible environmental impacts from the project and determining that no significant impacts to the environment exist and adopt the associated environmental findings.
3. **Adopt** the attached Findings.

S. GAIL GOLDBERG, AICP
Director of Planning



Kevin J. Keller, Senior City Planner



Jason Chan, City Planning Assistant
Telephone: (213) 978-3307

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

TABLE OF CONTENTS

Project Analysis A-1

- Project Summary
- Background
- Issues
- Conclusion

Findings..... F-1

- General Plan/Charter Findings
- CEQA Findings

Public Hearing and Communications P-1

Attachments:

- Exhibit A – Ordinance

- Exhibit B – Environmental Clearance

ANALYSIS

Overview

The proposed ordinance (Appendix A) establishes and defines a Code amendment intended to introduce baseline urban design standards in targeted areas to promote walkable neighborhoods. The new Pedestrian Emphasis Design (PED) designator will be integrated into the zone, facilitating the application process for the owner/developer, the Department of Building & Safety, and the Community Planner.

The PED Designator addresses several aspects of a project to promote a built environment that attracts pedestrians and is conducive to a walkable corridor. The PED designator includes provisions regulating front yard setbacks, parking location, building transparency, driveways, and pedestrian access to provide a linear flow of pedestrian amenities that is minimally disrupted by vehicular traffic.

No project is proposed by this Code Amendment, so the PED standards will not apply to any parcel with this Code Amendment enabling action. The optimal implementation of this designator is during a Community Plan Update to targeted areas that are to be maintained, or become pedestrian friendly districts. There is no minimum nor maximum size for these targeted parcels. However, in an ideal situation, this PED designator will be tied to a string of parcels that contain this PED suffix to create a contiguous street front that contains the pedestrian amenities provided in this Code amendment.

The PED Designator will not change the underlying zone or height district, where applicable. In addition, it can be applied to all zones and land uses.

Background

Currently, there are a variety of Planning and Zoning tools that address urban design. Planning tools include Specific Plans, Community Design Overlays, Pedestrian Oriented Districts, Transit Oriented Districts, and the proposed Community Plan Implementation Overlay (CPIO). Provisions in the Zoning Code include Commercial Corner Development (LAMC 12.23) and Mixed Used Districts. In addition, many of the City's 35 Community Plans contain Design Guidelines for their respective community.

The proposed PED designator possesses several benefits that complement and improve upon existing tools. Design Guidelines serve as recommendations, not regulations, and often require some design interpretation. Pedestrian Oriented Districts and Specific Plans are very comprehensive in scope, regulating use, height, and providing streetscape standards. Many of the above mentioned Plans require long processes to adopt. Finally, some of these projects require discretionary entitlements, which reduce predictability and requires Planning review.

The PED is structured so that it is integrated into the zoning, so that Building & Safety would gauge conformance and enforce this designator, while Planning may sign off on an individual project on occasion. The PED designator utilizes quantitative standards that do not require design interpretation, facilitating the process that judges conformance or non-conformance. In addition, if the designator is implemented during the process of a Community Plan Update, the public outreach and environmental review will be concurrent with other zone changes, related plans, and new Plans that may take place during a Plan update.

Discussion

The intent of this PED designator is to create a method of creating or maintaining existing pedestrian friendly districts to complement the existing tools. The PED designator will not preclude the use of other design tools or adopted Plans. The development of this new PED designator was based on examination of existing tools to gauge their strengths and weaknesses, and thereby draft a new Code provision that will introduce baseline urban design standards to specially targeted areas.

The PED designator is intended to address a limited number of a project's built features to facilitate implementation and conformance. This designator is designed to not be as comprehensive as other Planning tools which in some cases can regulate use, height, aesthetics, and streetscape. In contrast, the PED designator contains regulations addressing five priorities to promote pedestrian design. These five elements are:

1. Building Location
2. Building transparency
3. Pedestrian Access
4. Parking
5. Driveways & Vehicular Access

From an urban design point of view, certain provisions may promote a pedestrian friendly experience. Locating the building next to the street provides close proximity to a building's goods and services and does not require navigating through a parking lot to reach the entrance. A minimum threshold of transparent elements ensures that a pedestrian sees an interesting store front with displays and opportunities to view inside a building in lieu of a blank wall that has limited visual value. Finally, locating the parking lot and vehicle access to the sides and rear maintains an uninterrupted street frontage that minimizes pedestrian-vehicular conflicts.

Key Elements

The PED designator includes definitions specific to this subsection. A key definition is the Primary Lot Line. The Primary Lot line is critical in determining the front setbacks, which can, in turn promote a pedestrian friendly district by providing a maximum front yard setback. The Primary Lot Line is intended to address corner lots, where a project may have 2 property lines that are both abutting a public street. To clear up any confusion for corner properties, the PED designator allows either of the property lines to be designated as a Primary Lot Line. Once the Primary Lot Line is decided, then the Primary Frontage can be designated. The Primary Frontage consists of the exterior building walls that abut the Primary Lot Line. In addition to the exterior walls, any wall that intersects a plane parallel to a lot line at 45 degrees or less shall be considered to be facing the Primary Frontage. This provision is used to address any varied setbacks of a Primary Frontage.

The PED Designator regulates five aspects of a project that encourage an uninterrupted pedestrian experience.

Building Location: The proposed designator requires that each project shall have a ground floor. The ground floor of the Primary Frontage shall have a maximum setback of 5' and it should occupy 100% of the entire length of the Primary Lot Line. The setback requirement allows exceptions for pedestrian amenities such as plazas, courtyards, arcades, and outdoor eating areas.

Pedestrian Access: A primary building entrance shall be located on the ground floor of the Primary Frontage. This entrance shall not exceed 3' below or above adjacent sidewalk grade.

Building Transparency: A minimum of 50% of an area of the façade of the Primary Frontage, consisting of the area between 2' to 8' above the adjacent sidewalk, shall consist of transparent elements such as windows and doors.

Parking: No surface or above-grade parking shall be allowed between the building and any street. Surface parking shall be located to the rear of buildings on the site. Parking can also be enclosed within a structure, or entirely below grade.

Driveways & Vehicular Access: Vehicle access to off-street parking and loading areas shall be provided from any building frontage other than the Primary Frontage, where available. Each driveway shall not exceed 30 feet in width. Multiple driveways are permitted when located a minimum of 200 feet apart.

FINDINGS

Findings under Charter Section 558

Los Angeles City Charter Section 558 requires that prior to adopting a land use ordinance, the City Council make findings that the ordinance conforms with public necessity, convenience, general welfare and good zoning practice. The establishment of the Pedestrian Emphasis Design tool conforms to public necessity, convenience, general welfare and good zoning practice in the following respects:

General Plan Framework Policy 3.2.3: *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

The PED designator has the potential to provide improved pedestrian access by introducing provisions that enhance the pedestrian experience in each of the five proposed elements. Regulating the building location relative to the property lines, maximizing front setbacks, requiring minimal transparency, and placing the parking to the sides and rear of a building work together to create a pedestrian friendly area.

General Plan Framework Policy 3.16.2: *Locate parking in pedestrian districts to the rear, above, or below the street-fronting uses.*

Surface parking lots are a major barrier to pedestrian activity if located between the sidewalk and the building. The PED designator requires surface parking to be located to the rear or sides of building, or enclosed in a parking structure with architecture that matches the building.

General Plan Framework Policy 5.3.2.(c): *Building and site development standards for pedestrian-priority streets should address building design and use characteristics that encourage pedestrian access, as well as the following: building height, location and design of parking; location and transparency of front building façade; location and design of pedestrian entrances and other openings; utilities; and signage.*

The PED designator addresses several elements mentioned under this Framework policy: Building and site development, location and design of parking, location and transparency of front building façade, and location and design of pedestrian entrances and other openings. Under building and site development, a maximum front setback, combined with allowances for

pedestrian amenities, promotes easy access to and from building entrances and semi-public spaces. Locating parking lots away from the front or enclosing them in parking structures minimizes the barrier that they have to the pedestrian experience. Building transparency ensures that pedestrians have an interesting building façade as the walk within a targeted area. The requirement for a primary entrance on the Primary Building Frontage ensures that the entrance will be built with direct access from the adjacent sidewalk.

Transportation Element Policy 4.5: *Consider traffic impacts on pedestrian-priority street segments and find mitigation measures which do not restrict pedestrian circulation in these areas.*

Pedestrian circulation is adversely affected by vehicle traffic and must be addressed to make any pedestrian district successful. The PED designator recognizes the potential conflict of driveways and parking areas to a pedestrian district and mitigates this conflict by prohibiting parking between the building and any street, excluding alleys. Rather, parking areas shall be located in the rear, underground, or enclosed in a parking structure. The building frontage may accommodate driveways that lead to parking areas in the rear, but each individual driveway cannot exceed 30 feet in width, and each driveway must be spaced a minimum of 200 linear feet apart.

In summary, the Pedestrian Emphasis Design Designator conforms to public necessity because it creates a Code provision that brings urban design standards to targeted areas; Convenience because it creates quantitative regulations that facilitate interpretation by developers and City Staff; General Welfare because it promotes urban design that have the potential to reduce vehicle trips and create a pedestrian friendly environment; and finally, good zoning practice because it creates opportunities for pedestrian design by regulating building setbacks, parking location, and other elements of the built environment.

CEQA Findings

A Negative Declaration (ENV-2009-442-ND) 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 there is no substantial evidence that the proposed project will have a significant effect on the environment as the ordinance is enabling in nature and therefore it will not result in any direct or indirect environmental impacts. The attached 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.

PUBLIC COMMUNICATIONS

A public workshop on this matter was conducted on March 19, 2009 from 5:00 - 7:00 PM at City Hall. The workshop was attended by approximately 45 members of the public including Certified Neighborhood Council representatives, members of the development community, as well as several representatives from other City departments. Staff answered questions and received general comments in support of the proposed ordinance during the meeting. A Public Hearing on this matter will be held at the City Planning Commission meeting on May 14th, 2009.

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

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT CITYW
--	----------------------------------

PROJECT TITLE ENV-2009-442-ND	CASE NO. CPC-2009-441-CA
---	------------------------------------

PROJECT LOCATION
N/A N/A

PROJECT DESCRIPTION
AN ORDINANCE ADDING A NEW SECTION TO THE LOS ANGELES MUNICIPAL CODE TO ESTABLISH THE ENABLING LANGUAGE FOR A PEDESTRIAN STREET DESIGNATOR. NO PROJECT IS PROPOSED. INDIVIDUAL PARCELS MAY BE DESIGNATED BY ORDINANCE WITH THE PEDESTRIAN STREET DESIGNATOR IN THE FUTURE. THE DESIGNATOR CONTAINS SPECIFIC ZONING AND DESIGN RESTRICTIONS TO CREATE PEDESTRIAN FRIENDLY DEVELOPMENT. ONLY THE ENABLING LEGISLATION AMENDING THE MUNICIPAL CODE IS PRESENTLY UNDER REVIEW, NO SPECIFIC PARCEL DESIGNATION OR PROJECT IS PROPOSED OR APPROVED AT THIS TIME.

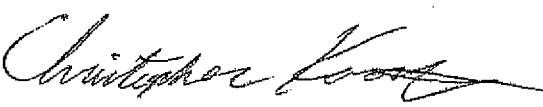
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
City of Los Angeles
City Hall
200 North Spring Street, Suite 621
Los Angeles, CA 90012

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a negative declaration be adopted for this project. The Initial Study indicates that no significant impacts are apparent which might result from this project's implementation. This action is based on the project description above.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt this 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	TITLE	TELEPHONE NUMBER
CHRIS KOONTZ	City Planner	(213) 978-1193

ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	SIGNATURE (Official) 	DATE 3/2/09
---	---	---------------------------

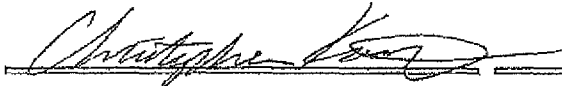
CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: CITYW	DATE:
RESPONSIBLE AGENCIES: Department of City Planning			
ENVIRONMENTAL CASE: ENV-2009-442-ND		RELATED CASES: CPC-2009-441-CA	
PREVIOUS ACTIONS CASE NO.:		<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: PEDESTRIAN FRIENDLY STREET			
ENV PROJECT DESCRIPTION: AN ORDINANCE ADDING A NEW SECTION TO THE LOS ANGELES MUNICIPAL CODE TO ESTABLISH THE ENABLING LANGUAGE FOR A PEDESTRIAN STREET DESIGNATOR. NO PROJECT IS PROPOSED. INDIVIDUAL PARCELS MAY BE DESIGNATED BY ORDINANCE WITH THE PEDESTRIAN STREET DESIGNATOR IN THE FUTURE. THE DESIGNATOR CONTAINS SPECIFIC ZONING AND DESIGN RESTRICTIONS TO CREATE PEDESTRIAN FRIENDLY DEVELOPMENT. ONLY THE ENABLING LEGISLATION AMENDING THE MUNICIPAL CODE IS PRESENTLY UNDER REVIEW, NO SPECIFIC PARCEL DESIGNATION OR PROJECT IS PROPOSED OR APPROVED AT THIS TIME.			
ENVIRONMENTAL SETTINGS: This ordinance will apply citywide. Individual Pedestrian Street areas may be applied to individual parcels in the future by ordinance with accompanying environmental review specific to their individual proposed restrictions and individual environmental setting.			
PROJECT LOCATION: N/A N/A			
COMMUNITY PLAN AREA: CITYWIDE STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan		AREA PLANNING COMMISSION: CITYWIDE	CERTIFIED NEIGHBORHOOD COUNCIL: CITYWIDE
EXISTING ZONING: No Change		MAX. DENSITY/INTENSITY ALLOWED BY ZONING: No Change	LA River Adjacent: NO
GENERAL PLAN LAND USE: No Change		MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: No Change	
		PROPOSED PROJECT DENSITY: No Change	

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 Planner	(213) 978-1193
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 Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must 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 whichever 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"/> HAZARDS AND HAZARDOUS MATERIALS	<input type="checkbox"/> PUBLIC SERVICES
<input type="checkbox"/> AGRICULTURAL RESOURCES	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input type="checkbox"/> AIR QUALITY	<input type="checkbox"/> LAND USE AND PLANNING	<input type="checkbox"/> TRANSPORTATION/CIRCULATION
<input type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
<input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> POPULATION AND HOUSING	

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

Background

PROPONENT NAME:

City of Los Angeles

PHONE NUMBER:

(213) 978-1193

APPLICANT ADDRESS:

City Hall

200 North Spring Street, Suite 621

Los Angeles, CA 90012

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

02/11/2009

PROPOSAL NAME (if Applicable):

Ground Floor Commercial Designator

Potentially 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, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED 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. AGRICULTURAL RESOURCES				
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?			✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?			✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?			✓
III. AIR QUALITY				
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT 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 AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?			✓
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 MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND 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 THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. 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?			✓

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

e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?				✓
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

a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA 15064.5?				✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA 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.	EXPOSURE OF 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.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : STRONG SEISMIC GROUND SHAKING?				✓
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?				✓
d.	EXPOSURE OF 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 POTENTIAL 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. 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?				✓

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

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 THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
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?				✓
VIII. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?				✓
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				✓
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 AN 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 PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN 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?				✓
IX. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓

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

b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?				✓
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓
X. 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?				✓
XI. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?				✓
b.	EXPOSURE OF PEOPLE 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?				✓
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?				✓
XII. 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?				✓
XIII. PUBLIC SERVICES					
a.	FIRE PROTECTION?				✓
b.	POLICE PROTECTION?				✓
c.	SCHOOLS?				✓
d.	PARKS?				✓
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?				✓
XIV. RECREATION					

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

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?				✓
XV. TRANSPORTATION/CIRCULATION					
a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?				✓
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD 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 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.	RESULT IN INADEQUATE PARKING CAPACITY?				✓
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?				✓
XVI. UTILITIES					
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 STORMWATER 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 RESOURCE, 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 PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS				✓
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECTS SOLID WASTE DISPOSAL NEEDS?				✓
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?				✓
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE				✓

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

MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?			
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (CUMULATIVELY CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).		✓
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?		✓

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 will not cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that a Negative Declaration shall be issued for the environmental case file known as **ENV-2009-442-ND** and the associated case(s), **CPC-2009-441-CA**.

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:	TELEPHONE NO.:	DATE:
CHRIS KOONTZ	City Planner	(213) 978-1193	03/02/2009

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS		
a.	NO IMPACT	For all Impacts and All Impact Categories - The proposed code amendment will enable parcel specific implementation of the Community Plans. The proposal under review includes only enabling legislation for the Municipal Code. No change in regulations for any specific parcel is proposed at this time. Specific Pedestrian Street designator area may be enacted in the future by ordinance and are subject to CEQA review as a legislative discretionary project.
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	
II. AGRICULTURAL RESOURCES		
a.	NO IMPACT	
b.	NO IMPACT	
c.	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	

Impact?	Explanation	Mitigation Measures
d.	NO IMPACT	
e.	NO IMPACT	
f.	NO IMPACT	
g.	NO IMPACT	
h.	NO IMPACT	
VII. 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	
VIII. 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	
IX. LAND USE AND PLANNING		
a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
X. MINERAL RESOURCES		
a.	NO IMPACT	
b.	NO IMPACT	
XI. NOISE		
a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	
e.	NO IMPACT	
f.	NO IMPACT	
XII. POPULATION AND HOUSING		
a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

XIII. PUBLIC SERVICES

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

XIV. RECREATION

a.	NO IMPACT	
b.	NO IMPACT	

XV. TRANSPORTATION/CIRCULATION

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

XVI. UTILITIES

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

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

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

The proposed project is a discretionary legislative action subject to CEQA under Public Resources Code §21080. The proposed project involves an amendment to the Los Angeles Municipal Code to allow for the creation of Pedestrian Street designator areas. The scope of the proposal and the accompanying environmental document relates to the enabling language only. No new regulations and no impact on any real property is proposed, contemplated or analyzed.

If the City of Los Angeles seeks to enact regulations through a specific Pedestrian Street designator area a requisite ordinance would need to be adopted. Said adoption of ordinance would trigger new environmental review under §21080 and thus any individual Pedestrian Street designator area will be evaluated based on their specific proposals and their individual environmental settings.

The same response to each and every question in the attached initial study and checklist is warranted. This response is as follows:

The proposed code amendment will enable parcel specific implementation of the Community Plans. The proposal under review includes only enabling legislation for the Municipal Code. No change in regulations for any specific parcel is proposed at this time. Specific Pedestrian Street Designator areas may be enacted in the future by ordinance and are subject to CEQA review as a legislative discretionary project.

Based upon all the evidence in the record, the proposed Pedestrian Street Designator enabling legislation project will have a less than significant impact on the environment and the negative declaration is proper.

Lisa Sarkin
11603 Kelsey Street
Studio City, CA 91604

Barbara Monahan Burke
4024 Radford
Studio City, CA 91604

Mark Stratton & Lois Becker
3100 Corde Dr.
Los Angeles, CA 90049

Barry Johnson
4166 Farmdale Avenue
Studio City, CA 91604

DETERMINATION LETTER
CPC-2009-441-CA
MAILING DATE: 09/03/09