

TRANSMITTAL TO CITY COUNCIL

Case No.(s)	Planning Staff Name() and Contact No.	C.D. No.
CPC-2007-2216-CA	THOMAS ROTHMANN 213-978-1891	ALL
Items Appealable to Council:	Last Day to Appeal:	Appealed:
CODE AMENDMENT	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.		
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 amending Sections 12.04, 12.24, 12.32, 13.00, and adding Section 13.15 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering seven optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, and (7) maximum parking limits.</p>		
Fiscal Impact Statement <small>*Determination states administrative costs are recovered through fees.</small>	Environmental No. ENV-2011-308-ND	Commission Vote: 8-0
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		

 JAMES WILLIAMS, Commission Executive Assistant II	Date: JUL 28 2011
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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, FAIA
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MICHAEL K. WOO
JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(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) 978-1272
EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273
FAX: (213) 978-1275
INFORMATION
(213) 978-1270
www.planning.lacity.org

DATE : JUL 28 2011

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

ATTN: Michael Espinosa, Legislative Assistant

CITY PLAN CASE NO. 2007-2216-CA

Corrected Copy (section #)

Transmitted herewith is a proposed ordinance amending Sections 12.04, 12.24, 12.32, 13.00, and adding **Section 13.15** of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering seven optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, and (7) maximum parking limits.

On July 14, 2011, following a public hearing, the City Planning Commission approved the proposed ordinance (attached) and recommended its adoption by the City Council. Adopted the initial and supplemental Staff Reports as its reports on the subject. Adopted the attached Findings. Adopted Negative Declaration No. ENV-2011-308-ND. Disapproved the previously approved ordinance and did not recommend its adoption by the City Council.

This action was taken by the following vote:

Moved: Freer
Seconded: Lessin
Ayes: Burton, Hovaguimian, Kim, Romero, Roschen, Woo
Absent: Cardoso

Vote: 8-0


James K. Williams, Commission Executive Assistant II
City Planning Commission

Attachments: Proposed Ordinance, Findings
City Planner: Thomas Rothmann
Cc: Adrienne Khorasanee Amy Brothers, Deputy City Attorneys, Land Use Division

APPENDIX C

PROPOSED ORDINANCE FOR DISCUSSION

A proposed ordinance amending Sections 12.04, 12.24, 12.32, 13.00 and adding Section 13.15 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering seven optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, and (7) maximum parking requirements.

THE PEOPLE OF THE CITY OF LOS ANGELES DO HEREBY 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 provisions 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 Artcraft 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
"NSO"	Neighborhood Stabilization Overlay District
"CPIO"	Community Plan Implementation Overlay District
"MPR"	<u>Modified Parking Requirement District</u>

The "**Zoning Map**" is amended to indicate these districts and the boundaries of each district.

Land classified in an "O" Oil Drilling District, "S" Animal Slaughtering District, "G" Surface Mining District, "RPD" Residential Planned Development District, "K" Equinekeeping District, "CA" Commercial and Artcraft 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, or "NSO" Neighborhood Stabilization Overlay District, "CPIO" Community Plan Implementation Overlay District, or "MPR" Modified Parking Requirement District is also classified in one or more zones, and land classified in the "P" Automobile Parking Zone may also be classified in an "A" or "R" Zone.

These classifications are indicated on the "Zoning Map," with a combination of symbols, e.g., R2-2-O, C2-4-S, M1-3-G, M1-1-P and R2-O, C2-G, etc., where height districts have not been established.

Sec. 2. New Subdivision 28 of Subsection X of Section 12.24 of the Los Angeles Municipal Code is added:

28. Reduced Parking in a Modified Parking Requirement (MPR) District. A Zoning Administrator may, upon application, permit a reduction in the number of off-street parking spaces required by Section 12.21A.4 for a project located within a Modified Parking Requirement (MPR) District as set forth in Section 13.15.

Sec. 3. Subsection K of Section 12.32 of the Los Angeles Municipal Code is deleted:

~~K. Parking Restriction District.~~

~~1. An area may be designated by the Council by ordinance adopted in the manner required for a change of zone or height district as a Parking Restrictions District and provide parking requirements more restrictive than those otherwise required in Paragraph 12.21 A 4 (c) of this Code for the same use, if it meets one or more of the following criteria. In adopting the ordinance the Council shall make the following findings:~~

~~(a) There is a lack of transit service; or~~

~~(b) There is a high potential for spillover parking impacts on adjacent residential areas; or~~

~~(c) There is a low probability that parking management programs, transportation demand management programs, or public parking facilities will be available.~~

~~2. The boundaries of the area shall be accurately defined as a Parking Standards District (PSD) by ordinance, adopted in the same manner as required for a change of zone or height district.~~

~~3. Within a Parking Standards District, the minimum or maximum spaces required for commercial uses and commercial uses within industrial buildings, shall be established in the text of the ordinance.~~

Sec. 4. Subsection L of Section 12.32 of the Los Angeles Municipal Code is deleted:

~~L. Parking Reduction District.~~ ~~An area may be designated by the Council by ordinance as a Parking Reductions District and provide parking requirements less restrictive than those otherwise required in Paragraph 12.21 A 4 (c) of this Code for the same use. In adopting the ordinance the Council shall make the following findings:~~

4. ~~A parking overflow impact on residential neighborhoods will not be created nor will traffic congestion increase; and~~

2. ~~There exists a combination of parking management programs, transportation alternatives, or other infrastructure improvements, and commercial building access programs, along with a method for City monitoring and ensuring compliance therewith, that negate the need for higher parking requirements; and~~

3. ~~Flexible transportation approaches and parking management programs instead of a higher number of fixed parking space requirements are more consistent with the region's air quality goals, community character and general plan of the area than the accommodation of additional automobiles.~~

Sec. 5. Subsection S of Section 12.32 of the Los Angeles Municipal Code is amended to read as follows:

S. Supplemental Use Districts.

1. Establishment of Districts.

(a) **Purpose.** The purpose of this article is to regulate and restrict the location of certain types of uses whose requirements are difficult to anticipate and cannot adequately be provided for in the "**Comprehensive Zoning Plan**". These uses, the boundaries of the districts where they are permitted, the limitations governing their operations, and the procedure for the establishment of new districts, are provided for in this article. Except for the "**Supplemental Uses**" permitted by this article, all property within the districts hereby established is subject to the provisions of the "**Comprehensive Zoning Plan**".

(b) **Districts.** In order to carry out the provisions of this article, the following districts are established:

"O"	Oil Drilling District
"S"	Animal Slaughtering District
"G"	Surface Mining District
"RPD"	Residential Planned Development District
"K"	Equinekeeping District
"CA"	Commercial and Artcraft 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
"NSO"	Neighborhood Stabilization Overlay District
"CPIO"	Community Plan Implementation Overlay District

"MPR"Modified Parking Requirement District

These districts and their boundaries are shown on portions of the "Zoning Map" as provided for in Section 12.04 and made a part thereof by a combination of the zone and district symbols. This map and the notations, references and other information shown on it, which pertain to the boundaries of these districts are made a part of this article as if fully described here. Reference is hereby made to those maps, notations, references and other information for full particulars.

Sec 6. Article 3 of the Los Angeles Municipal Code is amended to read as follows:

Section

- 13.01 "O" Oil Drilling Districts.
- 13.02 "S" Animal Slaughtering Districts.
- 13.03 "G" Surface Mining Operations Districts.
- 13.04 "RPD" Residential Planned Development Districts.
- 13.05 "K" Equinekeeping Districts.
- 13.06 Commercial and Artcraft Districts.
- 13.07 Pedestrian Oriented District.
- 13.08 "CDO" Community Design Overlay District.
- 13.09 Mixed Use District.
- 13.10 Fence Heights District.
- 13.11 "SN" Sign District.
- 13.12 "NSO" Neighborhood Stabilization Overlay District.
- 13.13 "RFA" Residential Floor Area District.
- 13.14 "CPIO" Community Plan Implementation Overlay District.
- 13.15 "MPR" Modified Parking Requirement District.
- ~~13.15~~ 13.16 Violation.

Sec. 7. Section 13.15 of the Los Angeles Municipal Code is added:

13.15 MODIFIED PARKING REQUIREMENT (MPR) DISTRICT.

A. Purpose. This section sets forth procedures and guidelines for the establishment of Modified Parking Requirement (MPR) Districts to supplement areas of the City that have been identified as having unique parking issues. Reducing parking and providing flexibility in the location of off-street parking will ease traffic congestion and enable more affordable housing. Each MPR District will be designated by the City Council by ordinance adopted in the manner required for a change of zone.

B. Establishment of Districts. The procedures set forth in Section 12.32 S of the code shall be followed to establish a Modified Parking Requirement (MPR) District. With the exception of the Adaptive Reuse Incentives Areas Specific Plan and the South Central Alcohol Sales Specific Plan no MPR District shall be established over an area governed by a specific plan established on or before the effective date of this ordinance. Within a MPR District, one

or more of the strategies listed in Subsection D shall be clearly established within the text of the ordinance.

C. **Size and Boundaries.** An MPR District shall encompass a minimum of two entire block faces, one full city block, or five acres in area and the boundaries shall be accurately defined by ordinance and adopted in the same manner as required for a change of zone or height district.

D. **Initiation.** Initiation or amendment of an MPR District may be at the request of a private applicant, the Director of Planning, the City Planning Commission, or City Council.

E. **Findings.** In addition to the findings set forth in Section 12.32 C-2, the City Planning Commission must find that the District, and the strategies included in the District, are appropriate considering such factors as local transit dependency and automobile usage, traffic, available parking, and lever of transit service, and the goals, policies, and objectives set forth in the applicable community plan.

F. **Optional Modified Parking Requirement (MPR) District Strategies.** One or more of the seven strategies listed in this subsection shall be enumerated in the MPR District.

1. **Change of Use Parking Standards.** The required number of parking spaces shall be the same as the number of spaces that existed on the site on the date the Parking Space Modification District is established.

2. **Off-site Parking.** The automobile parking spaces required by Section 12.21 A.4 shall be provided either on the same lot as the use for which they are intended to serve or on another lot within 1500 feet therefrom, guaranteed through a covenant agreement. The said distance is to be measured parallel to any street, alley, public walk, or private easement that allows public pedestrian travel from the parking area to the use it is to serve.

3. **Parking Reduction Permit.** A Parking Reduction Permit, per Section 12.24 X.28, may be initiated to request reductions in parking for individual projects.

4. **Decreased Parking Requirements.** Parking requirements may be less restrictive than those otherwise required in Paragraph 12.21 A 4 of this Code. Each use with modified parking requirements must be itemized with its new parking requirement within the MPR District; otherwise the number of spaces shall be governed by Section 12.21 A 4.

Additional Findings.

a. A parking overflow impact on residential neighborhoods will not be created nor will traffic congestion increase; and

b. there exists a combination of parking management programs, transportation alternatives, or other infrastructure improvements, and commercial building access programs, along with a method for City monitoring and ensuring compliance therewith, that negate the need for higher parking requirements; and

c. flexible transportation approaches and parking management programs instead of a higher number of fixed parking space requirements are more consistent with the region's air quality goals, community character and general plan of the area than the accommodation of additional automobiles.

5. **Increased Parking Requirements.** Parking requirements may be more restrictive than those otherwise required in Paragraph 12.21 A.4 of this Code. Each use with modified parking requirements must be itemized with its new parking requirement within the MPR District; otherwise the number of spaces shall be governed by Section 12.21 A.4.

Additional Findings.

- a. There is a lack of transit service; or
- b. there is a high potential for spillover parking impacts on adjacent residential areas; or
- c. there is a low probability that parking management programs, transportation demand management programs, or public parking facilities will be available.

6. **Commercial Parking Credits.** Parking requirements may be satisfied by the purchase of parking credits. The number of available parking credits shall be established by a survey that denotes the number of underutilized public parking spaces available within the MPR at various times of the day. The parameters of which shall be delineated in the individual MPR District.

7. **Maximum Parking Requirements.** Maximum parking limits may be set. Each use with maximum parking requirements must be itemized with its new parking requirement within the MPR District; otherwise the number of spaces shall be governed by Section 12.21 A.4.

G. **Exception: Rent Stabilized and Restricted Affordable Units.** The Modified Parking Requirement District strategies described in Section F., with the exception of the strategies described in subsections F.5. and F.6., shall not be made available on any property with existing dwelling units or existing joint living and work quarters subject to the Rent Stabilization Ordinance or existing, restricted affordable units, as defined in Section 12.22 A 25(b) of this Code. Modified Parking Requirement District strategies, may however, be made available to properties if no such rent-stabilized or restricted units have been or will be converted, demolished, destroyed, or otherwise removed from the restrictions of the Ordinance or covenant. For purposes of this provision, "existing" shall mean units or quarters that existed on the property and were occupied subject to the Rent Stabilization Ordinance or as restricted affordable units anytime after June 30, 2006. Required parking on such properties may however be reduced by the Affordable Housing Incentives – Density Bonus (Ordinance 179,681) and other applicable affordable housing incentive programs.

H. **Affordable Housing Incentives.** No Modified Parking Requirement District shall have the effect of reducing parking to levels that are less than or equal to the required parking

for housing development projects qualifying for a density bonus, under Section 12.22 A 25 (c) of this Code, unless such reduction only applies to a development project that qualifies for a density bonus under Section 12.22 A 25(c) of this Code.

Sec. _____. 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 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, at its meeting of _____.

JUNE A. LAGMAY, City Clerk

By _____
Deputy

Approved _____

Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By _____

Date _____

File No. _____

ATTACHMENT 1

LAND USE FINDINGS

The City Planning Department recommends that the City Planning Commission, in accordance with Charter Section 558, find:

1. In accordance with Charter Section 556, the proposed ordinance (Appendix C) is in substantial conformance with the purposes, intent and provisions of the General Plan in that it is in substantial conformance with the purposes, intent, and provisions of the Transportation Element of the City's General Plan. Appendix C implements Policy 2.24 of the Transportation Element by implementing shared-parking, peripheral parking, and parking-pricing strategies in high-employment areas; Policy 3.10 of the Transportation Element by developing new and refined parking policy procedures for designated centers and districts; Policy 3.11 of the Transportation Element by implementing transportation improvements and demand reduction programs to mitigate the circulation impacts attributable to new development in accordance with State nexus legislation and judicial findings; Policy 3.12 of the Transportation Element to promote transit access in neighborhood districts, community and regional centers, and along mixed-use boulevards; Policy 3.14 to promote shared-parking in appropriate centers and districts; and Policy 4.1 to minimize the intrusion of traffic generated by new regional or local development into residential neighborhoods while preserving an adequate collector street system; and

The proposed ordinance (Appendix C) will encourage the development of multiple-family housing at all income levels, a goal of the General Plan. Furthermore, this ordinance implements Framework Element Objective 3.4.3, which states that the City must "[e]stablish incentives for the attraction of growth and development in the districts, centers, and mixed-use boulevards targeted for growth that may include ... [m]odified parking requirements in areas in proximity to transit or other standards that reduce the cost of development ..." Objective 4.4.1 states that the City must "[t]ake the following actions in order to increase housing production and capacity ... [s]treamline procedures for securing building permits, inspections, and other clearances needed to construct housing."; and

the proposed ordinance (Appendix C) will have no adverse effect upon the General Plan, specific plans, 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. There will be no substantive changes made to the existing parking requirements established in the enabling legislation for the MPR District, therefore there will be no effects on any above-referenced plan; and

2. In accordance with Charter Section 558 (b)(2), the proposed ordinance (Appendix C) will be in conformity with public necessity, convenience, general welfare and good zoning practice in that it will allow the development of more housing by easing the process by which required parking spaces for residential uses can be reduced. Objective 4.1.8 of the General Plan Framework states that the City must "[c]reate incentives and reduce regulatory barriers in appropriate locations in order to promote the adaptive re-use of structures for housing and rehabilitation of existing units"; and in accordance with the City Planning Commission policy, "Do Real Planning", the proposed ordinance (Appendix C) is in substantial conformance with the intent and purpose of item 12 to revisit our "one size fits all" suburban parking standards, and replace them with project and location-specific tools such as parking maximums, pooled parking, automated stacked parking, and other emerging techniques.

ENVIRONMENTAL FINDING

In accordance with the California Environmental Quality Act (CEQA), a Negative Declaration (Attachment 2) was published on February 10, 2011. On all measures the proposed ordinance (Appendix C) will have either no or a less than significant effect on the environment. The proposed ordinance makes no changes to existing zoning, any specific plans or other land use regulations that affect the physical environment.

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-2011-308-ND

CASE NO.

CPC-2007-2216-CA

PROJECT LOCATION

N/A

PROJECT DESCRIPTION

A proposed ordinance amending Sections 12.04, 12.24, and 12.32, and adding Section 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools, including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.

No development is proposed as part of the project. No change in land use, density, or intensity is proposed as part of this project.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

City of Los Angeles, Department of City Planning
200 N. Spring St, Room 763
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**

Tanner Blackman

Planning Assistant

(213) 978-1353

ADDRESS

200 N. SPRING STREET, 7th FLOOR
LOS ANGELES, CA. 90012

SIGNATURE (Official)**DATE**

2/4/
2011

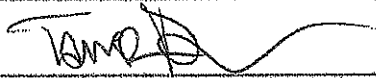
CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: CITYW	DATE: 02/04/2011
RESPONSIBLE AGENCIES: Department of City Planning			
ENVIRONMENTAL CASE: ENV-2011-308-ND		RELATED CASES: CPC-2007-2216-CA	
PREVIOUS ACTIONS CASE NO.:		<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: PROPOSED ORDINANCE AMENDING SECTIONS 12.04, 12.24, 12.32 AND 13.16 OF THE LAMC TO CREATE A MODIFIED PARKING REQUIREMENT (MPR) DISTRICT.			
ENV PROJECT DESCRIPTION: <p>A proposed ordinance amending Sections 12.04, 12.24, and 12.32, and adding Section 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools, including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>No development is proposed as part of the project. No change in land use, density, or intensity is proposed as part of this project.</p>			
ENVIRONMENTAL SETTINGS: The City of Los Angeles is the second largest city in the United States by population with an estimated 4 million residents. The city's boundaries cover a total area of 498.3 square miles (1,291 km ²), comprising 469.1 square miles (1,214.9 km ²) of land and 29.2 square miles (75.7 km ²) of water, reflecting a diverse terrain of urbanized areas, beaches, mountains, and valleys. The City of Los Angeles is divided into 15 City Council districts and 35 Community Plan Areas.			
PROJECT LOCATION: N/A			
COMMUNITY PLAN AREA: MULTIPLE STATUS: <input type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan		AREA PLANNING COMMISSION: CITYWIDE	CERTIFIED NEIGHBORHOOD COUNCIL: CITYWIDE
EXISTING ZONING: N/A		MAX. DENSITY/INTENSITY ALLOWED BY ZONING: N/A	LA River Adjacent: YES
GENERAL PLAN LAND USE: N/A		MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: N/A	
		PROPOSED PROJECT DENSITY: N/A	

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.



Planning Assistant

(213) 978-1353

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 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, Department of City Planning

PHONE NUMBER:

(213) 978-1353

APPLICANT ADDRESS:

200 N. Spring St, Room 763
Los Angeles, CA 90012

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

02/04/2011

PROPOSAL NAME (if Applicable):

Code Amendment to update Planned Development Regulations

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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?				✓
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
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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?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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 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-2011-308-ND** and the associated case(s), **CPC-2007-2216-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: Planning Assistant	TELEPHONE NO.: (213) 978-1353	DATE: 02/04/2011
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact?	Explanation	Mitigation Measures
I. AESTHETICS			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and add 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon the aesthetic of a surrounding neighborhood and community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a substantial adverse effect on a scenic vista; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in the substantial damage of, nor make easier to substantially damage, scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in substantial degradation of, nor make easier to substantially degrade, the existing visual character or quality of the site and its surroundings; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, new sources of substantial light or glare that would adversely affect day or nighttime views in the area; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
II. AGRICULTURE AND FOREST RESOURCES			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code</p>	

	Impact?	Explanation	Mitigation Measures
		amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon existing agriculture and forest resources in a surrounding neighborhood and community. Consequently...	
a.	NO IMPACT	...adoption of the proposed code amendment will not lead to the conversion of, nor make easier to 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, conflict with existing zoning for agricultural use, or a Williamson Act contract; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Codes section 12220(g)), timberland (as defined by Public Resources Codes section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not will not result in, nor make easier to result in, a loss of forestland or conversion of forest land to non-forest use; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not involve, nor make easier to involve, other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
III. AIR QUALITY			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief, and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon the air quality of a surrounding neighborhood and community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not conflict or obstruct, nor make easier to conflict or obstruct, the implementation of the application air quality management plan (AQMP); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not violate, nor make easier to violate, any air quality standard or contribute substantially to, nor make easier to contribute substantially to, an existing or projected air quality violation; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA

	Impact?	Explanation	Mitigation Measures
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to 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); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier to expose, sensitive receptors to substantial pollutant concentrations; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, objectionable odors affecting a substantial number of people; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
IV. BIOLOGICAL RESOURCES			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon the existing biological resources of a surrounding neighborhood and community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, 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 U.S. Fish and Wildlife Service; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not interfere substantially with, nor make easier to 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not conflict with, nor make easier to conflict with, any local policies or ordinances protecting biological resources, such as a tree	NA

	Impact?	Explanation	Mitigation Measures
		preservation policy or ordinance; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	
f.	NO IMPACT	...adoption of the proposed code amendment will not conflict with, nor make easier to conflict with, the provisions of an adopted Habitat Conservation Plan, natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
V. CULTURAL RESOURCES			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon existing cultural resources of a surrounding neighborhood and community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not cause, nor make easier to cause, a substantial adverse change in the significance of a historical resource as defined in § 15064.5; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not cause, nor make easier to cause, a substantial adverse change in the significance of an archaeological resource as defined in § 15064.5; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not cause, nor make easier to cause, a substantial adverse change in the significance of an archaeological resource as defined in § 15064.5; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not encourage the direct or indirect destruction, nor make easier to directly or indirectly destroy, a unique paleontological resource or site or unique geologic feature; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in the disturbance of, nor make easier to disturb, any human remains, including those interred outside of formal cemeteries; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
VI. GEOLOGY AND SOILS			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building</p>	

	Impact?	Explanation	Mitigation Measures
		<p>heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon the geology and soils of a surrounding neighborhood and community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier to 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 (in reference to Division of Mines and Geology Special Publication 42); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier to expose, people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: strong seismic ground shaking; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier to expose, people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: seismic-related ground failure, including liquefaction; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier to expose, of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: landslides; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, substantial soil erosion or the loss of topsoil; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
f.	NO IMPACT	...adoption of the proposed code amendment will not encourage, nor make easier, the establishment of a MPR district 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
g.	NO IMPACT	...adoption of the proposed code amendment will not encourage, nor make easier, the establishment of a MPR district on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
h.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
VII. GREEN HOUSE GAS EMISSIONS			
		The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.	

	Impact?	Explanation	Mitigation Measures
		<p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's potential to generate greenhouse gas emissions in a surrounding neighborhood and larger community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not lead to the generation of, nor make easier to generate, greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in a conflict with, nor make easier to conflict with, an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
VIII. HAZARDS AND HAZARDOUS MATERIALS			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's potential to create hazards and hazardous materials in a surrounding neighborhood and community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in the emission of, nor make easier to emit, hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA

	Impact?	Explanation	Mitigation Measures
d.	NO IMPACT	...adoption of the proposed code amendment will not be encourage the location of, nor make easier to locate, a MPR district 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 create a significant hazard to the public or the environment; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, in a safety hazard for people residing or working in a project area 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
f.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a safety hazard for people residing or working in a project area within the vicinity of a private airstrip; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
g.	NO IMPACT	...adoption of the proposed code amendment will not impair the implementation of or physically interfere, nor make easier to impair the implementation of or physically interfere, with an adopted emergency response plan or emergency evacuation plan; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
h.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier to 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
IX. HYDROLOGY AND WATER QUALITY			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon hydrology and water quality of a surrounding neighborhood and community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in the violation, nor make easier to violate, any water quality standards or waste discharge requirements; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the substantial depletion of groundwater supplies or result in the substantial interference of, or make easier to substantially 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 preexisting nearby wells would drop to a level which does not support existing land uses or planned uses for which permits have been granted; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO	...adoption of the proposed code amendment will not result in the substantial alteration of, nor	NA

	Impact?	Explanation	Mitigation Measures
	IMPACT	make easier the substantial alteration of, the existing drainage patterns 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 situation on- or off-site; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	
d.	NO IMPACT	...adoption of the proposed code amendment will not result in the substantial alteration of, nor make easier the substantial alteration of, the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or will it result in the substantial increase of, nor make easier the substantial increase of, the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in the creation of or contribution to, or make easier to create or contribute to, runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
f.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, otherwise substantially degrade water quality; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
g.	NO IMPACT	...adoption of the proposed code amendment will not result in the placement of, nor make easier the placement of, 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
h.	NO IMPACT	...adoption of the proposed code amendment will not result in the placement of, nor make easier the placement of, structures in a 100-year flood hazard area that would impede or redirect flood flows; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
i.	NO IMPACT	...adoption of the proposed code amendment will not result in the exposure of, nor make easier the exposure of, 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
j.	NO IMPACT	...adoption of the proposed code amendment will not result in the inundation by, nor make easier the inundation by, seiche, tsunami, or mudflow; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
X. LAND USE AND PLANNING			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact on land use and planning in a surrounding neighborhood and community. Consequently...</p>	

	Impact?	Explanation	Mitigation Measures
a.	NO IMPACT	...adoption of the proposed code amendment will not in the physical division of, nor make easier the physical division of, an established community; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier, a 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier, a conflict with any applicable habitat conservation plan or natural community conservation plan; as defined by the California Environmental Quality Act (CEQA). No adverse impact would result.	NA
XI. MINERAL RESOURCES			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief, and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon the existing mineral resources of a surrounding neighborhood and community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result, nor make easier to 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
XII. NOISE			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief, and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical</p>	

	Impact?	Explanation	Mitigation Measures
		means of parking management with a toolkit of options based on community-level qualities. Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon potential noise in a surrounding neighborhood and community. Consequently...	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a substantial permanent increase in ambient noise levels in a proposed MPR district's vicinity above levels existing without the proposed MPR district; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the substantial (temporary or periodic) increase in ambient noise levels in the proposed MPR district's vicinity above levels existing without the proposed MPR district; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
XIII. POPULATION AND HOUSING			
		The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief, and create a Parking Reduction Permit to be used exclusively within the MPR District. The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities. Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon the population and housing of a surrounding neighborhood and community. Consequently...	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in the inducement of, nor make easier to induce, a 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); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in the displacement of, nor make easier to displace, a substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in the displacement of, nor make easier the displacement of, a substantial numbers of people, necessitating the construction of	NA

	Impact?	Explanation	Mitigation Measures
		replacement housing elsewhere; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	
XIV. PUBLIC SERVICES			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon public services in a surrounding neighborhood and community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the 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 rations, response times or other performance objectives for an of the public services: Fire protection; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a 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 rations, response times or other performance objectives for an of the public services: Police protection; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a 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 rations, response times or other performance objectives for an of the public services: Schools; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a 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 rations, response times or other performance objectives for an of the public services: Parks; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a 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 rations, response times or other performance objectives for an of the public services: Other public facilities; as defined by the California Environmental Quality Act	NA

	Impact?	Explanation	Mitigation Measures
		(CEQA). No adverse impact will result.	
XV. RECREATION			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon existing recreation in a surrounding neighborhood and community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, an increase in 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not encourage, or make easier, the construction or expansion of recreational facilities that might have an adverse physical effect on the environment; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
XVI. TRANSPORTATION/TRAFFIC			
		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide the proximity and more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon transportation/traffic of a surrounding neighborhood and community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, 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	NA

	Impact?	Explanation	Mitigation Measures
		system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	
b.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a 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 country congestion management agency for designated roads or highways; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
d.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, the substantial increase of hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, inadequate emergency access; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
f.	NO IMPACT	...adoption of the proposed code amendment will not result in, nor make easier to result in, a 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); as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA

XVII. UTILITIES AND SERVICE SYSTEMS

		<p>The proposed code amendment will revise Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.</p> <p>The proposed code amendment does not change existing City regulations governing building heights, nor would it change allowed land uses or development intensity within the City of Los Angeles. No changes in land use density, intensity or distribution are proposed. No specific physical development is proposed and no individual development would be approved as part of the proposed code amendment. Additionally, the City of Los Angeles regulates the number of parking spaces for all land uses with a one-size-fits-all standard. The proposed ordinance amends the Los Angeles Municipal Code (LAMC) to provide a more responsive and practical means of parking management with a toolkit of options based on community-level qualities.</p> <p>Without exception, all future MPR district applications submitted under the proposed code amendment will be subject to the same level of CEQA review required of other similar (non-MPR) development applications; including, but not limited to, the assessment of a proposed MPR district's impact upon utilities and services systems of a surrounding neighborhood and community. Consequently...</p>	
a.	NO IMPACT	...adoption of the proposed code amendment does not encourage the exceeding of wastewater treatment requirements of the applicable Regional Water Control Board; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
b.	NO IMPACT	...adoption of the proposed code amendment will not require or result in, nor make easier the requirement or to 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; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
c.	NO	...adoption of the proposed code amendment does not encourage the construction of new	NA

	Impact?	Explanation	Mitigation Measures
	IMPACT	storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	
d.	NO IMPACT	...adoption of the proposed code amendment will ensure that sufficient water supplies are available to serve a proposed MPR district, either from existing entitlements and resources, or are new or expanded entitlements needed; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
e.	NO IMPACT	...adoption of the proposed code amendment will ensure that a determination by the wastewater treatment provider which serves or may serve the project that a proposed MPR district has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
f.	NO IMPACT	...adoption of the proposed code amendment will ensure that a proposed MPR district is served by a landfill with sufficient permitted capacity to accommodate the MPR district's solid waste disposal needs; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
g.	NO IMPACT	...adoption of the proposed code amendment ensure that a MPR district complies with federal, state, and local statutes and regulations related to solid waste; as defined by the California Environmental Quality Act (CEQA). No adverse impact will result.	NA
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	NO IMPACT	As drafted, the proposed code amendment does not have the potential to degrade the quality of the environment, substantial reduce the critical habitat of fish or wildlife species, threaten to eliminate a plant or animal community, or result in the decline of any animal or plant species. No impact.	NA
b.	NO IMPACT	Potential impacts in all CEQA impact categories result in less than significant impacts. Therefore, the proposed code amendment's impacts are not cumulatively considerable, and no further cumulative impacts analysis is required.	NA
c.	NO IMPACT	The proposed code amendment does not have the potential to create significant impacts resulting in substantial environmental effects having a direct or indirect impact on human beings.	NA