

1/14/20

CE 19-1077 #7

PLANNING CASE REFERRAL FORM (PCRF)
City of Los Angeles, Bureau of Engineering (BOE) / Department of City Planning (DCP)

Reference Number: 201800285

Part I. To be Completed by Applicant		DCP Case Number	
Applicant	Hayden Planning	address	10008 National Blvd. #229 LOS ANGELES, CA 90034
Phone	310-614-2964	email	Matthew@haydenplanning.com
Owner	Hayden Planning	address	10008 National Blvd. #229 LOS ANGELES, CA 90034
Project Address	1138-1142 S BROADWAY 90015	APN	5139017008
Engineering District	Central		
Project description (attach ZIMAS map with highlighted parcel(s)) NEW HOTEL			
Is there a tract or parcel map being filed in conjunction with this:			[] Yes [X] No
If yes, Tract Map No. _____		Parcel Map No. _____	
Has the Tract/Parcel report been prepared and submitted to DCP by BOE			[] Yes [X] No
If yes, please refer to the Tract or Parcel map conditions, if not, then			
Is any part of this project on a corner lot?			[] Yes [X] No

Date: 1/14/20
 Submitted in PLUM Committee
 Council File No: 19-1077
 item No. 7
 Deputy: L. Campos

Submitted by: Alan Absoez
 (Appellant's Rep.)

Part II. To be Completed by BOE Staff

What is/are the street classification(s) for the adjacent streets (list all)?

BROADWAY; MODIFIED AVENUE II; ALLEY

Does the project front an intersection of two major or secondary highways? Yes NoIf yes, additional dedication may be required for dual left-turn pockets. If no, how far is the project from the nearest major/secondary intersection? Additional dedication may be required if within the standard flare section. Dedication and improvements are to be consistent with Standard Street Dimensions. See Standard Plan S-470-1.

Apparent width of existing half right of way (street centerline to property line): BROADWAY: 44 FT;

ALLEY: 6 FT ft

Standard dimension for half right of way (from S-470-1), (street centerline to property line): BROADWAY: 45 FT;

ALLEY: 10 FT ft

Apparent width of existing half roadway (street centerline to curb face): BROADWAY: 28 FT; ft

Standard street dimension for half roadway (street centerline to curb face): BROADWAY: 28 FT; ft

Is the lot connected to the sewer? Yes No

Distance from subject lot to nearest main line sewer 44 ft

Is the subject lot(s) within the hillside ordinance boundary? Yes No**Preliminary Required Improvements:**

Planning Case Referral Form Recommendation:

Dedication Required: Yes NoStreet Widening Required: Yes NoOther Improvements Required: Yes No

If yes, please list preliminary required improvements:

1 FT HIGHWAY
DEDICATION REQUIRED.
ALLEY TO BE WIDENED
TO A MINIMUM 20 FT
WIDE.

NOTE: The information on this PCRf is only a "preliminary recommendation" by BOE, which provides the applicant with a general understanding of what may be required by BOE. If the PCRf Recommendations for Dedication or Street Widening is marked "Yes", a formal investigation and engineering report will be required. The engineering report will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the engineering report.

Street Trees: If the PCRf Recommendation for Street Widening is marked "Yes", Street tree removals may be required. All street tree removals must be approved by the Board of Public Works. Applicant shall contact the Urban Forestry Division at (213) 847-3077 before proceeding with the Master Land Use Application.

In all cases, the Applicant will be required to close any unused driveways; remove and reconstruct broken, off-grade, or bad order concrete curb, gutter, driveways or sidewalk,; and install/replace public improvements, such as driveway aprons and access ramps, to meet ADA requirements.

Applicants with PCRf Recommendation of "Yes" for Dedication or Street Widening are advised to submit the following documents and pay the BOE investigation fee.

1. BOE investigation fee.
2. Two (2) copies of the Planning Master Land Use Application.
3. Two (2) copies of the project site plan.
4. Two (2) copies of the radius map.
5. Picture of the existing building, sidewalk, curb, and gutter.

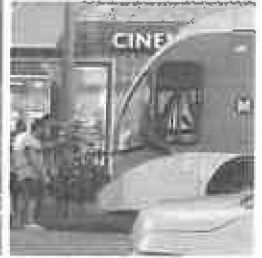
Due to the possible implications that dedications and improvements may have on the development of a project, applicants that do not pay the BOE investigation fee for the preparation of a detailed engineering report may have their application placed on hold until such information is provided. Questions and concerns regarding the engineering report may be presented at the hearing.

Prepared by: Carla Valladares

Date: 06/28/2018

Mobility Plan 2035

An Element of the General Plan



Los Angeles Department of City Planning

Approved by City Planning Commission: June 23, 2016
City Plan Case No. CPC-2013-0910-GPA-SPCA-MS

Adopted by City Council: September 7, 2016
Council File No. 15-0719-515



2.14 Street Design:

Designate a street's functional classification based upon its current dimensions, land use context, and role.

Los Angeles has a vast roadway system of about 7,500 miles of streets. Approximately 40% of the City's streets operate as arterials that serve to move people and goods long distances from one end of the City to the other. Around 60% of streets are non-arterials intended for local circulation and to serve neighborhood travel.

Every city has a hierarchy of street classifications that defines the role of each street type and how it serves the travel needs of a larger system. The new standard plan for street classification (S-470) lays out a new nomenclature to reflect complete street policies. Major Highways are being called Boulevards and Secondaries are now Avenues. Since the functional classification of streets is tied to federal level aid from the US Department of Transportation, the old functional classification terminology will also be kept for funding purposes.

A street's designation influences its overall design. Street widths, number of lanes, land use context, and more are influenced by the designation of a street. The Complete Streets Design Guide delves into the components of a street, and the different roadway and right-of-way widths for the hierarchy of street classifications.

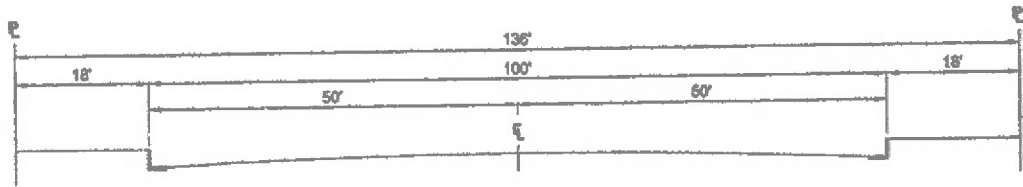
Due to the variety of street types and land use contexts, many streets do not completely fit into the dimensions identified in the S-470. In these situations, a street will receive a sub-designation as "modified" as well as an alternative dimension for either the right-of-way, roadway, or both.

Street Designations and Standard Roadway Dimensions

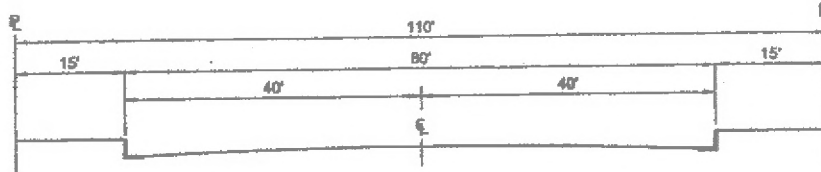
Previous Designation	Previous Designated Dimensions	Example of Previous Built Dimensions	New Designation(s)	New Designated Dimensions (right-of-way/(Right-of-Way/Roadway widths, feet) Roadway widths, feet)	
Major Highway Class I	(126/102)	(126/102)	Boulevard I	(136/100)	
		(110/80)	Boulevard II	(110/80)	
Major Highway Class II	(104/80)	(104/80)	Boulevard II	(110/80)	
		(100/70)	Avenue I	(100/70)	
		(86/56)	Avenue II	(86/56)	
		(72/46)	Avenue III	(72/46)	
		(100/70)	Avenue I	(100/70)	
Secondary Highway (90/70)	(90/70)	(86/56)	Avenue II	(86/56)	
		(72/46)	Avenue III	(72/46)	
		(66/40)	Collector Street	(66/40)	
		(64/44)	Collector Street	(66/40)	
Industrial Collector Street	(64/48)	(64/48)	Industrial Collector Street	(68/48)	
Local Street	(60/36)	(60/36)	Local Standard	(60/36)	
		(50/30)	Local Limited	(50/30)	
Industrial Local	(60/44)	(60/44)	Industrial Local	(64/44)	
Standard Walkway	10	10	Pedestrian Walkway	(10-25)	
			(New Designation)	Shared Street	(30' / 10')
			(New Designation)	Access Roadway	(20 right-of-way)
Service Road	20	Various	One-Way Service Road - Adjoining Arterial Streets	(28-35/12 or 18)	
			Bi-Directional Service Road - Adjoining Arterial Streets	(33-41/20 or 28)	
Hillside Collector	(50/40)	(50/40)	Hillside Collector	(50/40)	
Hillside Local	(44/36)	(44/36)	Hillside Local	(44/36)	
Hillside Limited Standard	(36/28)	(36/28)	Hillside Limited Standard	(36/28)	

Attachment B: Standard Street Dimensions

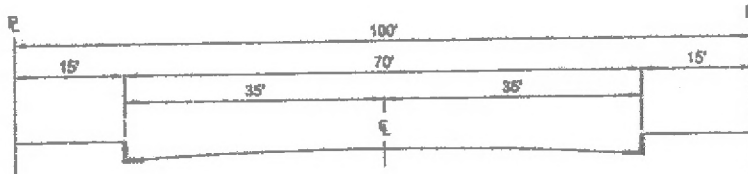
ARTERIAL STREETS



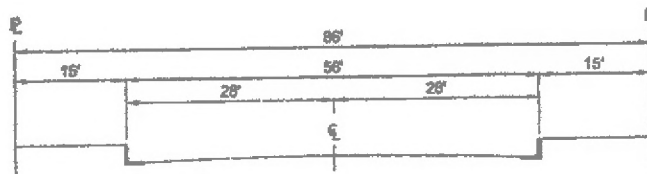
BOULEVARD I (MAJOR HIGHWAY CLASS I)



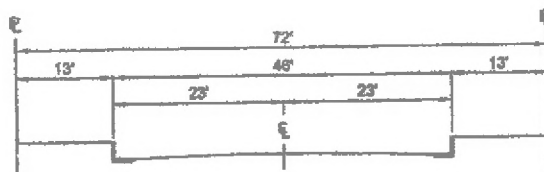
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)

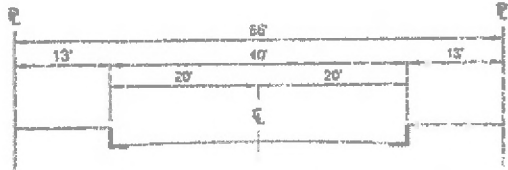


AVENUE III (SECONDARY HIGHWAY)

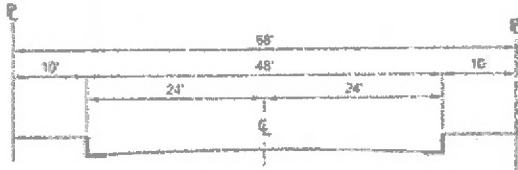


BUREAU OF ENGINEERING		DEPARTMENT OF PUBLIC WORKS		CITY OF LOS ANGELES	
STANDARD STREET DIMENSIONS				STANDARD PLAN S-470-1	
PREPARED KITTY SIU, P.E. BUREAU OF ENGINEERING	SUBMITTED <i>Samara Alkhamad</i> 10/12/15 SAMARA ALKHAMAD, P.E. ENGINEER OF DESIGN BUREAU OF ENGINEERING	APPROVED <i>Gary Lee Moore</i> 10-20-15 GARY LEE MOORE, P.E., ENV. BR. CITY ENGINEER		SUPERSEDES	REFERENCES
CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	<i>Raffi Massabki</i> 10/12/15 RAFFI MASSABKI, P.E. DEPUTY CITY ENGINEER	<i>Nick P. Pabala</i> 10-21-15 DEPARTMENT OF TRANSPORTATION GENERAL MANAGER NICK P. PABALA DIRECTOR OF PLANNING		D-22548 S-470-0	VAULT INDEX NUMBER: B-4738
				SHEET 1 OF 4 SHEETS	

NON-ARTERIAL STREETS



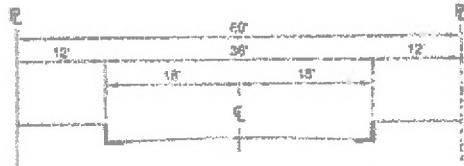
COLLECTOR STREET



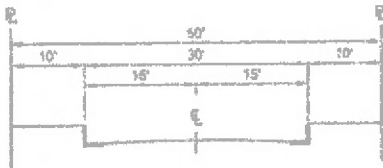
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

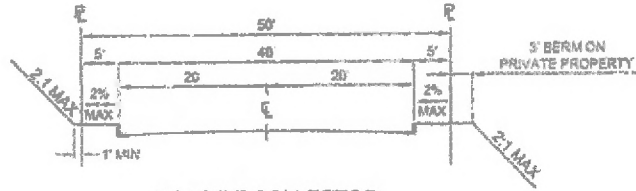


LOCAL STREET - STANDARD

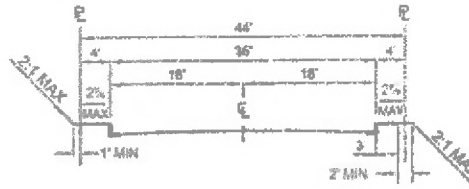


LOCAL STREET - LIMITED

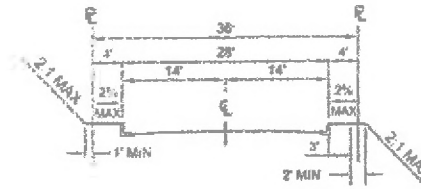
HILLSIDE STREETS



HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD



PUBLIC STAIRWAY

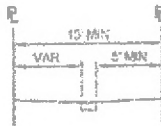
CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS



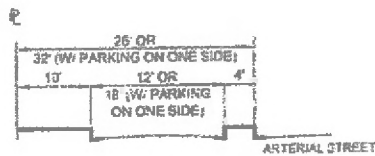
OTHER PUBLIC RIGHTS-OF-WAY



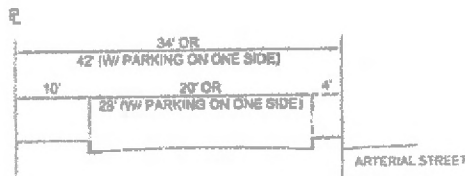
SHARED STREET



PEDESTRIAN WALKWAY

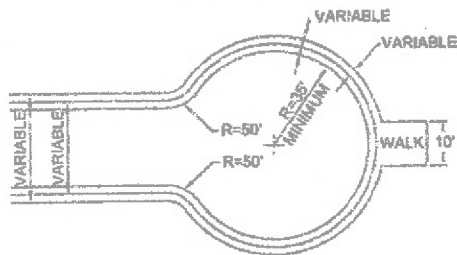


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

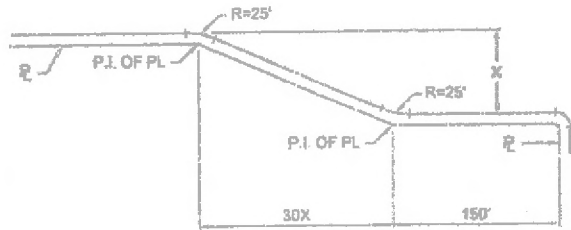
CUL-DE-SAC



MAY BE UNSYMMETRICAL (PLAN VIEW)

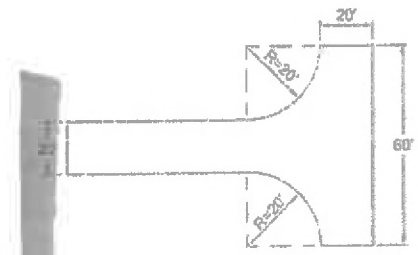
NOTE: FOR FIRE TRUCK CLEARANCE. NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

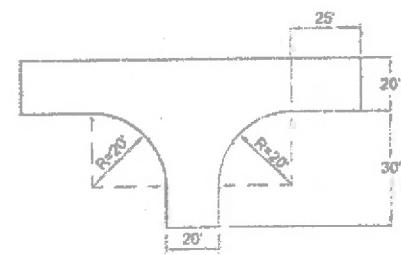


STANDARD FLARE SECTION (PLAN VIEW)

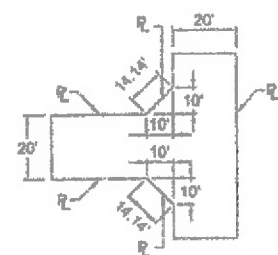
ALLEYS



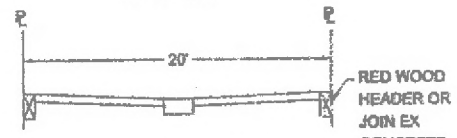
STANDARD TURNING AREA (PLAN VIEW)



MINIMUM TURNING AREA (PLAN VIEW)



STANDARD CUT CORNERS FOR 90° INTERSECTION (PLAN VIEW)



STANDARD CROSS-SECTION (PLAN VIEW)



NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.
2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.
3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.
4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.
5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.
6. FIFTY-FOOT CURB RADIUS (INSTEAD OF THE STANDARD 35' CURB RADIUS) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.
7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.
8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY:
 - A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
 - B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.
9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.
10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.
11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.
12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.
13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.



Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines



July 2019

For the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for the project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or NavigateLA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the Los Angeles Municipal Code, though the project does propose dedications or physical modifications to the public right-of-way, the answer to this question is yes.

2.1.3 Impact Criteria

Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The City of Los Angeles has adopted programs, plans, ordinances and policies that establish the transportation planning framework for all travel modes. The overall goals of these policies are to achieve a safe, accessible and sustainable transportation system for all users. The Transportation Element of the City's General Plan, the "Mobility Plan 2035," offers a comprehensive vision and set of policies and programs the City aims to achieve to provide streets that are safe and convenient for all users. Vision Zero Los Angeles aims to reduce transportation fatalities to zero by using extensive crash data analysis to identify priority corridors and intersections and applying safety countermeasures.

The titles of key City plans and policies, and their web links, that shall be reviewed are listed in Table 2.1-1. These documents are subject to revision over time, and new plans may be adopted that are relevant to this threshold. The Los Angeles Department of City Planning (LADCP) will periodically review and revise this list to ensure that it reflects the City's current priorities on the safety and performance of the transportation system. This list should be consulted in order to identify potential conflicts with projects and plans in the CEQA review process.

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether a project would not implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies. This determination may require consultation with LADCP and LADOT.

2.1.4 Methodology

Project Impacts

- A project that generally conforms with, and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances listed in **Table 2.1-1** for City plans, policies, programs, ordinances and standards relevant to determining project consistency. **Table 2.1-2** lists questions that shall be answered in order to help guide whether the project conflicts with City circulation system policies. A 'yes' or 'no' answer to these questions does not determine a conflict. Rather, as indicated in **Table 2.1-2**, the Project Applicant shall review relevant policies and programs corresponding to the questions to assess whether the proposed project precludes the City's implementation of any adopted policy and/or program.
- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in the Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

Table 2.1-1: City Documents that Establish the Regulatory Framework⁵

<u>Plan or Policy</u>	<u>Web Link</u>
1. <u>Los Angeles Mobility Plan 2035</u>	https://planning.lacity.org/documents/policy/mobilityplnmemo.pdf
2. <u>Plan for Healthy LA</u>	https://planning.lacity.org/cwd/gnlpin/PlanforHealthyLA.pdf
3. <u>Land Use Element of the General Plan (35 Community Plans)</u>	http://cityplanning.lacity.org/
4. <u>Specific Plans</u>	http://cityplanning.lacity.org/
5. <u>LAMC Section 12.21 A.16 (Bicycle Parking)</u>	

⁵ For description of the relevant planning documents, see **Attachment D**.

6. <u>LAMC Section 12.26j (TDM Ordinance)</u>	http://library.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen?f=templates\$fn=default.htm\$3.0\$vid=amlegal:lapz_ca\$anc=
7. <u>LAMC Section 12.37 (Waivers of Dedications and Improvement)</u>	http://library.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen?f=templates\$fn=default.htm\$3.0\$vid=amlegal:lapz_ca\$anc=
8. <u>Vision Zero Action Plan</u>	http://visionzero.lacity.org/
9. <u>Vision Zero Corridor Plans</u>	http://visionzero.lacity.org/
10. <u>Pedestrian Safety Action Plan (pending)</u>	
11. <u>Streetscape Plans</u>	<p>List of relevant Streetscape Plans (this list may not be all inclusive):</p> <p>https://planning.lacity.org/complan/gen_plan/avail_other.htm</p>
12. <u>Citywide Design Guidelines for Residential, Commercial and Industrial Development</u>	http://planning.lacity.org/urbandesign/resources/index.php
13. <u>Walkability Checklist</u>	<p>http://urbandesignla.com/resources/LAWalkabilityChecklist.php</p> <p><u>Currently being updated</u></p>
14. <u>LADOT Transportation Technology Strategy – Urban Mobility in a Digital Age</u>	http://www.urbanmobilityla.com/strategy/
15. <u>Mobility Hubs Reader's Guide</u>	http://www.urbandesignla.com/resources/MobilityHubsReadersGuide.php
16. <u>LADOT Manual of Policies and Procedures (Design Standards)</u>	http://ladot.lacity.org/what-we-do/plan-review/reference-library

The analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area.

Related projects considered in the cumulative analysis should include known development projects within a one-quarter mile (1,320 foot) radius of the project site. Consultation with LADCP and LADOT may be required to compile the related projects list. The City's ZIMAS database can be used to assist in identifying development projects that have submitted applications to the City of Los Angeles. In consultation with LADOT, the analysis should also consider planned transportation system improvements within the study area.

Consider whether there would be a significant impact to which both the proposed project and other projects contribute. For instance, a cumulative impact could occur if the project as well as other future development projects located on the same block were to preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework.

2.1.5 Mitigation

Identify changes to the proposed project as mitigation measures that could reduce or eliminate any inconsistencies with applicable programs, plans, ordinances, and policies and then determine the level of significance after mitigation.

Table 2.1-2: Questions to Determine Project Applicability to Plans, Policies and Programs

#	Guiding Questions	Relevant Plans, Policies, and Programs	Supporting/Complementary City Plans, Policies, and Programs to consult
EXISTING PLAN APPLICABILITY			
1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? (screening question)	LAMC Section 12.37	
2	Is project site along any network identified in the City's Mobility Plan?	MP 2.3 through 2.7	
3	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	MP - Street Classifications; MP - Street Designations and Standard Roadway Dimensions	MP - 2.17 Street Widening
4	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?		
5	Is project site in an identified Transit Oriented Community (TOC)?	MP - TEN; MP - PED; MP - BEN; TOC Guidelines	
6	Is project site on a roadway identified in City's High Injury Network?	Vision Zero	Mobility Plan 2035
7	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	MP - 2.1 Adaptive Reuse of Streets; MP - 2.10 Loading Areas; MP - 3.5 Multi-Modal Features; MP - 3.8 Bicycle Parking; MP - 4.13 Parking and Land Use Management; MP - 5.4 Clean Fuels and Vehicles	MP - 2.3 Pedestrian Infrastructure; MP - 2.4 Neighborhood Enhanced Network; MP - 3.2 People with Disabilities; MP - 4.1 New Technologies; MP 5.1 Sustainable Transportation; MP - 5.5 Green Streets

8	Does project propose narrowing or shifting existing sidewalk placement?	MP 2.3 Pedestrian Infrastructure; MP 3.1 - Access for All; MP -PED; MP - ENG 19; MP 2.17 Street Widening	Healthy LA; Vision Zero; Sustainability Plan
9	Does project propose paving, narrowing, shifting or removing an existing parkway?	MP - 5.5 Green Streets; Sustainability Plan	
10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	MP - BEN; MP - 4.15 Public Hearing Process	Vision Zero
11	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	MP - 3.9 Increased Network Access; MP - ENG 9; MP - PL 1; MP - PL 13; MP - PS 3	
12	Does project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	MP - 3.10 Cul-de-sacs	
ACCESS: DRIVEWAYS AND LOADING			
13	Does project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	MP - PL.1; MP - PK.10, CDG 4.1.02	Vision Zero
14	If yes to 13, is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	MP - PL.1; MPP 321	Vision Zero
15	Does project site include a corner lot? (avoid driveways too close to intersections)	CDG 4.1.01	

3.3.2. Screening Criteria

For land use projects, if the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect project access and circulation:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
- Would the land use project generate a net increase of 250 or more daily vehicle trips?

For the purpose of screening for daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*, as described in Section 2.2. A user's guide for the VMT Calculator can be found [here](#). If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion below, the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT calculator and subtracted from the Project's daily vehicle trips to determine the net increase in daily vehicle trips.

For transportation projects, if the answer is yes to the following question, further analysis will be required to assess how the project would affect project access, safety and circulation:

- Does the transportation project reduce travel lane capacity on a road that would be expected to carry more than 750 vehicles per hour per lane for at least two (2) consecutive hours in a 24-hour period after the project is completed?

3.3.3. Evaluation Criteria

Operational Evaluation

For land use and transportation projects, the Transportation Assessment should include a quantitative evaluation of the project's expected access and circulation operations. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the *Mobility Plan 2035*) at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to "gridlock" congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely-spaced intersections and impedes the flow of traffic through upstream intersections.

For land use and transportation projects, the Transportation Assessment should identify if project-related traffic queuing is expected to increase traffic diversion so as to burden neighborhood streets (See Section 3.5).

Safety Evaluation

For transportation projects, the Transportation Assessment should identify if the project would result in changes the operations of the roadway that would be expected to improve or reduce safety for vulnerable road users.

ORDINANCE NO. 184718

An ordinance amending Sections 11.12, 12.21, 12.37, 17.05 and 19.01 of the Los Angeles Municipal Code and repealing previous ordinances establishing street designations for arterial streets and arterial street segments in order to implement modifications to the General Plan's Circulation Element.

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

Section 1. Except as set forth in Subsections S and T of Section 17.05 of the Los Angeles Municipal Code, those portions of any and all ordinances, including specific plans, that establish street designations for any street or street segment are hereby repealed. Such designations are hereby replaced by the designations set forth in the Citywide Circulation System Map located in Council File No. 15-0719. The Director of Planning is hereby delegated the authority to revise all non-codified land use ordinances to reflect the correct street designations.

Sec. 2. The table in Section 11.12 of the Los Angeles Municipal Code is amended to delete the third and fourth rows for "Appeal of dedication requirements" and "Appeal of improvement requirements."

Sec. 3. The last sentence of Section 12.21 A.17(e)(1) of the Los Angeles Municipal Code is amended to read as follows:

Upon payment of the fee imposed pursuant to the provisions of Section 12.37 F.3., an applicant may seek relief from this dedication requirement pursuant to the provisions of Section 12.37 I.

Sec. 4. The last sentence of Subsection A of Section 12.37 of the Los Angeles Municipal Code is amended to read as follows:

As used in this section, the Center/Control line of the arterial or collector street shall mean the center of those arterial or collector streets as shown on the Citywide Circulation System Map of the Circulation Element of the General Plan or, with respect to collector streets, on the adopted community plans of the Land Use Element of the General Plan on file in the offices of the Department of City Planning.

Sec. 5. Subdivision 5 of Subsection A of Section 12.37 of the Los Angeles Municipal Code is amended to read as follows:

5. No dedication shall be required where the existing right-of-way is equal to or greater than the street standard, even where the improved sidewalk does not meet the standard dimension.

Sec. 6. New Subdivisions 6 through 10 are added to Subsection A of Section 12.37 of the Los Angeles Municipal Code to read as follows:

6. Where the existing improved roadway meets or exceeds the street standard, no dedication shall be required except as necessary to bring the abutting sidewalk dimension into compliance with the street standard as depicted in the most recent version of the Bureau of Engineering's standard plan number S470.

7. Nothing herein shall preclude the decision maker on a discretionary entitlement from requiring a dedication or improvement greater than what is set forth in this section, if the decision maker determines that a greater dedication or improvement bears an essential nexus and rough proportionality to a project impact.

8. For streets accompanied by a parallel frontage and/or service road and for streets designated as divided streets, existing roadway dimensions are deemed to be in compliance with the street standards and no additional dedication or improvement is required. A dedication for sidewalk improvement shall be required, however, as necessary to bring the abutting sidewalk dimension into compliance with the street standard.

9. Additional dedication and improvement requirements may be imposed in order to ensure compliance with the Americans with Disabilities Act.

10. Notwithstanding the above, in order to obtain street consistency, the Bureau of Engineering on a by-right project, or the decision maker on a discretionary entitlement, may modify this section's dedication and improvement requirements for meandering streets or portions of streets that lack uniform roadway widths, including for divided streets, and streets accompanied by a parallel frontage and/or service road.

Sec. 7. Subsection F of Section 12.37 of the Los Angeles Municipal Code is amended in its entirety to read as follows:

F. Fees. In addition to all other required fees, the following fees shall be charged for services provided for processing applications pursuant to the provisions of this section:

1. A nonrefundable fee as set forth in Section 11.12 for every property requiring the City Engineer to investigate and determine whether the provisions of this section require a dedication of land or improvement to land.

2. A fee as set forth in Section 11.12 for Bureau of Engineering services for processing real estate transfer documents for every property for which the provisions of this section require a dedication of land.

3. A nonrefundable fee in the amount of \$1,970 paid to the Department of City Planning for processing waiver requests pursuant to the provisions of Subsection I of this section.

4. A nonrefundable fee of \$1,570 paid to the Department of City Planning for processing appeals pursuant to the provisions of Subsection I of this section.

Sec. 8. Subdivision 1 of Subsection H of Section 12.37 of the Los Angeles Municipal Code is amended to read as follows:

1. All arterial and collector streets shall be constructed and improved in accordance with the standards adopted by the City Planning Commission pursuant to LAMC 17.05 B.

Sec. 9. Subsection I of Section 12.37 of the Los Angeles Municipal Code is amended in its entirety to read as follows:

I. Waivers and Appeals.

1. This subdivision shall constitute the exclusive mechanism for waivers and appeals of dedication and improvement requirements under this section. Waivers of dedication or improvement requirements may not be granted by City Council motion.

2. **Waivers for By-Right Projects.** Any person seeking a waiver of this section's dedication or improvement requirements for a project that does not require a discretionary entitlement shall file an application for a waiver with the Director of Planning.

(a) **Notice.** Within 10 calendar days of the receipt of an application for a waiver, the Director shall mail notice of the requested waiver to the following individuals and entities with a notice that all comments shall be submitted to the Director no later than 14 calendar days following mailing of the notice:

(1) Owners of property across the street or alley from the subject property;

(2) Owners of property with frontage along the same street that has a common corner with or that abuts the subject property;

(3) Owners of property with frontage along the same street that has a common corner with or that abuts any properties listed in Subparagraphs (1) and (2) above;

(4) The Council member of the district where the subject property is located; and

(5) The Department of Transportation and Bureau of Engineering.

(6) Notification pursuant to this section shall also be provided to Advisory Agency members for waivers that requires the modification of a Map.

a. Any person seeking a waiver that requires a modification of a Map shall submit a map modification request and payment of map modification fees to the Bureau of Engineering as required by Section 17.11.

(b) **Findings.** The Director may waive, reduce or modify the required dedication or improvement as appropriate after making any of the following findings, in writing, based on substantial evidence in the record:

(1) The dedication or improvement requirement does not bear a reasonable relationship to any project impact.

(2) The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established.

(3) The dedication or improvement requirement is physically impractical.

(c) **Written Determination.** The Planning Director shall issue a determination regarding the request no sooner than 15 calendar days following mailing of the notice described above, and no later than 75 days from receipt of the waiver application, or within any additional period mutually agreed upon by the applicant and the Planning Director. The Planning Director shall mail the determination letter to all individuals to whom notice of the application was provided.

(d) **Appeal.** Any person required to dedicate land or make improvements pursuant to this section may appeal the Planning Director's decision to the Area Planning Commission. The appeal shall be filed within 15 calendar days of the date of mailing of the Planning Director's determination letter. Such appeal shall be made in writing, shall be filed at the Department of City Planning's public counter, shall state in clear and concise language the grounds for the appeal, and shall be accompanied by a filing fee in the amount specified above.

(1) Before acting on any appeal, the Area Planning Commission shall set the matter for a hearing, giving at least 15 calendar days' notice to the individuals identified in Paragraph 2(a) above.

(2) On appeal, the Area Planning Commission shall consider the waiver request de novo based on the findings set forth in Subdivision 2(b) above. The Area Planning Commission shall act to approve or deny the appeal within 75 calendar days after the expiration of the appeal period or within any additional period mutually agreed upon by the applicant and the Area Planning Commission.

3. **Waivers for Discretionary Projects.** For projects that require a discretionary entitlement, an applicant shall file a waiver request as part of the master land use application or subdivider's statement for the project. In such case, the decision maker for the discretionary entitlement shall process the waiver request pursuant to the procedures established for the discretionary entitlement, but may only grant a waiver after making one of the required findings set forth in Subdivision 2(b) above. The waiver request must be set forth in the application filed with the Department of City Planning, and may not be raised for the first time at the hearing on the entitlement or at any entitlement appeal hearing. The applicant may appeal the waiver determination pursuant to the same procedures that govern the entitlement; except in the case of projects that include a tentative map, the waiver determination is subject to only one level of appeal. On appeal, the decision maker shall consider the waiver request de novo based on the findings set forth in Subdivision 2(b) above.

If the discretionary entitlement(s) for a project have already been approved prior to the effective date of this ordinance, an applicant may apply for a waiver following the procedures for waivers for by-right projects set forth above.

4. **Waivers for a Map Modification.** Notwithstanding the Parcel, Tentative or Final Tract Map modification procedures set forth in 17.11, 17.14, 17.53 or 17.59, projects that have an approved and/or recorded Map and where the street standards for which the original dedication and/or improvements were revised after the Map was either approved and/or recorded may apply for a waiver from a street dedication and/or improvement using the Waivers for By-Right Projects process described in Section 12.37 I.2, with the Director acting for the Advisory Agency.

5. **Exceptions.** Projects located in a Hillside area that seek to obtain a waiver from a required street dedication and/or improvement shall continue to use the procedures described in Sections 12.24 X.21 and 28 as applicable.

6. **Authority of the City Engineer.** Notwithstanding any other requirement of this Code, the City Engineer may waive or modify any condition of approval or other obligation related to right-of-way improvement or dedication consistent with the Circulation Element of the City's General Plan without requiring any discretionary entitlement, including, but not limited to, a modification under Sections 12.37 I.4 and 17.14. Nothing in this section is intended to relieve applicants and the City of compliance with the Subdivision Map Act and state law.

Sec. 10. Subsection A of Section 17.05 of the Los Angeles Municipal Code is amended to read as follows:

A. Street Standards Committee. There is hereby created a Street Standards Committee (Committee) to be composed of the Director of Planning, as Chair, the City Engineer and the General Manager of the Department of Transportation, or their designees.

This Committee shall:

1. Recommend to the Commission minimum width and improvement standards for all classes of public and private streets and alleys. The Commission shall adopt such minimum width and improvement standards as it determines are necessary for the safe and adequate movement of pedestrians, bicyclists, transit service and vehicular traffic, the increased retention and detention of stormwater, the installation of necessary utilities and for reasonable and proper access to abutting properties. Such standards shall not be applicable to any street or alley for which the City Council, by ordinance, adopts specific standards.

2. Modify the Complete Street Design Guide (CSDG) on an as-needed basis to align the CSDG with current and innovative street design practice.

Sec. 11. Subsection B of Section 17.05 of the Los Angeles Municipal Code is amended to read as follows:

B. Adoption of Standards. A public hearing shall be conducted by the Commission prior to the approval of any change in the standards.

Sec. 12. Subdivision 1 of Subsection D of Section 17.05 of the Los Angeles Municipal Code is amended to read as follows:

1. **Right-of-Way and Roadway Widths.** All streets and alleys shall be designed to conform with the Commission's adopted standards. The requirements and exceptions set forth in Section 12.37, however, shall apply.

Sec. 13. Subdivisions 6 and 7 of Subsection D of Section 17.05 of the Los Angeles Municipal Code are amended to read as follows:

6. **Intersections.** Street intersections shall be at as near to a right angle as possible. No jogs shall be allowed in the continuity of an arterial street. Jogs in a non-arterial street where crossing an arterial street shall be held to a minimum. Multiple intersections of more than four approaches should be avoided. In hillside areas special conditions may be required.

7. **Cul-de-sac Streets.** Cul-de-sac streets should be avoided except in locations where physical constraints prohibit the continuation of the street (such as where a river or railroad infrastructure is present) or where made necessary by historical development patterns. Where cul-de-sac streets are approved, they shall be terminated by a turning area conforming to the latest standards approved by the Commission. Where feasible, existing cul-de-sacs should be modified and new cul-de-sacs should be designed to include a passageway for bicycles and pedestrians to access the surrounding area.

Sec. 14. Subsections E, F and G of Section 17.05 of the Los Angeles Municipal Code are amended to read as follows:

E. Alleys.

1. Alleys shall be not less than 20 feet in width. Alleys serving industrial zones shall be 30 feet wide, unless otherwise approved by the Advisory Agency. All dead-end alleys shall be constructed with adequate turning areas. Whenever practicable, alleys shall be required at the rear of all lots that are in residential zones and that front an arterial street. Alleys may also be required at the rear of lots in commercial and industrial zones.

2. **Alley Intersections.** Where two alleys intersect, a triangular corner cut-off of not less than 10 feet along each alley line shall be provided.

F. Pedestrian Walks. If the Advisory Agency determines that inner-block pedestrian walks are necessary for the public health, safety or welfare, they shall be dedicated to a width of not less than 12 feet. The Advisory Agency, however, shall only impose such a dedication requirement after finding that the dedication bears an essential nexus and rough proportionality to a project impact.

G. Blocks. Blocks in residentially and industrially zoned areas shall not exceed 1,700 feet in length, except in hilly areas. Commercial blocks shall not exceed 800 feet in length except in locations where the prevailing block length (within ½ mile) is less than 800 feet. In such instance, the new block shall not exceed the average prevailing block length.

Sec. 15. A new Subdivision 3 is added to Subsection B of Section 19.01 of the Los Angeles Municipal Code to read as follows:

3. An appeal filed pursuant to Section 12.37 of this Code shall be accompanied by a filing fee in the amount of \$1,570, to be collected by the Department.

Sec. 16. A new Subsection Z is added to Section 19.01 of the Los Angeles Municipal Code to read as follows:

Z. Waivers of Dedication and Improvement Requirements. An application for a waiver of the dedication and/or improvement requirements set forth in Section 12.37 of this Code shall be accompanied by a filing fee in the amount of \$1,970, to be collected by the Department.

Sec. 17. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of JAN 17 2017.

HOLLY L. WOLCOTT, City Clerk

By 
Deputy

Approved JAN 18 2017


Mayor
ACTING

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By 
ADRIENNE S. KHORASANEE
Deputy City Attorney

Date October 14, 2016

File No(s). CF 15-0719

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

October 17 2016


See attached report.
Vincent P. Bertoni, AICP
Director of Planning

DECLARATION OF POSTING ORDINANCE

I, JUAN VERANO, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 184718 – Amending Sections 11.12, 12.21, 12.37, 17.05 and 19.01 of the Los Angeles Municipal Code and repealing previous ordinances establishing street designations for arterial streets and arterial street segments in order to implement modifications to the General Plan’s Circulation Element – a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **January 17, 2017**, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **January 23, 2017** I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on **January 23, 2017** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this **23rd** day of **January 2017** at Los Angeles, California.



Juan Verano, Deputy City Clerk

Ordinance Effective Date: March 4, 2017

Council File No. 15-0719

[Home Table of Contents](#)**§ 15332. In-Fill Development Projects.**

14 CA ADC § 15332

BARCLAYS OFFICIAL CALIFORNIA CODE OF REGULATIONS

Barclays Official California Code of Regulations Currentness

Title 14. Natural Resources

Division 6. Resources Agency

Chapter 3. Guidelines for Implementation of the California Environmental Quality
Act

Article 19. Categorical Exemptions

14 CCR § 15332

§ 15332. In-Fill Development Projects.

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section. (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning signa- tion and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value, as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

Note: Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.

HISTORY

1. New section filed 12-23-98; operative 12-23-98 pursuant to Public Resources Code section 21087 (Register 98, No. 52).

This database is current through 12/27/19 Register 2019, No. 52

14 CCR § 15332, 14 CA ADC § 15332

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DOCUMENT

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